märklin

150 Years of Railroading in Württemberg

Complete Program
1995/96 E

General Information for the Hookup and Operation of the Märklin Model Railroads

Märklin products adhere to the European safety regulations (EC standards) for toys. Achieving the greatest possible safety in practice requires, however, that the individual products are used in accordance with regulations. In the instructions accompanying the products, directions are therefore given for their correct hookup and operation which are to be followed at all times.
It is recommended that parents sit down and go through the instructions with their children before the trains are operated for the first time. This will provide safety and many years of enjoyment in the use of the model railroad.

Several important points of general significance are given on this page.

Electrical Equipment for Building a Layout

All Märklin products intended for electrical/electronic operation may be used only with equipment designed for them (transformer) or with a source of protective low tension current (transformer with ouput sockets).

Hookup of Track Layouts

Every electrical conductor has an electrical resistance. Naturally, this is also true for model railroad track, especially for the rail joint or the electrical connection between two sections of model railroad track. To minimize the drop in voltage that results from this, we recommend that additional voltage connections be made every 2–3 meters (approx. 6–9 feet) (depending on how clean or corroded the rail joints in the track are) using a feeder track or other feeder connection, to enable trouble-free operation and a safe way to shut off power in the event of excess current (example: short circuits from derailments).

Please note:
The transformer may be operated only with alternating current. Operation in damp or wet areas as well as outdoors is not permitted. Damage due to overloads will not occur when Märklin transformers are used properly.

In the event of a short circuit the built-in thermal switch shuts off the current automatically. We recommend that the speed control knob be set to "0" and that you wait about one minute. After the cause of the short circuit has been corrected, you will then be able to continue operation.

If the transformer should shut off several times during operation without there being a short circuit, then it is probably overloaded by having too many electric accessories (such as turnouts, signals, etc.) connected to it. In this instance you must connect up a second or third transformer and divide the users into several circuits.

Transformers should be examined regularly for possible damage (example: to the electrical cord, plug or housing). Damaged transformers must not be used.

Installation of Digital Equipment

Because of the many possibilities for control with Märklin Digital, it is recommended that on very large layouts the control components be installed at various points around the layout. The 6038 and 6039 adapter cables enable you to install individual components in a decentralized manner.

Please note:
The sum of all distances between the individual components may be a maximum of six meters (19′6″).

Television/Radio Reception and Model Railroad Layouts

All Märklin products conform to the current EC regulations for preventing interference with television/radio reception. Wear and/or faulty maintenance of these items as well as operating them in a manner other than indicated in the instructions can lead to increased interference with television/radio reception. A magazine dealing with this range of topics is available on request.

In addition to this general information, please follow the instructions included with individual Märklin products to maintain their operating reliability.

This catalog contains **no price list** from Märklin. Please see your local, authorized dealer for his price list.

The pictorial symbols next to individual items will give you clear, simple information about our quality and system features. The handy foldout page at the end of this catalog explains the different symbols.

The factory sells only through its authorized dealer network. Your local dealer will be happy to show you the full range of Märklin model trains and will gladly advise you about them.

We reserve the right to make changes and availability is not guaranteed. Electrical and mechanical data and dimensions given may vary in accuracy.
Some of the models illustrated are handmade samples.

This Märklin full line catalog supercedes all previous Märklin catalogs.

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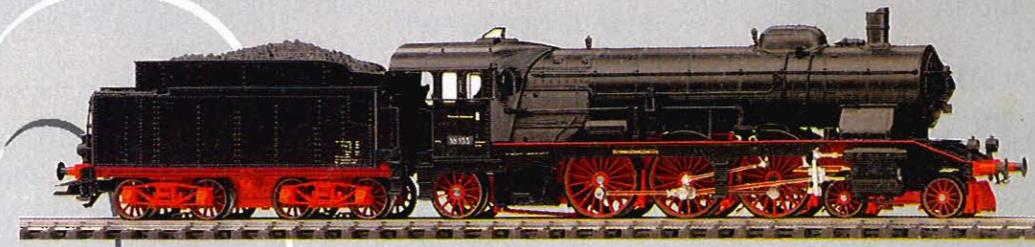


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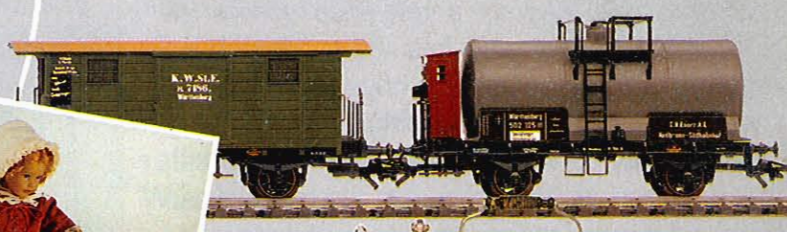
Märklin Model
Railroad Club (Inc)
Wgtn NZ

95 NEW ITEMS

















Dear Märklin Enthusiast,

The appearance of a new catalog is always a good opportunity to look forward as well as look back.

Looking back at 1994 shows clear efforts not only in the prototype but also in the model railroad industry to shape the future.

At Märklin, too, you can find a lot that is new, starting with Maxi, the big toy railroad made of metal, on up to a variety of highly interesting new items in H0 and Z. The Märklin Year for 1994 was also enriched with numerous promotions and shows. This is all documented with the VHS video "A Year with Märklin", which also incorporates the new items film for 1995 to give a look at the current model year.

The catalog before you – a reference work for all active model railroaders – has 432 pages and is even more extensive and, we hope, even more interesting for you. It also is bringing a few more important new items. The new items for this year that have already been shown at the toy fairs can be found quickly and grouped in an overview on the pages directly following this one. The item index "You will find...", in which all of the products in this catalog are listed numerically, has been moved to pages 430/431. Additional new items such as the Märklin "Alpine Procession" locomotive and the class 96 in the color scheme for the 1925 Transportation Show in H0 or the mighty class 38 with a tub-style tender in 1 Gauge are grouped with their respective product assortments.

A look forward into 1996 – at least as far as the year's schedule is concerned – is offered by the new Märklin calendar for '96, which provides not only attractive prototype photographs, but also specific information about the prototype and the model on the back of each calendar page. A railroad companion for the entire year.

Your Märklin Team



18 943
Video Cassette
"A Year with Märklin".
VHS system. 55 minutes running time + 20 minutes of new items for '95.
German narration only, European VHS only.



1996
Märklin Calendar for 1996
with interesting prototype information. Size 29.7 x 42.0 cm (11-11/16" x 16-1/2"). German text only.

150 Years of Railroading in Württemberg

The railroad as a modern method of transportation entered the Kingdom of Württemberg with the founding of the Royal Württemberg State Railways (K.W.St.E.) on October 22, 1845. In a few years important cities such as Heilbronn, Stuttgart, Ulm and Friedrichshafen were linked directly with one another.

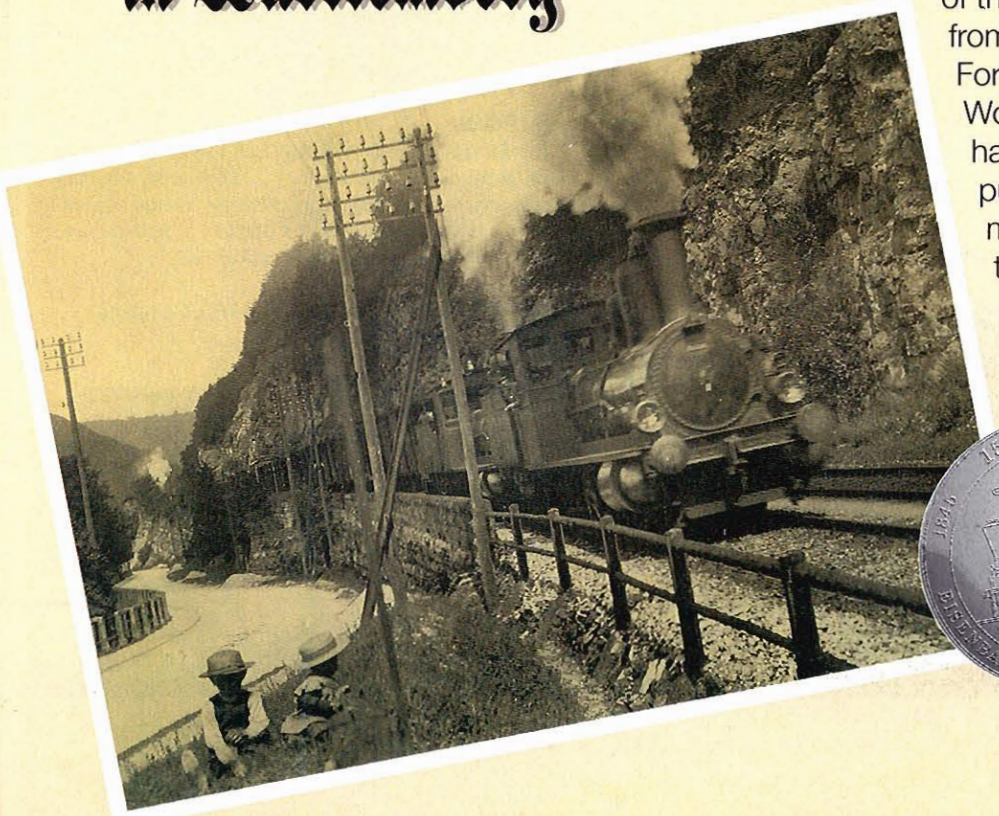
The topography of Württemberg presented railroader builders with certain immense difficulties. Especially worthy of mention here is the famous "Geislinger Grade", a 22.5‰ grade, which demanded everything of the locomotives right from the very beginning. For a long time even after World War II heavy trains had to be pushed and/or pulled by several locomotives in tandem up to the Alb plateau at Amstetten.

All of the main routes in Württemberg were built before the turn of the century and were then supplemented with numerous branch-lines. After World War I the K.W.St.E. was incorporated into the German State Railroad.

The railroad in Southwest Germany has developed into a modern, economic enterprise with the electrification of most routes (which has grown to over 2,000 kilometers (approx. 1,250 miles), the change-over to the German Federal Railroad and the constant modernization of rolling stock and operations associated with this changeover.



Märklin is presenting interesting railroad locomotives and cars from Württemberg's railroad history with the numerous anniversary models in 1, H0 and Z gauges.

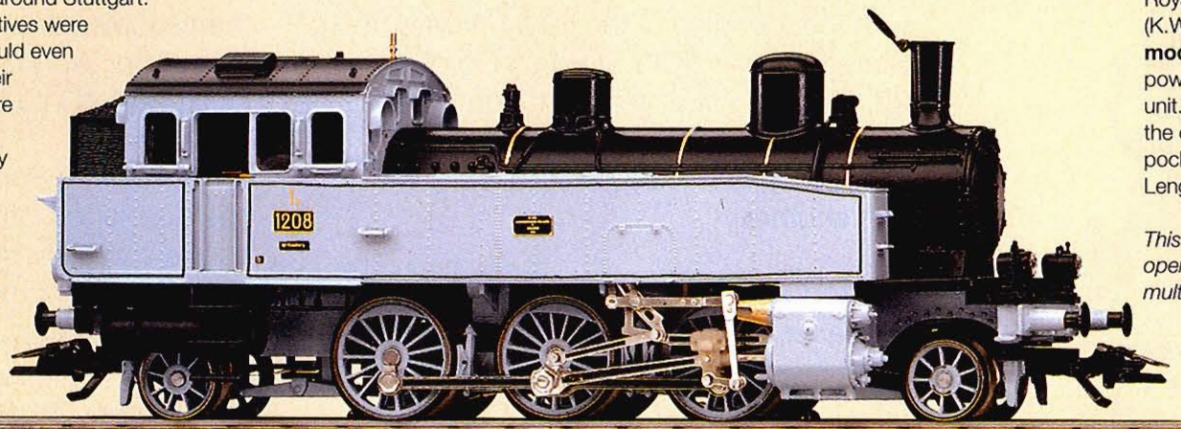




The theme of the official silver medal that is available at banks and savings banks in Württemberg.

K.W.St.E. T5

The lack of a powerful tank locomotive was noticeable especially in the increasing level of commuter traffic around Stuttgart. Starting in 1910 the new class T 5 locomotives were placed into service. These locomotives could even be used in express train service due to their excellent running characteristics. They were designated the class 75⁰ by the German State Railroad Company. The fact that they were not retired until 1968 is another indication of the superiority of this design by the Esslingen Machine Company.



3412 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 5. **With built-in DELTA module.** Metal boiler and frame. 3 axles powered. 2 traction tires. Electronic reverse unit. Dual headlights which change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 13.9 cm (5-15/32″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

K.W.St.E. DW "Kittel"

In 1905 mass production was started for steam railcars with the "Kittel" design boiler. The latter was named after Eugen Kittel, the chief engineer at that time for the Esslingen Machine Company. This vehicle had 40 seats and space for 4 people to stand. In addition, there was also a baggage and mail area. The maximum speed was 60 km/h (approx. 38 mph). The results with this railcar were so good that 14 units remained in service with the DRG and the last of this railcar was not retired from the DB until 1958.



3425 Steam Railcar.
Royal Württemberg State Railways (K.W.St.E.) DW "Kittel". **With built-in DELTA module.** Metal frame. 1 axle powered. 1 traction tire. Electronic reverse unit. Dual headlights that change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 13.1 cm (5-5/32″).

This model is a cooperative project with the TRIX Company, Nürnberg, Germany.

This railcar is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

The 3425 steam railcar is being produced in a one-time series only in 1995 on the occasion of the 150th anniversary of railroading in Württemberg.

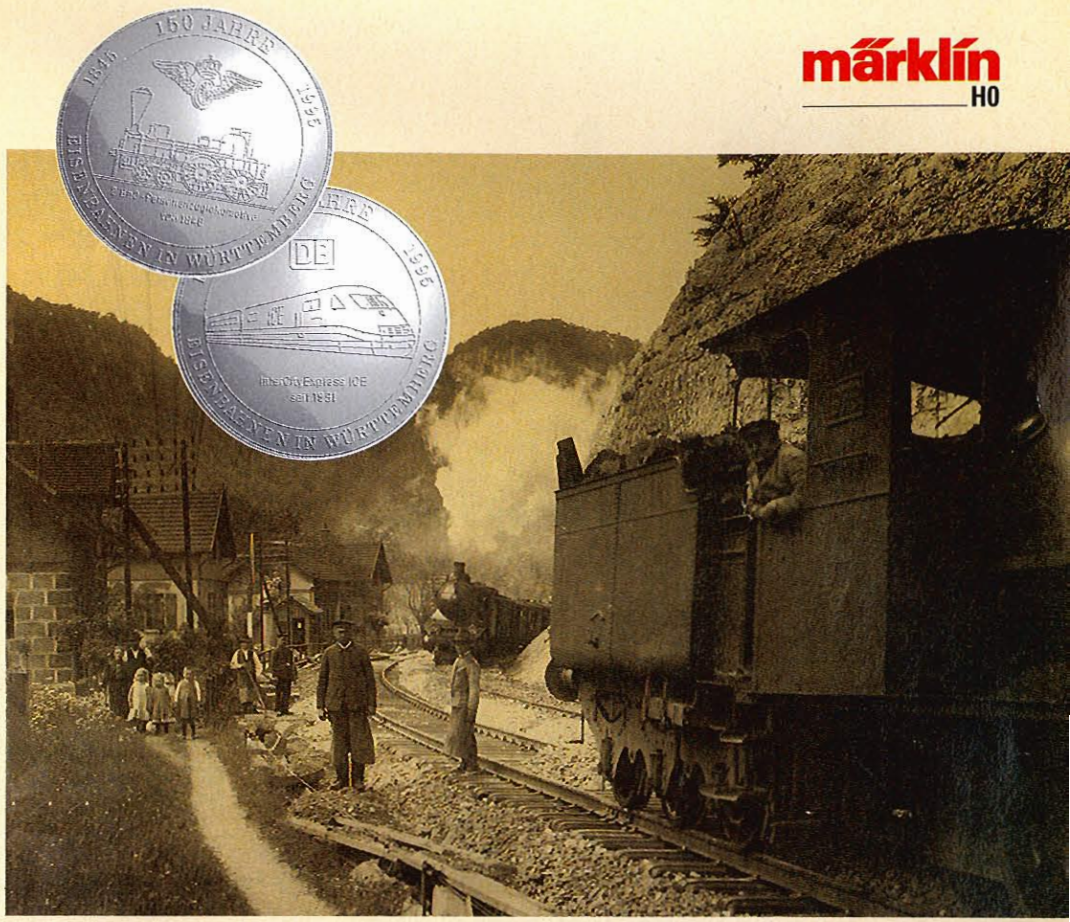
The Royal Württemberg State Railways (K.W.St.E.) class C was known under the name "Beautiful Lady of Württemberg". Without a doubt it was one of the most successful steam locomotives ever built. From 1909 to 1921 the Esslingen Maschinenfabrik Company delivered a total of 41 of these units. Towards the end of the Provincial Railroad era the type T 20 tender was replaced by the larger type T 30 tender. The water capacity of 30 cubic meters (approx. 7,926 gallons) and the coal capacity of 10 tons enabled longer runs. This greater total length even necessitated the rebuilding of some of the turntables.

3411 Express Locomotive with Tender.
German Federal Railroad (DB) class 18.1. High reduction bevel gear drive, will not lock up. High-efficiency Faulhaber motor. **With built-in DELTA module.** Metal body and frame. 3 axles powered through drive rods. 2 traction tires. Electronic reverse unit. Dual headlights which change over with the direction of travel. Permanent close coupling between locomotive and tender. Close coupler with guide mechanism on tender. Length over buffers 25.1 cm (9-7/8").

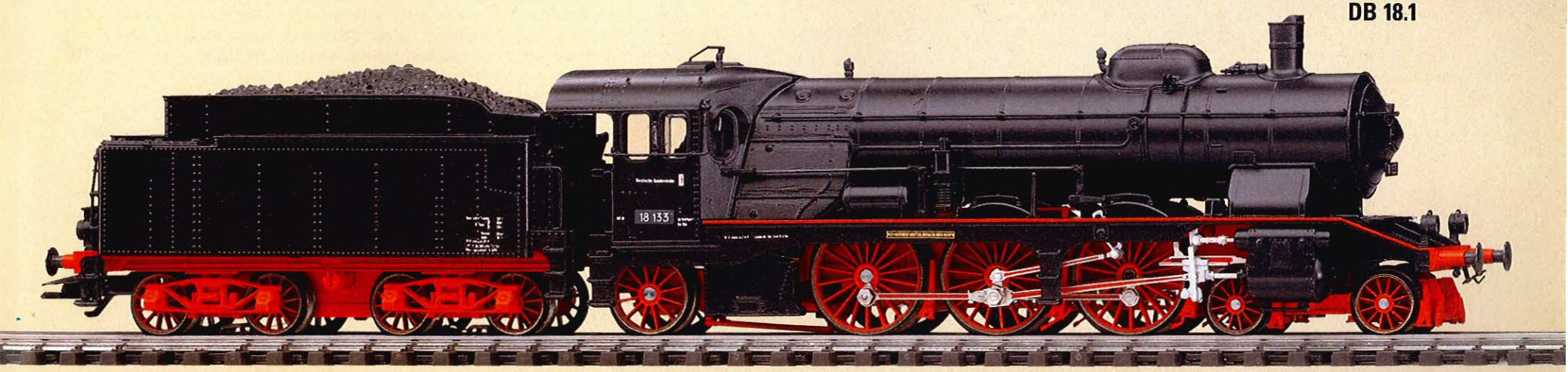
This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3711 Digital Express Locomotive with Tender.
German Federal Railroad (DB) class 18.1. Same as 3411, but with digital, high-efficiency motor Faulhaber. Load-dependent speed control. Adjustable maximum speed. Adjustable acceleration and braking delay. Headlights digitally controlled.

Digital locomotives can also be used on conventional layouts.

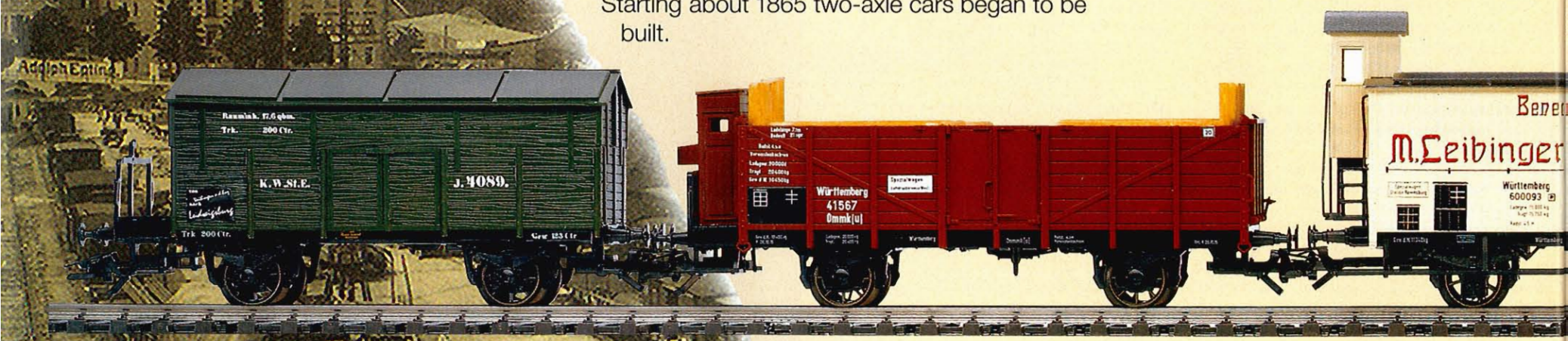


DB 18.1



Freight cars were a part of the railroad scene right from the founding of the Royal Württemberg State Railways on October 22, 1845. At first four-axle cars based on American prototypes were built. Starting about 1865 two-axle cars began to be built.

The chicory car is a special Württemberg car. The areas around Ludwigsburg and Heilbronn were and still are the main regions for the cultivation of this plant. The additive for coffee that comes from this plant is still used today.





4510 "Württemberg" Freight Car Set.
Set consists of 5 Royal Württemberg State Railways (K.W.St.E.) cars of different designs: 1 beer car for Benediktin Brewery M. Leibinger, Ravensburg, Germany. 1 gondola with brakeman's cab and a load of pulpwood M & D. The logs are individually glued together by hand. 1 boxcar with brakeman's platforms. 1 chicory car with brakeman's platform. 1 tank car, privately owned by Knorr Company, Heilbronn, Germany. All cars have close couplers with guide mechanism. Total length 53.5 cm (21″).
DC wheelset 70 063

All cars in special version. Not available separately.

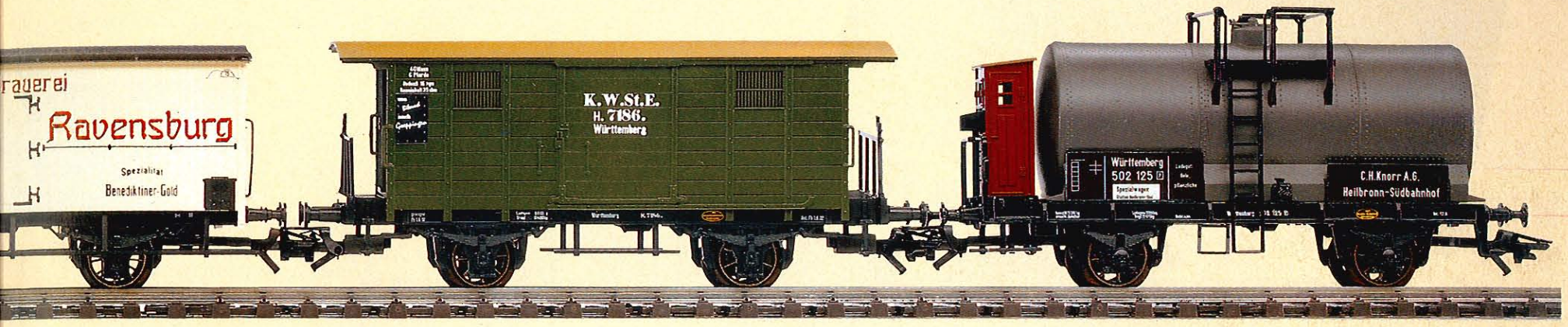
The 4510 freight car set represents a typical Württemberg train. The Benediktin Brewery's private cars were run in the faster passenger trains. These cars therefore had running boards and handrails, so that the conductor could walk back and forth when the train was in motion.

The 4510 freight car set is being produced in a one-time series only in 1995 on the occasion of the 150th anniversary of railroading in Württemberg.



Gondolas and boxcars were used everywhere. Pulpwood was still transported by rail in those days from the forest areas to the paper mills. The boxcars were loaded with less-than-carload-lot freight of all types.

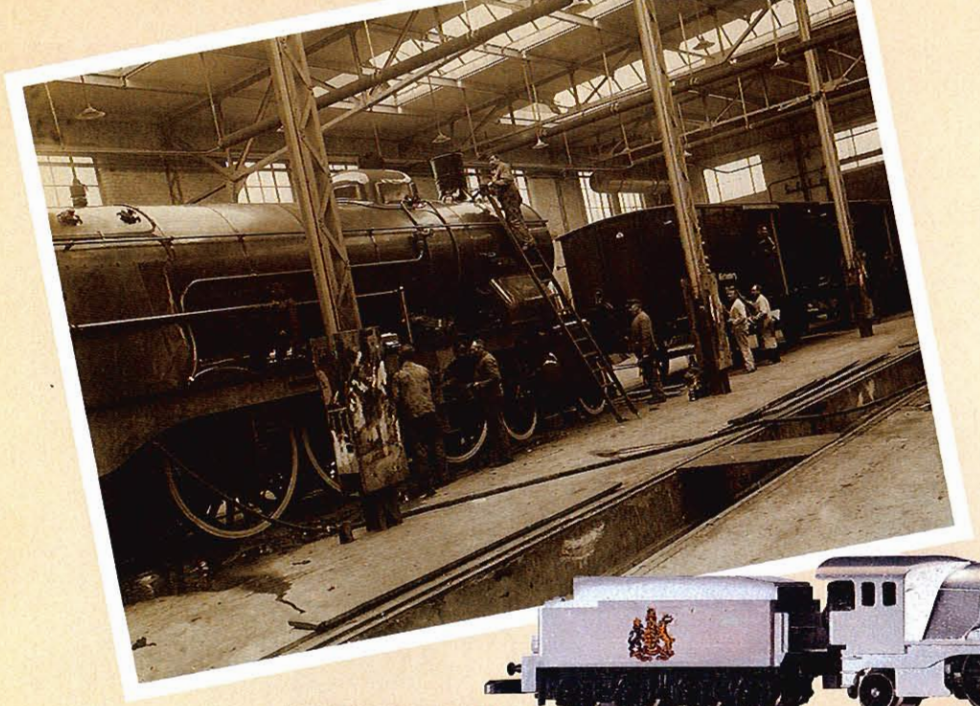
Tank cars were formerly privately owned for the most part. The Knorr Company in Heilbronn owned several of these cars for the transport of liquid raw materials.

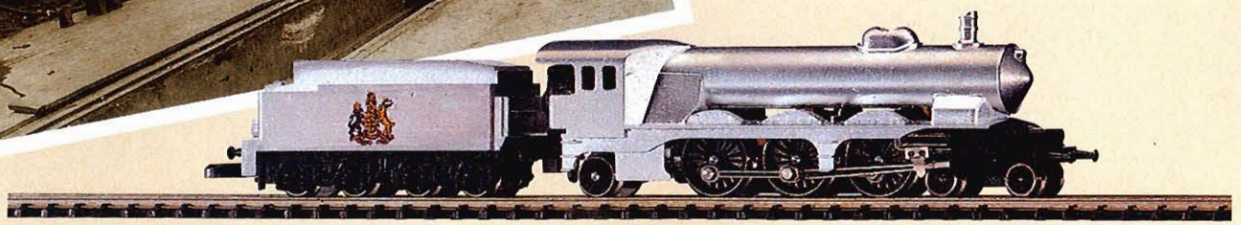


1883 Diesel Locomobile with Construction Trailer.
Historic locomobile from the 1930s. Fowler design with 6-cylinder MAN diesel motor. Metal superstructure. Detailed reproduction of the gearbox, motor, exhaust, pump and steering. Copper colored radiator. Fine, spoked wheels. Metal chains for steering mechanism. Length 8.6 cm (3-3/8″). Construction trailer for the Leonhard Weiss Company, Göppingen, Germany. Metal version with fine details. Length 13.3 cm (5-1/4″).

The 1883 diesel locomobile is being produced in a one-time series only in 1995 and is already sold out at the factory. Your dealer has already placed orders for this unit.

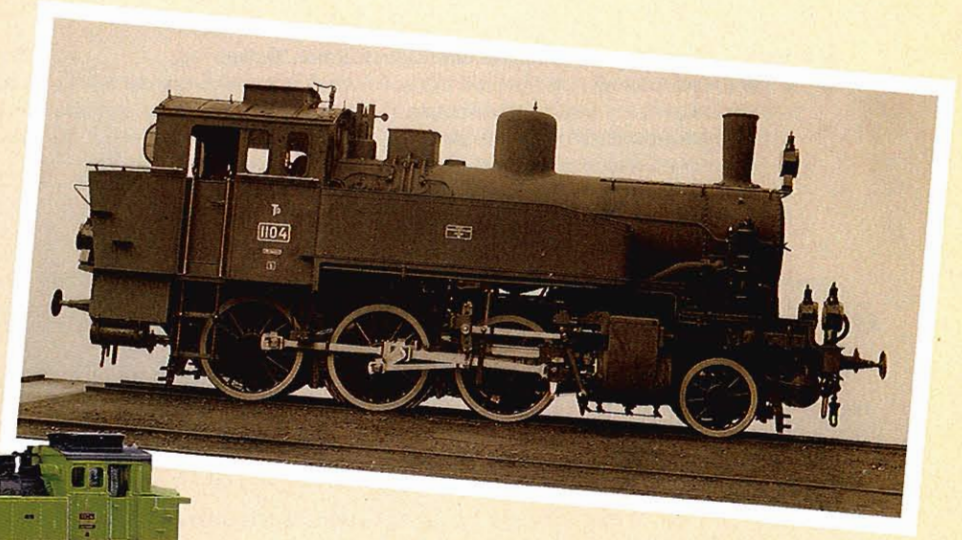






8836 Express Locomotive with Tender.
Royal Württemberg State Railways (K.W.St.E.) class C. Anniversary model with silver-plated locomotive and tender bodies. Royal Württemberg coat-of-arms on the sides of the tender. Metal locomotive body and frame. All driving axles powered. Triple headlights at the front. Length over buffers 110 mm (4-21/64″).

The 8836 locomotive is being produced in a one-time series only in 1995 on the occasion of the 150th anniversary of railroading in Württemberg.

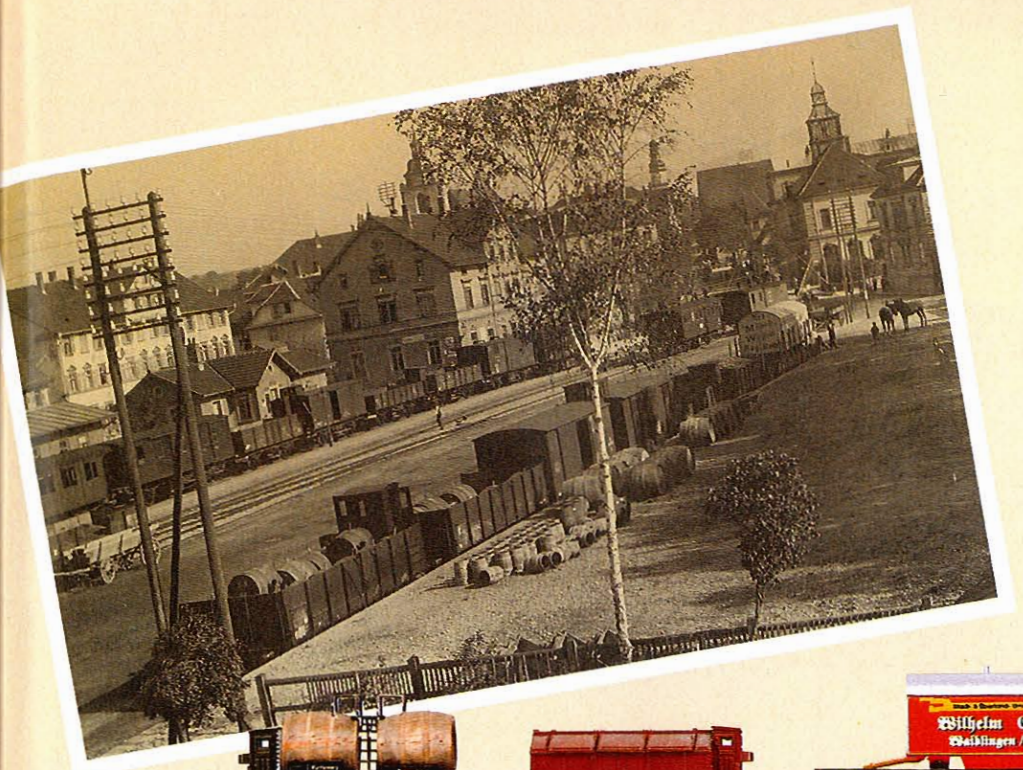


8897 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 9³. Metal body and frame. All driving axles powered. Triple headlights at the front. Coupler hook at the front. Length over buffers 55 mm (2-3/16″).

The 8897 locomotive is being produced in a one-time series only in 1995 on the occasion of the 150th anniversary of railroading in Württemberg and is already sold out at the factory. Your dealer has already placed orders for this unit.

K.W.St.E. T 9³





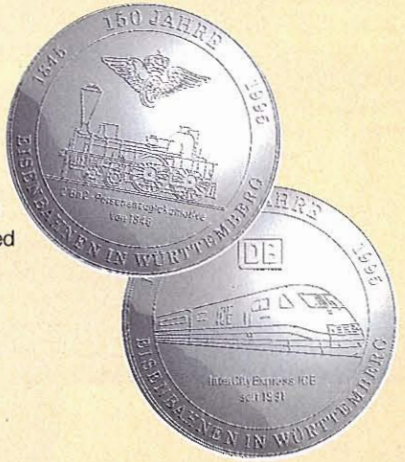
8217 "Württemberg" Freight Car Set.
Set consists of 5 different design cars for the Royal Württemberg State Railways (K.W.St.E.): 1 wine barrel car with brakeman's cab, wine barrels of real wood. 1 beer car with brakeman's cab, privately owned by "I. Württembergischen Genossenschafts-Brauerei", Holzheim-Göppingen, Germany. 1 gondola with brakeman's cab. 1 stake car with brakeman's cab, loaded with a railroad moving truck for the moving company "Wilhelm Eckardt, Waiblingen-Wttbg". 1 gondola with hinged covers with brakeman's cab. All cars in special version. Not available separately. Total length 211 mm (8-1/16").

The 8217 car set is being produced in a one-time series only in 1995 on the occasion of the 150th anniversary of railroading in Württemberg and is already sold out at the factory. Your dealer has already placed orders for this set.





8219 Lumber Car.
Two part car with brakeman's cab for the Royal Württemberg State Railways (K.W.St.E.). Loaded with processed lumber. Length over buffers 96 mm (3-3/4").



The class T 18 was first built in 1912 in Prussia

and quickly made a name for itself as a powerful and reliable locomotive. For these reasons this tank locomotive was also purchased by other German and by foreign railroads. In this way 20 of this Prussian design locomotive made their way to Württemberg, where they took up their duties in the typical Württemberg colors and provided very satisfactory results for K.W.St.E. These locomotives were later incorporated into the DRG motive power pool along with the Prussian versions as the class 78.

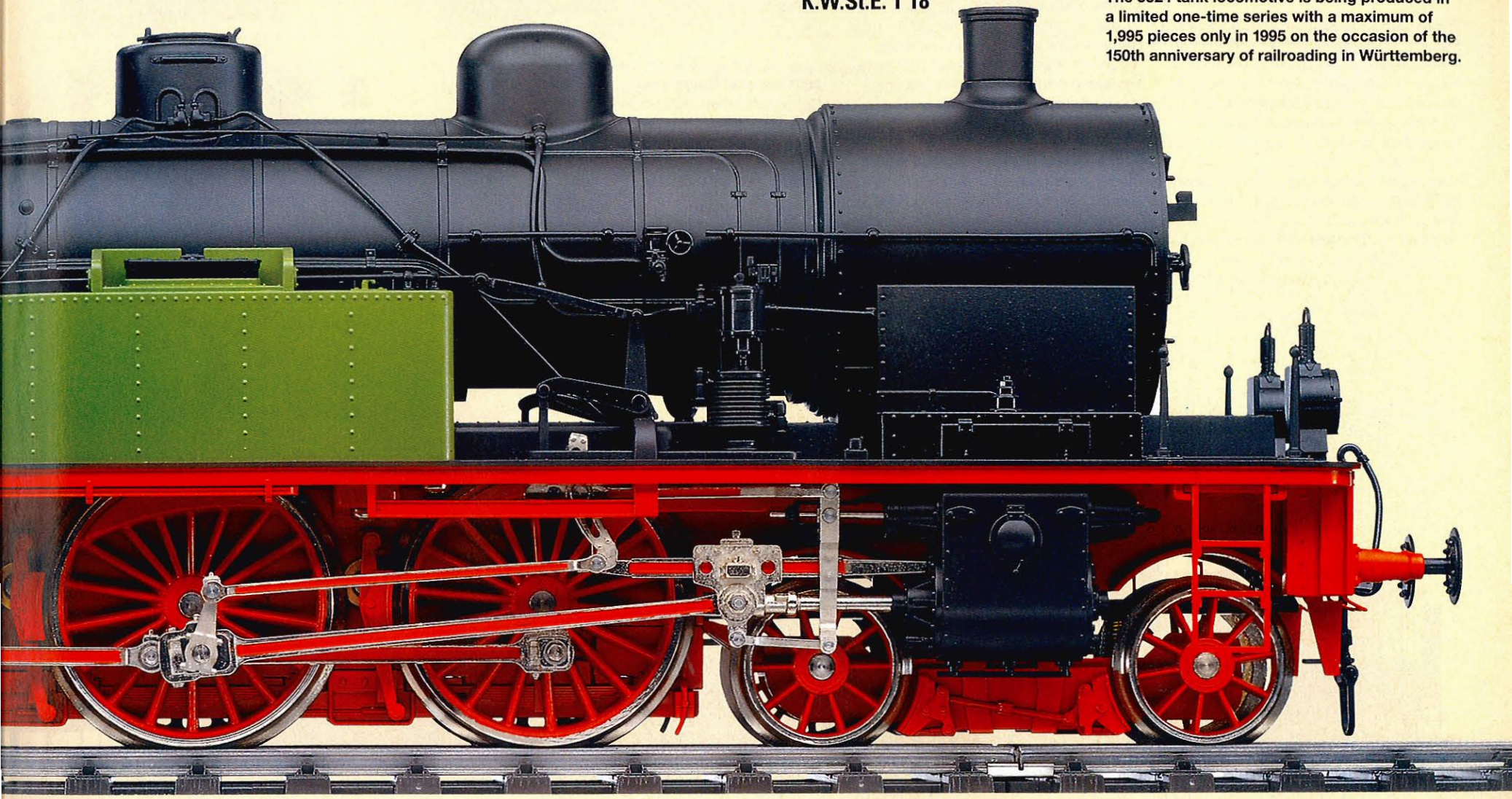
5524 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 18. 3 axles powered via side rods. Built-in electronic circuit for operation with AC power, DC power or Märklin Digital (Motorola format). Adjustable maximum speed. Adjustable acceleration rate and braking delay (braking delay effective only in digital operation). Built-in load compensation for ascending and descending grades (only partially effective with AC or DC operation). Dual headlights that change over with the direction of travel (can also be turned off in digital operation). Built-in smoke generator (can be turned off in digital operation). Metal frame. Detailed cab with movable doors. Sprung buffers at both ends. The locomotive is delivered with automatic Märklin 1 claw couplers that can be replaced with the prototype reproduction couplers and brake hoses included with this locomotive. Figures of locomotive engineer and fireman included. Length over buffers 46.3 cm (18-1/4").

This model will not operate on curves with a radius less than 1 meter (39").



K.W.St.E. T 18

The 5524 tank locomotive is being produced in a limited one-time series with a maximum of 1,995 pieces only in 1995 on the occasion of the 150th anniversary of railroading in Württemberg.



Trains of History – the Imperial Court Train of Wilhelm II.

Imperial Court Train of His Majesty
Wilhelm II
Emperor of Germany
King of Prussia.

The railroad for Emperor Wilhelm II was more than just a part of the national infrastructure; it was also an appropriate mode of travel for his own travels with the royal household. In the time of Wilhelm II between 1888 and 1918 forty royal coaches were built with special equipment and furnishings and used in different train compositions. The most powerful locomotives of the Royal Prussian Railroad Administration were held in readiness for the Royal Train: the S 3, S 5^2, S 6 express locomotives and finally the large S 10.

Following on the Bavarian Royal Train of Ludwig II, the realization of the Imperial Court Train as an appropriate H0 model once again represents a great challenge. Extensive advance work with historical documents and the examination of the few cars still in existence form the basis for one of the most demanding projects in model railroading history – a project that will leave nothing to be desired in the way of quality, detailing, and equipment and furnishings.

We can thus offer a jewel of model railroading technology for collectors and fans of specific historical periods: the Imperial Court Train of Wilhelm II in H0 scale. The complete train consists of an S 10 express locomotive and six representative cars from the imperial pool of rolling stock.

The Models of the Imperial Court Train – Masterpieces in H0

2881 Imperial Court Train.
Conventional version with DELTA module.
Cars with built-in interior lighting.

2681 Imperial Court Train.
Digital version with high-efficiency propulsion.
Cars with digitally controlled interior lighting.

Length of the train: 156 cm (61-7/16″).

Both versions of this train are suitable for use on conventional layouts, in DELTA multi-train operation and in the digital system.





Imperial Court Salon Car for the Empress,
no. 2, built 1901.

Imperial Court Attendants' Car for Men,
no. 3 A, built 1901.



Imperial Court Train Baggage Car,
no. 13, built 1893.

Imperial Court Salon Car for the Emperor,
no. 1 A, built 1902.



Imperial Court Attendants' Car for Ladies,
no. 4 A, built 1898.

Imperial Court Dining Car with Galley,
no. 15, built 1897.

Planned Delivery Dates

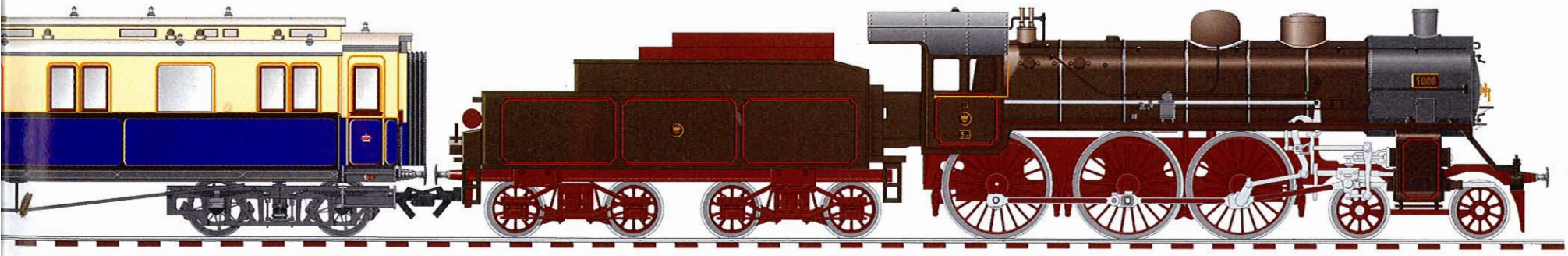
The four parts of the Imperial Court Train are planned for delivery as follows:

1st Part: 4th Quarter 1995
Salon Car for the Empress
Attendants' Car for Gentlemen

2nd Part: 2nd Quarter 1996
Salon Car for the Emperor
Imperial Court Train Baggage Car

3rd Part: 3rd Quarter 1996
KPEV Class S 10 Locomotive

4th Part: 4th Quarter 1996
Attendants' Car for Ladies
Dining Car with Galley



Express Locomotive.
Royal Prussian Railroad Administration (KPEV) class S 10.
All metal version. Faulhaber high-efficiency motor.

60 Years of H0 – a relatively short span of time, yet what a success!



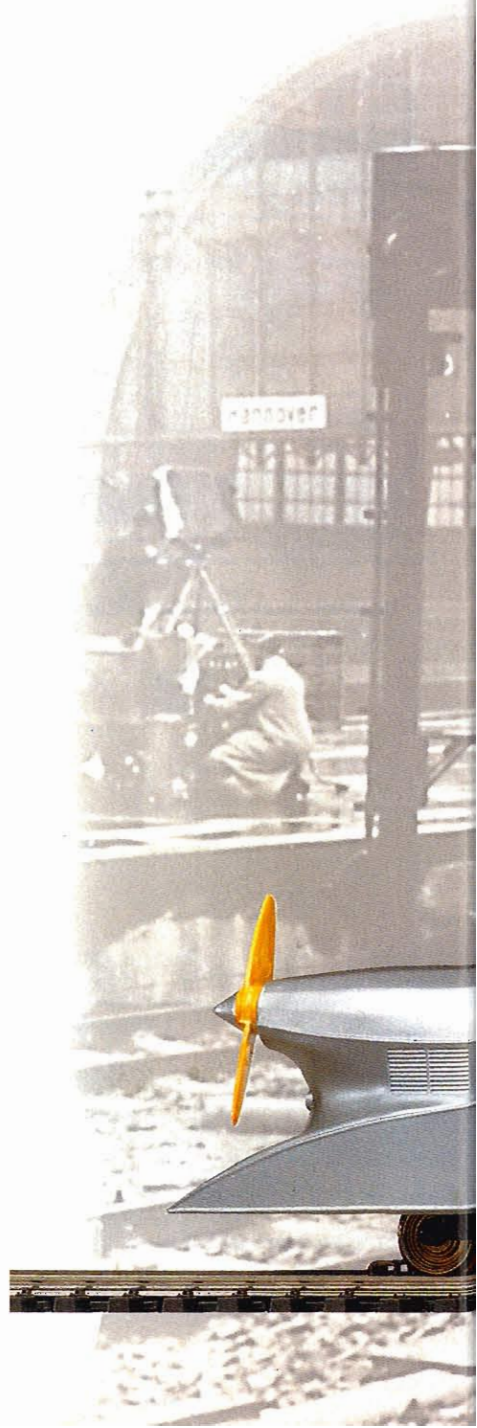
Who would have thought in 1935 that the table top railroad introduced in Leipzig with the designation "00" would one day become the most popular model railroad system in the world - a toy that then and now fills children with delight and joy.

The worldwide success of the "small gauge" – designated as H0 (= half zero) from 1950 on – was accompanied at Märklin by a series of new, technical developments that offered heretofore unknown play potential:

- As early as 1935 the decision by Märklin to use the three-rail AC system
- Sturdy metal track
- Mechanical uncoupling with the uncoupling track
- In 1953 stud contacts replace the solid third rail
- The manual reverse lever is replaced by remote controlled reverse units in the locomotives
- TELEX coupler for uncoupling anywhere on the layout
- Electronic direction control
- Most locomotives manufactured with the classic raw material – metal – using the diecast zinc process
- Introduction of the digital multi-train control system for even more realistic operations

Last but not least, these technologies have contributed to the ongoing success of Märklin H0 today and the enjoyment associated it.

A thoroughly reworked variation of the legendary Rail Zeppelin – the ICE of the 1930s – and two starter sets equipped with models from the steam locomotive era are reminders of the "60th anniversary of H0".



On May 9, 1931 Kruckenberg's Rail Zeppelin was presented to the public for the first time at the Hannover station.

Photo: Ullstein



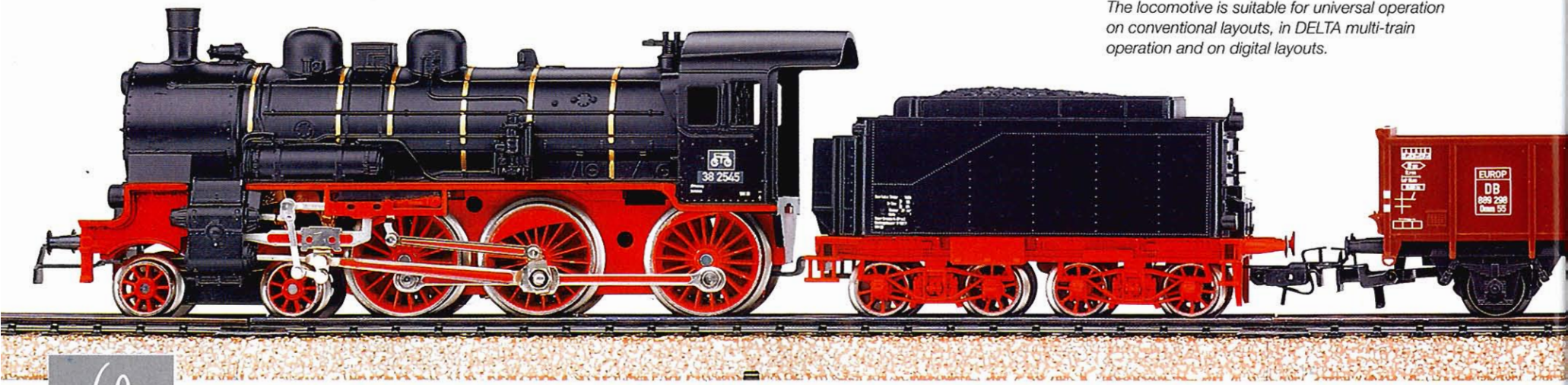
In 1931 Franz Kruckenberg's Rail Zeppelin reached the sensational maximum speed of 230 km/h (approx. 144 mph) on a run from Hamburg-Bergedorf to Berlin-Spandau. This made it the fastest vehicle on rails. This world record was not surpassed until 23 years later. The Rail Zeppelin was powered by a 600 hp BMW aircraft motor with a propeller of ash wood. The motor and the drive shaft were canted seven degrees up from the horizontal. This kept the unit pressed to the rails during operation. In addition, passengers on station platforms were not affected by the air suction from the propeller. The superstructure consisted of a tubular steel frame covered with sheet metal and fireproof, impregnated sail cloth. The interior was dominated by contemporary chairs of tubular steel in the Bauhaus style. Undoubtedly Kruckenberg was the pioneer for the idea of high speed travel that has reached its present high point with the ICE.

3477 Rail Zeppelin.
Kruckenberg system Rail Zeppelin. **With built-in DELTA module.** Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Propeller powered by separate motor. Dual headlights. Length 28.8 cm (11-3/8").

This Rail Zeppelin is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

The 3477 Rail Zeppelin is being produced in a one-time series only in 1995 on the occasion of the 60th anniversary of Märklin H0 Gauge.

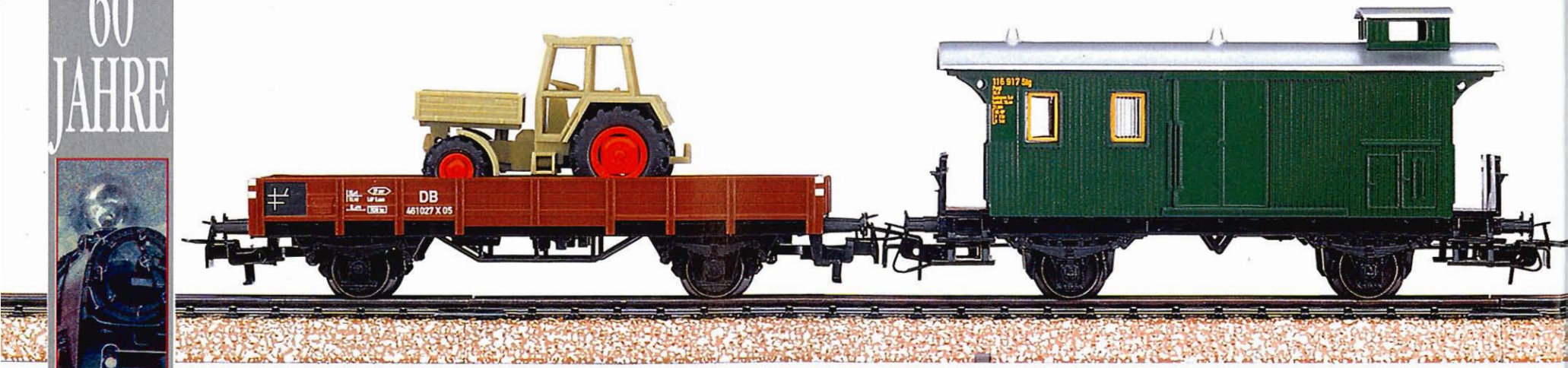
The locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



60 JAHRE



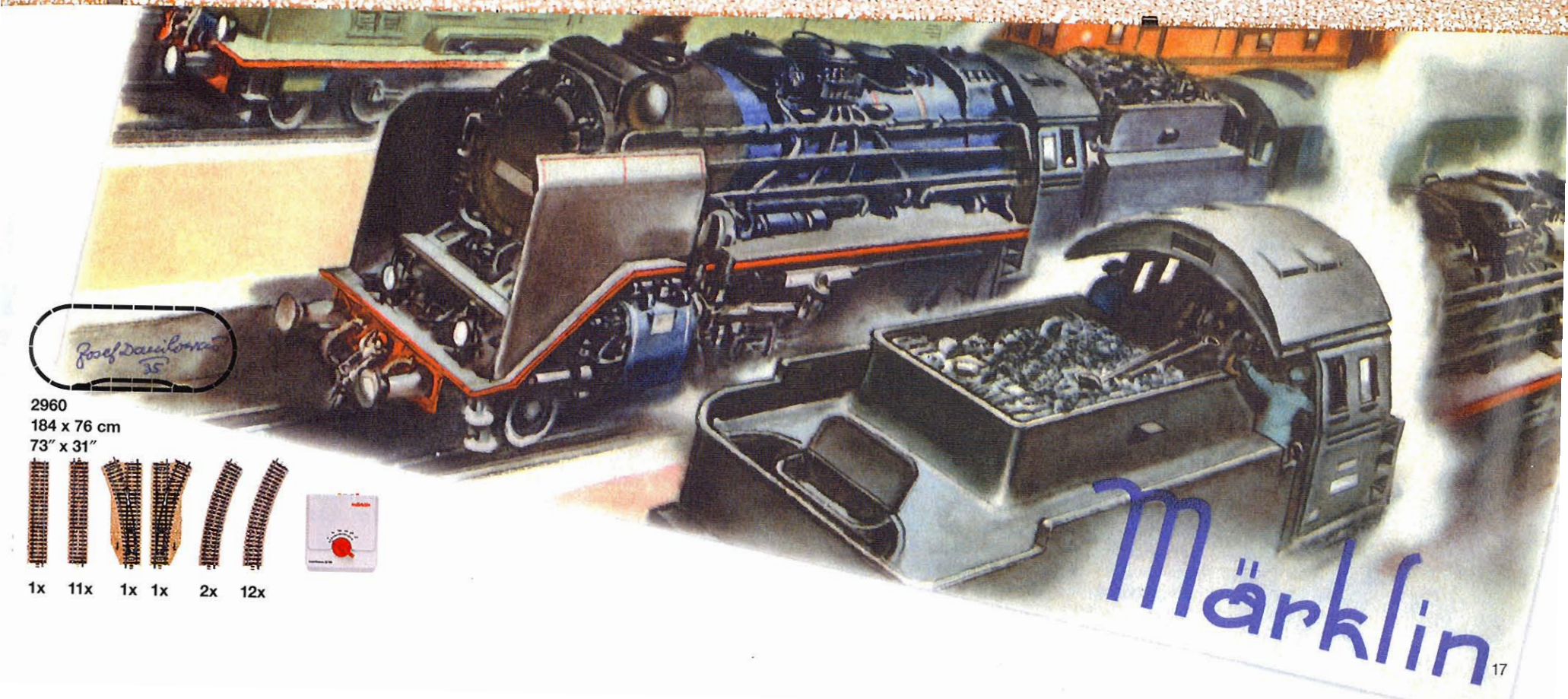
HO



2960 230 volts
2961 110 volts
Freight Train Set with M Track and Transformer.
Contents: 1 German Federal Railroad (DB) class 38 steam locomotive with tender. **With built-in DELTA module.** Lettering sheets with the lettering of different European railroads included. Metal body and frame. 3 axles powered. 2 traction tires. Electronic reverse unit. Triple headlights. 1 crane car with 1 crane boom car, 1 low side car, 1 gondola, 1 baggage car, 1 Fendt tractor, 12 no. 5100 curved track. 11 no. 5106 straight track, 1 no. 5111 feeder track, 1 pair no. 5221 turnouts with hand levers, 2 no. 5206 curved track, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction brochure with numerous tips and ideas. Can be expanded with the SET extension program or the entire M track program.

The 2960/2961 freight train set is being produced in a one-time series only in 1995.





2960
184 x 76 cm
73″ x 31″

1x 11x 1x 1x 2x 12x



60 JAHRE



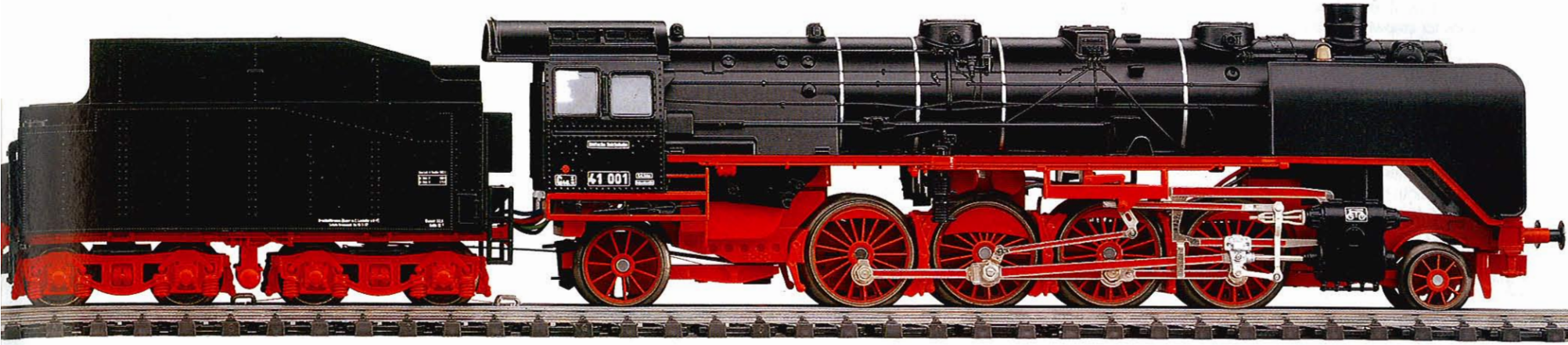
H0



2995 230 volts
Freight Train Set with K Track and Transformer. Contents: 1 former German State Railroad Company (DRG) class 41 steam locomotive with tender. **With built-in DELTA module.** Metal boiler and frame. 4 axles powered. 2 traction tires. Electronic reverse unit. Dual headlights. 1 standard design branchline car, 1 boxcar, 1 tank car, 1 gondola, 1 flatcar, 1 freight train baggage car, 2 automobile models from the period, 12 no. 2221 curved track. 12 no. 2200 straight track, 1 no. 2290 feeder track, 2 no. 2207 straight track, 4 no. 2208 straight track, 1 pair no. 2264 turnouts with hand levers, 2 no. 2232 curved track, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction brochure with numerous tips and ideas. Illustrated brochure on 60 years of H0. Can be expanded with the KOMBI extension program or the entire K track program.

The 2995 freight train set is being produced in a one-time series only in 1995.

The locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.





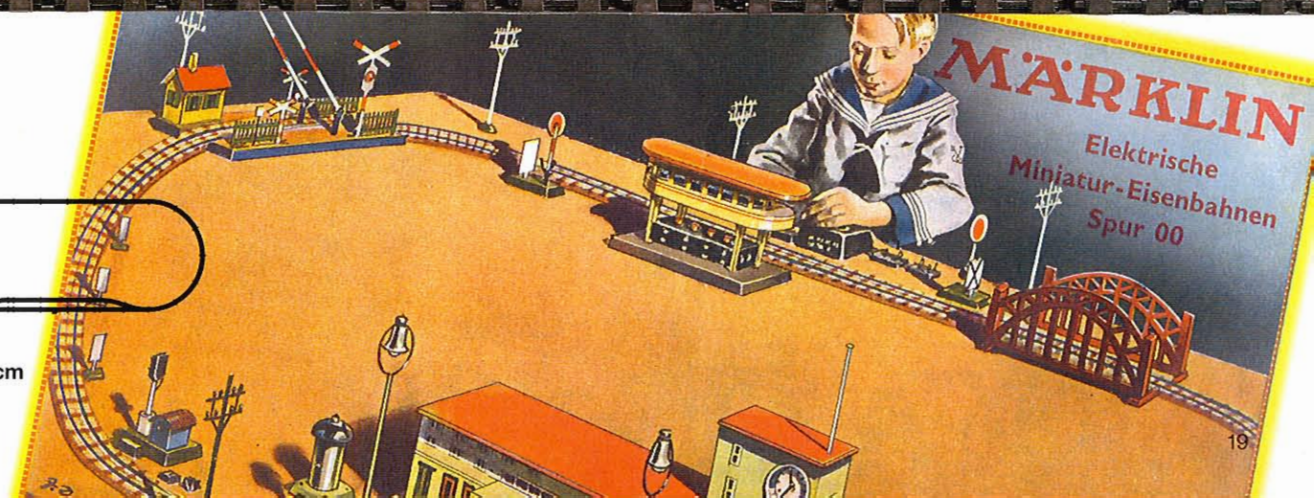


1x 12x 2x 4x 1x 1x 2x 12x





2995
200 x 75 cm
79″ x 30″



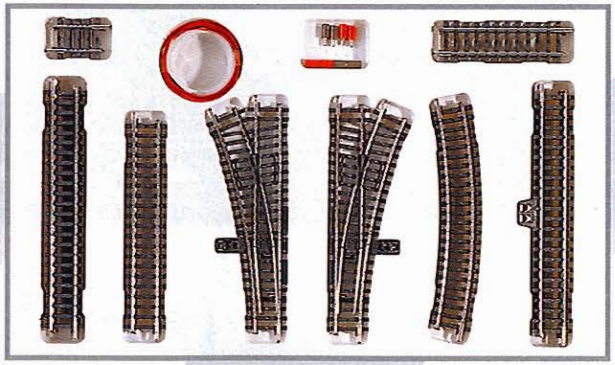
K + O + M + B + I = "KOMBI" Extension Program.

The extension sets O, M, B and I are now available for starter sets with K track for stepwise expansion of a model railroad layout.

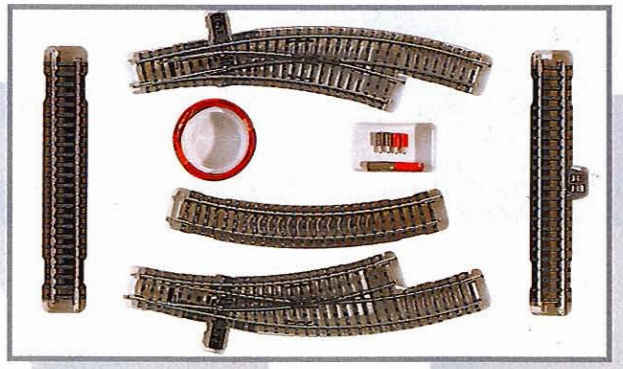
Several examples show different expansion combinations of current and former starter sets with the KOMBI program.

The manual turnouts and double slip turnouts contained in the starter sets and extension sets can be converted to electromagnetic remote control with the 7549 turnout mechanism, and if desired they can be equipped with the 7548 below-baseboard mounting kit, the 7271 for feedback signals or with digital control using the 6083.

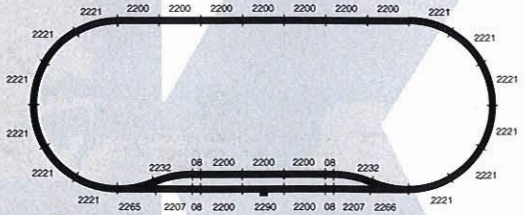
2215 O Extension Set.
With this extension set a K track starter set can be expanded to include a passing siding or spur tracks. Contents: 6 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 1 pair no. 2264 turnouts with hand levers, 1 no. 2290 feeder track, instructions.



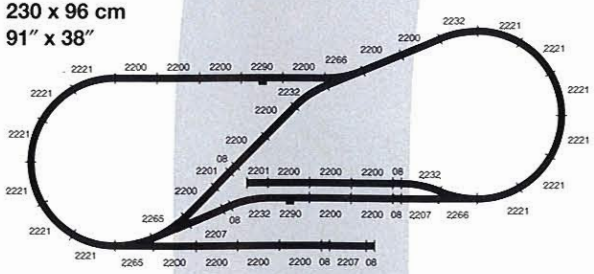
2216 M Extension Set.
With this extension set a K track starter set can be expanded to include a passing siding or spur tracks with curved turnouts. Has limited uses with the 2986 K track starter set. Contents: 6 no. 2200 straight track, 2 no. 2221 curved track, 1 pair no. curved turnouts the same as 2267 but with hand levers, 1 no. 2290 feeder track, instructions.



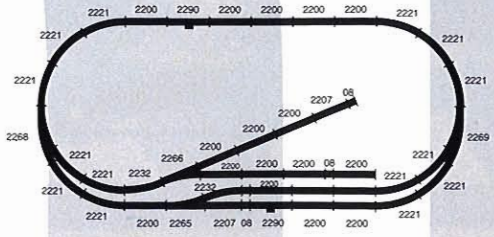
2995 K
200 x 75 cm
79″ x 30″



Example for K + O
230 x 96 cm
91″ x 38″

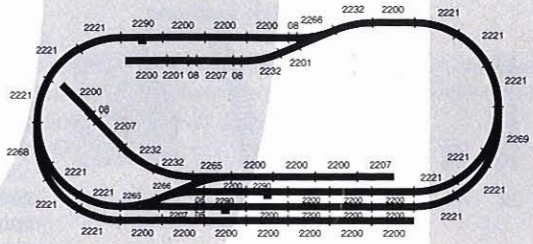


Example for K + M
182 x 82 cm
72″ x 33″

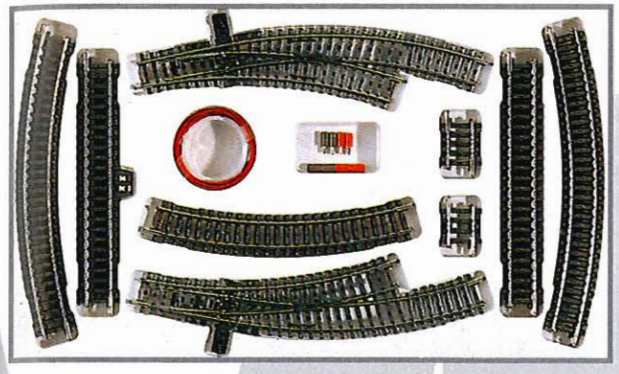


Additional examples for expanding the K track starter sets

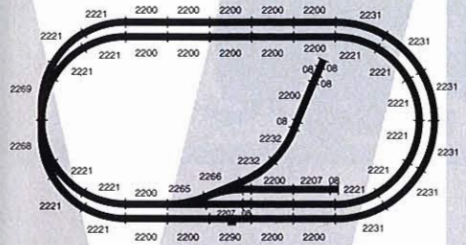
Example for K + O + M
201 x 89 cm
80″ x 36″



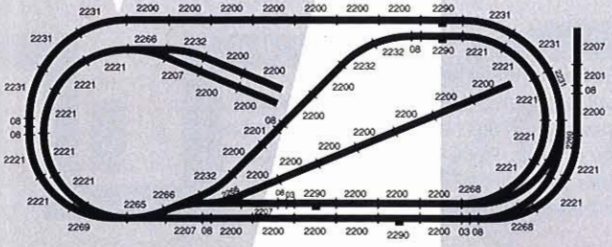
2217 B Extension Set.
With this extension set a K track starter set can be expanded to include a long passing siding or spur tracks with curved turnouts. Has limited uses with the 2986 K track starter set. Contents: 6 no. 2200 straight track,2 no. 2203 straight track, 2 no. 2208 straight track, 2 no. 2221 curved track, 6 no. 2231 curved track, 1 pair no. curved turnouts the same as 2267 but with hand levers, 1 no. 2290 feeder track, instructions.



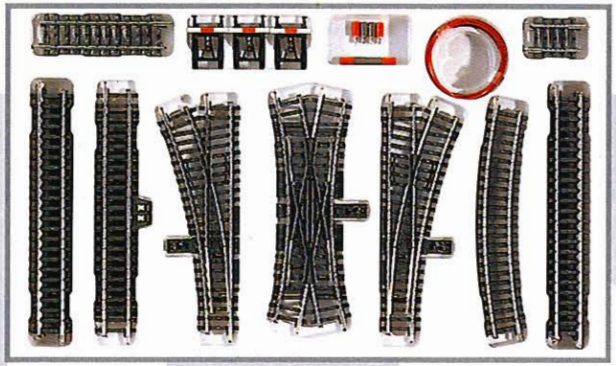
Example for K + B
171 x 88 cm
68″ x 35″



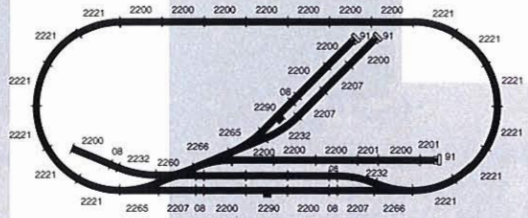
Example for K + O + M + B
238 x 88 cm
94″ x 35″



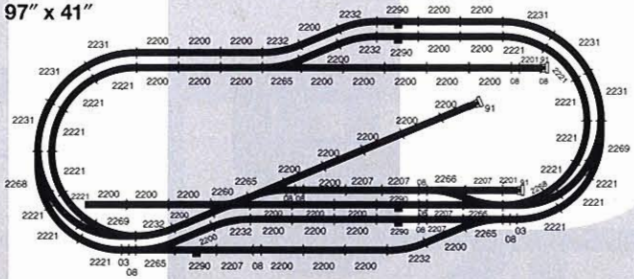
2218 I Extension Set.
With this extension set a K track starter set can be expanded to include spur tracks with a pair of turnouts and a double slip turnout. Contents: 8 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 1 pair no. 2264 turnouts with hand levers, 1 double slip turnout the same as 2260 but with hand lever, 1 no. 2290 feeder track, 3 no. 7391 track bumpers, instructions.



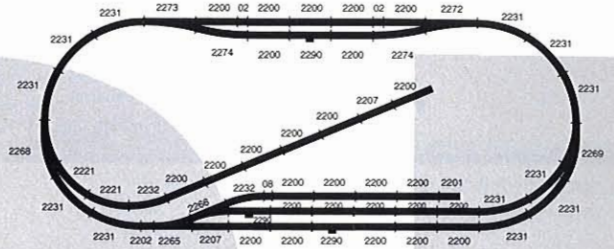
Example for K + I
200 x 75 cm
79″ x 30″



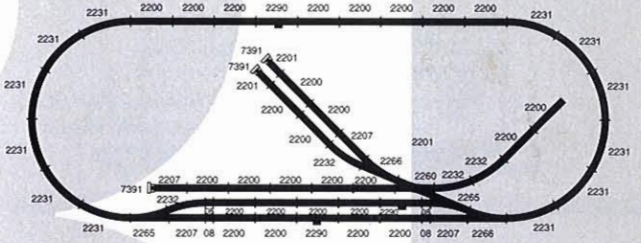
Example for K + O + M + B + I
245 x 102 cm
97″ x 41″



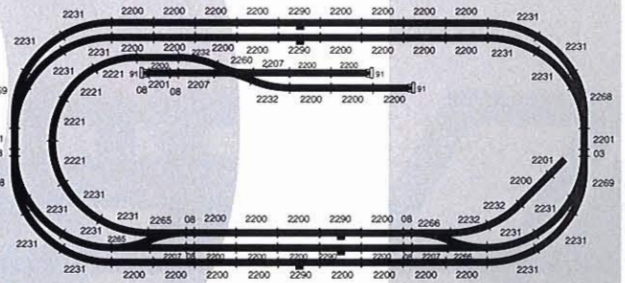
Example for 2983 + O + M
235 x 91 cm
93″ x 36″



Example for 2986 + O + I
250 x 88 cm
99″ x 35″



Example for 2986 + O + M + B + I
248 x 108 cm
98″ x 43″



New Locomotives and Cars for HOBBY

Baden P 8



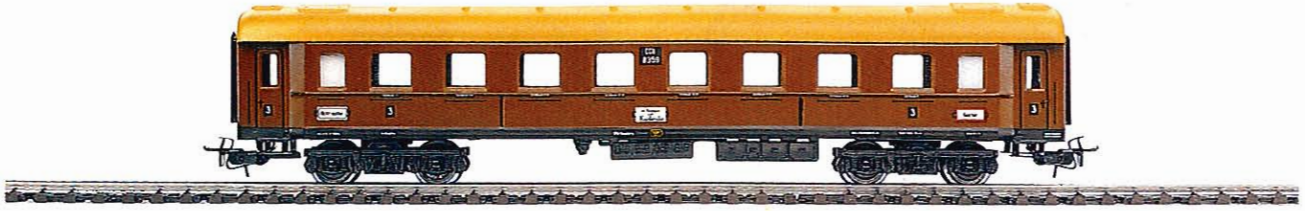
HOBBY

3091 Passenger Locomotive with Tender.
Baden State Railways P 8. Metal body and frame. 3 axles powered. 2 traction tires. Triple headlights on the front. Coupler hook on the front, RELEX coupler on the tender. Length over buffers 21.8 cm (8-9/16″).

HOBBY

4186 Baggage Car.
Royal Württemberg State Railways (K.W.St.E.) baggage car. Metal frame and body. RELEX couplers. Length over buffers 22.0 cm (8-21/32″).
DC wheelset 70 059

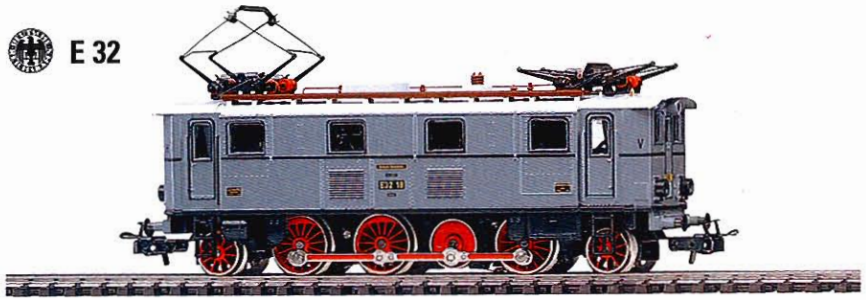




HOBBY

4191 Passenger Car.
Royal Württemberg State Railways (K.W.St.E.) passenger car. 3rd class. Metal frame and body. Interior details. RELEX couplers. Length over buffers 22.0 cm (8-21/32″).
DC wheelset 70 059

E 32



HOBBY

3187 Electric Locomotive.
Former German State Railroad Company (DRG) class E 32. Metal frame. 3 axles and jackshaft powered. 2 traction tires. Triple headlights front and rear. Older design pantographs. Can be powered from catenary. RELEX couplers at both ends. Length over buffers 14.7 cm (5-3/4″).

HOBBY

3013 Inductive Measurement Car.
German Railroad, Inc. (DB) class 724.
Metal frame. 1 axle powered. 2 traction tires.
Interior lights. Triple headlights front and rear.
Length over buffers 14.7 cm (5-3/4″).

DB 724



HOBBY

4422 Beer Car.
Privately owned by Budweiser Budvar Brewery, Budweis, Czech Republic. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheelset 70 058

The Budweiser Brewery is celebrating its 100th company anniversary in 1995.



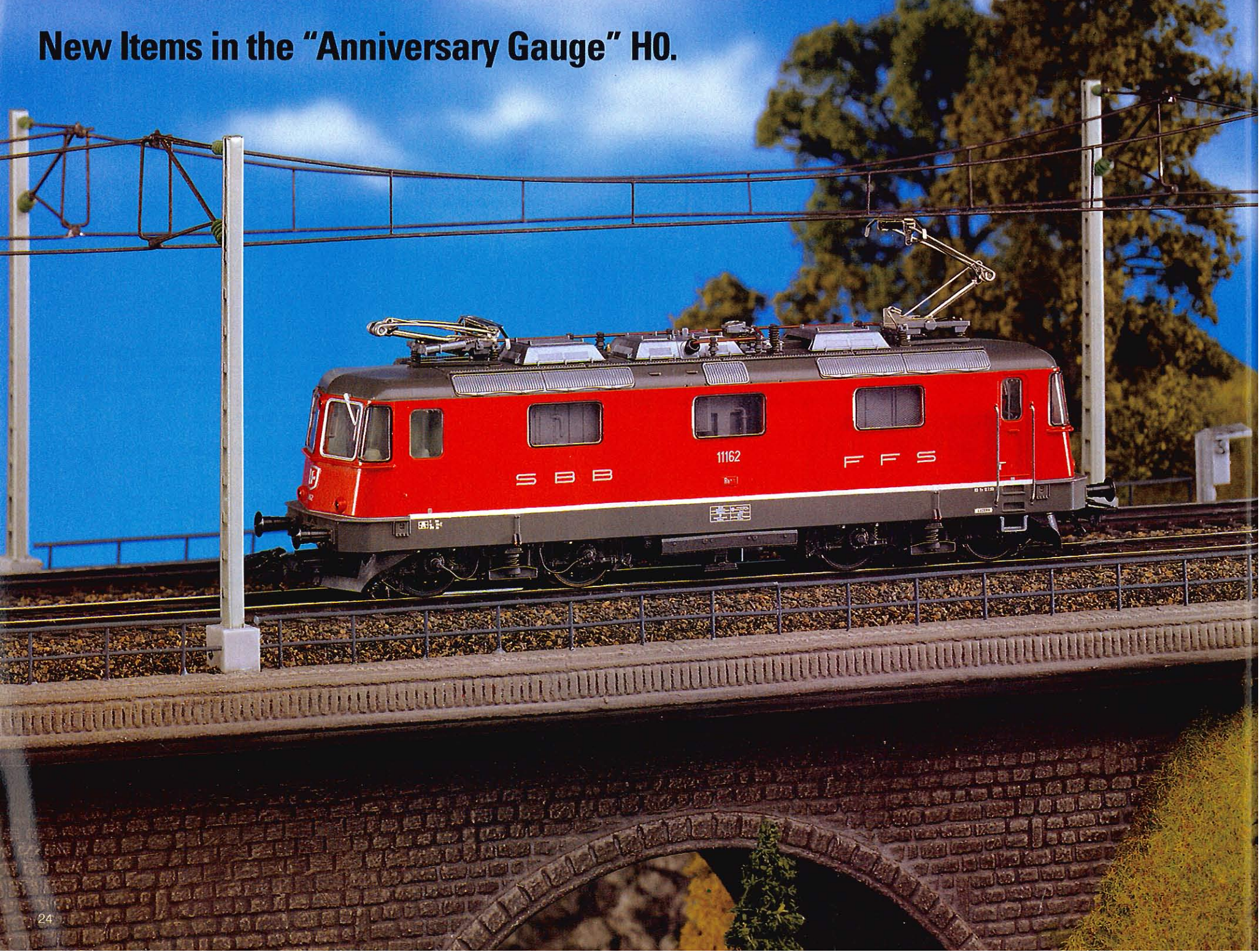
HOBBY

4425 Refrigerator Car.
Privately owned by VIVIL A. Müller GmbH & Co. KG, Offenburg, Germany. RELEX couplers.
Length over buffers 11.5 cm (4-1/2″).
DC wheelset 70 058



HOBBY

New Items in the "Anniversary Gauge" H0.



The heavy Borsig freight locomotive is a design for the German State Railroad which was not built to completion in the 1940s due to events during the war. Upon delivery this locomotive would have had the customary medium gray paint scheme of that period. This Mallet design would have been more than 27 meters (approx. 88 feet) long and despite its length would have been able to negotiate sharp curves and substandard track thanks to its articulated frame. The boiler heating surface would have been 279 square meters (approx. 2,947 square feet). By way of comparison the class 52 had a heating surface of only 178 square meters (approx. 1,880 square feet). The former's heating surface would have enabled it to satisfy the output data set forth in the specifications. These required the ability to move a 1,700 ton train on an 8‰ grade with 360 meter curves (approx. 1,170 feet) at a speed of 20 km/h (approx. 13 mph).

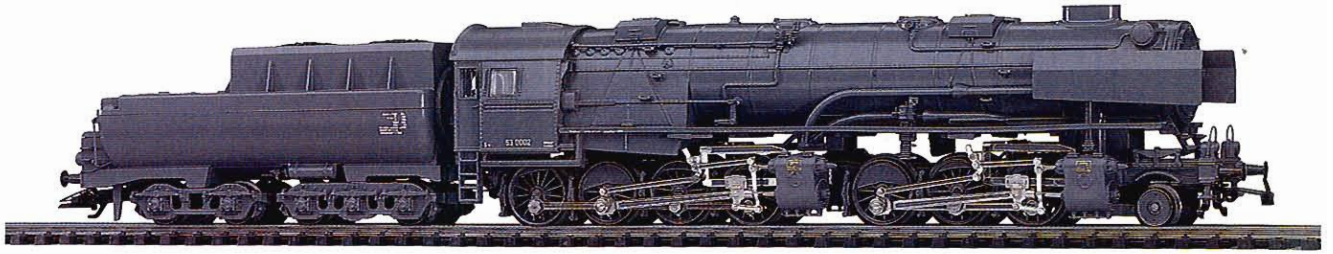
3301 Freight Locomotive with Tender.
Design by Borsig for the former German State Railroad Company (DRG). Mallet design with drive wheels divided into two articulated groups. **With built-in DELTA module.** Metal boiler and frame. 4 axles powered. 4 traction tires. Electronic reverse unit. Dual headlights which change over with the direction of travel. Coupler hook on the front, standard coupler pocket with close coupler on the tender. Length over buffers 31.4 cm (12-3/8″). Equipped for installation of 2 smoke units (conventional operation) or Seuthe smoke units no. 11 (DELTA/Digital operation).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

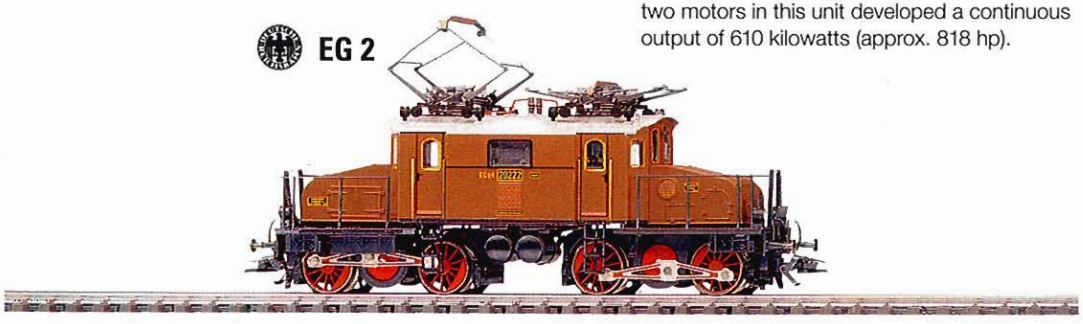
3701 Digital Freight Locomotive with Tender.
Design by Borsig for the former German State Railroad Company (DRG). Same as 3301, but with digital, high-efficiency propulsion (6090). Five-pole, high-efficiency motor. Load-dependent speed control. Adjustable maximum speed. Adjustable acceleration and braking delay. Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11).

Digital locomotives can also be used on conventional layouts.

Borsig



EG 2



Starting in 1920 the former German State Railroad Company's Bavarian Group Administration took over the EG 2 in its original brown paint scheme. The maximum speed of this 64.8 ton locomotive was 50 km/h (approx. 31 mph). The two motors in this unit developed a continuous output of 610 kilowatts (approx. 818 hp).

3447 Electric Locomotive.
Class EG 2 of the former German State Railroad Company (DRG), Bavarian Group Administration. **With built-in DELTA module.** Metal body and frame. Special motor. 2 axles and jackshaft powered. 2 traction tires. Driving wheels mounted prototypically in two linked trucks under the hoods. Electronic reverse unit. Triple headlights that change over with the direction of travel. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 14.3 cm (5-5/8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3747 Digital Electric Locomotive.
Class EG 2 of the former German State Railroad Company (DRG), Bavarian Group Administration. Same as 3447, but with digital, high-efficiency propulsion (6090). Five-pole, high-efficiency motor. Load-dependent speed control. Adjustable maximum speed. Adjustable acceleration and braking delay. Headlights digitally controlled.

Digital locomotives can also be used on conventional layouts.

This model is a cooperative project with the TRIX Company, Nürnberg, Germany.

The German Federal Railroad used the class 140 locomotives with an especially powerful brake system on the Höllental (Hell's Valley) line in the Black Forest. The supplementary resistance brakes provided good results on this route as well as on the grade between Düsseldorf and Wuppertal. This locomotive was designated the class 139 in the change to the new numbering system in 1968.

3439 Electric Locomotive.
German Federal Railroad (DB) class 139. **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Triple headlights that change over with the direction of travel. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 18.3 cm (7-1/4″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

DB 139



3440 Electric Locomotive.
German Federal Railroad (DB) class 110. **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Roof and transformer cover on the roof in a prototypical blue paint scheme. Electronic reverse unit. Triple headlights that change over with the direction of travel. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 18.3 cm (7-1/4″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3740 Digital Electric Locomotive.
German Federal Railroad (DB) class 110. Same as 3440, but with digital, high-efficiency propulsion (6090). Five-pole, high-efficiency motor. Load-dependent speed control. Adjustable maximum speed. Adjustable acceleration and braking delay. Headlights digitally controlled.

Digital locomotives can also be used on conventional layouts.

DB 110



DB 194



3422 Electric Locomotive.
German Federal Railroad (DB) class 194. **With built-in DELTA module.** Metal body and frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Triple headlights that change over with the direction of travel. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 21.0 cm (8-1/4″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3445 Electric Locomotive.
German State Railroad (DR) class 143 in S-Bahn version. **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Triple headlights and dual red marker lights that change over with the direction of travel. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 19.1 cm (7-1/2″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

DR 143

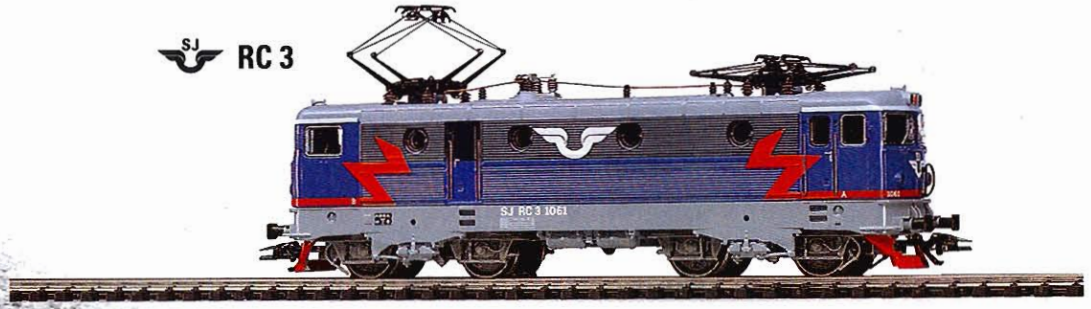


DB 515



3429 Storage Battery Powered Railcar.
German Federal Railroad (DB) class 515. **With built-in DELTA module.** Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Interior lighting. Triple headlights and dual red marker lights that change over with the direction of travel. Close couplers at both ends. Length over buffers 24.0 cm (9-1/2″).

This railcar is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



***3341 Electric Locomotive.**
Swedish State Railways (SJ) class RC 3. **With built-in DELTA module.** Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Four-position headlights which change over with the direction of travel. Swedish State Railways design pantographs. Can be operated from catenary. Close couplers at both ends. Length over buffers 17.5 cm (6-7/8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

***3356 "Crocodile" Freight Locomotive.**
Swiss Federal Railways (SBB) class Be 6/8III. With the road-number 13305. **With built-in DELTA module.** Metal frame and body. 3 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Triple headlights and white marker light that change over with the direction of travel. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 23.0 cm (9-1/8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



***New version for 1995**

In 1960 the Swiss Federal Railways

ordered the Re 4/4ᴵᴵ locomotives. These units were a milestone in the development of modern electric locomotives. With a service weight of 80 tons and an output of 6,320 hp they reached a maximum speed of 140 km/h (approx. 88 mph). The proven "Brown Boveri" spring drive system was selected for transmitting the output to the axles. The outstanding, successful design allows the use of this locomotive on mountainous routes as well as on flat terrain. It is still the most widely used locomotive in Switzerland.

3434 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4ᴵᴵ. **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior details. Triple headlights and single white marker light that change over with the direction of travel. Swiss design pantograph. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 17.1 cm (6-3/4″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3734 Digital Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4ᴵᴵ. Same as 3434, but with digital, high-efficiency propulsion (6090). Five-pole, high-efficiency motor. Load-dependent speed control. Adjustable maximum speed. Adjustable acceleration and braking delay. Headlights digitally controlled.

Digital locomotives can also be used on conventional layouts.



4104 S-Bahn Car.
German Railroad, Inc. (DB) type ABx 791 with advertising for "Bauknecht" on the carbody. 1st and 2nd class. Interior details. Close couplers with guide mechanism. Equipped for installation of 7330 lighting kit. Length over buffers 24.5 cm (9-3/4″).
DC wheelset 70 058





4105 S-Bahn Car.
German Railroad, Inc. (DB) type Bx 794.3 with advertising for "Tipp-Ex" on the carbody. 2nd class. Interior details. Close couplers with guide mechanism. Equipped for installation of 7330 lighting kit. Length over buffers 24.5 cm (9-3/4″).
DC wheelset 70 058

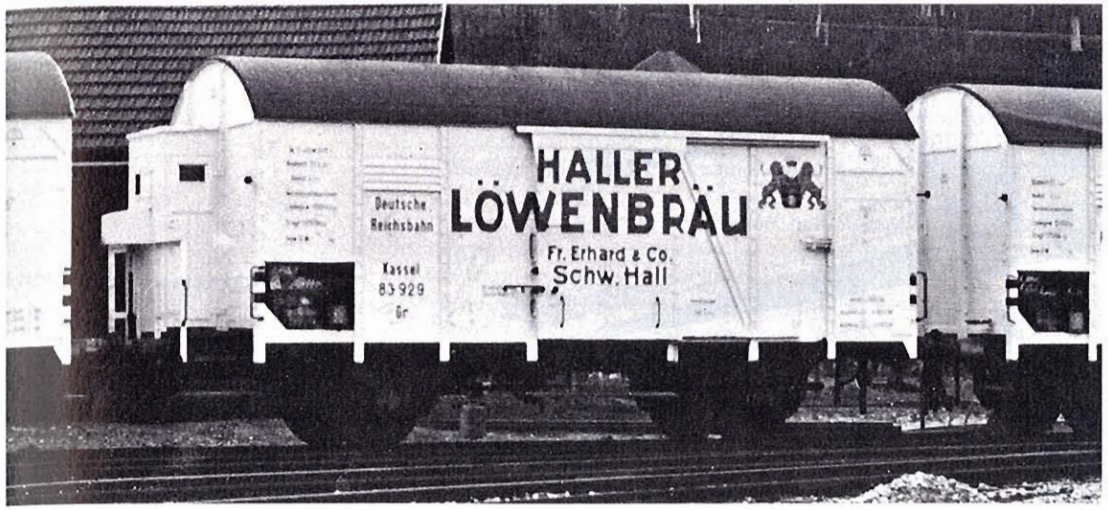
4106 S-Bahn Car with Control Cab.
German Railroad, Inc. (DB) type Bxf 796.3 with advertising for "Jägermeister" on the carbody. 2nd class. Interior details. Lighted destination board at the car end. Signs for destination board included. Close couplers with guide mechanism. Equipped for installation of 7330 lighting kit. Length over buffers 25.3 cm (10-1/8″).
DC wheelset 70 058



When operated control car first, triple white headlights shine.

When operated control car last, dual red marker lights shine.





Freight cars with advertising on the sides were almost always privately owned. These cars were of course subject to the technical regulations of the German State Railroad Company, but the owner was in any event a private company.

The prototype of the Märklin model 4678 is a something of a rarity. Cars owned by the railroad with advertising on the sides were extremely rare.



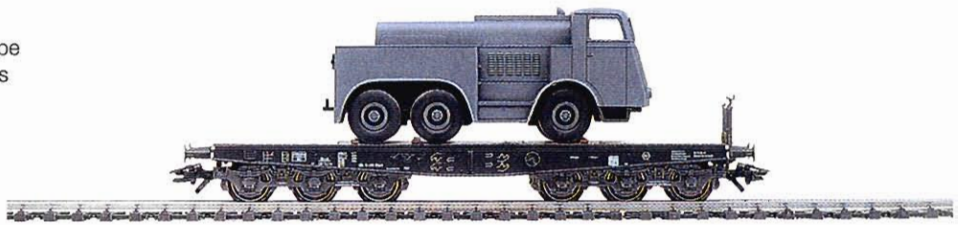
4678 Boxcar.
Former German State Railroad Company (DRG) interchange design type Gr "Kassel". With brakeman's cab. Lettered for Löwenbrauerei, Schwäbisch Hall, Germany. Sliding doors that can be opened. Close couplers with guide mechanism. Length over buffers 11.3 cm (4-7/16″).
DC wheelset 70 058



4888 Cattle Car.
Former German State Railroad Company (DRG) interchange design type V "Altona". Sliding doors that can be opened. Close couplers with guide mechanism. Length over buffers 10.5 cm (4-1/8″).
DC wheelset 70 058

The Kaelble Company of Backnang, Germany presented an extraordinary vehicle in 1937. The type Z6R3A, known as "Kaelble Jumbo" was the largest diesel truck in the world at that time. This 14.5 ton truck was provided with an additional 6.5 tons of ballast to enable it to pull loads of 200 tons. The maximum speed with a load in tow was, however, only 20 km/h (approx. 13 mph). The motor developed 200 hp at 1,200 rpm. This vehicle was destroyed in an air attack.

4866 Heavy Duty Flatcar.
Former German State Railroad Company type SSym "Köln". Metal side sills. Close couplers with guide mechanism. Length over buffers 15.2 cm (6″). Loaded with a Kaelble Jumbo heavy duty truck. Metal superstructure. Numerous, separately applied details.
DC wheelset 70 058



Märklin Clubs . . .

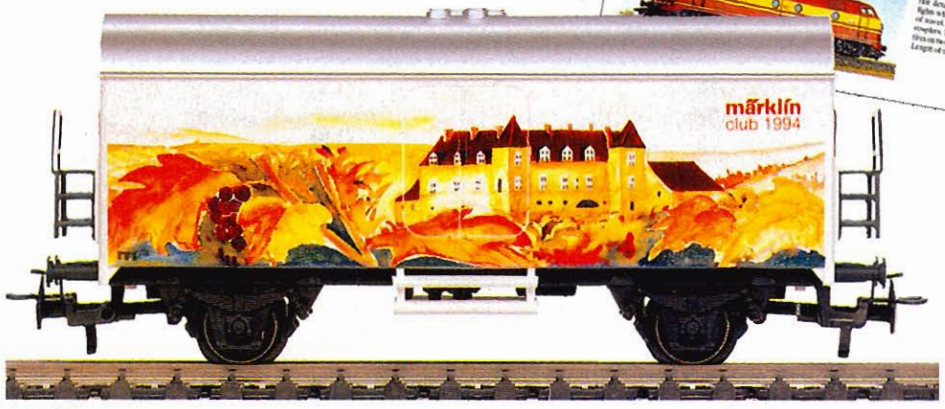
... can be found in Belgium, Holland, France, Great Britain, the French speaking part of Switzerland, Spain, Sweden, Australia, Japan, the USA and Canada.

They are very popular because of exclusive club services such as:

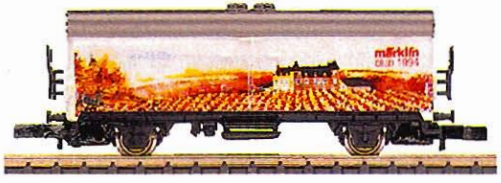
- the club magazine "Insider". It is published 6 times a year in an **English, French and Dutch version,** and it has articles on all sorts of useful subjects about Märklin.
- the mailing of information leaflets and brochures about Märklin products.
- the ability to order the annual Märklin Club car in H0 and Z at an exclusive club price.
- the option to order the "Club Edition", which is reserved exclusively for club members. We're talking here about specially exclusive models such as the State Postal System truck, the Amtrak X 995 locomotive or the French Channel Tunnel locomotive that have been offered in the past.

Please contact your local Märklin Club for more information.





Märklin H0 Club Car



Märklin Z Club Car

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Insider Model 1995

märklin Insider

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Telefax 064 - 43 89 82

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Telefax (414) 784-1095

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Telefax (02) 987 4005

The German State Railroad Company decided in 1924 to have a diesel locomotive with a pneumatic system for transmitting power. The development work was carried out under the leadership of the Esslingen Maschinenfabrik Company. The compressed air system for power transmission was selected, because a hydraulic system for power transmission had not yet been mastered for higher levels of output. In addition, based on experience with steam locomotives it was believed that a pneumatic power transmission was a more efficient solution. A specially developed two-cylinder piston air compressor was driven by a MAN submarine diesel motor with six cylinders. The frame and valve gear were basically that of a steam locomotive. Instead of steam, however, compressed air heated to approximately 350° Centigrade (662° Fahrenheit) was conducted into the usual locomotive cylinders.

The construction of this locomotive was started as early as 1924, but lasted for over three years before the first tests could be performed. After extensive experiments and changes delivery was made to the DRG in November of 1929. This locomotive was in use on routes around Stuttgart for several years.

3420 Diesel Compressed Air Locomotive.
Former German State Railroad Company (DRG) class V 32. **With built-in DELTA module.** Metal body and frame. 3 axles powered. 2 traction tires. Electronic reverse unit. Dual headlights that change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 18.5 cm (7-1/4").

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3720 Digital Diesel Compressed Air Locomotive.
Former German State Railroad Company (DRG) class V 32. Same as 3420, but with digital, high-efficiency propulsion (6090). Five-pole, high-efficiency motor. Load-dependent speed control. Adjustable maximum speed. Adjustable acceleration and braking delay. Headlights digitally controlled.

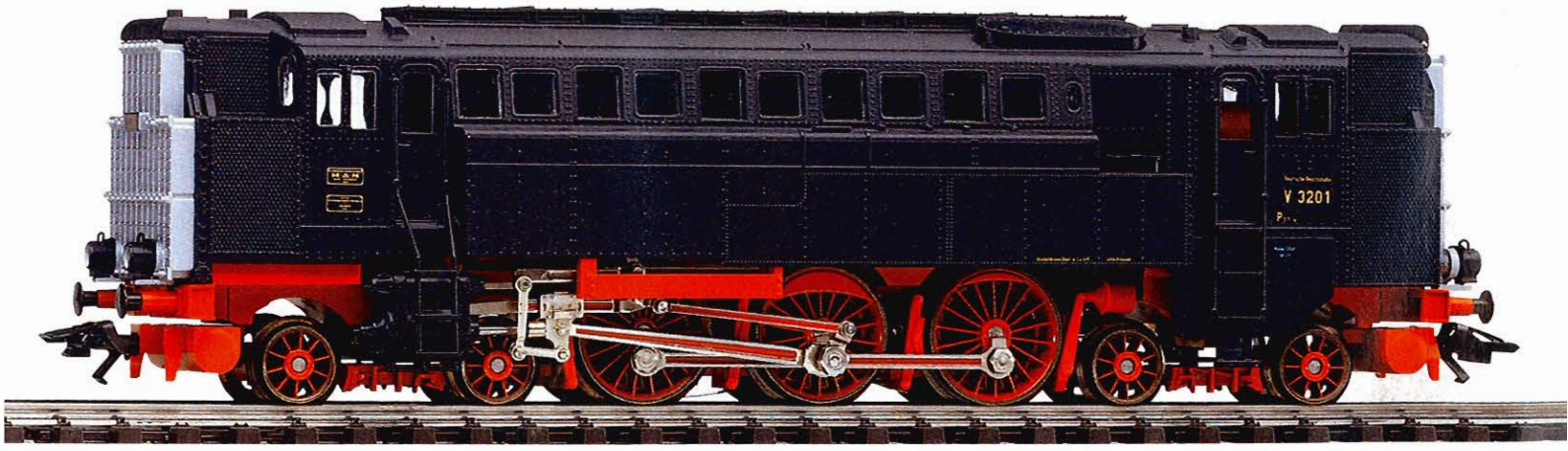
Digital locomotives can also be used on conventional layouts.

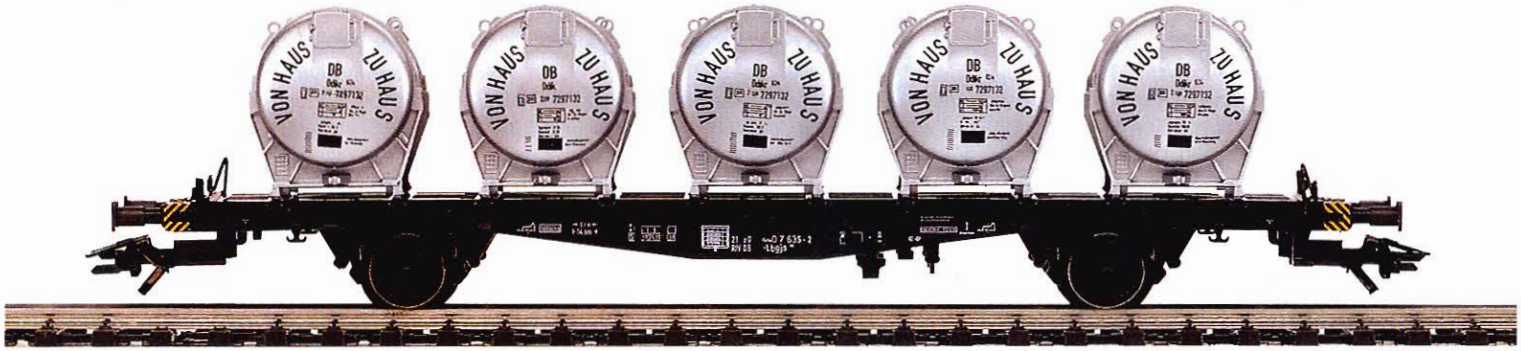
This model is a cooperative project with the TRIX Company, Nürnberg, Germany.

The 3420 and 3720 locomotives are being produced in a one-time series only in 1995.

Additional Insider models for 1995 can be found on pages 311 and 393.

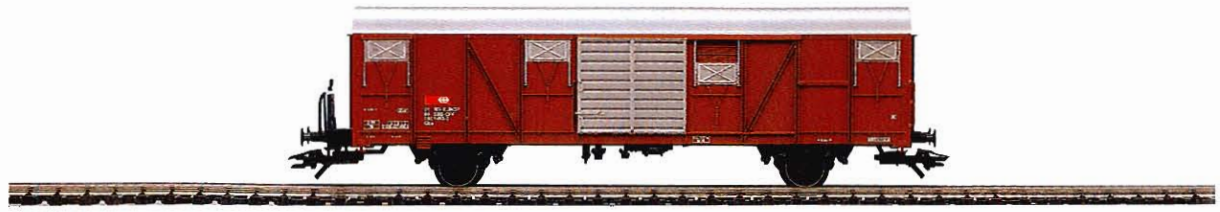
V 32

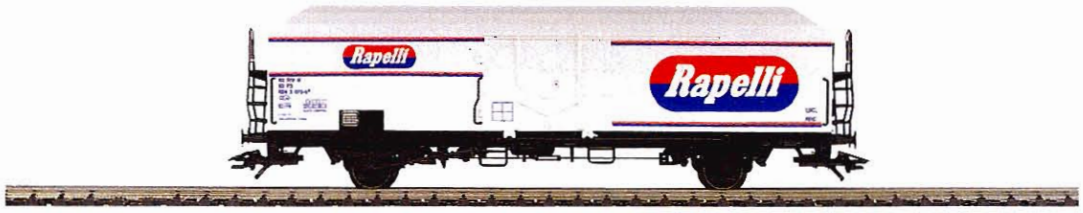




4853 Flatcar.
German Federal Railroad (DB) type Lgjs 598. Loaded with 5 removable tank containers. Metal car floor. Close couplers with guide mechanism. Minimum radius required for operation approximately 360 mm (14-3/16″). Length over buffers 17.0 cm (6-11/16″).
DC wheelset 70 058

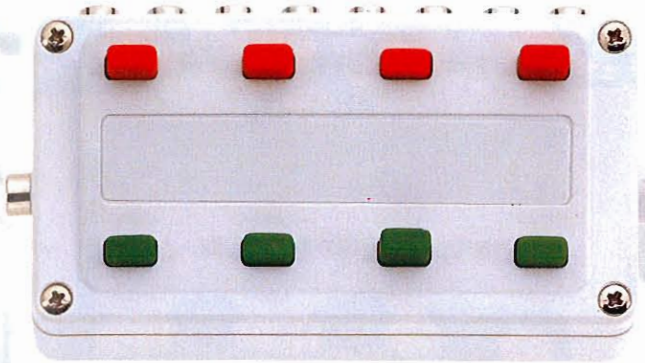
4727 Boxcar.
Swiss Federal Railways (SBB) type Gbs. Separately applied brakeman's platform. Close couplers with guide mechanism. Length over buffers 16.8 cm (6-5/8″).
DC wheelset 70 058





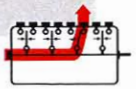
***4733 Refrigerator Car.**
Privately owned by INTERFRIGO. Used on the Italian State Railways (FS). Finely detailed reproduction of the mechanical gear and the generator with drive shaft. Close couplers with guide mechanism. Length over buffers 16.2 cm (6-3/8″).
DC wheelset 70 058

***New Version for 1995**

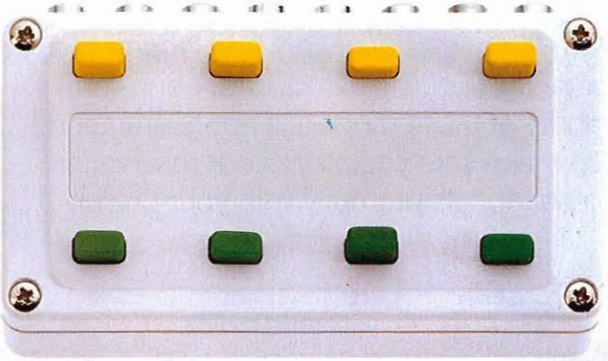


HOBBY

7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signal, turnout, etc. Length 80 mm (3-1/8″). Width 40 mm (1-9/16″). Replaces the 7072 control box.

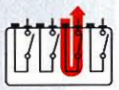


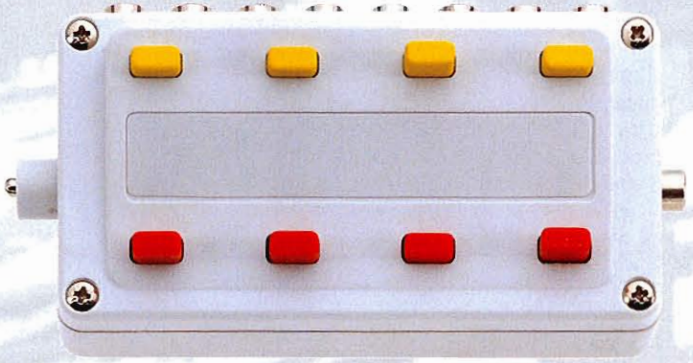
Schematic of 7272
(Button 3 pushed)



7273 Control Box.
For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Length 80 mm (3-1/8″). Width 40 mm (1-9/16″). Replaces the 7211 control box.

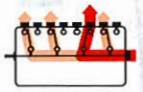
Schematic of 7273
(Button 3 pushed)



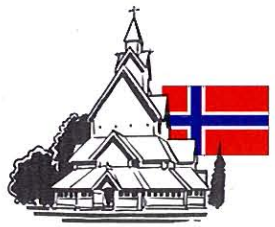


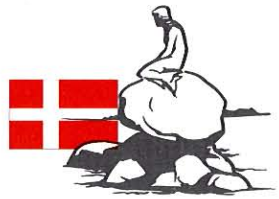
7274 Control Box.
For dividing or switching a track or accessory circuit into 4 different circuits. For example, 4 accessory circuits for building illumination can be turned on or switched. Length 80 mm (3-1/8″). Width 40 mm (1-9/16″). Replaces the 7210 control box.

Schematic of 7274



From the North Cape to the Alps – International Models.







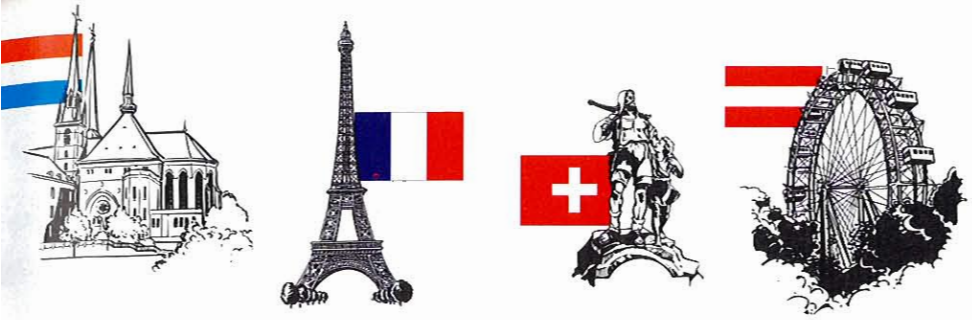


Once again there are attractive models in the new items program for prototypical international trains on model railroad layouts.

In keeping with tradition the Märklin catalog program contains domestic and foreign locomotives and cars that can be run together in trains. In addition, there are other "Export Models" produced specially for the individual export markets.

This year attractive new cars and locomotives are once again being introduced. Long-term availability of these models is not guaranteed. Please make sure you place your reservation for these models promptly with your dealer.





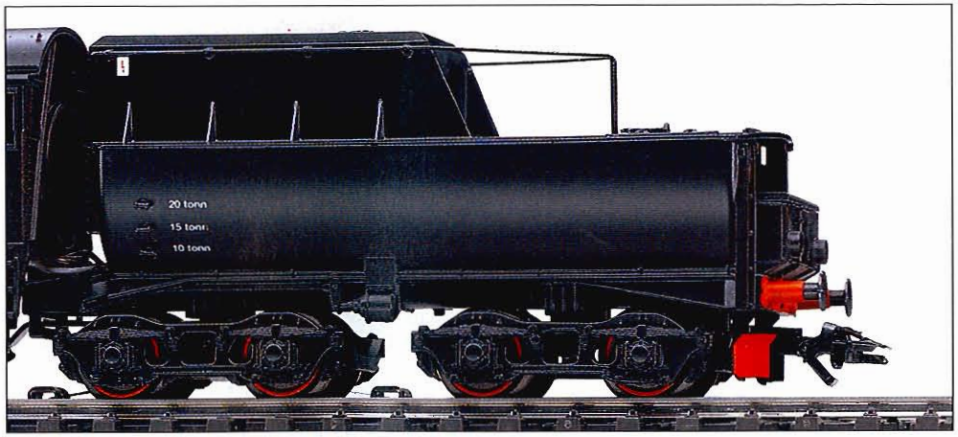


3416 Freight Locomotive with Tub-Style Tender with Brakeman's Cab.
Austrian Federal Railways (ÖBB) class 52.
With built-in DELTA module. Metal boiler and frame. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp Electronic reverse unit. Dual headlights that change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 26.7 cm (10-3/8″). Equipped for installation of 7226 smoke unit (conventional operation) or Seuthe no. 11 smoke unit (DELTA/Digital operation).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

1'B'1' **52**

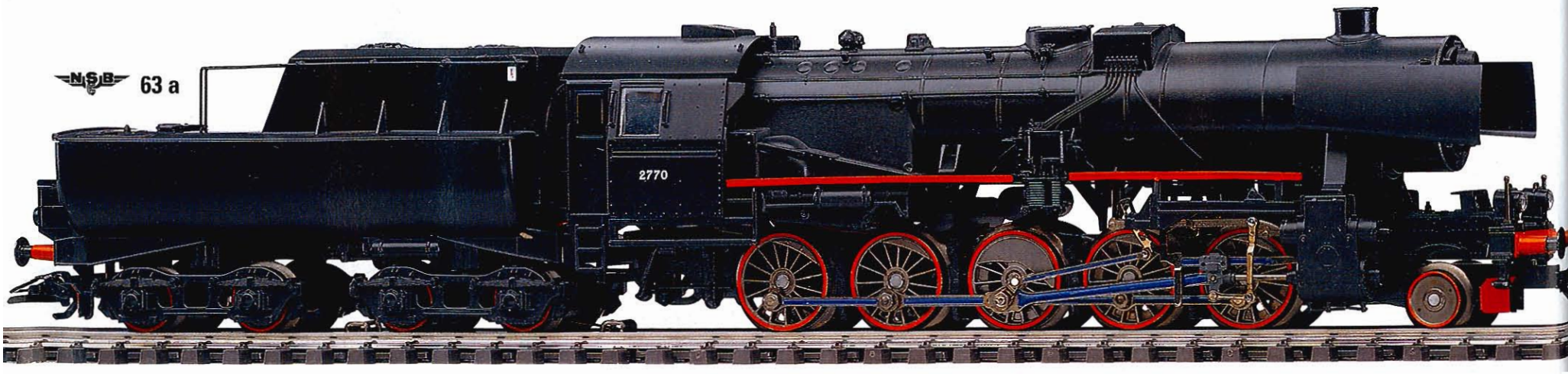






3417 Freight Locomotive with Tub-Style Tender. Norwegian State Railways class 63 a. **With built-in DELTA module.** Metal boiler and frame. 5 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Triple headlights, dual headlights on the tender, that change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 26.7 cm (10-3/8″). Equipped for installation of 7226 smoke unit (conventional operation) or Seuthe no. 11 smoke unit (DELTA/Digital operation).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.





3384 Diesel Hydraulic Locomotive.
Swiss Federal Railways (SBB) class Am 4/4. **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior details. Triple headlights that change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 21.0 cm (8-1/4″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



Am 4/4

B 55





3466 General Purpose Diesel Electric Locomotive.
Belgian State Railways (NMBS/SNCB) class 55. **With built-in DELTA module.** Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Triple headlights that change over with the direction of travel. Standard coupler pockets at both ends with close couplers.
Length over buffers 22.6 cm (8-7/8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



3364 "SYBIC" Electric Locomotive.
French State Railways (SNCF) class BB 26000. TER 200 Alsace version. **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Dual headlights that change over with the direction of travel. 2 different pantographs. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 20.4 cm (8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



SNCF BB 26000





Ⓑ 600

In 1930 the Belgian State Railways ordered their first three diesel railcars from the Wismar Waggonfabrik Company (formerly EVA). The Belgian class 600 is basically the same as the DRG railcars VT 651 to VT 671. The output of a Maybach motor was 175 horsepower and was transmitted by a four-speed gearbox through a jackshaft and side rods to a truck. This railcar weighed 42 tons and reached a speed of 80 km/h (50 mph). The last of these railcars, no. 600.02, was in use in the Gent area until 1955.

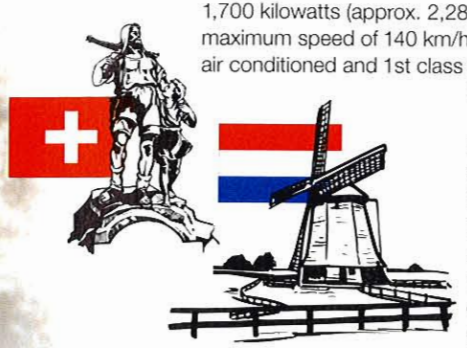
3426 Diesel Railcar.
Belgian State Railways (SNCB/NMBS) class 600. **With built-in DELTA module.** Metal frame. 2 axles and jackshaft powered. 2 traction tires. Electronic reverse unit. Dual headlights and dual red marker lights that change over with the direction of travel. Interior lighting. Standard coupler pockets at both ends with close couplers. Length over buffers 24.2 cm (9-1/2").

This model is a cooperative project with the TRIX Company, Nürnberg, Germany.

This railcar is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



A total of 5 trains were purchased for the Dutch-Swiss TRANS-EUROPE-EXPRESS. They were operated as the TEE "Edelweiß" on the route Zürich – Amsterdam. Three diesel motors with a total of 1,700 kilowatts (approx. 2,280 hp) enabled the train to reach a maximum speed of 140 km/h (approx. 88 mph). The entire train was air conditioned and 1st class only. Each car had 114 seats; there were 32 seats in the dining car.



3471 TEE Railcar Train.
Swiss Federal Railways (SBB) and Dutch State Railways (NS) class RAm/TEE I. **With built-in DELTA module.** 1 powered end unit. 1 non-powered end unit. 1 compartment car 1st class. 1 combination dining car and 1st class car. Metal end unit frames. 3 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Interior lighting. Triple headlights and dual red marker lights that change over with the direction of travel. Special couplings between the cars in the train. Train length 93.3 cm (36-3/4″).

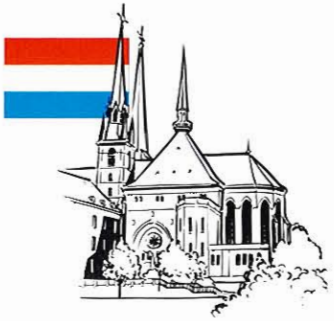
This TEE railcar train is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

RAm/TEE I



On September 2, 1994 railroad enthusiasts had the opportunity to take a unique trip with the "Modellbunn Express" from Luxembourg to Göppingen, Germany. "Modellbunn Express" means nothing more than "Model Railroad Express". The reason for this name lies in the composition of the train which consisted exclusively of locomotives and cars in the Märklin assortment.

A 17 kilogram (approx. 38 pounds) coat-of-arms for the city of Göppingen was mounted on the locomotive as part of the festivities at the destination station. A "Videowaggon" was part of the train's composition in addition to several passenger cars and a "Rendez-vous" car.



83468 General Purpose Diesel Electric Locomotive.
Luxembourg State Railways (CFL) class 1800. With road number 1801. Separately applied coat-of-arms for the city of Göppingen. **With built-in DELTA module.** Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Triple headlights that change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 22.6 cm (8-7/8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

CFL 1800



The 83468 locomotive is being produced in a one-time series only in 1995 and is already sold out at the factory. Your dealer has already placed orders for this unit.



84126 Video Car.
Luxembourg State Railways (CFL) type ABD. Video car version for the Modellbunn Express. Interior details. Close couplers with guide mechanism. Equipped for installation of 7330 lighting kit. Ready for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 26.4 cm (10-3/8″).
DC wheelset 70 058

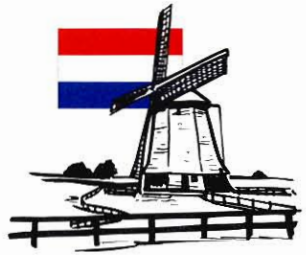


In 1993 the Dutch Transportation Ministry commissioned this royal passenger car to be built on the basis of an IC 1st class car from 1988. This car is available for use by the royal family and the government.

The interior of the car was totally rebuilt: In addition to a large salon, there are two bedrooms with bath, a kitchen and a compartment for servants as well as two additional bathrooms. The water is supplied from a special pressurized processing system. A modern communications system is also on board: telephone, telefax, television, etc.

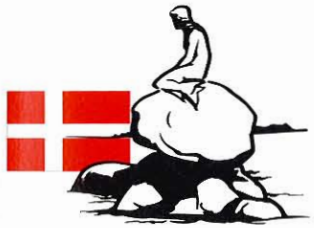
The power supply for the car is equipped for all European power systems. In addition, this car has its own diesel generator built underneath as well as a special air conditioning system. Deep skirting has been installed on the sides of the car to protect this equipment. The maximum allowable speed for the car is 160 km/h (100 mph), although it is designed for 200 km/h (125 mph).

The color scheme for the car is rather subdued: The NS IC blue is basically the color of the royal family. Yellow striping on the sides and a small crown in the middle of the car side indicate the car's special status.





4362 Salon Car.
Salon car for the Queen of Holland, used on the Dutch State Railways (NS). Interior details. Close couplers with guide mechanism. Equipped for installation of 7330 lighting kit. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm (10-3/8″).
DC wheelset 70 058



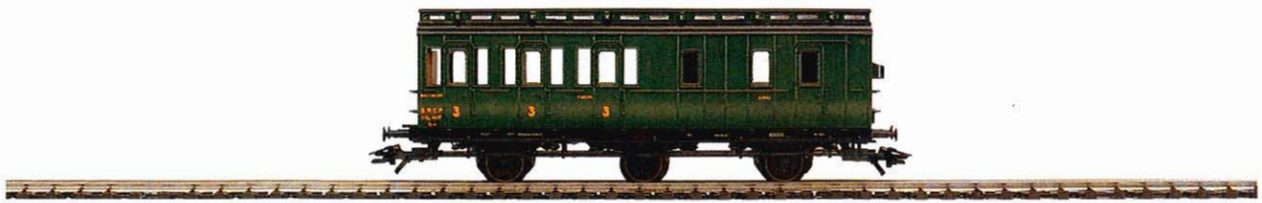
4269 Slumber Coach.
Danish State Railways (DSB) type Bm. Interior details. Close couplers with guide mechanism. Equipped for installation of 7330 lighting kit. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.0 cm (10-5/8″).
DC wheelset 70 058





4304 Compartment Car.
French State Railways (SNCF) type C⁴t. 3rd class. Interior details. Close couplers with guide mechanism. Length over buffers 13.5 cm (5-1/4″).
DC wheelset 70 063





4305 Compartment Car.
French State Railways (SNCF) type C³Dp. 3rd class. Baggage compartment. Interior details. Close couplers with guide mechanism. Length over buffers 13.8 cm (5-5/16″).
DC wheelset 70 063





4306 Compartment Car.
Austrian State Railways (ÖBB) type C3. 3rd class. Interior details. Close couplers with guide mechanism. Length over buffers 13.5 cm (5-1/4″).
DC wheelset 70 058





4394 "NMBS/SNCB Fast Passenger Train" Car Set.
Set consists of 3 Belgian State Railways (NMBS/SNCB) fast passenger train cars of different designs: 2 fast passenger train cars type Bye 3rd class and 1 baggage car type Düe. Interior details. Close couplers with guide mechanism.

Equipped for installation of 7335 lighting kit. Total length 74.4 cm (18-3/8").
DC wheelset 70 058







All cars in special version.
Not available separately.



4623 High Capacity Hopper Car.
Luxembourg State Railways (CFL) type Fals. Metal frame. Weathered car body. Close couplers with guide mechanism. Length over buffers 13.3 cm (5-1/4″).
DC wheelset 70 058

4608 Stake Car.
Dutch State Railways (NS) type Kbs. Loaded with 2 removable 20 foot containers. Removable stakes. Close couplers with guide mechanism. Length over buffers 15.7 cm (6-3/16″).
DC wheelset 70 058





4852 Container Car.
Swiss Federal Railways (SBB) type Lbs. Loaded with a removable 40 foot container. Metal car floor. Close couplers with guide mechanism. Minimum radius required for operation approximately 360 mm (14-3/16″). Length over buffers 17.0 cm (6-11/16″).
DC wheelset 70 058

4836 Sliding Wall Boxcar.
Swiss Federal Railways (SBB) type Hbis. Separately applied brakeman's platform and grab irons. Close couplers with guide mechanism. Length over buffers 16.8 cm (6-5/8″).
DC wheelset 70 058





4838 "Arbeitswelt" ("World of Work") Car Set. Set consists of 2 Danish State Railways (DSB) type Hbis sliding wall boxcars. Close couplers with guide mechanism. Total length 32.6 cm (12-7/8″).
DC wheelset 70 058

Both cars in special version. Not available separately.

4830 Boxcar.
Austrian State Railways (ÖBB) Ski Express car. Close couplers with guide mechanism. Decal set included for prototypical lettering of the car with signs for "Fahrrad am Bahnhof" ("Bicyle at train station"). Length over buffers 16.2 cm (6-3/8").
DC wheelset 70 058





This car is traveling all over Austria as part of an art promotion. An attractive striped design has been applied to the heavy duty flatcar and a welded cage with uncut, geologic stone blocks.

4868 Heavy Duty Flatcar.
Austrian State Railways (ÖBB) type Samm. Metal side sills. Close couplers with guide mechanism. Loaded with genuine stones in a cage. Length over buffers 15.2 cm (6").
DC wheelset 70 058

A 1,000 hp motor powers the "Panther 8 x 8" airport fire truck from the Rosenbauer Company. A separate motor for the pump develops 331 horsepower. This results in a fire extinguishing capability of 7,000 liters per minute (approx. 1,849 gallons per minute). Despite an immense service weight of 36 tons, this vehicle reaches a maximum speed of 140 km/h (approx. 88 mph). Trucks of this type are in use at the airports for Leipzig and Dresden.

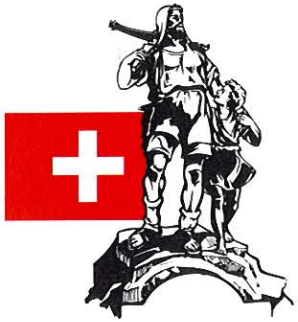
4849 Heavy Duty Flatcar.
Austrian State Railways (ÖBB) type Samm. Metal side sills. Close couplers with guide mechanism. Length over buffers 15.2 cm (6"). Loaded with a "Panther 8 x 8" airport fire truck from the Rosenbauer Company, Leonding, Austria. Metal superstructure. Numerous, separately applied details. Movable water cannon.
DC wheelset 70 058





4869 Heavy Duty Flatcar.
French State Railways (SNCF) type Salmmp. Metal side sills. Close couplers with guide mechanism. Length over buffers 15.2 cm (6").
DC wheelset 70 058

Rolling Advertising.



Despite or precisely because of its central position in Europe the railroad in Switzerland has always had a special status. The geographical situation always led again and again to special tasks and creative solutions for these tasks. In this connection the Swiss railroad companies could always rely on the basic positive attitude of the Swiss towards "their railroad".

The Swiss Federal Railways (SBB) proved at an early age that they could develop alternative marketing concepts as well as pioneering transportation concepts. The use of the newest Swiss locomotive class 460 (Re 4/4) as rolling advertisements not only brings color to the rails, but also additional attention to the SBB.

In 1994 three industrial companies started the "advertising locomotives". The "rolling walls of advertising" are being presented with the "Agfa", the "Ciba" and the Märklin "Fireman's Locomotive"; with the Märklin locomotive in particular causing much talk with its attractive exterior.

The SBB plans to have a total of 12 to 14 of this type of locomotive in service, and they will have a limited "life" because as a rule the contracts governing the advertising run for one year. The "Danzas" locomotive is the newest SBB advertising "medium".

Märklin plans to produce all of the advertising locomotives as models because of the historical railroad background of this locomotive class. This offers the interested model railroader the chance to not only run interesting models on his layout, but possibly also the opportunity to assemble an attractive, manageable collection.



83463 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). **With built-in DELTA module.**

HAMO

88363 Same as 83463, but in HAMO version for 2-rail DC systems.



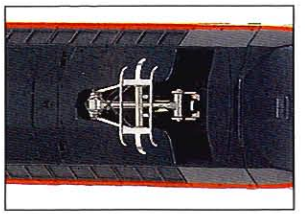


3451 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). **With built-in DELTA module.**

3751 Same as 3451, but with digital high-efficiency propulsion (6090).

The 3451 and 3751 locomotives are being produced in a one-time series only in 1995 and are already sold out at the factory. Your dealer has already placed orders for these units.





44650 Narrow wiper for SBB pantographs. Suitable for display models.





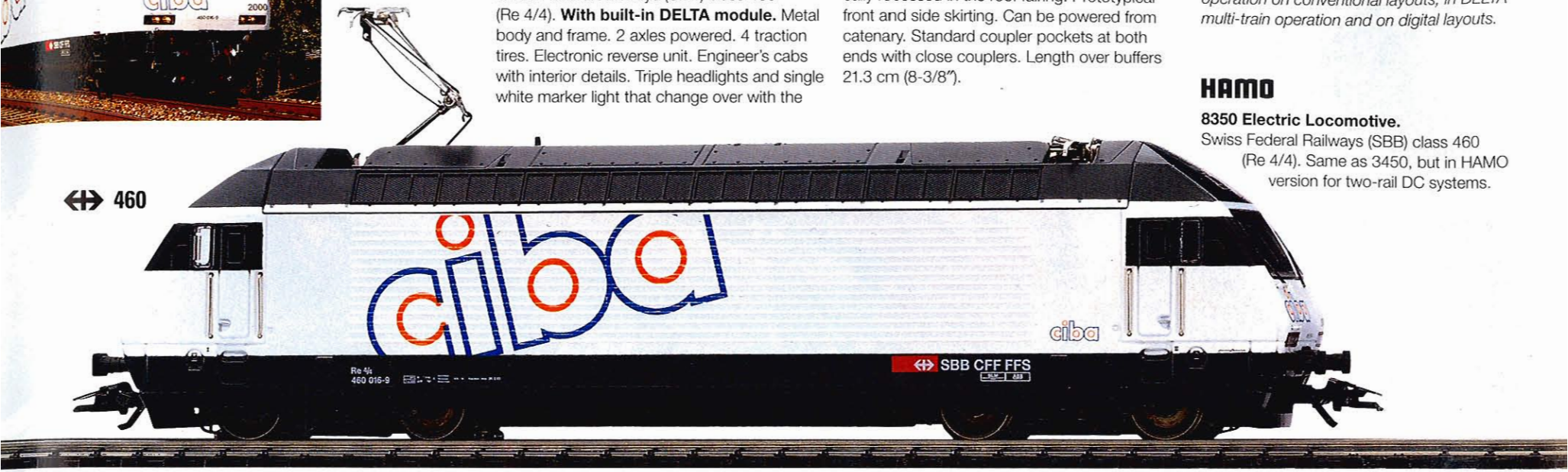
3450 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. Triple headlights and single white marker light that change over with the direction of travel. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 21.3 cm (8-3/8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

HAMO

8350 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). Same as 3450, but in HAMO version for two-rail DC systems.

460



460



3453 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). **With built-in DELTA module.** Metal body and frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. Triple headlights and single white marker light that change over with the direction of travel. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Can be powered from catenary. Standard coupler pockets at both ends with close couplers. Length over buffers 21.3 cm (8-3/8″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

HAMO

8353 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). Same as 3453, but in HAMO version for two-rail DC systems.


here it comes
THE SMALLEST
...for Adults
mini-club
only
Märklin Z – the smallest mass-produced electric trains in the world
THE SMALL
ONE IS A HIT

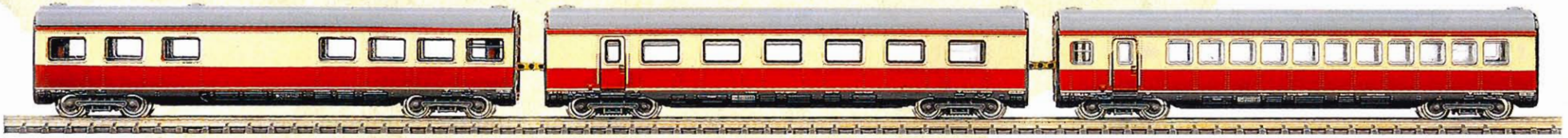


8883 Freight Locomotive with Tender.
German Federal Railroad (DB) class 052. Metal locomotive body and frame. All driving axles powered. Triple headlights at the front. Length over buffers 109 mm (4-1/4″).

Originally over 3,000 units of the class 50 steam locomotive were built. After 1945 well over 2,000 of these locomotives were still registered with the German Federal Railroad. In the changeover to a new numbering system in 1968 the 999 possible road numbers were not sufficient for a class 050 designation. For that reason the thousand place in the ordinal number became the third place in the new road number. Hence, the steam locomotive in the class 50 2580 became the 052 580 in the new system.



8810 "Pacific" Locomotive with Tender.
"The Blue Comet" for the New Jersey Central Railroad. Metal locomotive body and frame. All driving axles powered. Single headlight at the front. Length 116 mm (4-1/2″).



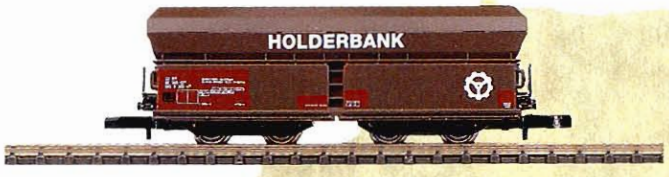
8793 "Trans Europe Express (TEE)" Car Set.
Contents: 3 intermediate cars in the original Era III version, as an addition to the German Federal Railroad (DB) Trans Europe Express (TEE) diesel railcar train. 1 open seating car Ay, 1st class. 1 dining car / bar car ARy, 1st class. 1 compartment car Aü, 1st class. All intermediate cars in this set have interior lighting. Special couplings, only for the TEE train. All cars in a special version. Not available separately. Total length 249 mm (9-13/16″).

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FREIGHT CARS



8229 Powdered Freight Silo Car.
Swiss Federal Railways (SBB) type Ucs. Length over buffers 40 mm (1-9/16″).



8221 Hopper Car.
Type Fals privately owned car lettered for "Holderbank", used on the Swiss Federal Railways (SBB). Length over buffers 53 mm (2-1/8″).

8216 Refrigerator Car Set.
Contents: 2 refrigerator cars. Privately owned by INTERFRIGO, used on the Italian State Railways (FS). These refrigerator cars have advertising themes on their sides. Both cars in a special version. Not available separately. Total length 131 mm (5-5/32″).

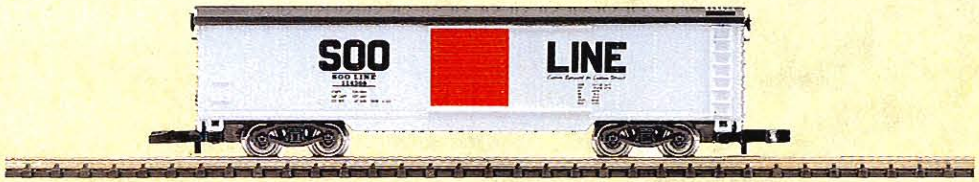




8904 Automobile Set Kit.
Contents: Parts for the construction of the following 12 different colored automobiles models. 3 Mercedes Benz 500 SE, 3 Opel Rekord Caravan, 3 BMW 735i and 3 VW Passat.



8903 Truck Set Kit.
Contents: Parts for the construction of the following 6 differently colored truck models. 1 cement truck, 1 dump truck, 2 Mercedes transporter with a closed box body and 2 Mercedes transporters with side and rear windows.



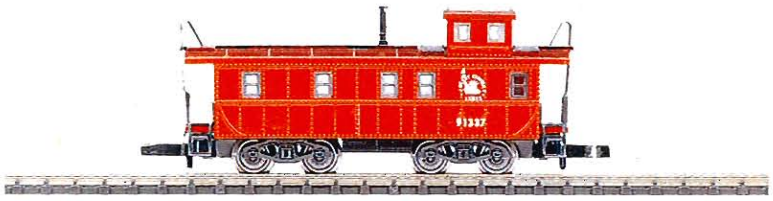
8223 Boxcar.
Lettered for Minneapolis, St. Paul & Sault Ste. Marie Railroad – SOO LINE. Length 72 mm (2-7/8″).



8224 Gondola.
Lettered for the Chicago, Burlington & Quincy Railroad. Length 67 mm (2-5/8″).



8225 Tank Car.
Privately owned car lettered for the Ethyl Corporation. Length 51 mm (2″).



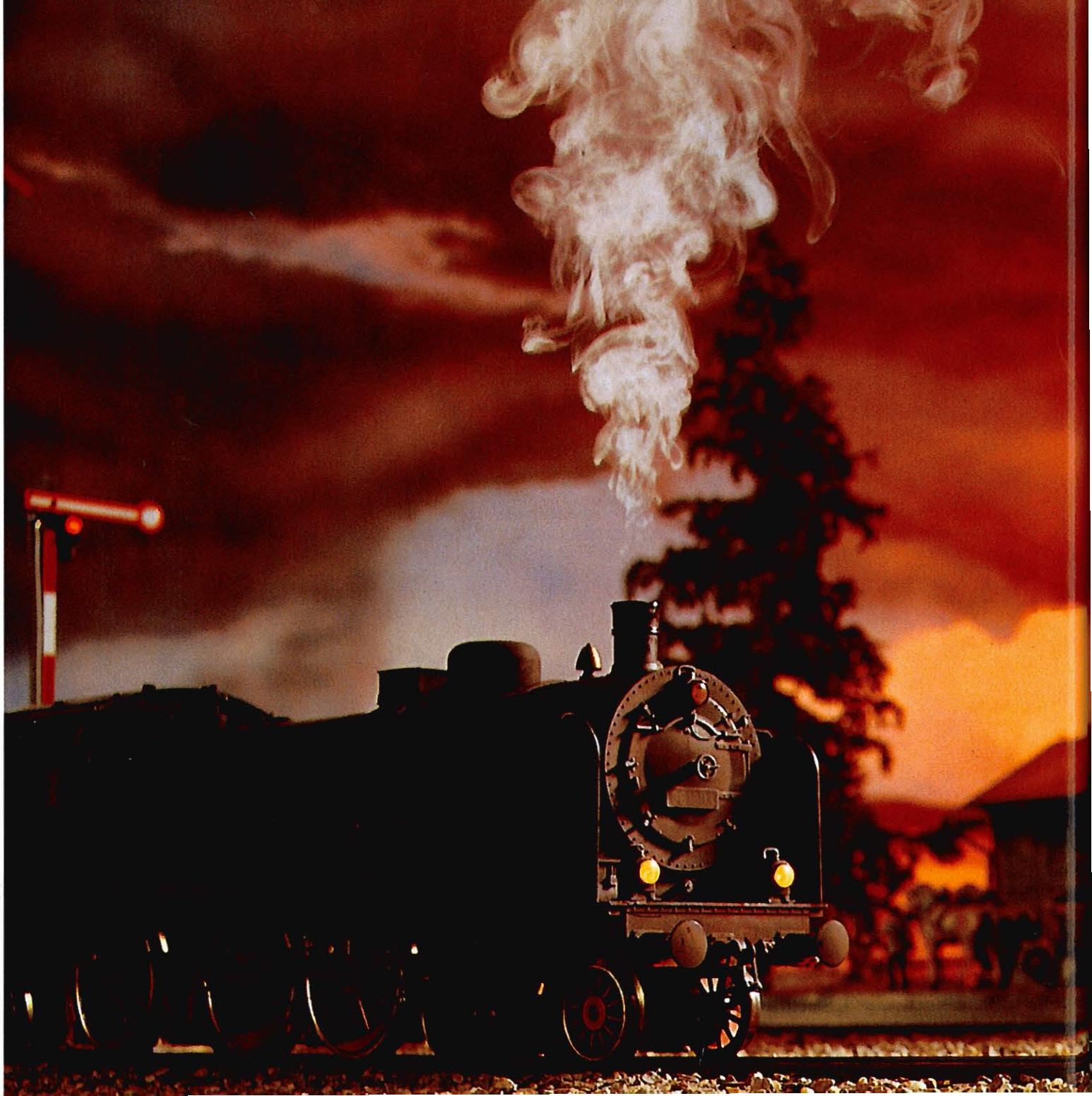
8230 Caboose.
Lettered for the New Jersey Central Railroad. Separately applied ladders. Length 51 mm (2-5/8″).

mini-club
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Between Nostalgia and the Future.

Märklin's royal size, the 1 Gauge for serious model railroaders, is becoming more multifaceted and is expanding nicely with new models. More locomotives and cars that are faithful reproductions of the prototypes for particular eras enable you to capture the look of the romantic provincial railroad period or the most modern rail scene most impressively.

Whether modern or nostalgic, whether made entirely of metal or of a mixture of materials, in each case the latest model railroad technology is concealed in these models. All 1 Gauge locomotives for the serious model railroader now have electronic decoders with the Motorola format, reliable now and in future. These decoders give the locomotives excellent operating characteristics that can be adjusted individually.



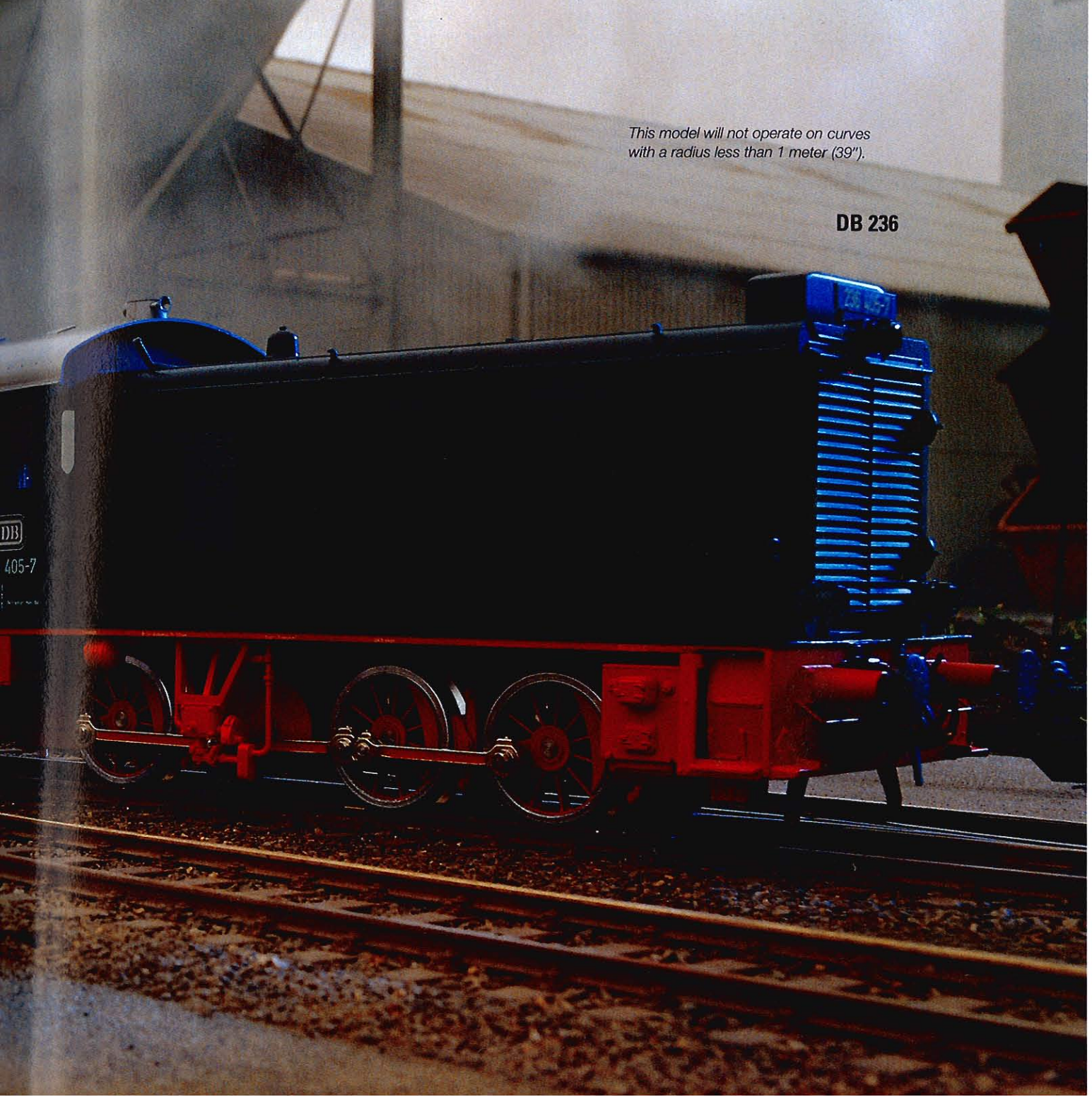

1127

Double Heading Means Better Operation.

The people in this region have always had a close, special relationship with their railroad. Proof of this are nicknames such as "Piglet's Snout", "Hobby Horse" or – the prototype of our model – "The Tiny Twins".

In a more prosaic vein the subject at hand is the class 236 (V 36) diesel locomotive which was used widely in the 1950s in doubleheaded combinations. For this purpose two locomotives were coupled back to back, m.u. lines were connected between the two and the units were operated from the engineer's cab in the front. The results were so good that the "Tiny Twins" started a new life reliable locomotive for commuter and freight trains.

Our 1 Gauge model is also equipped for genuine doubleheaded operation. The motors in both units are synchronized by a common electronic circuit. This results in a harmonious joint effort of increased pulling power and perfect operating characteristics – with the irresistible charm of the transition period from the German State Railroad to the German Federal Railroad.

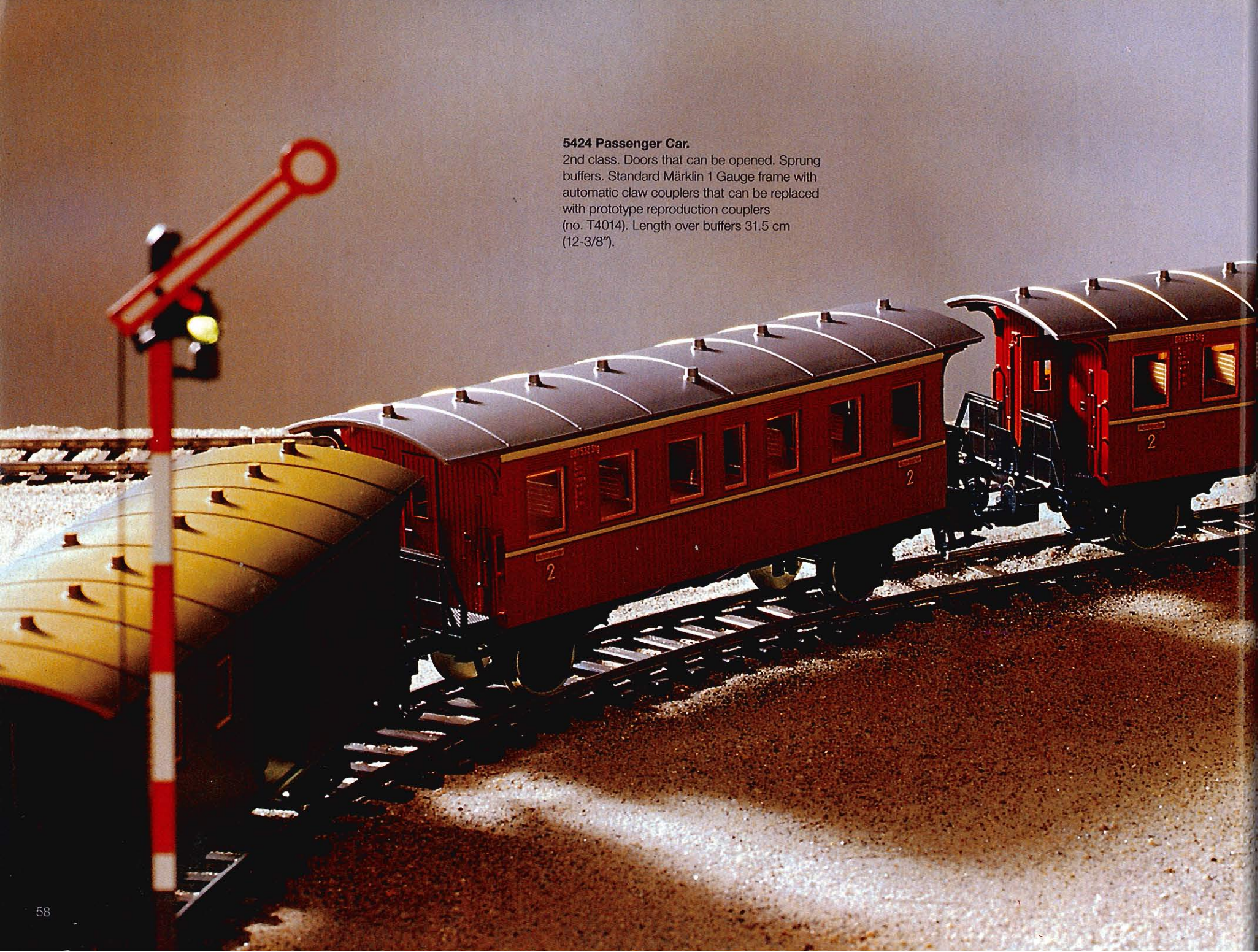


This model will not operate on curves with a radius less than 1 meter (39").

DB 236

5530 Two-Unit Diesel Locomotive.
2 units of the German Federal Railroad (DB) class 236. These locomotives can only be operated together. Each locomotive powered by 1 motor. 3 axles each powered via side rods. Built-in electronic circuit (in one of the two locomotives) for operation with AC power, DC power or Märklin Digital (Motorola format). Adjustable maximum speed. Adjustable acceleration rate and braking delay (braking delay effective only in digital operation). Built-in load compensation for ascending and descending grades (only partially effective with AC or DC operation). Triple headlights that change over with the direction of travel (can also be turned off in digital operation). Metal frame. Detailed cab. Sprung buffers at both ends. The locomotive is delivered with automatic Märklin 1 claw couplers that can be replaced with the prototype reproduction couplers and brake hoses included with this locomotive. Length over buffers 54.4 cm (21-15/32").

The first units of the class V 36 were built at the end of the 1930s. After World War II this class gave good results in commuter service in the urban areas of Bremen, Frankfurt and Wuppertal. They certainly did not have as much pulling power or as high a maximum speed as the class 78, but their acceleration was better, which proved to be an advantage in commuter service with its numerous stops. The use of these locomotives simplified operations by enabling push/pull operation which meant a wider range of uses for this class of motive power. When the tractive effort was insufficient for pulling the passenger and freight trains, two locomotives were coupled together for operation in tandem. By design these locomotives could be controlled in multiples from a single engineer's cab. This interesting combination is reproduced in this new Märklin 1 model.



5424 Passenger Car.
2nd class. Doors that can be opened. Sprung buffers. Standard Märklin 1 Gauge frame with automatic claw couplers that can be replaced with prototype reproduction couplers (no. T4014). Length over buffers 31.5 cm (12-3/8″).



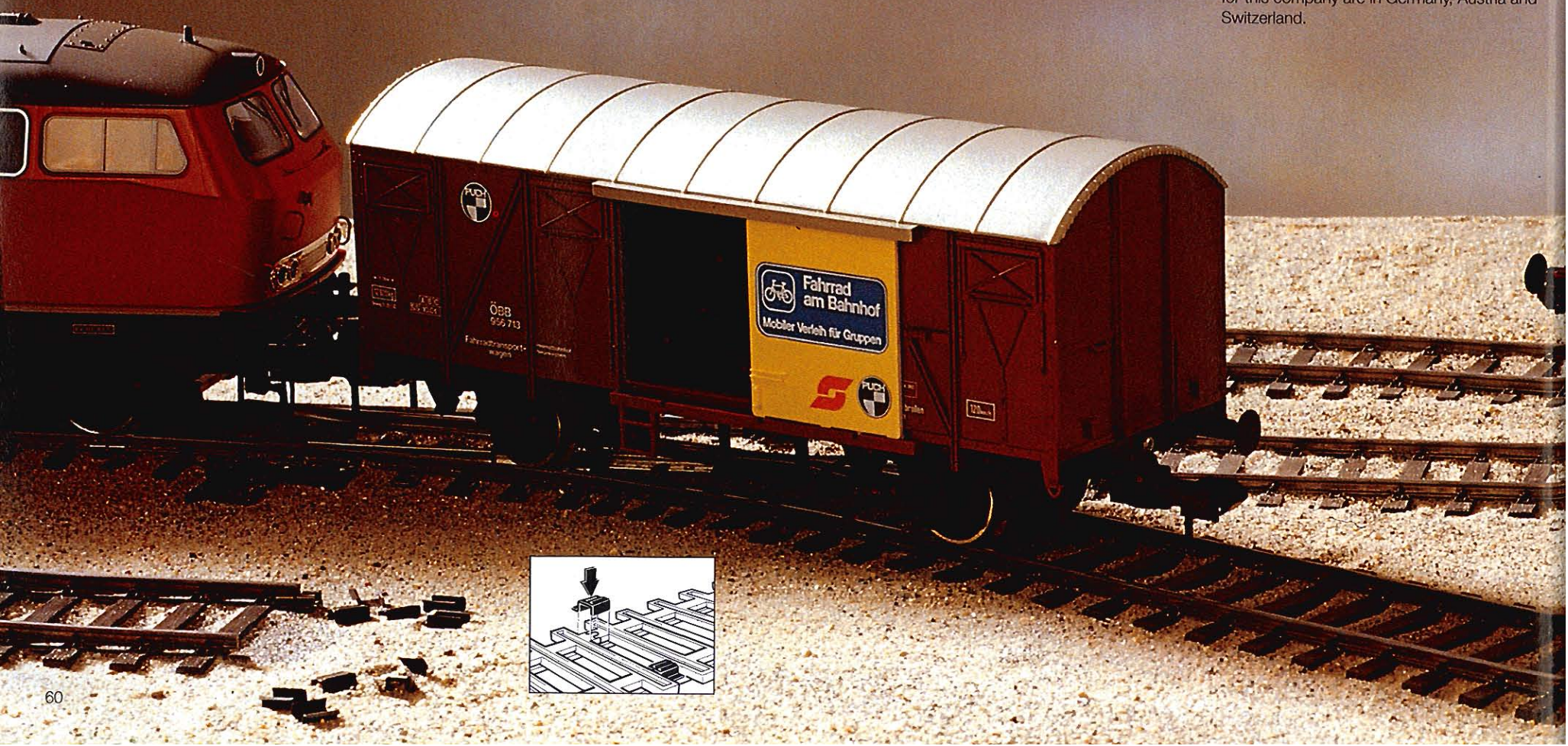
5427 Refrigerator Car with Brakeman's Cab. Privately owned by Kaiser-Friedrich-Quelle, Offenbach/Main, Germany, used on the German Federal Railroad (DB). Extensive lettering and imprinting. Sprung buffers. Detailed frame with automatic claw couplers that can be replaced with prototype reproduction couplers (no. T4014). Length over buffers 30.0 cm (11-13/16″).

5603 Track Clips.
Bag with 28 pieces. For safeguarding the 1 Gauge track joint connections.

5426 Boxcar.
Austrian Federal Railways (ÖBB). Special car for transporting bicycles. Doors that can be opened. Sprung buffers. Standard Märklin 1 Gauge frame with automatic claw couplers that can be replaced with prototype reproduction couplers (no. T4014). Length over buffers 31.5 cm (12-3/8″).

5414 Container Car.
Loaded with a 20 foot container for the "Outdoor Life Products B.V." Company. Container is removable. Doors at one end that can be opened. Sprung buffers. Standard Märklin 1 Gauge frame with automatic claw couplers that can be replaced with prototype reproduction couplers (no. T4014). Length over buffers 31.5 cm (12-3/8″).

The Outdoor Life Products B.V. Company is located in Gilze, Holland and manufactures wood houses. The primary distribution points for this company are in Germany, Austria and Switzerland.



5415 Container Car.
Loaded with a 20 foot container for the Hapag Lloyd Company, Hamburg, Germany. An automobile lettered for the diplomatic corps is in the container. This automobile is an exclusive model for this car. Doors at one end that can be opened. Sprung buffers. Standard Märklin 1 Gauge frame with automatic claw couplers that can be replaced with prototype reproduction couplers (no. T4014). Length over buffers 31.5 cm (12-3/8").

The model of a Hapag Lloyd Company overseas container is designed for transporting automobiles. While automobiles are often shipped for export from the factory in special ships, individual cars or special, valuable models are shipped in containers. In the model a diplomat posted overseas can now enjoy his new limousine.



Playing, building, operating, dreaming.

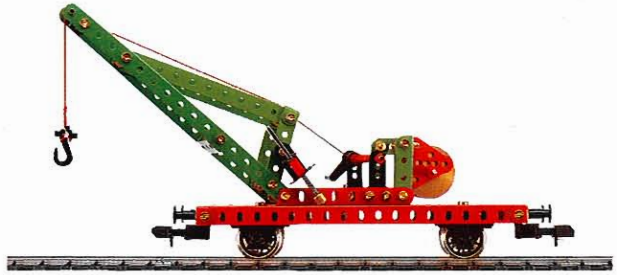
The spontaneous enthusiasm with which Maxi has been accepted is based on more than just the large gauge, because Maxi is so wonderful to play with: Maxi is made entirely of metal and – almost indestructible – is suitable for "genuine" railroad operation outdoors.

Based on the above the new crane car is a perfect hit: With its rotating boom, hand crank and strong load hook it is a sturdy, multifaceted model. The second new item is also for playing with: We have assembled a kit out of the Märklin metal construction sets, complete with track and all the parts so that the clever civil engineer can build sturdy bridges for Maxi.





5629 "Bridge" Gift Set.
Kit for the construction of one of two different railroad bridges. Two sections of 1 Gauge track included in this set. The bridge is suitable for the Maxi metal railroad. Bridge length 64.0 cm (25-3/16″).



1511 "1 Gauge Freight Car" Theme Set.
Construction set for building different types of freight car models, such as a crane car, stake car, etc. Working attachment parts give the different possible models all sorts of play value. The basic frame in this construction set has wheel sets and couplers that will work on the Maxi railroad and Märklin 1 Gauge. Length over buffers 28.0 cm (11″).



5640 Set of Figures.
This set consists of 10 different, painted figures. These figures are suitable for a station scene on a Maxi metal railroad or on a Märklin 1 Gauge model railroad layout. Scale is 1:32. Figure height for an adult approximately 6 cm (2-23/64″).

MAXI

Thrills at the Edge of the Station Platform.

The Maxi assortment for beginners and for railroaders after that unique experience: typical tank locomotives and locomotives with tenders from the provincial railroad period, an impressive Western locomotive, and the passenger and freight cars to go with these locomotives.

All of the wheels are made of precision zinc castings, the bodies and superstructures are made of heavy sheet metal that has been extensively processed and given a durable powder paint finish. The roofs can be taken off, the doors can be opened, the bodies can be unscrewed from the frames.

Maxi is fully compatible with Märklin's 1 Gauge for the serious model railroader and with Märklin Digital; the receivers for the DELTA multi-train control system are already built in at the factory. In addition to the small radius curve track for the Maxi track system, the entire range of railroad technology and accessories for the 1 Gauge line for serious model railroaders is available for use with Maxi.

5440 230 volts
5441 110 volts
"Maxi" Starter Set.
Contents: 1 Swabian tank locomotive, 1 passenger car 3rd class, 1 low side car, 12 each 5922 curved track, 2 each 5903 straight track, 1 each 32 VA transformer, 1 locomotive engineer figure, 1 fireman figure, 1 each 5654 feeder clip set. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronics for operation with AC power or Märklin DELTA. Circuit plate included in the set for operating the locomotive with DC power. Locomotive has headlight at the front.









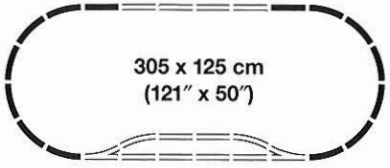


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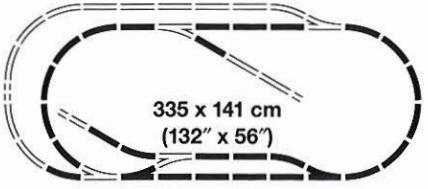


This starter set contains all of the necessary parts to get started in the world of the big Märklin 1. The passenger car and the freight car have a great deal of play value. The instruction book included with the set contains many tips for setting up and expanding the track layout.

Expansion possibilities with the 5440/5441 Maxi starter set



Expand with
10 x 5903 straight tracks
2 x 5922 curved tracks
1 x 5965 left turnout
1 x 5966 right turnout



Expand with
7 x 5903 straight tracks
2 x 5904 straight tracks
1 x 5917 straight track
6 x 5922 curved tracks
1 x 5965 left turnout
3 x 5966 right turnouts
2 x 5602 track bumpers

The 5450, 5452 and 5454 Maxi locomotives have the following features: 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included with each locomotive for operating the locomotive with DC power. Headlights front and rear that change over with the direction of travel. Built-in smoke generator that can be turned on and off with switch in the cab. The tank locomotive contained in the 5440/5441 starter set has the technical features mentioned above, but has only a headlight in the front.



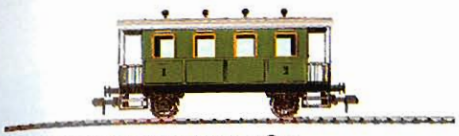
5450 "Rössle" Swabian Tank Locomotive. Three-axle tank locomotive in the typical colors of a Swabian locomotive. 3 axles powered through side rods. Length over buffers 26.8 cm (10-1/2″).



5452 "Aloisius" Bavarian Locomotive with Tender. Three-axle steam locomotive with tender in the typical colors of a Bavarian locomotive. 3 axles powered through side rods. Length over buffers 46.0 cm (18-7/8″).



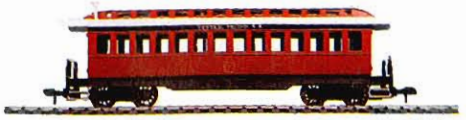
5454 "General Grant" Central Pacific Locomotive. Four-axle steam locomotive with tender in the colors of the Central Pacific Railroad. 3 axles powered through side rods. Length over buffers 49.0 cm (19-1/4″).



5470 Swabian Passenger Car.
Württemberg Railroad two-axle passenger car. 2nd class. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16″).



5471 Bavarian Passenger Car.
Bavarian Railroad two-axle passenger car. 2nd class. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16″).



5473 American Passenger Car.
Central Pacific Railroad four-axle passenger car. 2 trucks. Doors at the ends that can be opened. Removable roof. Length 41.0 cm (16-3/8″).

6645 100 volts Japan. 32 VA.
6647 230 volts. 32 VA.
Transformer 32 VA output.
Track current adjustable between 4 and 16 volts. Accessory power 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4″ x 5-1/2″ x 3-1/8″). UL/CSA tested.



5480 Low Side Car.
Two-axle low side car lettered for a Bavarian wood products company. Walls on the sides of the car that are removable. Length over buffers 27.5 cm (10-13/16″).



5481 Low Side Car.
Royal Württemberg State Railways (K.W.St.E.) two-axle low side car. Walls on the sides of the car that are removable. Length over buffers 27.5 cm (10-13/16″).



5482 Gondola.
Two-axle gondola lettered for a Swabian fuel dealer. Doors on the side walls that can be opened. Length over buffers 27.5 cm (10-13/16″).

6607 DELTA station.
Newly developed DELTA electronic unit for individual control of locomotives with built-in DELTA modules. The output of this DELTA station is designed for the new Maxi locomotives. When connected to a transformer (6001/6002) a maximum power of approximately 45 VA (approx. 35 VA with the 6001) is available. Up to 4 DELTA mobil (6608) hand controllers can be connected to this unit. 1 DELTA mobil is included with this unit. The DELTA station can control 4 different locomotives individually. These 4 locomotive addresses can be addressed from any hand controller connected to the station. The DELTA station can also be used outdoors to control Maxi locomotives. Dimensions 135 x 120 x 80 mm (5-1/2″ x 4-7/8″ x 3-1/8″).



5483 Boxcar.
Two-axle boxcar lettered for VIVIL A. Müller & Company, Offenburg, Germany. Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16″).



5484 Boxcar.
Two-axle boxcar lettered for "Maxi". Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16″).



5485 Baggage Car.
Two-axle Württemberg Railroad baggage car. Sliding doors on the sides and doors on the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16″).

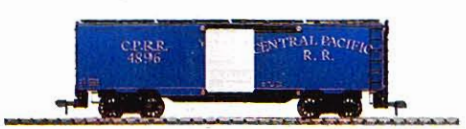
6608 DELTA mobil.
Hand controller for use with the DELTA station (6607). The 4 different addresses for the DELTA station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. Emergency stop button with LED indicator. Dimensions 130 x 50 x 37 mm (5-1/8″ x 2-11/64″ x 1-3/8″).



5487 Boxcar.
Four-axle boxcar with American lettering. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (16-3/8″).



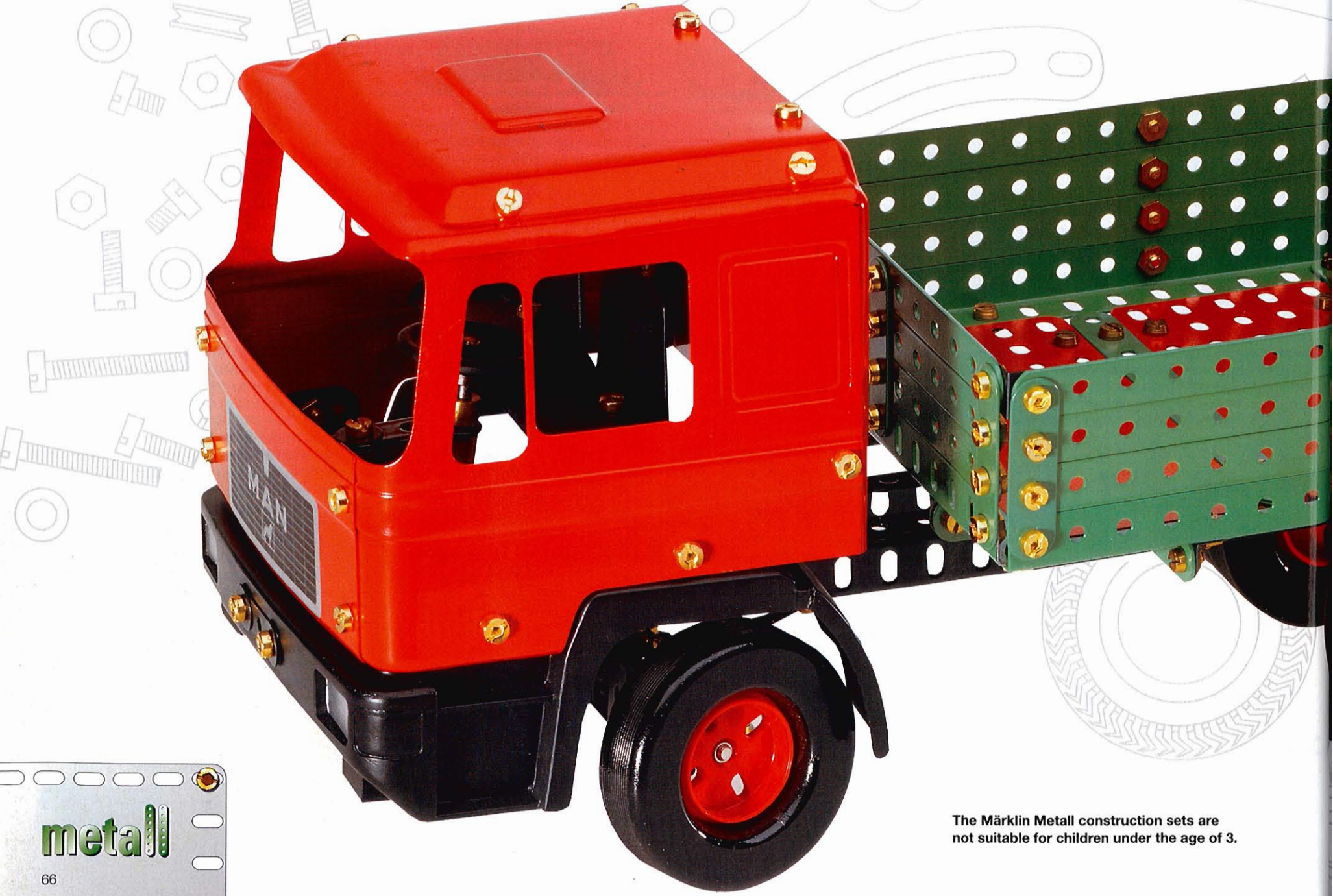
5488 Caboose.
Central Pacific Railroad four-axle caboose. 2 trucks. Doors at the ends that can be opened. Length 25.0 cm (9-27/32″).



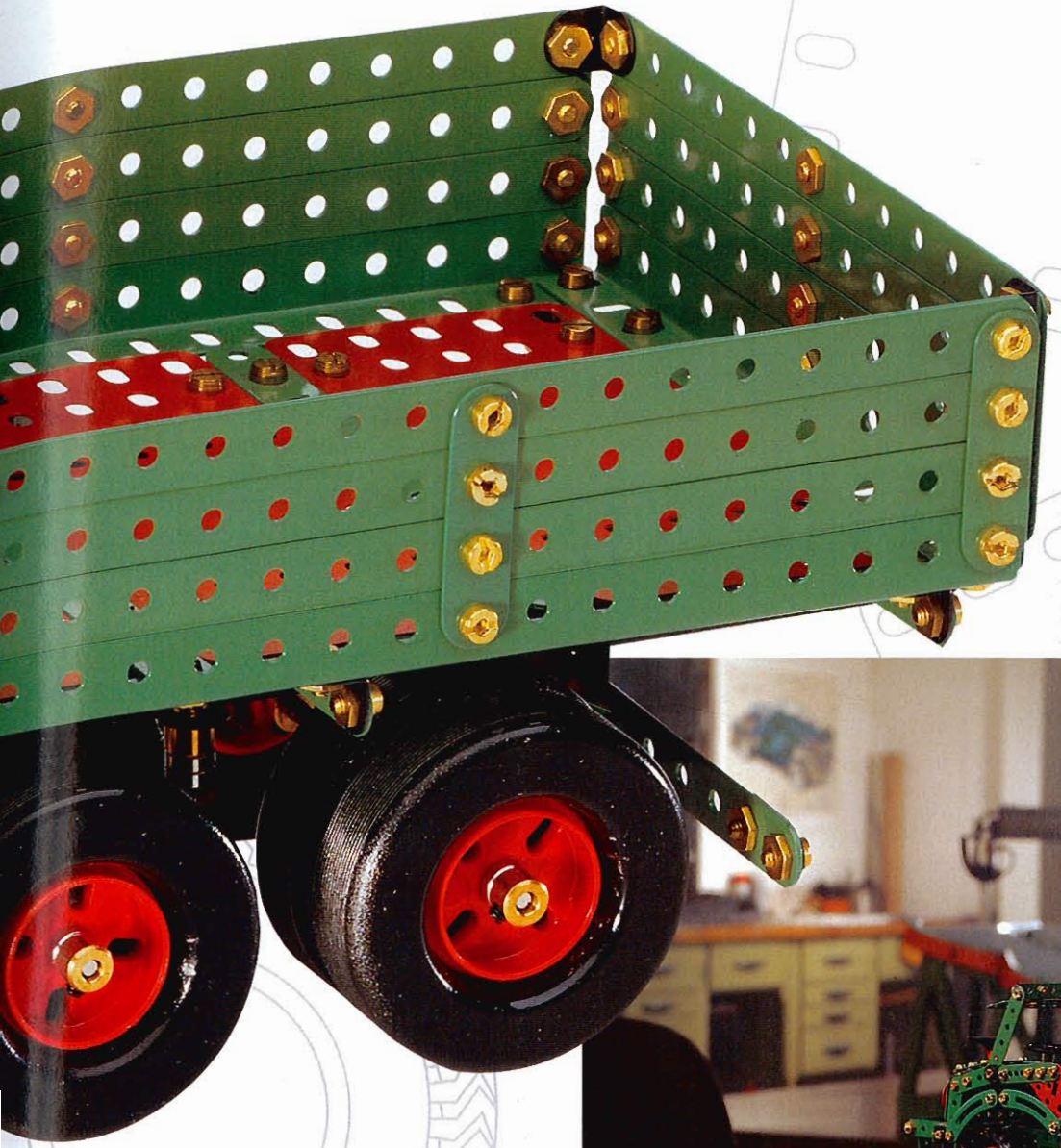
5492 Boxcar.
Four-axle boxcar with American lettering. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (16-3/8″).

Tip: The DELTA Pilot (6605) **cannot** be used for the DELTA station (6607). The DELTA mobil (6608) **cannot** be used for the DELTA Control (6604).

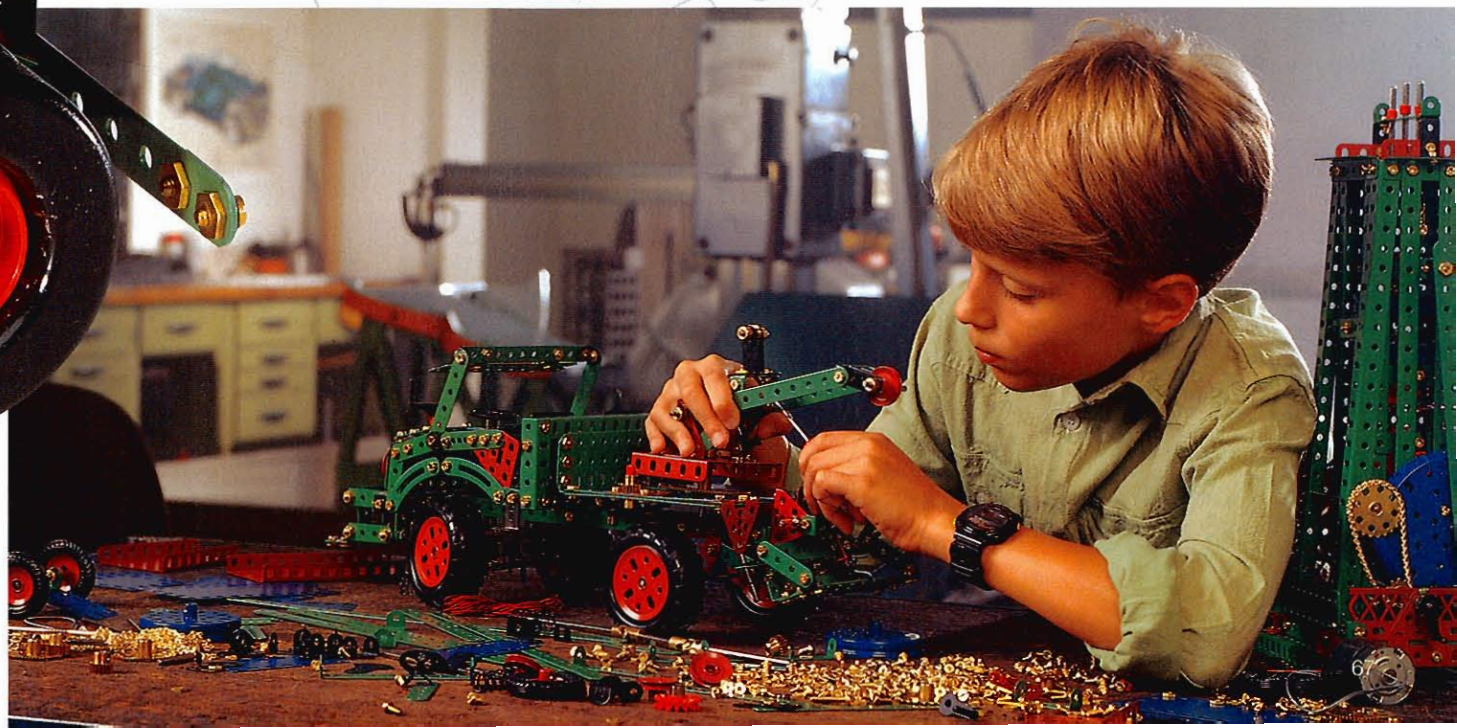
Newly Developed Parts – Realistic Models.



The Märklin Metall construction sets are not suitable for children under the age of 3.



1085 "Truck" Theme Set.
Construction set for building one of several different types of trucks. The new cab is assembled from individual metal parts and reproduces a current MAN prototype. Newly developed tires as well as new metal construction set parts improve the appearance and the function of the model. The well-know metal construction set parts are used for the frame and the superstructure. Numerous working parts such as steering and movable attachment parts introduce you to the world of mechanics and heighten the play value of the finished model. The assembled truck is in a scale of 1:16. Model length 44.5 cm (17-9/16″).



In 1895 . . .

. . . Märklin produced almost every type of "toy for boys and girls".

If you leaf through old, hand-drawn brochures and catalogs, you will encounter more than just the trains that are so famous and sought after today – you will see a rich assortment of sheet metal products for family-oriented and household role playing.

At that time society women as well as children occupied themselves during their leisure hours with the wide, colorful world of domestic and social life in miniatures.

Using a great deal of artistic skill and often expensive materials, the Märklin workers created truly marvelous products that today we can usually view only in museums or acquire at auctions.

Märklin is reviving this tradition with its "Classic" Line and in 1995 will produce the legendary Märklin cook stove and the Märklin doll carriage in a one-time, limited series.

1601 Märklin Cook Stove.

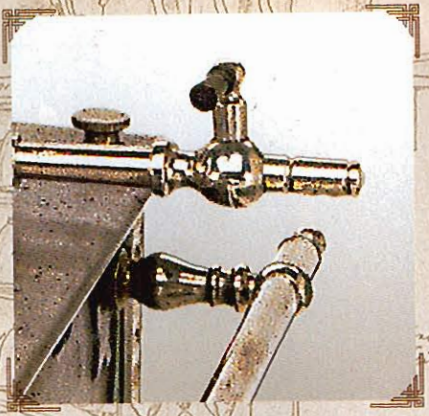
Reproduction of the 665/666 Märklin cook stove from the turn of the century constructed extensively of metal.

Sheet metal with a powder paint finish has been used for the body of the stove and stainless steel for the cooking surface.

Claw feet out of cast metal.

Many separately applied ornaments, decorative pieces, fittings, and rosette decorations made of nickel-plated sheet metal.

The burners for the cook stove openings are made of cast iron.



The oven doors can be opened. Extensive gas lines with separately installed gas valves (non-working).

Unfortunately safety regulations do not allow production of the cook stove with an original working gas system.

The cook stove openings are equipped for the use of tea pot warmers.

Included with the stove are:

Miniature water boilers, tea kettle, small and large pot with covers of highly polished, high-grade steel from the Württemberg Metal Products Company (WMF) and a reprint issue of "Haustöchterchens Kochschule" ("Family Daughter's Cooking School").

Size of the Märklin cook stove: 44.5 cm long (17-1/2"), 32.5 cm wide (12-51-64"), 19.5 cm high (7-11/16").

A certificate documenting the authenticity of each stove is included.

The cook stove is being produced in a one-time series only in 1995. The production capacity is limited for this chiefly handmade model.

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1/1995

1611 Doll Carriage with Doll.

Reproduction of the Märklin doll carriage 8539 from the doll carriage program of 1895 to 1925.

The product description in the catalogs from the turn of the century went like this:

"Extremely sturdy and elegant version in sheet metal with a imitation strap spring frame painted in the same color as the carriage body. Removable metal wheels. Carriage handles with finely turned wooden grip. Removable carriage hood covered with material."



The necessary tools have been produced according to the original model for production in 1995 and the original materials used – sheet metal, wood and cloth material – have been employed. Extensive imprinting of the strap spring frame and both carriage sides. Hinged carriage cover lined and covered on both sides. Cushions and coverlet included.

And a doll from Heidt Ott
in an exclusive, special version:

Hand-painted face and hand-knotted wig of real hair with braids that can be undone. Head, arms and legs made of unbreakable material. The supple body is made of a double layer of cotton material, lightly stuffed with real cotton batting.

Dressed in a South German costume. Bonnet, blouse and skirt with appliqué work. Petticoat and socks. Boots of real leather.

Dimensions of the Märklin doll carriage: 20.5 cm (8″) long, 9.0 cm (3-1/2″) wide, 25.5 cm (10″) high

Size of the Heidi Ott doll: 30.0 cm (11-13/16″)

A certificate documenting the authenticity of each doll carriage and doll is included.

The doll carriage and doll are being produced in a one-time series only in 1995. The production capacity is limited for these chiefly handmade models.

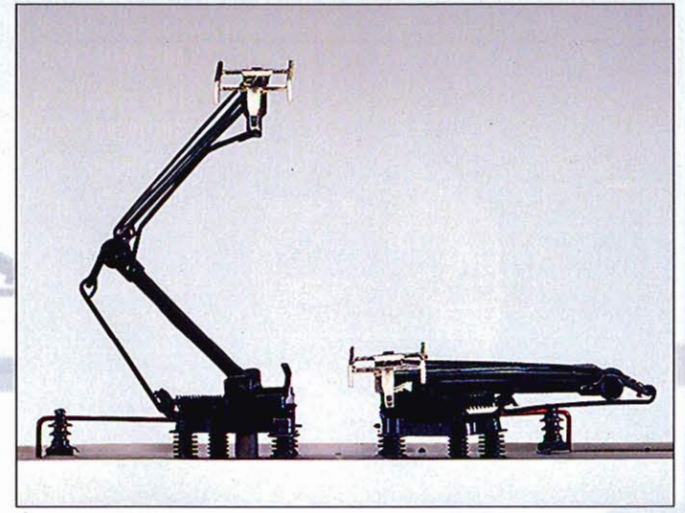


"Elisabeth" – the ICE powered unit set with DB and SBB pantographs in H0 Gauge.

Around 15 railcar trains were equipped with SBB design pantographs for operation on German and Swiss routes. In addition, the components for the Swiss Integra train safety system were installed on the trucks.

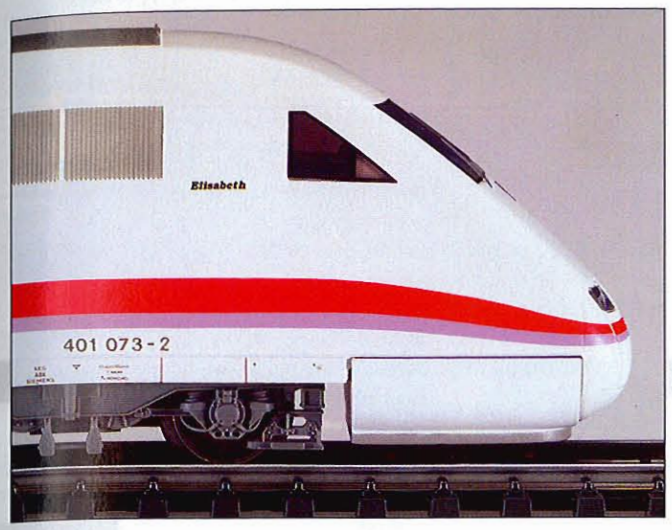
The ICE power unit with the road number 401 073-2 bears the name "Elisabeth" on both sides, next to the side windows for the engineer's cab. No concrete reason could be determined for a single ICE power unit bearing a name on its sides.

One plausible explanation could be that there were plans to give names to all of the ICE power units.





A special production of Märklin in a one-time series.



3750 "Elisabeth" ICE Powered Unit Set.
German Federal Railroad (DB) class 401 InterCity Express high-speed train. With 2 x 2 pantographs for cross border operations in Germany and in Switzerland as well as reproductions of the Integra train safety equipment on the trucks. 1 power unit with a motor. 1 power unit without a motor. Metal frames. 2 axles powered. 4 traction tires. With digital, high-efficiency propulsion (6090). Five-pole, high-efficiency motor. Load-dependent speed control. Adjustable maximum speed. Adjustable acceleration rate and braking delay. Engineer's cabs with interior details. Digitally controlled triple headlights and dual red marker lights that change over with the direction of travel. Direction-dependent current pickup through the power end unit at the front of the train. Special close couplings with guide mechanism. Can be powered from catenary. The front pantographs on each car can be equipped with the narrow wipers included with the set to be in compliance with SBB regulations. Length of both power units 44.6 cm (17-9/16").

Digital locomotives can also be used on conventional layouts.

One-time series in 1995.
To be delivered starting in October of 1995.



Models are illustrated full size.

The class V 31 of the Hersfeld County Railroad for Märklin H0.

The potash mining areas in the Hessian Werra Valley around Philippsthal/ Heringen on the railroad route Gerstungen–Vacha–Bad Salzungen were divided by the German-German border, so that the route of the Hersfeld Kreisbahn (County Railroad) to Philippsthal was the only link from this area via Bad Hersfeld to the DB network. The Hersfeld County Railroad bought a V 80 and a V 160 from the DB for hauling the heavy potash trains and designated the V 160 as the V 31; it was known as "Lollo". In 1992/93 operations on the Hersfeld County Railroad were halted; the route Bad Hersfeld–Philippsthal is still in existence and there are plans to turn it into a museum railroad possibly.

3378 General Purpose Diesel Hydraulic Locomotive.
Hersfeld County Railroad (HEG) class V 31. **With built-in DELTA module.** Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Triple headlights that change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts. Length over buffers 18.2 cm (7-13/16").

One-time series in 1995.
To be delivered starting in August of 1995.
Already sold out at the factory.
Your dealer has already placed orders for this unit.



8378 General Purpose Diesel Hydraulic Locomotive.
Hersfeld County Railroad (HEG) class V 31. Same as 3378, but in HAMO version for two-rail DC systems.

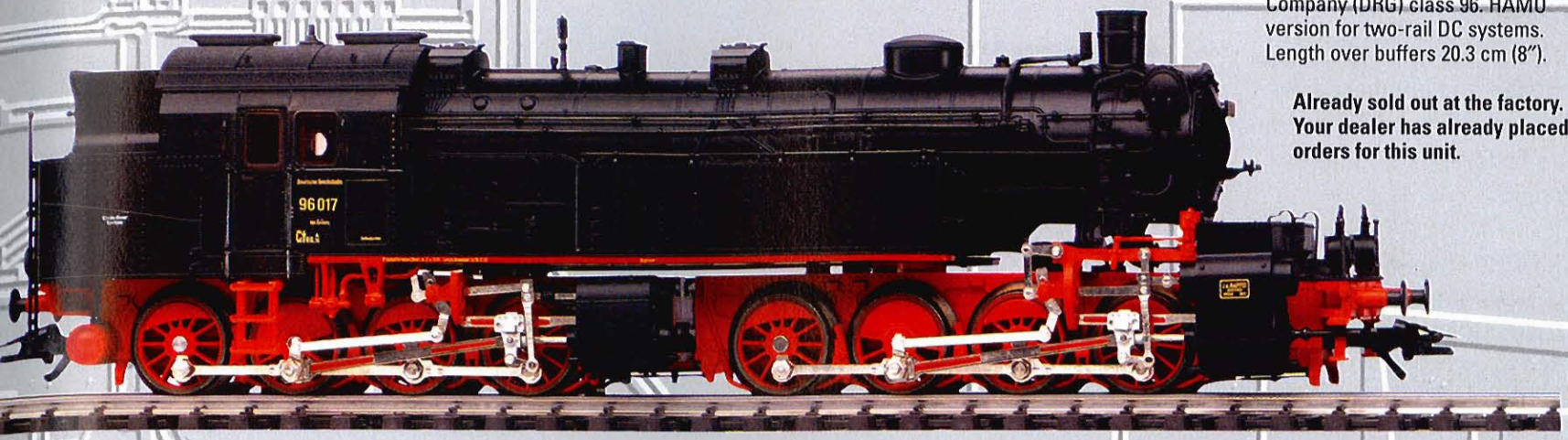
To be delivered starting in October of 1995.

Models are illustrated full size.

Three "New Ones" for DC Layouts in H0 Gauge.

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USA 1/1995



8396 Heavy Tank Locomotive. Former German State Railroad Company (DRG) class 96. HAMO version for two-rail DC systems. Length over buffers 20.3 cm (8″).

Already sold out at the factory. Your dealer has already placed orders for this unit.

8315 Freight Locomotive with Tub-Style Tender. German Federal Railroad (DB) class 52. HAMO version for two-rail DC systems. Metal boiler and frame. 5 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling unit to negotiate sharp curves. Triple headlights which change over with the direction of travel. Standard coupler pockets at both ends with close couplers. Length over buffers 26.7 cm (10-3/8″). Ready for installation of 7226 smoke generator.

To be delivered starting in July of 1995.



The Tegernsee-Bahn AG (TAG, Lake Tegern Railroad, Inc.) . . .

... acquired several type Byg and two type B3yg passenger cars from the DB and numbered the latter 35 and 36 in its pool of rolling stock. As was common on the German Federal Railroad these two cars were used in pairs.

The cars were given the TAG's blue paint scheme. The 12.4 kilometer (approximately 8 miles) route of the TAG from Schaftlach to Tegernsee is marked by attractive scenery in several places.

4289 "Tegernsee-Bahn" Car Set.
Consists of 3 cars of different designs for the Tegernsee-Bahn (TAG). 1 type Byg passenger car. 2nd class. Interior details. Close couplers with guide mechanism. Equipped for installation of 7329 lighting kit. 2 type B3yg cars coupled as a pair. 2nd class. Interior details. Close couplers with guide mechanism. Fixed close coupling between the car halves. Equipped for installation of 7317 lighting kit. All cars in special version. Not available separately. Total length 53.3 cm (21").
8 x DC wheel set 70 058
2 x DC wheel set 40 624

One-time series in 1995.



A special production of Märklin in a one-time series.

Models are illustrated full size.

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1/1995



Wood transport in H0 Gauge.



4516 "Wood Transport" Car Set.
Set consists of 3 German Federal Railroad (DB) Snps 719 stake cars. Finely detailed fixed double stakes with tiedown levers. Load surface in a different color. Different car numbers. Debarked logs (M & D) for a load. The logs are individually cemented together by hand. All cars in special version. Not available separately. Total length 72.3 cm (28-15/32").
DC wheel set 70 058

One-time series in 1995.

Special productions of Märklin in a one-time series.



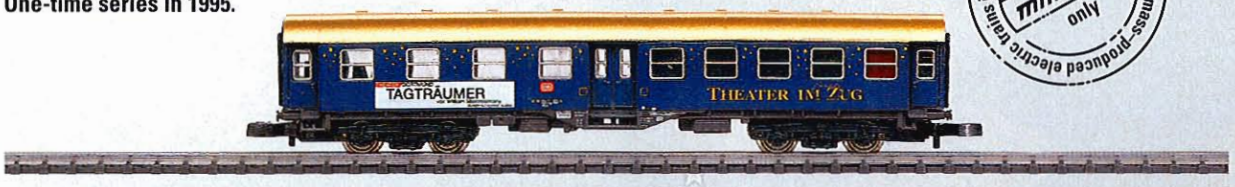
Model is illustrated full size.

Premiere in the mini-club format. The Dortmund Theater Car.

Made available in an exclusive design by the German Federal Railroad to the Dortmund Children's and Youth Theater. The public enjoys the unique theater atmosphere in a railroad car at performances in Dortmund and at guest performances in other cities. An unforgettable experience!

8719 Dortmund Theater Car.
German Federal Railroad (DB) ABYg rebuild car. The poster for the play "Tagträumer" ("Day Dreamer") is imprinted on the dark blue car body. Length over buffers 89 mm (3-1/2").

One-time series in 1995.



Model is illustrated full size.

Last performance in H0 Gauge.

4299 Dortmund Theater Car.
Rebuild car. Close coupler in standard coupler pocket with guide mechanism. Can be equipped with 7329 lighting kit. With interior details. Decal set with titles of the plays performed in the car included. Length over buffers 22.4 cm (8-3/4").
DC wheel set 70 058
Available now.



Model is illustrated 50% the size of the original.

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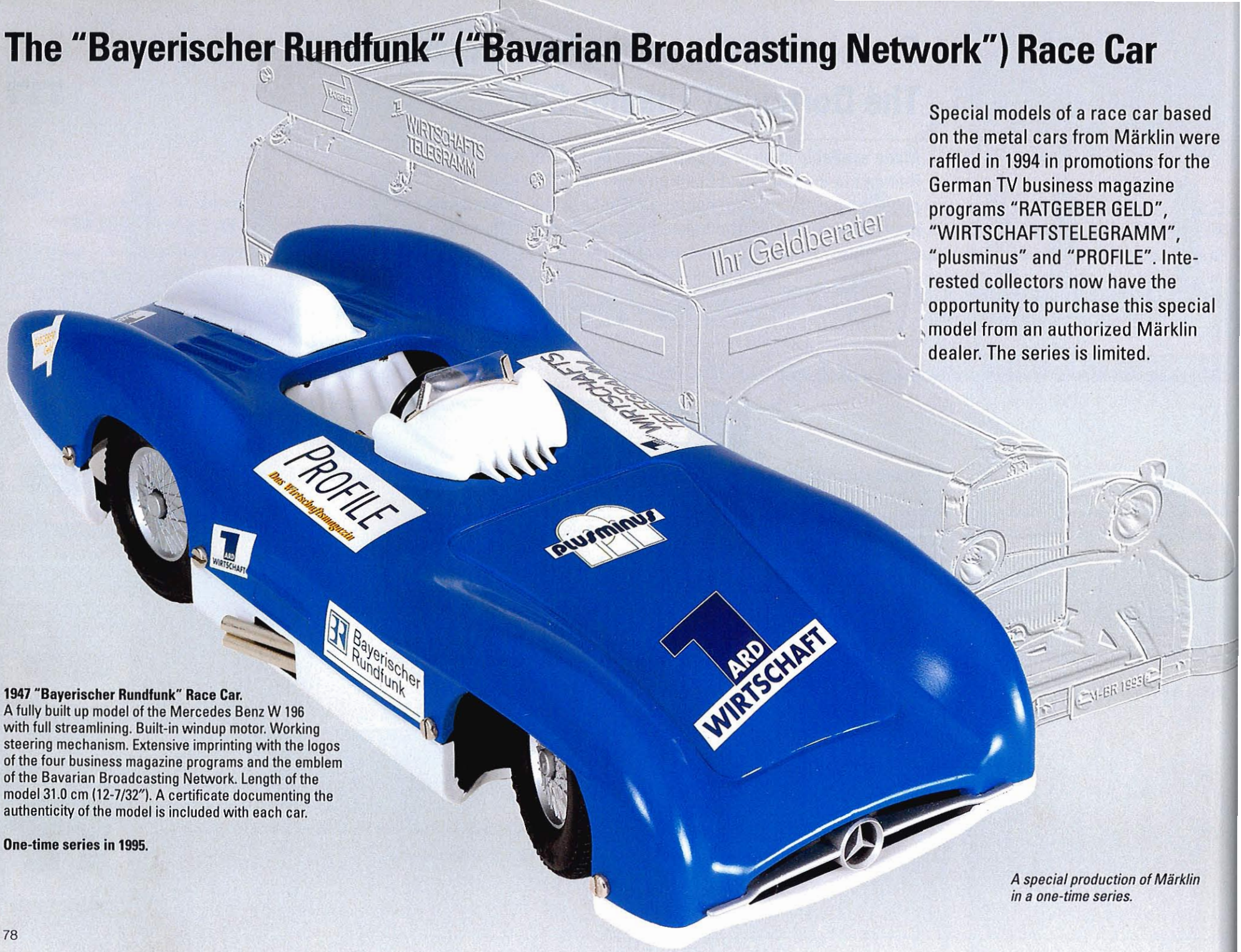
EXCLUSIV

1/1995

77

The "Bayerischer Rundfunk" ("Bavarian Broadcasting Network") Race Car

Special models of a race car based on the metal cars from Märklin were raffled in 1994 in promotions for the German TV business magazine programs "RATGEBER GELD", "WIRTSCHAFTSTELEGRAMM", "plusminus" and "PROFILE". Interested collectors now have the opportunity to purchase this special model from an authorized Märklin dealer. The series is limited.



1947 "Bayerischer Rundfunk" Race Car.
A fully built up model of the Mercedes Benz W 196 with full streamlining. Built-in windup motor. Working steering mechanism. Extensive imprinting with the logos of the four business magazine programs and the emblem of the Bavarian Broadcasting Network. Length of the model 31.0 cm (12-7/32"). A certificate documenting the authenticity of the model is included with each car.

One-time series in 1995.

A special production of Märklin in a one-time series.



18294 1990-1994 Documentation.
A picture book of 108 pages that presents all of the EXCLUSIV special items for the years 1990 to the end of 1994. Four-color product illustrations, prototype information and extensive product descriptions. An indispensable reference work for all Märklin fans. German text.

28.5 x 21.0 cm (11-7/32″ x 8-1/4″), cloth hardcover, 108 pages, bound, dust jacket.

Available now.

31979 H0 Gauge Boxcar.
With the title page theme from no. 18294 Documentation 1990-1994 on both sides. Hand rails separately applied to the car ends. Close couplers with guide mechanism. Length over buffers 11.0 cm (4-5/16″).
DC wheel set 70 027

Available now.

The museum you can touch

Everyone gets their money's worth at the Märklin Museum. And not just because you can get in for free, rather because the children can try out all sorts of things on the play tables while the grownups can look around at their leisure. In an area 420 square meters (approximately 4,436 square feet) you will see interesting things from more than 130 years of Märklin history, and you will get an overview of the models currently available. In addition, you can purchase attractive models that are available exclusively at the Museum. These models change every year, and this year's models are part of the theme "150 Years of Railroading in Württemberg". Märklin models are a beautiful souvenir of your visit that will enrich your layout or collection.



**You are cordially welcome to visit us in Holzheimer Straße 8.
Simply follow the signs "Märklin-Museum" in Göppingen.**

**Hours of operation:
Monday to Friday from
9:00 AM to 4:00 PM.**


märklín
18 133

Overview of Contents

General Information on setting up and operating Märklin model railroads ____ **Inside of cover page**

Märklin-technology ____ **84**

ALPHA

The fantastic world of adventure ____ **86**

Features ____ 86
Starter set ____ 87
ALPHA adventure world ____ 88
ALPHA world of technology ____ 89
Accessories ____ 90

märklin HO

The classic model railroad ____ **91**

The Märklin H0 system ____ 92
Starter sets ____ 94
DELTA multi-train operation ____ 98
Steam locomotives ____ 106
Märklin *exclusiv* ____ 119
Diesel locomotives ____ 120
Electric locomotives ____ 126
Railcars ____ 142
Numbering system for H0-locomotives ____ 147
Spare parts for locomotives ____ 148
Passenger cars ____ 158
Lighting kits ____ 196

märklin digital

The multi-train control system ____ **284**

"How does Märklin Digital work?" ____ 285
Märklin Digital for H0 and 1 ____ 286
Control Unit ____ 287
Operating locomotives digitally ____ 288
Operating accessories digitally ____ 290
Digital control with a PC ____ 291
Function models for H0 ____ 292
Digital overview ____ 293

märklin Z

mini-club – the smallest mass-produced electric train system in the world ____ **294**

Starter sets ____ 296
Steam locomotives ____ 303
Diesel locomotives ____ 306
Electric locomotives ____ 308
Railcars ____ 313
Export models ____ 316
Trains ____ 317
Passenger cars ____ 321
Freight cars ____ 335

märklin 1

The BIG railroad ____ **362**

Maxi – The metal railroad system for THE experience ____ **364**

Starter set ____ 366
Locomotives ____ 368
Passenger and freight cars ____ 368
DELTA multi-train operation ____ 374

The standard 1 Gauge program ____ **380**

märklin metall

Metal construction sets with genuine nut and bolt technology ____ **414**

Basic sets and extension sets ____ 415
Theme sets ____ 419
Gift sets ____ 420
Motor ____ 421
Spare parts ____ 422

The Märklin Club of North America ____ **432**

Explanation of symbols ____ **back foldout page**

ALPHA

Spare parts for cars ____ 198
Train compositions ____ 202
Freight cars ____ 206
Layout planning ____ 240
M track ____ 242
K track ____ 250
Catenary ____ 260
Signals ____ 266
Bridges ____ 270
Railroad grade crossings ____ 274
Turntable ____ 276
Transfer table ____ 278
Rotary crane ____ 279
Lights ____ 280
Light bulbs for accessories ____ 281
Control boxes ____ 282
Transformers ____ 283

märklin HO

märklin digital

Layout planning ____ 346
Track ____ 346
Catenary ____ 352
Bridges and ramps ____ 354
Signals and railroad grade crossing 355
Turntable ____ 356
Transfer table ____ 357
Layout accessories ____ 358
Control boxes ____ 360
Power packs ____ 361

märklin Z

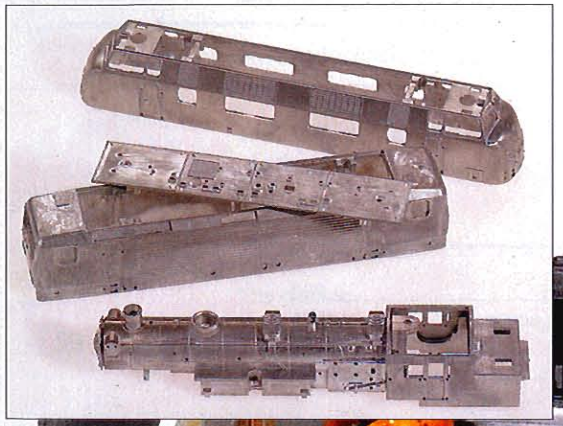
Class 38 steam locomotive ____ 382
Class 218 diesel locomotive ____ 384
Freight cars ____ 388
Track and accessories ____ 400
Signals and catenary ____ 403
Building kits ____ 404
Conventional locomotive operation __ 406
Digital locomotive operation ____ 407
Hübner assortment ____ 408

märklin 1

märklin metall

An overview of the item numbers with their corresponding pages can be found on pages 430/431.

Manufacturing at its finest with metal



Powerful
propulsion technology



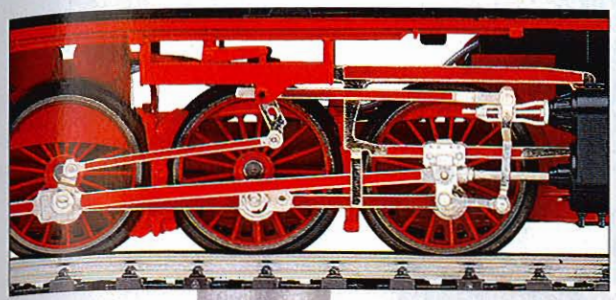
The finest lettering
(example: Lettering quality on Märklin mini-club)



Digital
control



Exact detailing



H0 locomotive assembly – modern production methods and experienced hand work



Märklin Technology

Märklin started producing the finest metal toys more than 130 years ago. As in the past there is not much that can be faulted in this portrayal, and in the future we will continue to place our "bets" on the raw material metal, because it combines functionality, fidelity to detail and a high degree of lasting value like no other material.

Naturally, we have brought the methods of working with metal up to the present day technological standards. With metal die-casting we are achieving a fidelity to detail undreamed of for mass-produced models, and this detail resulting from the raw material employed makes our models almost indistinguishable from the original. In the processing of sheet metal, for the Maxi models for example, we are using high-quality methods for treating metal such as are employed in building automobile bodies.

In model railroading technology Märklin has also driven the pace of progress with more and more new ideas – the 60th anniversary of H0 Gauge is an historic example, a current one is Märklin Digital which has already all but established itself as a standard in the 10 years of its development. In conjunction with our high-efficiency propulsion, Märklin locomotives are given prototypical operating characteristics which not only increase realism but also enjoyment.

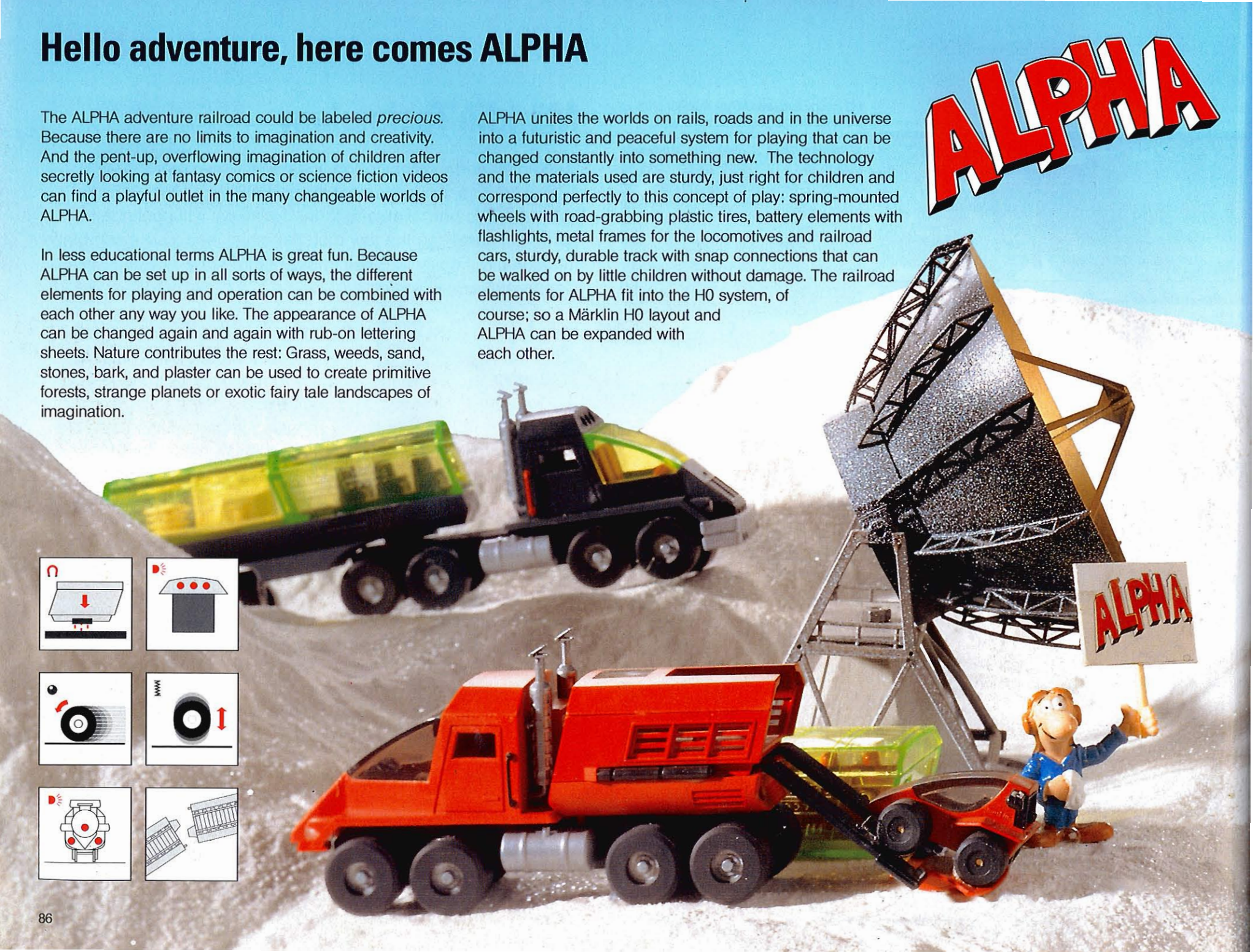
And yet we are not just talking here about technical features. With our support and ongoing training of your authorized dealer we want to continue to offer every Märklin customer a first place to go for enjoyment in this hobby.

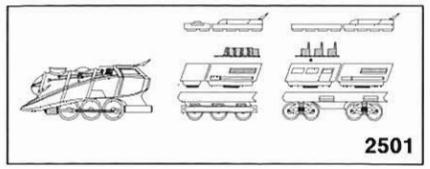
Hello adventure, here comes ALPHA

The ALPHA adventure railroad could be labeled *precious.* Because there are no limits to imagination and creativity. And the pent-up, overflowing imagination of children after secretly looking at fantasy comics or science fiction videos can find a playful outlet in the many changeable worlds of ALPHA.

In less educational terms ALPHA is great fun. Because ALPHA can be set up in all sorts of ways, the different elements for playing and operation can be combined with each other any way you like. The appearance of ALPHA can be changed again and again with rub-on lettering sheets. Nature contributes the rest: Grass, weeds, sand, stones, bark, and plaster can be used to create primitive forests, strange planets or exotic fairy tale landscapes of imagination.

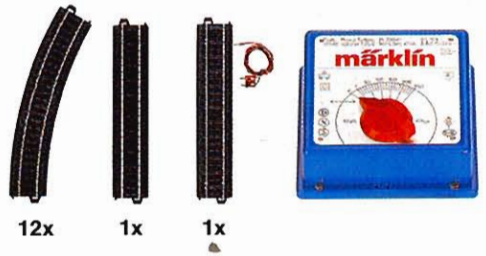
ALPHA unites the worlds on rails, roads and in the universe into a futuristic and peaceful system for playing that can be changed constantly into something new. The technology and the materials used are sturdy, just right for children and correspond perfectly to this concept of play: spring-mounted wheels with road-grabbing plastic tires, battery elements with flashlights, metal frames for the locomotives and railroad cars, sturdy, durable track with snap connections that can be walked on by little children without damage. The railroad elements for ALPHA fit into the H0 system, of course; so a Märklin H0 layout and ALPHA can be expanded with each other.







2501 ALPHA Set F-1.
The complete entry level set: locomotive, tender, multi-function car with two elements (1 bus element, 1 spoiler element), oval of track, 230 volt transformer and ALPHA explorer. Train length 34.6 cm (13-5/8″).



2501
94 x 76 cm



The ALPHA Adventure World

2564 ALPHA Racing.
Truck with bus element and flatbed trailer with 2 ALPHA race buggies. Length 24.0 cm (9-7/16″).

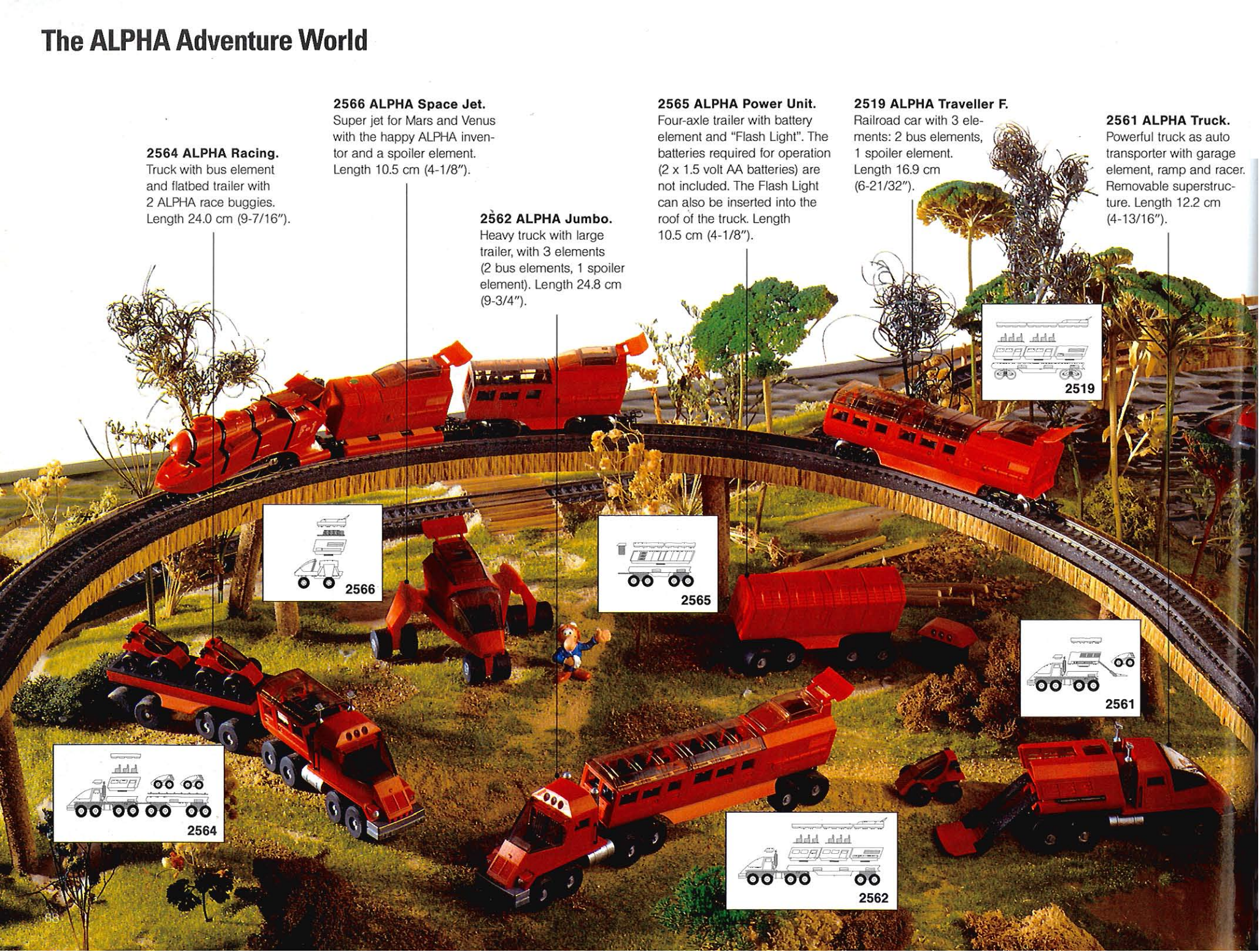
2566 ALPHA Space Jet.
Super jet for Mars and Venus with the happy ALPHA inventor and a spoiler element. Length 10.5 cm (4-1/8″).

2562 ALPHA Jumbo.
Heavy truck with large trailer, with 3 elements (2 bus elements, 1 spoiler element). Length 24.8 cm (9-3/4″).

2565 ALPHA Power Unit.
Four-axle trailer with battery element and "Flash Light". The batteries required for operation (2 x 1.5 volt AA batteries) are not included. The Flash Light can also be inserted into the roof of the truck. Length 10.5 cm (4-1/8″).

2519 ALPHA Traveller F.
Railroad car with 3 elements: 2 bus elements, 1 spoiler element. Length 16.9 cm (6-21/32″).

2561 ALPHA Truck.
Powerful truck as auto transporter with garage element, ramp and racer. Removable superstructure. Length 12.2 cm (4-13/16″).



The ALPHA World of Technology

2518 ALPHA Traveller A.
Railroad car with 3 elements: 2 bus elements, 1 spoiler element. Length 16.9 cm (6-21/32″).

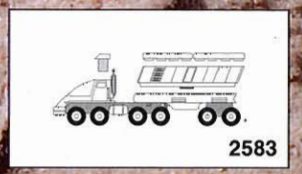
2583 ALPHA Power Truck.
Truck with trailer, with battery element and "Flash Light" that can be inserted in the truck roof. The batteries required for operation (2 x 1.5 volt AA batteries) are not included. Length 18.6 cm (7-5/16″).

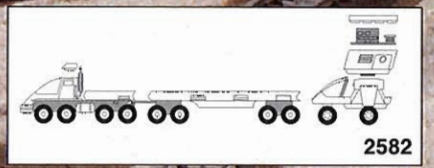
2582 ALPHA Shuttle.
Truck with trailer, with ALPHA space jet and laboratory element. Length 29.0 cm (11-7/16″).

2581 ALPHA Explorer.
Truck with laboratory element. Length 12.2 cm (4-13/16″).









Track and Accessoires



2001 Package with 6 sections straight track.
Length 1/1 = 180 mm (7-3/32″).



2019 Track Bumper.
Length 70 mm (2-3/4″)



2021 Package with 6 sections curved track.
Length 1/1 = 30°. Radius 360 mm (14-3/16″).



2031 Package with 6 sections curved track.
Length 1/1 = 30°. Radius 456.4 mm (18″).



2062 Left Turnout.
2063 Right Turnout.
For manual operation. Length of the straight side 180 mm (7-3/32″), same as 2001. Turnout branch 30°. Radius 360 mm (14-3/16″) same as 2021.



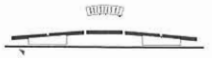
2090 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32″). 2 wires.



2091 Package with 2 sections adapter track.
Length 1/1 = 180 mm (7-3/32″). For Märklin H0 M track system.



2006 "Straight Bridge" Track Package.
6 sections of 2001 straight track. Packaging can be used as a bridge.



2026 "Curved Bridge" Track Package.
6 sections of 2021 curved track. Packaging can be used as a bridge.



6645 100 volts Japan. 32 VA.
6647 230 volts. 32 VA.
Transformer 32 VA.
Track current adjustable from 4 to 16 volts. 16 volts accessory current. 32 watts output. Plastic housing. Dimensions 120 x 140 x 80 mm (5-1/2″ x 4-7/8″ x 3-1/2″).

In the beginning there is usually a dream

märklin
H0

"I wish I had an electric train." Wishes such as this expressed with unwavering determination do not have to put you into a panic. Märklin starter sets – complete with a train, track, transformer and complete instructions – give you an easy way to get started in an attractive hobby.

You decide how to begin, with a small or medium size layout, with a freight train for transporting things and for switching or with the ICE for international passenger service. There are also starter sets for setting up the DELTA multi-train control system.

H0 Scale is by far the most popular size and offers an ideal combination of features: very little space required, a high degree of detailing, sturdy, multi-faceted technology.

Moreover, an almost inexhaustible range of models is available for you to expand your layout: extension sets for M and K track, accessories with all sorts of functions and – naturally – a rich selection of historic and modern locomotives, passenger and freight cars – whatever you like.

Model Size H0
Gauge 16.5 mm (5/8")
Scale 1:87



The Märklin H0 System

The center stud third rail in the center

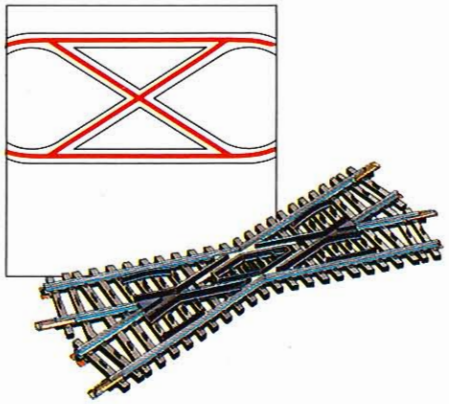
Since its invention 60 years ago, the Märklin H0 system has remained true to its principle: the track system with the center rail for conducting power which we have developed into the almost invisible stud contact system. All Märklin locomotives and cars can be run on all Märklin track: ALPHA with snap-together connections, M track made of metal and the realistic K track with plastic ties. The reliable power pickup using center rail pickup shoes as well as the ground return through wheels on both sides of the units makes this system extremely reliable and fail-safe.

The second advantage of the center rail is the simple method of conducting power, because the polarity in the rails remains the same even at crossings and reverse loops. This makes Märklin suitable for children and beginners as well as for professional layouts with complicated track layouts. The layout can be built step by step. Signals with genuine train control functions and working catenary expand the enjoyment to rich and varied operations with many trains.

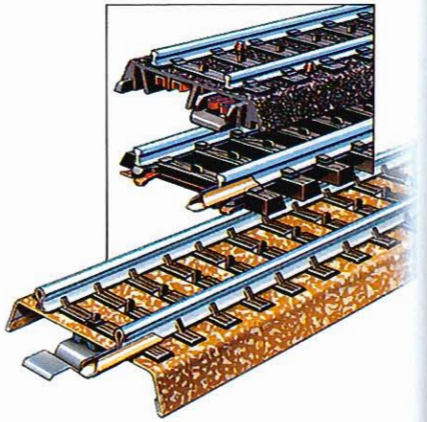
Part of the Märklin standard are couplers that reliably keep train compositions together and at the same time that allow easy switching with the preuncoupler feature. Close couplers, current-conducting or with guide mechanism according to the type, allow you to run cars buffer to buffer. And the Märklin TELEX coupler allows you to uncouple a locomotive from a car anywhere on the layout by remote control.

The DELTA multi-train control system is also exclusive with Märklin. Up to five trains can be run independent of each other on a track power circuit. The DELTA module is already built in on many locomotives. The DELTA Control together with a hand controller guarantees fun and enjoyment for several people.

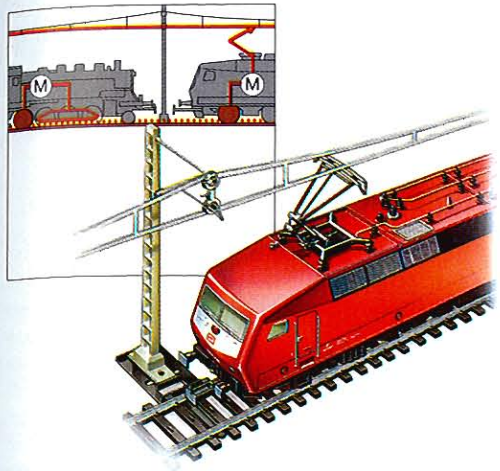
The Märklin Digital system offers an almost unlimited variety of fun, enjoyment and model railroad functions. Of particular interest from the standpoint of the model railroader are the prototypical operating characteristics: Acceleration rate, braking rate and maximum speed can be set depending on the locomotive. Load compensation on ascending and descending grades as well as other switchable functions complete the possibilities with Märklin Digital.



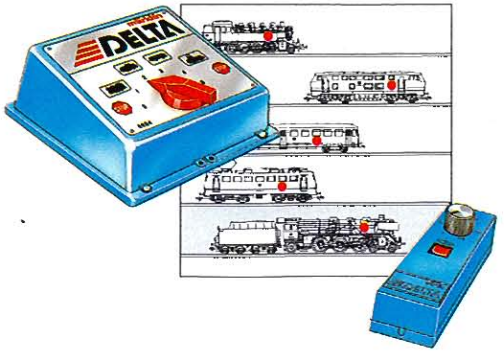
Center rail stud system – for easy-to-understand wiring and reliable electrical flow.



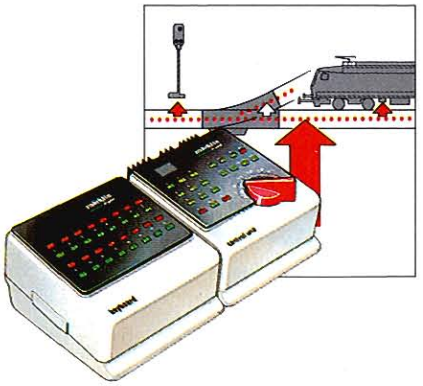
Märklin H0 track systems – ALPHA track for children, prototypically realistic K track and the sturdy M track.



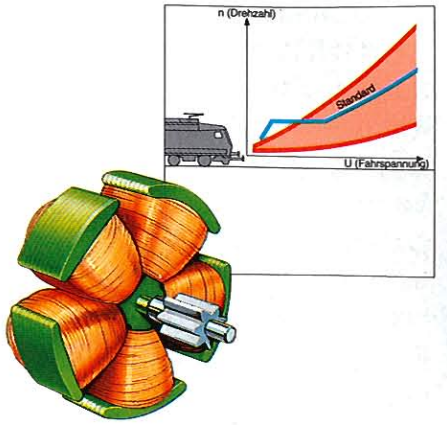
Catenary – fully functional for conventional multi-train operation.



DELTA Multi-train operation – simple, easy operation of up to five trains.

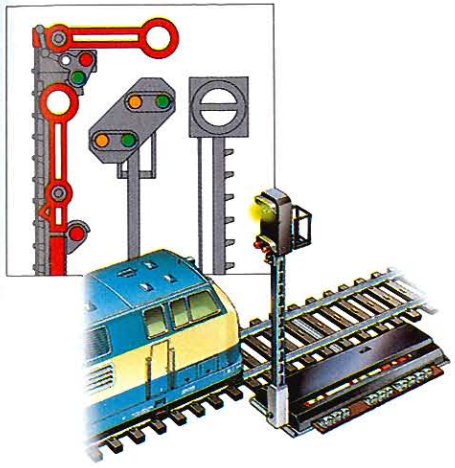


Märklin Digital – the electronic control system for multi-train operation and many model railroad functions.

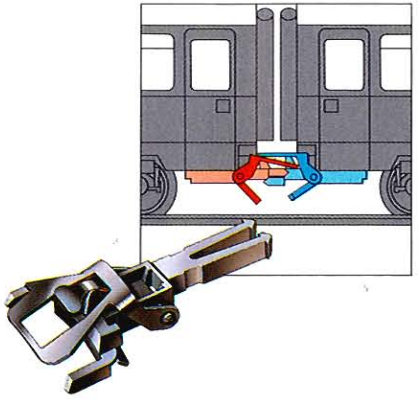


6090 Digital Propulsion Set – professional model railroad operation with locomotive speeds adjusted to that of the prototype.

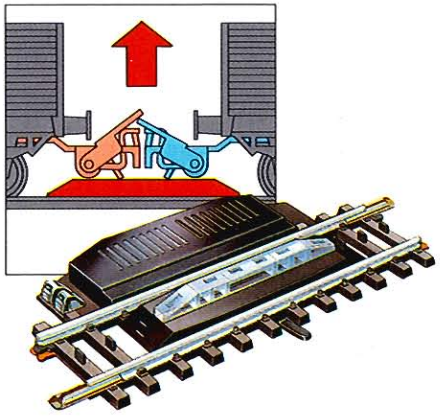
These drawings show the principles of the Märklin system.



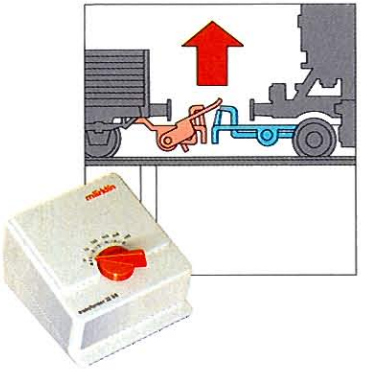
Signals – for realistic operations just like the prototype.



Close couplers – for protoypically realistic close spacing between cars.



RELEX couplers – for stationary uncoupling and freedom to switch cars.



TELEX couplers – for remote controlled uncoupling anywhere on the layout.

The small start

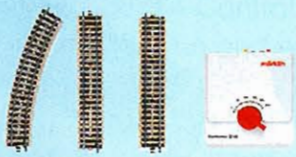
The entry into electric railroads turns out to be especially easy with the HOBBY assortment. The small starter set contains everything you need for getting started.



Perfect technology from Märklin (3-rail alternating current system) guarantees easy-to-understand wiring and reliable power flow. Simply unpack it, put the track together, wire it up and your railroad is ready to go.

Thanks to the large variety of models and accessories, there's nothing to stand in the way of expanding and of building a layout.

Everything goes together.
Right from the start.



12x 5x 1x



2x





2905
130 x 78 cm

HOBBY

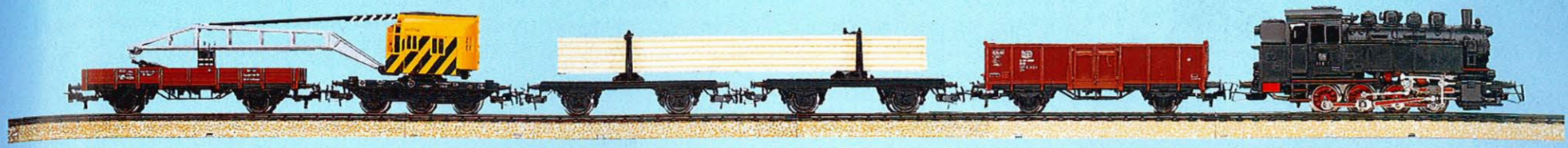
2905 230 volts
Freight Train Set with M Track Oval and Transformer. Contents: 1 no. 3000 German Federal Railroad class 89 tank locomotive, 1 no. 4413 dump car, 1 no. 4423 low side car, 1 no. 4430 gondola, 1 no. 4459 stake car, 12 no. 5100 curved track, 5 no. 5106 straight track, 1 no. 5111 feeder track, 1 no. 7262 bridge with 2 pillars, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with numerous tips and ideas. Can be expanded with the SET extension program (see page 100) or the entire M track program. Can be converted to Digital.

The transformer in the starter sets has connections for the track and for electric accessories. Other locomotives and additional turnouts or signals can be operated with this transformer.

The layout accessories illustrated here are not included in the 2905 starter set.

The large start

märklin
HO



HOBBY

2965 230 volts
Freight Train Set with M Track Layout and Transformer.
Contents: 1 no. 3032 German Federal Railroad class 81 tank locomotive, 1 no. 4465 gondola, 1 no. 4665 lumber car, 1 no. 4671 crane car with 1 no. 4423 low side car, 12 no. 5100 curved track, 11 no. 5106 straight track, 1 no. 5111 feeder track, 1 pair no. 5221 turnouts with hand levers, 2 no. 5206 curved track, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with numerous tips and ideas. Can be expanded with the SET extension program (see page 100) or the entire M track program. Can be converted to Digital.

In addition to the track planning kit and the illustrated instruction brochure included with the set, there are also separately available track plan books for getting started in the fascinating world of model railroading, and they have expert instructions for the construction of that first layout. In addition, you can plan your own layouts with the track planning stencils and transfer them with a pencil onto paper. There are extensive descriptions of these planning aids on pages 240/241.



2965
184 x 76 cm





1x 11x 1x 1x 2x 12x

The layout accessories illustrated here are not included in the 2965 starter set.





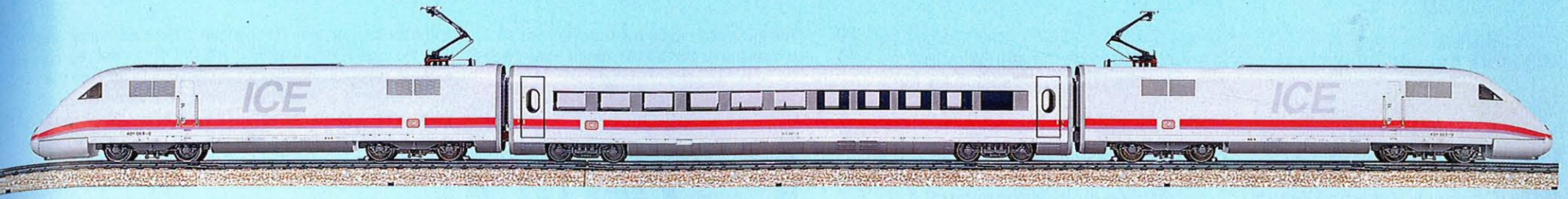
HOBBY

2976 230 volts

ICE Railcar Train with Large M Track Oval and Transformer. Contents: 1 ICE power car with motor, 1 ICE power car without motor, 1 intermediate car, 12 no. 5200 curved track, 13 no. 5106 straight track, 1 no. 5111 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for accessories. Can be expanded with the entire M track program. Can be converted to Digital.

The right start into the future

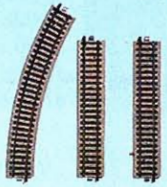
märklin
HO





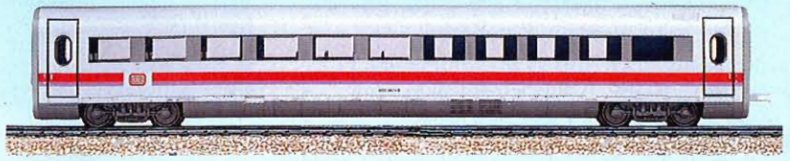
2976
218 x 92 cm / 86″ x 37″





12x 13x 1x

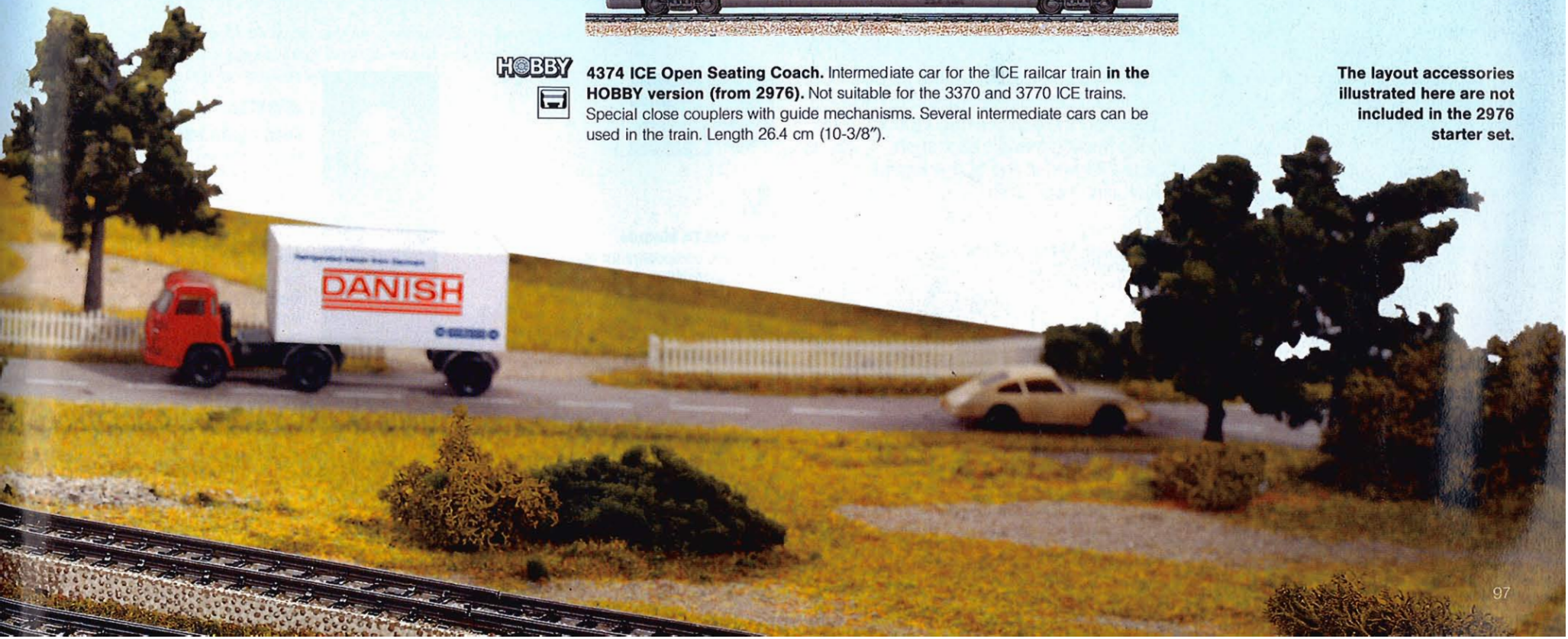
Can be expanded with the SET extension program (see page 100) or the entire M track program.



HOBBY

4374 ICE Open Seating Coach. Intermediate car for the ICE railcar train **in the HOBBY version (from 2976).** Not suitable for the 3370 and 3770 ICE trains. Special close couplers with guide mechanisms. Several intermediate cars can be used in the train. Length 26.4 cm (10-3/8″).

The layout accessories illustrated here are not included in the 2976 starter set.



DELTA Multi-Train Control

Still more fun and enjoyment

With a conventional model railroad layout the operating commands within a power circuit apply to all locomotives and powered railcars in that circuit. Previously individual control of separate locomotives was possible only with isolated areas of power, each with its own transformer.

With the DELTA multi-train control system up to five trains can be controlled individually on Märklin H0. Each train's speed and direction can be controlled independent of the others. And this on a single power circuit without additional wiring.

With the DELTA multi-train control system the enjoyment of operating a model railroad takes on a new dimension. Individual control enables all sorts of new possibilities for operating the trains; chiefly small to medium size layouts benefit considerably from this. And because extensive wiring is not required, you can have fun and enjoyment right from the start with that layout you've set up quickly for the weekend.

Because connecting everything up is quite easy. The DELTA Control is wired in between the transformer and the track – finished. Each locomotive with a DELTA or a digital module/decoder can now be set for one of the four addresses on the DELTA Control. You select each locomotive with the rotary knob on the DELTA Control and can then control them as you wish with the transformer. Meanwhile the other trains continue to operate at the last commands for speed and direction given to them. A fifth locomotive can be controlled with the additional DELTA Pilot hand controller.

Additional information on the DELTA multi-train control system and on how to expand it digitally can be found in the section Märklin Digital on page 284 and in the 308 A Digital book (see page 292).



The locomotive to be run with the transformer is selected at the DELTA Control. The speed and direction can then be changed at the transformer, and only the locomotive selected at the DELTA Control reacts to these changes. All other trains continue to run with the speed and direction last set for them. Four locomotives or railcars can be selected at the DELTA Control. Symbols make it easy to distinguish the different units, but are not absolutely assigned to that type of unit. In addition, the DELTA Control has connections for the 6605 DELTA Pilot hand controller, with which a fifth locomotive with a DELTA module for this controller can be controlled independent of the other locomotives/railcars. Digital locomotives can also be set for the addresses on the DELTA Control and controlled with it.



DELTA

6604 DELTA Control. Control unit for individual control of locomotives with built-in DELTA module. Easily installed between feeder track and transformer. Plastic housing. Dimensions 125 x 135 x 55 mm (4-15/16" x 5-5/16" x 2-3/16"



6603 DELTA Module.
Electronic component for converting conventional Marklin H0 locomotives to the DELTA multi-train control system. Locomotives with the Märklin flat or drum-style commutator motors can be converted. Trains can operated with conventional transformer, DELTA Control or Märklin Digital. Electronic direction reversing. Locomotive headlights change over with the direction of travel. Headlights on when locomotive is in motion. Dimensions 36 x 21 x 4 mm (1-7/16" x 13/16" x 1/8"). The manufacturer warranty is covered only whe the DELTA module is installed by an authorized Märklin dealer.

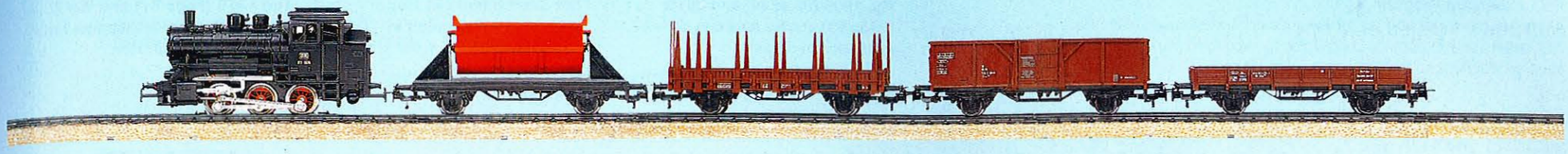


DELTA

6605 DELTA Pilot.
Hand controller for connection to the DELTA Control. With this hand controller a digital locomotive can be controlled simultaneously and independently of the 4 locomotive types on the DELTA Control. The digital locomotive must be set for an address of "80". Rotary knob for speed control. Direction reversing with push button. Plastic housing. Dimensions 39 x 100 x 40 mm (1-17/32" x 4" x 1-9/16").

The possibilities for converting Märklin H0 locomotives to the DELTA multi-train control system can be found in the table "Spare Parts for Locomotives" (pages 148–154).

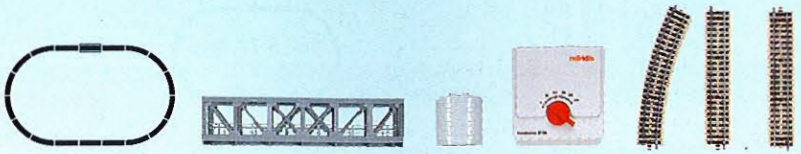
märklin HO



DELTA

2915 230 volts
2916 110 volts
Freight Train Set with M Track Oval and Transformer.
Contents: 1 no. 3000 German Federal Railroad class 89 tank locomotive with built-in DELTA module, 1 no. 4413 dump car, 1 no. 4423 low side car, 1 no. 4430 gondola, 1 no. 4459 stake car, 12 no. 5100 curved track, 5 no. 5106 straight track, 1 no. 5111 feeder track, 1 no. 7262 bridge with 2 pillars, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with numerous tips and ideas. Can be expanded with the SET, extension program (see page 100) or the entire M track program.

The transformer in the starter sets has connections for the track and for electric accessories. Other locomotives and additonal turnouts or signals can be operated with this transformer.



2915/2916
130 x 78 cm
52″ x 31″

2x **12x** **5x** **1x**

The layout accessories illustrated here are not included in the 2915/2916 starter set.

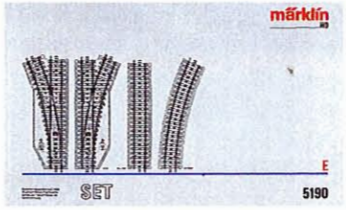


The practical way to expand

SET Extension Program
There are many possibilities for expanding the starter sets. With the SET extension program it's child's play to expand in steps to a very large model railroad layout.

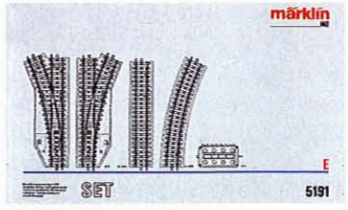
HOBBY DELTA

5190 E Extension Set. Contents: 10 no. 5106 straight track, 2 no. 5206 curved track, 1 pair no. 5221 turnouts with hand levers, instructions.



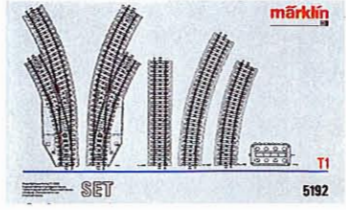
HOBBY DELTA

5191 E Extension SET. Contents: 10 no. 5106 straight track, 2 no. 5206 curved track, 1 pair no. 5202 electric turnouts, control box, distribution strip, plugs, sockets and wire, instructions.



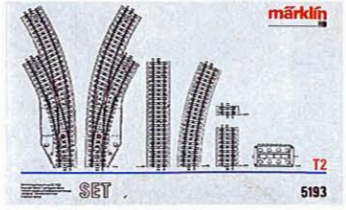
HOBBY DELTA

5192 T1 Double Track Set. Contents: 6 no. 5106 straight track, 2 no. 5100 curved track, 6 no. 5200 curved track, 1 pair no. 5140 electric curved turnouts, control box, distribution strip, plugs, sockets and wire, instructions.



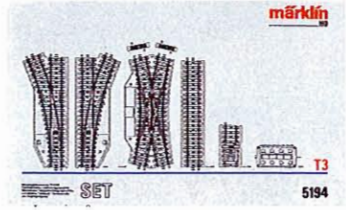
HOBBY DELTA

5193 T2 Station Track Set. Contents: 6 no. 5106 straight track, 2 no. 5129 straight track, 1 no. 5210 straight track, 2 no. 5100 curved track, 1 pair no. 5140 electric curved turnouts, control box, distribution strip, plugs, sockets and wire, instructions.



HOBBY DELTA

5194 T3 Yard Track Set. Contents: 9 no. 5106 straight track, 1 pair no. 5202 electric turnouts, 1 no. 5207 double slip switch, 4 no. 7190 track bumpers, control box, distribution strip, plugs, sockets and wire, instructions.

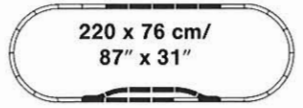


The 2905 (Page 94) and 2915 (Page 99) starter sets can be expanded in steps:

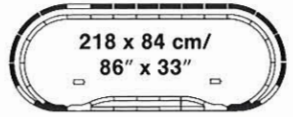
2905/2915



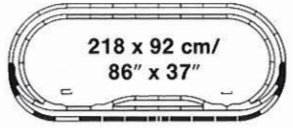
2905/2915 + **5190/5191**



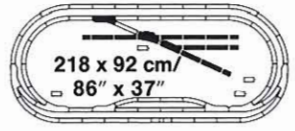
2905/2915 + 5190/5191 + **5192**



2905/2915 + 5190/5191 + 5192 + **5193**

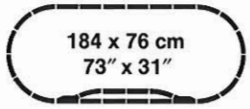


2905/2915 + 5190/5191 + 5192 + 5193 + **5194**

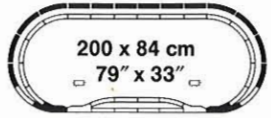


The 2965 (Page 95) starter sets can be expanded in steps:

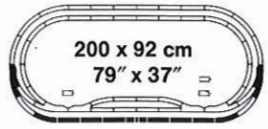
2965



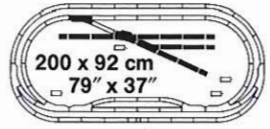
2965 + **5192**



2965 + 5192 + **5193**

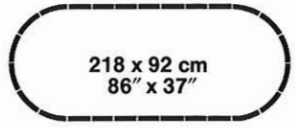


2965 + 5192 + 5193 + **5194**

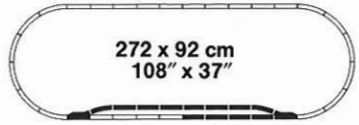


The 2976 (Page 97) and 2977 (Page 102) starter sets can be expanded in steps:

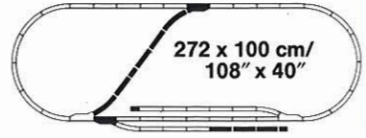
2976/2977



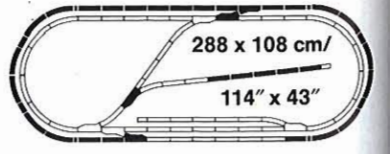
2976/2977 + **5191**



2976/2977 + 5191 + **6x5106 + 1x5107 + 2x5200 + 1x5202 + 2x7190**



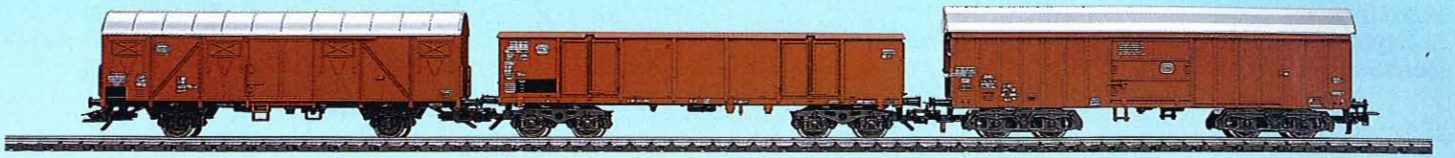
2976/2977 + 5191 + 6x5106 + 1+5107 + 2x5200 + 1x5202 + 2x7190 + **17x5106 + 4x5107 + 4x5109 + 12x5200 + 2x5202**

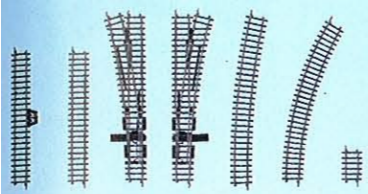


The professional start

märklin
HO







1x 15x 1x 1x 2x 12x 2x



2983
232 x 88 cm/92″ x 35″

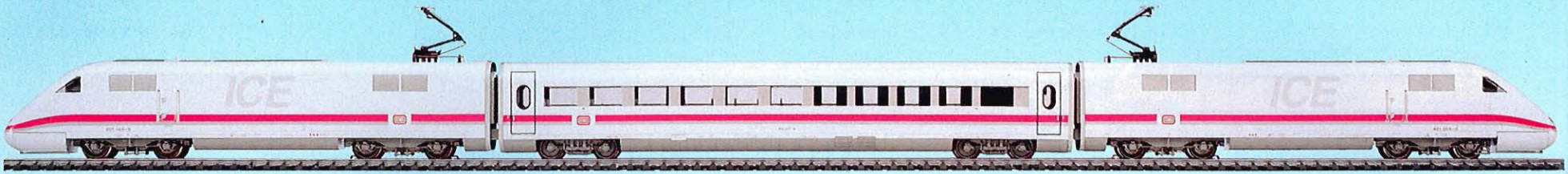
DELTA **2983** 230 volts
Freight Train with Large K Track Layout and Transformer.
Contents: 1 no. 3374 German Federal Railroad class 216 general purpose diesel hydraulic locomotive. With built-in DELTA module, 1 no. 4460 tilt roof boxcar, 1 no. 4473 low side car, 1 no. 4690 gondola, 1 no. 4710 boxcar, 12 no. 2231 curved track, 15 no. 2200 straight track, 2 no. 2202 straight track, 1 pair no. 2271 turnouts with hand levers, 2 no. 2274 curved track, 1 no. 2290 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with track plans for introduction into setup and operating the model railroad layout. Can be expanded with the entire K track program.

Can be expanded with the KOMBI extension program (see page 21) or the entire K track program.

The layout accessories illustrated here are not included in the 2983 starter set.



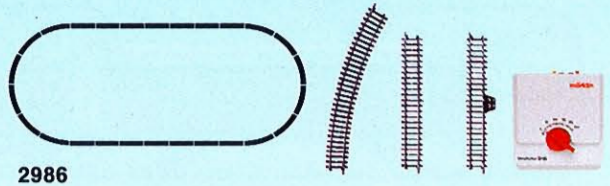
The right start into the future



DELTA **2986** 230 volts

ICE Railcar Train with Large K Track Oval and Transformer.

Contents: 1 ICE power car with built-in DELTA module, 1 ICE power car without motor, 1 intermediate car, 12 no. 2231 curved track, 13 no. 2200 straight track, 1 no. 2290 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for accessories. Can be expanded with the entire K track program.



2986
215 x 89 cm/85″ x 36″

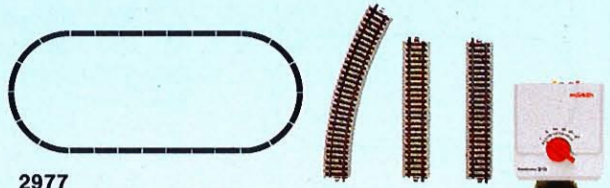
12x **13x** **1x**

Can be expanded with the KOMBI extension program (see page 21) or the entire K track program.

DELTA **2977** 230 volts

ICE Railcar Train with Large M Track Oval and Transformer.

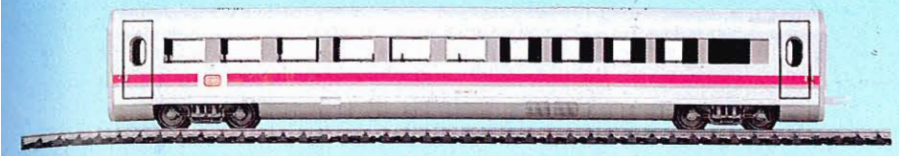
Contents: 1 ICE power car with built-in DELTA module, 1 ICE power car without motor, 1 intermediate car, 12 no. 5200 curved track, 13 no. 5106 straight track, 1 no. 5111 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for accessories. Can be expanded with the entire M track program.



2977
218 x 92 cm/86″ x 37″

12x **13x** **1x**

Can be expanded with the SET extension program (see page 100) or the entire M track program.



DELTA **4374 ICE Open Seating Coach.**
Intermediate car for the ICE railcar train **in the DELTA version (from 2977 and 2986).** Not suitable for the 3370 and 3770 ICE trains. Special close couplers with guide mechanisms. Several intermediate cars can be used in the train. Length 26.4 cm (10-3/8″).

The layout accessories illustrated here are not included in the 2977 and 2986 starter sets.

Locomotives

Steam, diesel or electric

The thing that makes model railroading so fascinating is its close relationship to reality: A locomotive pulls it cars, follows the tracks and turnouts, steams, growls or hums almost like the method of propulsion for its big prototype. You can reproduce, observe, even control and influence all of this.

The costly composite structure, the finest detailing and heavy metal bodies emphasize the lasting value of Märklin locomotives. Many additional functions increase the operating enjoyment. The high point is the intelligent, high-efficiency propulsion with digital control: excellent slow speed control, acceleration and braking true to the prototype and adjustable maximum speed – this is Märklin quality.




märklin
märklin
V

Steam Locomotives

DB 81



The class 81 switch engines were used for heavy pushing work. The class 81 had many parts in common with the class 80. The designers did this to enable interchangeability of spare parts and to keep maintenance costs down.

HOBBY

3032 Tank Locomotive.
German Federal Railroad class 81. 4 axles powered. 2 traction tires. Coupler hooks with preuncoupler. Length over buffers 12.8 cm (5″).

HOBBY

3000 Tank Locomotive. German Federal Railroad class 89. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.0 cm (4-5/16″).

DB 89





HOBBY

3087 Tank Locomotive.
Provincial railroad design. 1 axle powered. 2 traction tires. Coupler hooks. Length over buffers 10.8 cm (4-1/4″).

In earlier times tank locomotives were indispensable for switching or transfer work on short routes. The concept was built on the ability to turn the locomotive, universal applicability and low maintenance and repair costs. In addition, they were supposed to use little energy and be usable on branch lines with low capacity.

HOBBY

3103 Tank Locomotive.
Royal Prussian Railroad Administration (KPEV) class T 12. 3 axles powered. 2 traction tires. Coupler hook with advance uncoupler front, RELEX coupler rear. Length over buffers 13.5 cm (5-5/16″).

After four prototypes in the year 1902 the Prussian State Railways purchased a total of 970 of these first superheated steam tank locomotives from 1905 to 1921. The class T 12 was designed for passenger traffic and was used in large numbers on the Berlin Metropolitan, Ring and Suburban Railroads.

T 12



The appropriate passenger cars for the Prussian class T 12 tank locomotive can be found as Car Set 4035 on page 159.

3304 Tank Locomotive.
German Federal Railroad class 80. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 11.1 cm (4-3/8″).

DB 80



PtL 2/2

Digital locomotives can also be run on conventional layouts.



Starting in 1908 the Royal Bavarian State Railroad (K.Bay.Sts.B.) purchased small, two-axle class PtL 2/2 tank locomotives. These units were suitable for single man operation due to their semi-automatic, self-feeding fireboxes. This locomotive became known under the name "Glaskasten" ("Glass Box") because the cab was built around the boiler. On the German State Railroad, Bavarian Group Administration, the locomotives bore the lettering "Bayern", like the model 3686. This Glass Box operated in the region of Swabia between Gundelfingen and Sontheim and thus linked the Bavarian Danube Railroad with the Württemberg route from Aalen to Ulm.

3686 "Glaskasten" Small Tank Locomotive. PtL 2/2 of the former German State Railroad Company (DRG), Group Administration Bavaria, Schwaben District. Metal inner boiler. Miniature high efficiency motor. 2 axles powered. 1 traction tire. Digital decoder in special version with permanently set address. Headlights digitally controlled. Length over buffers 8.0 cm (3-1/8″).

This locomotive is a cooperative project with the TRIX Company, Nürnberg, Germany.

3387 Lightweight Tank Locomotive "Glaskasten" ("Glass Box"). German Federal Railroad class 98.3. Metal inner boiler. Miniature, high-efficiency motor. 2 axles powered. 1 traction tire. Electronic reverse unit. Close couplers interchangeable with special, current-conducting couplers included with the unit for supplying power to train lighting. Length over buffers 8.0 cm (3-1/8″).

This model is a cooperative project with the TRIX Company, Nürnberg, Germany.

The appropriate branchline cars for this locomotive are the 4301, 4302 and 4303 (see page 164). They are equipped with lights and can receive their power from the locomotive by means of special, current-conducting couplers.

DB 98.3



This locomotive goes particularly well with the 4200-4203 Prussian compartment cars (see page 162), but also with the postwar 4317-4319 rebuilt cars (see page 170).

DB 74

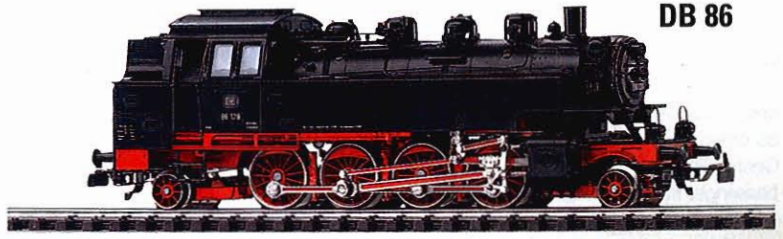


HOBBY

3095 Tank Locomotive. German Federal Railroad class 74. 3 axles powered. 2 traction tires. Coupler hooks with preuncoupler on front, RELEX coupler on the rear. Length over buffers 13.5 cm (5-5/16″).

These locomotives were used by the German Federal Railroad in suburban commuter service and pulled passenger trains. During the German State Railroad period they operated on the Berlin S-Bahn routes, before the latter were electrified.

DB 86



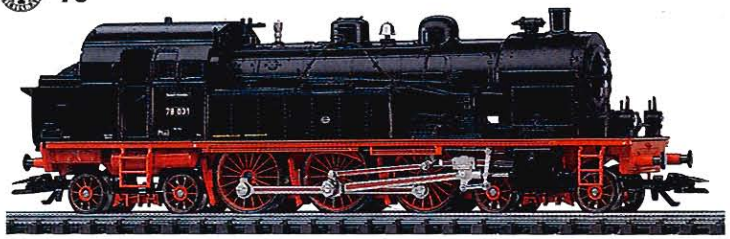
In prototype operation these locomotives could be seen chiefly on branchlines in the Mittelgebirge region, but they also held their own quite well on main lines due to their maximum speed of 80 km/h (50 m.p.h.).

3096 Tank Locomotive. German Federal Railroad class 86. 4 axles powered through side rods. 2 traction tires. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 15.8 cm (6-5/8″).

3696 Same as 3096, but in Digital version. TELEX couplers digitally controlled.

Steam Locomotives

78



3303 Tank Locomotive. Former German State Railroad Company (DRG) class 78. Hamburg Metropolitan Railroad version. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 16.9 cm (6-5/8").

3703 Same as 3303, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

The 3303/3703 tank locomotive can be used with the 4307, 4308, 4309 double compartment cars (see page 163) in the Hamburg Metropolitan Railroad version.

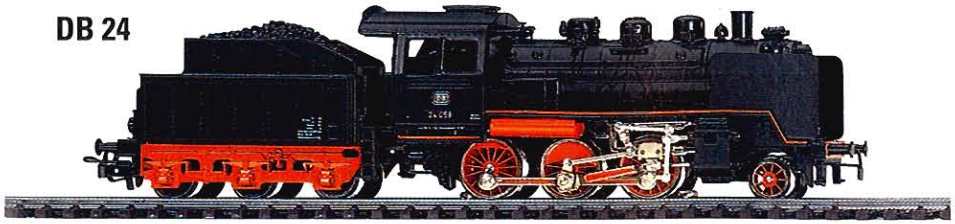
The German Federal Railroad class 78 came out of the Prussian T 18. It was used chiefly for passenger trains in regional traffic and could operate equally fast in forward or reverse. This made push/pull commuter traffic possible with it. In fact, railroad historians praise the design as one of the most robust. The first locomotive was built in 1912. In 1970 there were still 17 units in service on the German Federal Railroad.

3306 Tank Locomotive. German Federal Railroad class 78. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 16.9 cm (6-5/8").

DB 78



DB 24



HOBBY

3003 Passenger Locomotive with Tender. German Federal Railroad class 24. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on tender. Length over buffers 20.0 cm (7-7/8").

The class 24 locomotive with tender was built for passenger service on branchlines of the German State Railroad. Two of this locomotive have returned after the end of the steam locomotive era in the Federal Republic of Germany and have been used often to haul steam excursion trains. Railroad enthusiasts have given it the nickname "Steppenpferd" ("Prairie Pony").

With the Prussian P 8 the designer Robert Garbe defined the basic features of German standard design locomotives in 1905. This locomotive was considered indestructible and was used all over Central Europe well into the 1970s. It pulled passenger trains of all types, from suburban commuter trains to the "Rheingold".

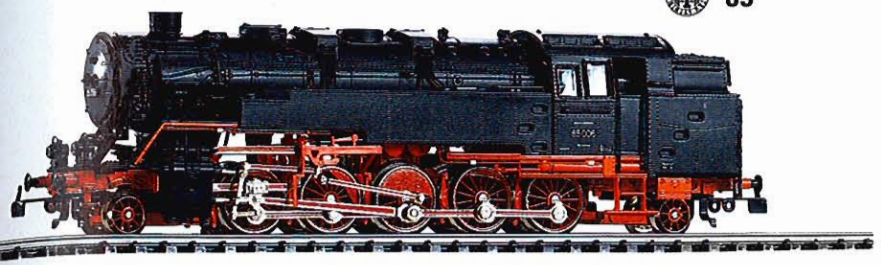
HOBBY

3099 Passenger Locomotive with Tender. German Federal Railroad class 038. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on tender. Length over buffers 21.8 cm (8-9/16").

DB 038



85



Concentrated tractive effort but not especially high speeds are the performance features of the class 85 tank locomotive. The prototype of the model was built by the German State Railroad for pusher service on the steep grades of the Black Forest. The essential components were adopted from the class 44 heavy freight locomotives in order to keep the maintenance costs down for a total of only seven of these special locomotives.

3308 Heavy Tank Locomotive.
Former German State Railroad (DRG) class 85. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Coupler hooks. Length over buffers 18.6 cm (7-5/16″). Equipped for installation of 7226 smoke generator.

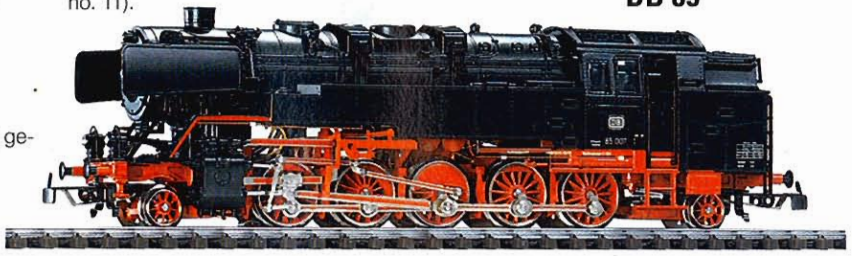
In 1932 and 1933 the German State Railroad purchased 10 new standard design class 85 locomotives with a 2-10-2 wheel arrangement.They were so effective that even steeper grades could be mastered with normal adhesion operation. With the exception of the 85 004, these units were used in the Höllental area and on the Black Forest line until 1961. The German Federal Railroad modernized these heavy class 85 tank locomotives, in part by installing Witte smoke deflectors, for example.

3309 Heavy Tank Locomotive.
German Federal Railroad class 85. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 18.6 cm (7-5/16″). Equipped for installation of 7226 smoke generator.

3709 Same as 3309, but with digital high-efficiency propulsion (6090). TELEX couplers digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

3809 Same as 3309, but in HAMO Digital version. TELEX couplers digitally controlled.

DB 85



The realistic use of pusher locomotives on steep grades can be reproduced with these models in model railroad operations too.

Digital locomotives can also be run on conventional layouts.

18.4

The German State Railroad elevated several of the class 18.4 locomotives for the "Rheingold" international luxury train.



3318 Express Locomotive with Tender.
Former German State Railroad (DRG) class 18.4. 3 axles powered through drive rods. 2 traction tires. Electronic reverse unit. Length over buffers 24.9 cm (9-3/4″). Equipped for installation of smoke generator (Seuthe no. 20).

3618 Same as 3318, but in digital version. Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 24).

The appropriate salon cars for the "Rheingold" train are available as a complete set, no. 4228 (see pages 168/169). This car set consists of four salon cars and a baggage car.

Steam Locomotives

3496 Heavy Tank Locomotive.
Former German State Railroad Company (DRG) class 96. With built-in DELTA module.
4 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit.
Length over buffers 20.3 cm (8").

3796 Same as 3496, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

8396 Same as 3496, but in HAMO version for 2-rail DC systems.

HAMO

The Bavarian class Gt 2 x 4/4 locomotives represented something quite special even as early as their first appearance in 1913. They were a big success for the design engineers at J.A. Maffei in Munich. At the time they were the largest and most powerful tank locomotives in Europe. For that reason this Mallet-design locomotive was shown at many locomotive shows. The class 2 x 4/4 no. 5773 was thus seen to the big locomotive show in 1924 at Seddin. Here it represented the Bavarian State Railroad in a striking steel blue paint scheme. As the first of its class it was subsequently rebuilt and modernized by Maffei in Munich. Part of this rebuilding included the installation of improved high pressure cylinders, a second compressor, the newest design of Bavarian super heater as well as the Riggenbach counter pressure brakes. This equipment was necessary, looking back on the areas where the Gt 2 x 4/4 was used, the pusher service on the grades in the Franconian Forest and in the Spessart region and Schiefe Ebene area. After the rebuilding the locomotive was presented again in its steel blue paint scheme. Once again as in the past it was supposed to be one of the stars at the transportation show in 1925 in Munich.



3498 Heavy Tank Locomotive.
Former German State Railroad class 96. With built-in DELTA module. 4 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Length over buffers 20.3 cm (8").

3798 Same as 3498, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

8398 Same as 3498, but in HAMO version for two-rail DC systems.
One-time series in 1995.
Order deadline October 16, 1995.

The 3498 and 3798 locomotives are being produced in a one-time series only in 1995 and are already sold out at the factory. Your dealer has already placed orders for these units.

These locomotives are suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

96



Steam Locomotives

In the years 1939 to 1941 the German State Railroad (DR) ordered 60 class 03^{10} express steam locomotives. These three-cylinder units were given a streamlined fairing with enclosed or open wheel skirting. The Märklin model's prototype is a locomotive with open skirting. The dark gray livery is a departure from the usual black color for steam locomotives and follows the regulations for painting streamlined steam locomotives.

3391 Streamlined Express Locomotive with Tender. Former German State Railroad Company (DRG) class 03.10. 3 axles powered through side rods. 2 traction tires. Electronic reverse unit. Length over buffers 27.4 cm (10-3/4″). Equipped for installation of 7226 smoke unit.

3791 Same as 3391, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11).

03^{10}



DB 003



3085 Express Locomotive with Tender. German Federal Railroad class 003. Metal boiler. 3 axles powered. 2 traction tires. RELEX coupler on tender. Length over buffers 27.7 cm (10-7/8″). Equipped for installation of 7226 smoke generator.

With the restoration of its motive power the DB removed the streamlined fairings on the class 03.10, so that it largely resembled the base class 03. In the steel blue livery of the reintroduced long distance express trains these powerful units were a symbol for comfort and speed in the "Economic Miracle" period.

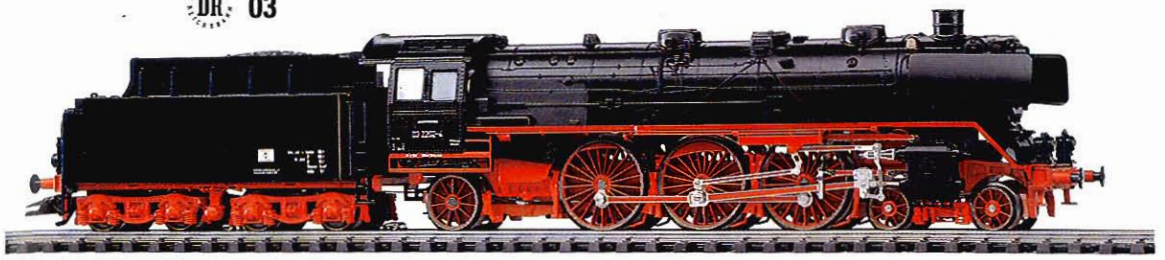
3097 Express Locomotive with Tender. German Federal Railroad class 03 in steel blue color. Metal boiler. 3 axles powered. 2 traction tires. RELEX coupler on the tender. Length over buffers 27.7 cm (10-7/8″). Equipped for installation of 7226 smoke generator.

DB 03



The class 03 was for a long time among the most important and most widely used classes of locomotives on the German State Railroad (DR). It differs from the DB version chiefly in the smokebox door and Witte smoke-deflectors without reinforced edges.

DR 03



3397 Express Locomotive with Tender.
Class 03 of the former GDR (East Germany) German State Railroad. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 27.7 cm (10-15/16"). Equipped for installation of 7226 smoke generator.

8397 Same as 3397, but in HAMO version for 2-rail DC systems.

3395 Express Locomotive with Tender.
German Federal Railroad class 003. With built-in DELTA module. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine, spoked wheels with oxidized, nickel-plated wheel treads. Length over buffers 27.7 cm (10-7/8"). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

3795 Same as 3395, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11). Comes without DELTA Pilot hand controller.

DB 003



The 3395 locomotive is equipped for DELTA multi-train operation using the DELTA Pilot hand controller. The DELTA Pilot hand controller for connection to the DELTA Control is included. This makes the fifth universal locomotive for multi-train operation (see pages 98) – in addition to the Digital locomotives that can already be used.

The class 03, 003 and 041 locomotives have been newly reworked as HO models 3397, 3395/3795, and 3392/3792 (see page 115). In addition to changes to the tooling for the boiler with separately applied smokebox door and numerous details, the new frame has been equipped with fine driving wheels, detailled pilot and trailing trucks, filigree valve gear designs and many other details. In the tender there is a triple headlight in addition to the modern electronic circuits and there is also a standard coupler pocket with close coupler.

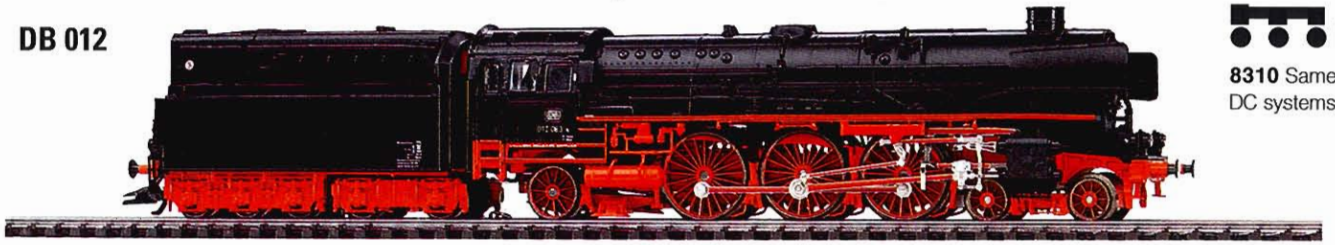
See fold-out page at end of catalog for explanation of drawings.

Steam Locomotives

Digital locomotives can also be run on conventional layouts.

In 1937 the German State Railroad purchased 55 class 01.10 streamlined steam locomotives, one of the most powerful German steam locomotives. In 1945 the fairing which hindered maintenance was removed on all of the units. In the 1950s high output, welded boilers were installed; 34 locomotives of this type were converted to oil firing. The converted locomotives thus reached a maximum speed of 150 km/h (approx. 94 m.p.h.) which was competitive with diesel and electric locomotives. Several of these express locomotives with tenders were saved from the scrap heap. One is even presently to be found in England.

DB 012



3310 Express Locomotive with Oil Tender German Federal Railroad (DB) class 012. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 27.8 cm (10-15/16"). Equipped for installation of 7226 smoke generator.

3710 Same as 3310, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

HAMO

8310 Same as 3310, but in HAMO version for 2-rail DC systems.

The class 011 locomotives were among the most powerful steam locomotives on the German Federal Railroad. In the standard design program of the German State Railroad they arose from the requirement for a fast, powerful locomotive with a maximum speed of 150 km/h (94 m.p.h.). In 1939 the German State Railroad ordered 205 units of this class. Only 55 were delivered, however; the remainder became victims of the rearmament program. All 55 units survived the Second World War.

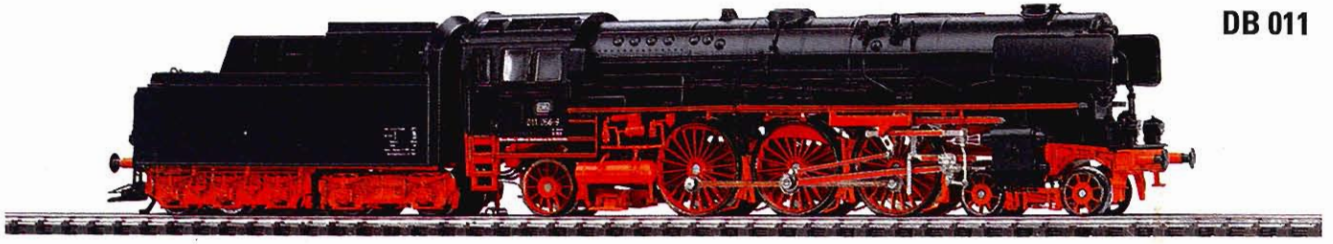
3390 Express Locomotive with Coal Tender. German Federal Railroad class 011. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. RELEX coupler on tender. Length over buffers 27.7 cm (10-7/8"). Equipped for installation of 7226 smoke generator.

3790 Same as 3390, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

8390 Same as 3390, but in HAMO version for 2-rail DC systems.

Largely a new design. New frame with fine, spoked wheels. Separately applied counterweight for the inner cylinder. Oxidized, nickel-plated wheel treads. Detailed Scheren brakes with sand pipes. New, detailed pilot truck and new trailing truck with separately applied inductive magnet.
Finely detailed valve gear and new cylinders. Witte smoke deflectors modelled specifically for this locomotive. Numerous, separately applied details such as grab irons, air tanks and safety valves. Shorter locomotive-tender drawbar for curves 360 mm (14-3/16") in radius and greater.

DB 011

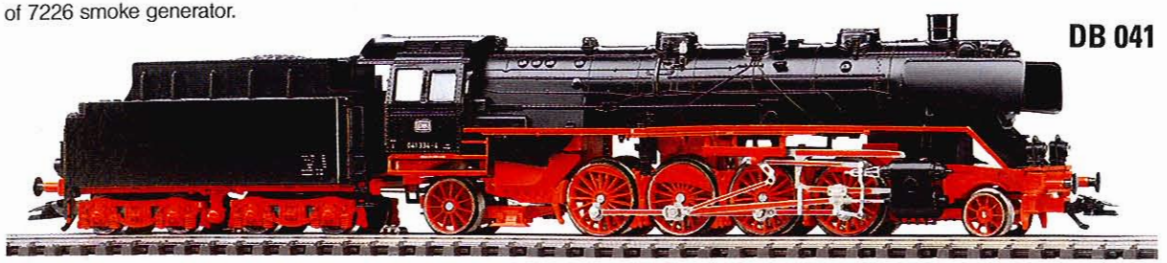


In 1936 the Berlin Maschinenbau AG Schwartzkopff delivered the first class 41 fast freight locomotives. These units proved themselves as general purpose locomotives for medium size trains. Between 1936 and 1941 a total of 366 locomotives of this class came into being, of which most were acquired after the war by the Germany Federal Railroad and the German State Railroad.

3392 Freight Locomotive with Tender.
German Federal Railroad (DB) class 041. Metal boiler. 4 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Standard coupler pocket on the front. Length over buffers 27.5 cm (10-13/16″). Equipped for installation of 7226 smoke generator.

3792 Same as 3392, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11)

DB 041



The German Federal Railroad equipped some of its class 50 freight locomotives with cabs on the tender for conductors. In the prototype these locomotives were the backbone of freight train motive power, because, thanks to their relatively low axle loading, they could be used on more than just main lines.

DB 050



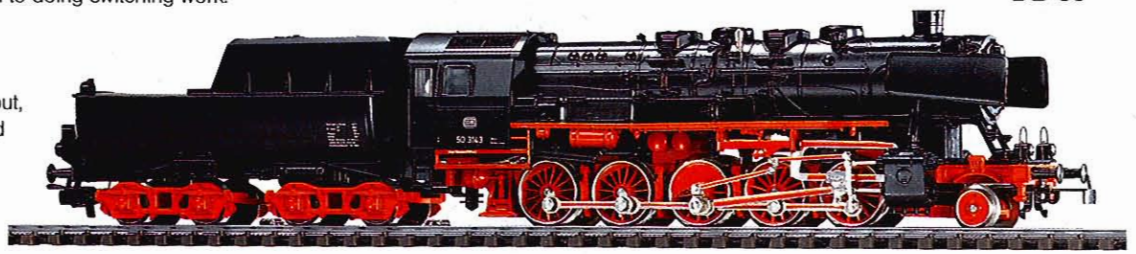
3084 Freight Locomotive with Tender with Brakeman's Cab. German Federal Railroad class 050. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Coupler hook at front, RELEX coupler on tender. Length over buffers 26.1 cm (10-1/4″). Equipped for installation of 7226 smoke generator.

3684 Same as 3084, but in digital version. Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11).

The German Federal Railroad's class 50 freight locomotives were in large part acquired from the German State Railroad. They provided motive power for track laying trains, among others, and even had to step down to doing switching work.

They can be used in all sorts of situations on a model railroad layout, since the German Federal Railroad used these robust locomotives for both freight and passenger trains right up to the end of the steam locomotive era.

DB 50



Digital locomotives can also be run on conventional layouts.

3315 Freight Locomotive with Tub Tender.
German Federal Railroad class 50. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Coupler hook at front, RELEX coupler on tender. Length over buffers 26.7 cm (10-3/8″). Equipped for installation of 7226 smoke generator.

Steam Locomotives

The heavy Borsig freight locomotive is a design for the German State Railroad which was not built due to the events of the war in the 1940s. This Mallet design locomotive was designed to be more than 27 meters long (approx. 88.5 feet) and, with its articulated frame, be able to operate on sharp curves and substandard track conditions in order to haul freight trains far to the East. The tender was immense in size both because of the expected poor refueling facilities and because of the locomotive's large coal and water consumption. Attention was given in the total concept of the locomotive to the use of as few maintenance-intensive components as possible, despite the difficult requirements for power.

3702 Freight Locomotive with Tender.
Design by Borsig for the former German State Railroad Company (DRG). Mallet design with drive wheels divided into two articulated groups. With digital, high-efficiency propulsion (6090). Metal boiler. 4 axles powered. 4 traction tires. Headlights digitally controlled. Coupler hook on the front. Length over buffers 31.4 cm (12-3/8″). Equipped for installation of 2 smoke units (Seuthe no. 11).

The model 3702 gives an idea of the full impact of the long boiler and the pulling power of the driving wheels.

Borsig



Digital locomotives can also be run on conventional layouts.



Genuine Steam Locomotive Action

7226 Smoke Unit Kit.
Consists of smoke unit insert, replacement smoke tube, cleaning wire, tweezers and an ampule of smoke fluid.

The Märklin 7226 smoke unit kit (for 3084, 3085, 3097, 3301, 3308, 3309, 3310, 3315, 3390, 3391, 3392, 3395, 3397, 3415, 3416 and 3417), the Seuthe no. 20 smoke unit kit (for 3318) and the Seuthe no. 11 digital smoke unit kits (for 3301, 3395, 3415, 3416, 3417, 3684, 3701, 3702, 3709, 3710, 3715, 3790, 3791, 3792 and 3795) and no. 24 (for 3618) bring genuine steam locomotive action to a model railroad layout. All of these smoke units can be refilled with the Märklin 0241 smoke fluid.

Many Märklin steam locomotives are already equipped from the factory for installation of the smoke unit, which is quite easy to put in: Simply press the smoke unit from above or from below into the smoke stack, put in smoke fluid, and the locomotive is ready to start smoking. When the track current is turned on, the fluid is heated and is puffed out at short intervals as little clouds of smoke. In this way the locomotive is accompanied by a surprisingly realistic plume of smoke.

0241 Smoke Fluid.
In plastic ampules as a refill for 7226 smoke unit.

Due to war-related limitations and the increasing difficulties in obtaining raw materials, the building of the class 50 was stopped in 1942.
The class 52 came into being as a simplified version. With the 6161, mostly gray units delivered from 1942 to 1945, this class became the German class of locomotive built in the largest numbers. Another 86 units were built from 1945 to 1951 for the German Federal Railroad, which retired its last units with Witte smoke deflectors and the characteristic tub-style class 2'2' T 30 tender in June of 1963.

3415 Freight Locomotive with Tub-Style Tender. German Federal Railroad (DB) class 52. With built-in DELTA module. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Length over buffers 26.7 cm (10-3/8″). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

3715 Same as 3415, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

These locomotives are suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

DB 52




SANTA FE
Santa Fe
ATSF
999005

The one-time *exclusiv* Series for 1995 can be found on the following catalog pages:

märklin

	Page
mini-club	
8217 "Württemberg" Freight Car Set	9
8719 Dortmund Theater Car	77
8813 Class E 44 002 Museum Locomotive	297
8836 Anniversary Model with silver-plated body	8
8897 Class T 9³ Tank Locomotive	8
88608 Low Side Car with Bell	236
Märklin H0	
3378 Class V 31 Diesel Locomotive	72
3498 Gt 2 x 4/4 no. 5773 Tank Locomotive	111
3750 "Elisabeth" ICE Powered Unit Set	70/71
3798 Gt 2 x 4/4 no. 5773 Tank Locomotive	111
4289 "Tegernsee-Bahn" Car Set	74/75
4516 "Wood Transport" Car Set	76
83434 Metal Edition 1995 Class Re 4/4ᴵᴵ	139
84866 Heavy Duty Flatcar with Bell	237
Locomotives for H0 Direct Current	
8315 HAMO Class 52	73
8378 HAMO Class V 31	72
8398 HAMO Class Gt 2 x 4/4 no. 5773	111
Oldtimers 1:87	
1883 Diesel-Locomobile with Trailer	7
Märklin 1	
5419 Heavy Duty Flatcar with Bell	236/237
5524 Class T 18 Tank Locomotive	10/11
Metal Auto	
1947 "Bavarian Broadcasting Network" Race Car	78
Reproductions	
1601 Cook Stove	68
1611 Doll Carriage with Doll	69

Märklin will produce one-time series in the future, too.
The middle of August 1995 and the middle of October 1995 we will present detailed information about new special products in the "EXCLUSIV 2/1995" and "EXCLUSIV 3/1995" brochures.
These brochures will be available free of charge at your dealer.

One time *exclusiv* series for 1995

Diesel Locomotives

In many types of operations, which have their own tracks, the DHG 500 industrial locomotive distributes cars to those locations where the latter are to be loaded or unloaded. In addition, they are used to assemble trains for the transfer point where the latter are picked up by the German Federal Railroad.

3078 Diesel Locomotive. Henschel DHG 500 industrial locomotive. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.2 cm (4-3/8").



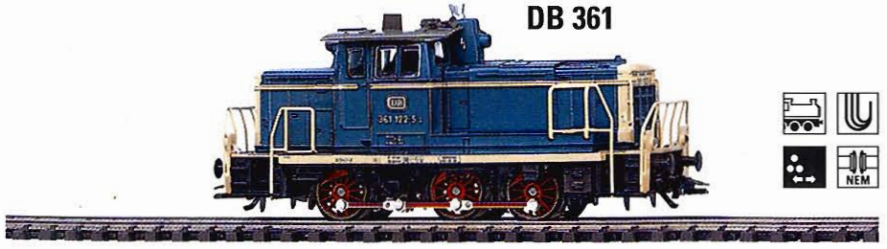
Digital locomotives can also be used on conventional layouts.

The German Federal Railroad class 260 switch engines can still be seen frequently today in their original color scheme. The railroad usually does not change the color scheme for cost reasons until a major inspection, at which time a new paint job would come due in any event.



3664 Diesel Hydraulic Switch Engine. German Federal Railroad (DB) class 260. 3 axles powered. 1 traction tire. Fine spoked wheels with oxidized wheel treads. Digitally controlled TELEX couplers for uncoupling cars by remote control at any point. Length over buffers 12.0 cm (4-3/4").

The models 3664 and 3464 are largely new designs: new motor, new frame, fine spoked wheels with oxidized wheel treads, reproduction of brake shoes and detailed side rods.



3464 Diesel Hydraulic Switch Engine. German Federal Railroad (DB) class 361. With built-in DELTA module. 3 axles powered. 1 traction tire. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 12.0 cm (4-3/4").

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3131 Diesel Hydraulic Switch engine. German Federal Railroad class 361 in new color scheme. 3 axles powered. 2 traction tires. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 12.0 cm (4-3/4").

The model of the class V 60 is presented here in the new color scheme and with a new road number. The new red of the German Federal Railroad is intended to have a dynamic effect. With the change in class numbers from 261 to 361, it has been reclassified as a small locomotive.



The DHG 700 is a modern industrial locomotive in the same manner as the companies that employ them on their own tracks. With appropriate equipment they can also be controlled remotely in the prototype. They are designed using the unit construction system. This allows easy interchangeability of the individual component groups as needed or during repairs.

HOBBY

3088 Diesel Locomotive. Henschel DHG 700 C industrial locomotive. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.2 cm (4-3/8″).

DHG 700 C



The development of the class V 100 began in 1956. The plan was to design a powerful machine for light passenger and freight trains on main routes and mixed branchline operations. In 1961 the actual series got under way and totaled 364 units. Externally they differ from the later class 212 in the cooling grill.

DB 211



3473 General Purpose Diesel Hydraulic Locomotive. German Federal Railroad class 211. With built-in DELTA module. Metal frame. 2 axles powered. 4 traction tires. Prototypically scale narrow hoods. Prototypical cooling grill. Electronic reverse unit. Length over buffers 14.1 cm (5-9/16″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

HOBBY

3072 General Purpose Diesel Hydraulic Locomotive. German Federal Railroad class 212. Metal frame. 2 axles powered. 4 traction tires. Prototypically scale narrow hoods. RELEX couplers. Length over buffers 14.1 cm (5-9/16″).

3372 Same as 3072, but with electronic reverse unit and different lettering.

DB 212



The class 212 still runs in the classic red paint scheme on the German Federal Railroad. It goes particularly well with the three or fouraxle rebuild cars 4317-4319 (see page 170) and 4131-4133 (see page 171) or the Silberlinge ("Silver Coins") 4255-4257 (see page 172).



Prototypical route protection. All of the signals can be found on pages 266-269



DB 212



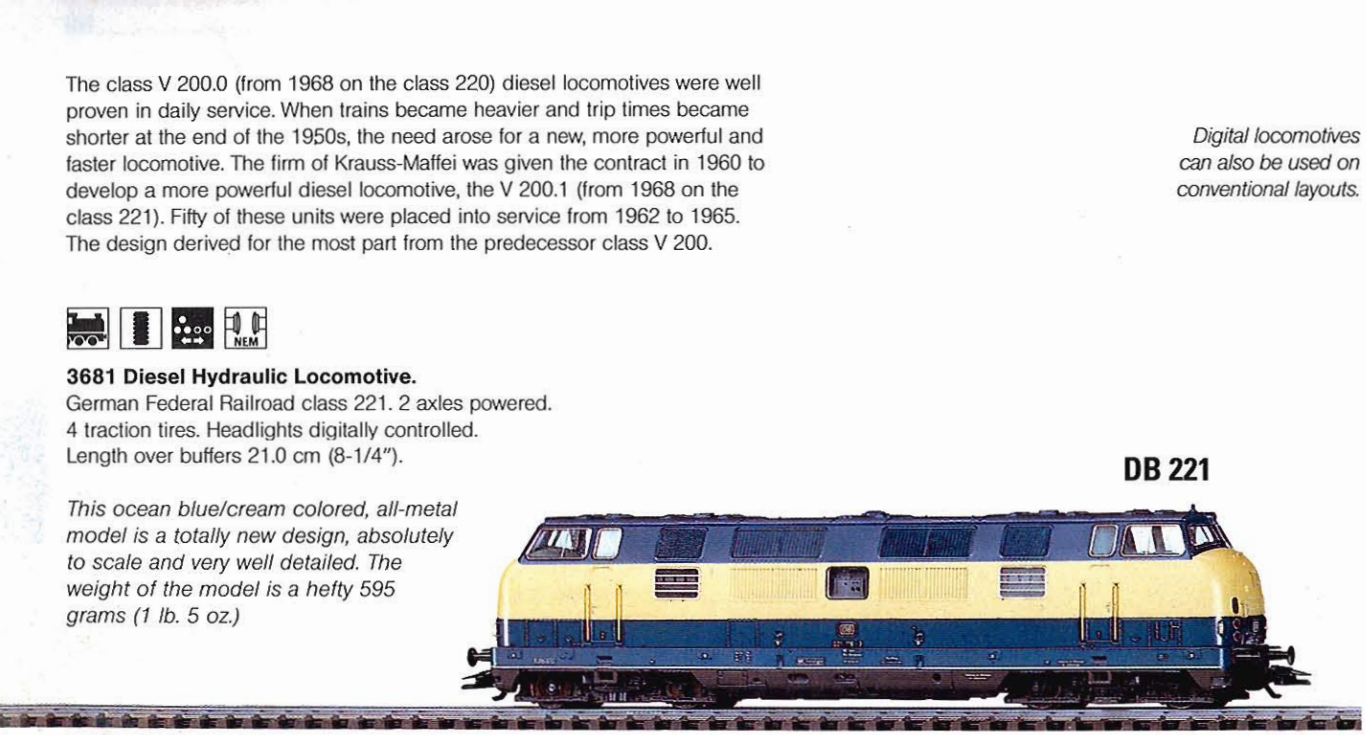
The prototype pulls freight and passenger trains on nonelectrified German Federal Railroad routes. This locomotive can often be found at the head of push/pull commuter trains. After switch engine work, the class 212 general purpose locomotive is often a young engineer's first assignment where they operate a train out on the open track.

3377 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 212. Metal frame. 2 axles powered. 4 traction tires. Prototypically scale narrow hoods. Electronic reverse unit. Length over buffers 14.1 cm (5-9/16″).

Diesel Locomotives

The class V 200.0 (from 1968 on the class 220) diesel locomotives were well proven in daily service. When trains became heavier and trip times became shorter at the end of the 1950s, the need arose for a new, more powerful and faster locomotive. The firm of Krauss-Maffei was given the contract in 1960 to develop a more powerful diesel locomotive, the V 200.1 (from 1968 on the class 221). Fifty of these units were placed into service from 1962 to 1965. The design derived for the most part from the predecessor class V 200.

Digital locomotives can also be used on conventional layouts.



3681 Diesel Hydraulic Locomotive.
German Federal Railroad class 221. 2 axles powered. 4 traction tires. Headlights digitally controlled. Length over buffers 21.0 cm (8-1/4").

DB 221

This ocean blue/cream colored, all-metal model is a totally new design, absolutely to scale and very well detailed. The weight of the model is a hefty 595 grams (1 lb. 5 oz.)

The V 200.1 was placed into service in 1962 as a further development of the proven V 200. With 2,700 HP it was one of the most powerful diesel hydraulic locomotives in the world. In the transition to Era IV this class was also given computer lettering, as is reproduced on the Märklin model.

8381 Diesel Hydraulic Locomotive.
German Federal Railroad class V 200.1. With road number V 200 139. HAMO version for 2-rail DC systems. 2 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Length over buffers 21.0 cm (8-1/4").

DB V 200.1 (221)



3882 Same as 8381, but in HAMO digital version. With road number 221 107-6. Headlights digitally controlled.



The first two of five prototypes for two-motor diesel locomotives with hydraulic transmission were presented at the German Transportation Exhibition in 1953. Starting in 1956 a total of 81 series units designated as the class V 200 came into being. They had a power output of 2,200 horsepower and a maximum speed of 140 km/h (approx. 88 m.p.h.) and were planned chiefly for heavy express train service. Starting in 1968 these units were designated as the class 220. The lettering "Deutsche Bundesbahn", originally on the sides of the units, had in the meantime been removed. The last units were retired by the DB in 1984.

3380 Diesel Hydraulic Locomotive.
German Federal Railroad class 220 (V 200.0). 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior details. Length over buffers 21.0 cm (8-1/4").

3780 Digital Diesel Hydraulic Locomotive.
Same as 3380, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

DB 220 (V 200.0)



Diesel Locomotives

The class 216 general purpose diesel hydraulic road locomotive formed the basis for the development for the classes 210, 215, 216, 218 and 219. The machines of this "locomotive family" with their characteristic end shapes are among the most widely used diesel locomotives of the German Federal Railroad. The series version of the class 216 was placed in service in 1964. The 16 meter (approx. 52.5 feet) long locomotives are 120 km/h 75 m.p.h. fast and were built by Henschel, KHD, Krauss-Maffei, Krupp and MaK. The class 216 516 was given a completely new paint scheme in red for the Nürnberg locomotive parade on the occasion of the 1985 railroad anniversary. The first new preproduction locomotives were called "Lollo" on account of their characteristic, round shape.

DB 216



3375 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 216. Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.2 cm (7-13/16").

DB 216



This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

HOBBY

3074 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 216. Metal frame. 2 axles powered. 4 traction tires. RELEX couplers. Length over buffers 18.2 cm (7-3/16").

3374 Same as 3074, but with built-in DELTA module. Electronic reverse unit.



One of the largest networks of the privately owned railroads in the USA belongs to the Burlington Northern Railroad. At one time there were bitter struggles on the competing lines for passengers which resulted in the trains being promoted with a great deal of advertising.

The Santa Fe "Super Chief" which was hauled by several F 7 locomotives in tandem through the mountains became a legend in this manner.

4181 3181 **B.N. F 7**



3181 Diesel Electric Locomotive. General Motors EMD F 7 of the Burlington Northern Railroad. 2 axles powered. 4 traction tires. Lighted number boards. Coupler hook with preuncoupler on front, RELEX coupler on rear. Length 17.5 cm (6-7/8″).

4181 Diesel Electric Locomotive (unpowered unit) of the Burlington Northern Railroad. Expands the 3181 locomotive to the prototypical double unit. Lighted number boards. Couper hook with preuncoupler on front, coupler hook on rear. Length 17.5 cm (6-7/8″).

See fold-out page at end of catalog for explanation of drawings.

The A and B units for the F 7 diesel locomotive each produced 1,500 horsepower. A double unit locomotive was coupled to additional B units as required. This resulted in the immense power outputs which were required above all for the transcontinental trains in the Rocky Mountains. At present Santa Fe trains operate all over the Southwest in the USA.

AT & SF F 7

4060 4063 3060



4060 Diesel Electric Locomotive (unpowered unit) of the Atchison, Topeka & Santa Fe Railway. Expands the 3060 locomotive to the prototypical double unit. Lighted number boards. Coupler hook with preuncoupler on front, coupler hook on rear. Length 17.5 cm (6-7/8″).

4063 Diesel Electric Locomotive (unpowered) for the Atchison, Topeka & Santa Fe Railway. Complements models 3060 and 4060 and forms a prototypical three unit locomotive. RELEX couplers at both ends, interchangeable with the rigid drawbar couplings included with this unit. Length 17.3 cm (6-13/16″).

3060 Diesel Electric Locomotive. General Motors EMD F 7 of the Atchison. Topeka & Santa Fe Railway. 2 axles powered. 4 traction tires. Lighted number boards. Coupler hook with preuncoupler on front, RELEX coupler on rear. Length 17.5 (6-7/8″).

Electric Locomotives

DB 163

The class E 63 electric switch engines were purchased by the German State Railroad (DR) in the mid-1930s for switching work in electrified yards. On the German Federal Railroad (DB) these locomotives were given a complete overhaul at the start of the 1960s.
In the changeover to computer road numbers, these units were given in 1968 the new classification 163.

HOBBY

3001 Electric Locomotive.
German Federal Railroad class 163. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 12.0 cm (4-3/4").



DB 160



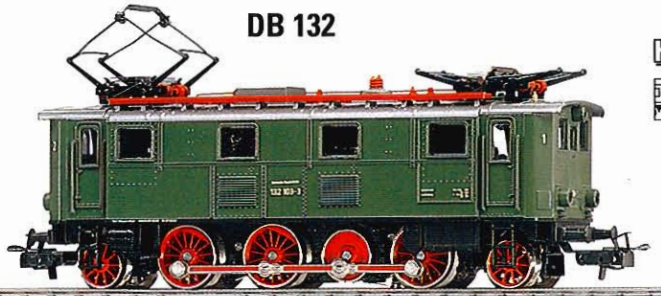
NEM

3457 Electric Locomotive.
German Federal Railroad class 160. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 12.8 cm (5").

The class 160 was one of the few electric switch engines taken over from the former German State Railroad by the German Federal Railroad. These locomotives were mainly stationed in the Rhine-Neckar urban areas. Their driving wheel arrangement is quite clearly related to that of the class E 91 heavy freight locomotive. The efforts to standardize parts of designs can be recognized in these units.

DB 132

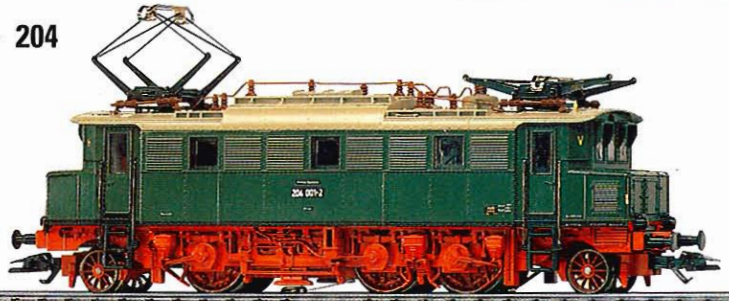
The 29 class E 32 passenger locomotives were built from 1924 to 1926 for the German State Railroad's Bavarian Group Administration and were initially placed into service as EP 2. With an output of 1,170 kilowatts (approx. 1,569 horsepower) they had a maximum speed of 75 km/h (47 m.p.h.). In 1932 eight locomotives were equipped with a different gear ratio for up to 90 km/h (56 m.p.h.). The units were retired from service as the class 132. The E 32 27 has been preserved as an operational museum locomotive.



HOBBY

3179 Electric Locomotive.
German Federal Railroad class 132. 3 axles and jackshaft powered. 2 traction tires. Older design pantograph. RELEX couplers. Length over buffers 14.7 cm (5-3/4").

DR 204



The fast passenger locomotives built as the E 04 around 1935 were last used on the DB as the class 104 and on the DR as the class 204. One of these traditional DR locomotives is still operational.

NEM

3449 Express Locomotive.
Class 204 of the former German Democratic Republic's German State Railroad. 3 axles powered. 2 traction tires. 2 sprung pilot trucks. Electronic reverse unit. Quill drive driving wheels and pilot truck wheels with oxidized treads. Length over buffers 17.8 cm (7").

HAMO

8349 Same as 3449, but in HAMO version for 2-rail DC systems.

See fold-out page at end of catalog for explanation of drawings.

At the end of the war 30 class E 94 locomotives remained in the territory of the German State Railroad of former East Germany. Beginning in 1970 they were designated as the class 254. Four units were even sold by the DR to the DB. Two units were dismantled for spare parts. With a continuous rating of 3,000 kilowatts a maximum speed of 90 km/h (56 m.p.h.) could be attained.

3335 Electric Locomotive.
Class 254 of the former GDR (East Germany) German State Railroad.
3 axles powered. 4 traction tires.
Electronic reverse unit. German State Railroad older design pantographs.
Length over buffers 21.0 cm (8-1/4").





Individual examples of the "German Crocodile", the German Federal Railroad class 194 heavy freight locomotive, had working lives of almost 50 years thanks to the forward-looking technology with single-axle drive. The last of these imposing, 3-part locomotives were just recently retired.

3322 Freight Locomotive.
German Federal Railroad class 194.
3 axles powered. 4 traction tires.
Electronic reverse unit.
Length over buffers 21.0 cm (8-1/4").

Digital locomotives can also be run on conventional layouts.

The Stuttgart main station on November 1, 1993 at 2:47 PM: Ten Märklin class E 94 freight locomotives, equipped with digital high-efficiency propulsion, pulled 2,108 container cars over a distance of 35.14 meters (approx. 115 feet). The locomotives alone weighed 7.2 kilograms (approx. 16 pounds) and pulled the 101.18 kilogram (approx. 222 pounds) train with their enormous tractive effort to the world record. "The longest model railroad train in the world" with a length of 242.42 meters (795' 4-1/2") truly earned its way into the Guinness Book of Records.



3722 Electric Locomotive.
German Federal Railroad (DB) class E 94. Digital high-efficiency propulsion with special three-pole motor. 3 axles powered.
4 traction tires. Headlights digitally controlled. Length over buffers 21.0 cm (8-1/4").

Electric Locomotives

DB E 70



3448 Electric Locomotive.
German Federal Railroad class E 70. Engineer's cabs with interior details. Special motor. 2 axles and jackshaft powered. 2 traction tires. Driving wheels mounted prototypically in two linked trucks under the hoods. Electronic reverse unit. Older style pantoraphs following a design of the former German State Railroad (DR). Numerous separately applied details. Length over buffers 14.3 cm (5-5/8").

3748 Same as 3448, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

This model is a cooperative project with the TRIX Company, Nürnberg, Germany.

In 1913 the Bavarian State Railroad ordered the development of a special electric locomotive for the special requirements of the mountain route from Freilassing to Berchtesgaden. These locomotives went into service as the class EG 2 x 2/2. The German State Railroad designated them as the class E 70.2. Since these locomotives had proven themselves so well, they were not taken out of service until 1951.

DB 118



In 1935 the former German State Railroad Company (DRG) placed into service a new electric locomotive, the E 18, developed and built by AEG. The class E 18 still qualifies today as one of the most successful designs of German locomotive building. This was recognized at the Paris World Exposition with the awarding of the highest distinction – the Grand Prix.

3368 Electric Locomotive.
German Federal Railroad class 118. Engineer's cabs and engine room with interior details. 2 axles powered. 4 traction tires. Electronic reverse unit. Older design pantographs. Numerous separately applied details. Finely detailed framework. Quill drive driving wheels and pilot wheels with oxidized treads. Length over buffers 19.5 cm (7-11/16").

3768 Same as 3368, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

The legendary class E 19.1 express locomotives were placed into service in 1940 in a wine red paint scheme. With their four eight-pole double motors they reached a maximum speed of 180 km/h (112.5 m.p.h.). As delivered these units were equipped for high speed tests up to 225 km/h (141 m.p.h.). The E 19's were the most powerful locomotives on the German Federal Railroad until the arrival of the class E 03. There are still two units of the class E 19 as museum locomotives.

3469 Express Locomotive.
Former German State Railroad Company (DRG) class E 19. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior details. Older design pantographs. Movable front skirting can be fixed in place for static display with an accessory piece included with the unit. Quill drive driving wheels and pilot wheels with oxidized treads. Length over buffers 19.5 cm (7-11/16").

3769 Same as 3469, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



Electric Locomotives



3034 Electric Locomotive.
German Federal Railroad class 141 in ocean blue/cream color scheme. 2 axles powered. 4 traction tires. Coupler hooks. Length over buffers 17.5 cm (6-7/8″).

3037 Electric Locomotive.
German Federal Railroad class 141 in new color scheme. 2 axles powered. 4 traction tires. Coupler hooks. Length over buffers 17.5 cm (6-7/8″).

In the German Federal Railroad's program of new locomotives set up at the start of the 1950s, the E 41 electric locomotives were planned as general purpose locomotives for hauling light express, fast, commuter and freight trains on main lines and branchlines. They were developed by Henschel and BBC. These units were designed for a continuous output of 2,310 kilowatts (approx. 3,095 horsepower) and could reach a maximum speed of 120 km/h (75 m.p.h.). They are 15.6 meters long (51′ 2″); the first units were placed into service in 1956. In 1968 they were redesignated as class 141.



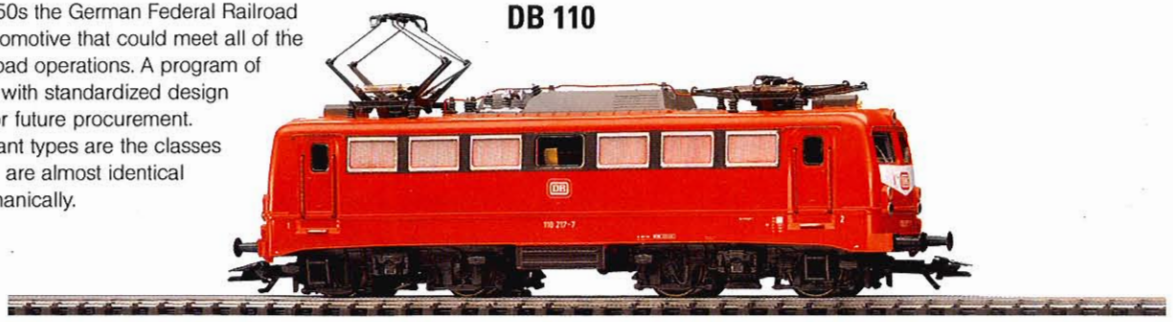


3331 Freight Locomotive.
German Federal Railroad class 140. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4″).

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

DB 110

At the start of the 1950s the German Federal Railroad was looking for a locomotive that could meet all of the requirements of railroad operations. A program of types of locomotives with standardized design groups was set up for future procurement. The two most important types are the classes E 10 and E 40 which are almost identical electrically and mechanically.



3340 Express Locomotive.
German Federal Railroad class 110 in the newest color scheme. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4″).

DB 111

In the S-Bahn version the German Federal Railroad class 111 is the backbone of commuter service in the Rhine-Ruhr area, but can also be found sometimes at the head of long distance trains. Push/pull equipment was installed in this version for commuter service.

3355 Electric Locomotive.
German Federal Railroad class 111 in S-Bahn version. 2 axles powered. 4 traction tires. Electronic reverse unit. Destination boards included. Length over buffers 19.1 cm (7-1/2″).



The class 111 in the S-Bahn version is the appropriate locomotive for the 4389 car set (see page 174) and for the S-Bahn cars 4183-4185 (see page 175).

DB 111

The new red color scheme with the white „bib" on the ends looks particularly good on the German Federal Railroad class 111, when it is used with InterRegio trains, the successor concept to D-Zug express trains.

3360 Electric Locomotive.
German Federal Railroad class 111 in the newest color scheme. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 19.1 cm (7-1/2″).



Prototypical route protection. All of the signals can be found on pages 266-269.

Electric Locomotives

The eleven class E 10^{12-13} "Rheingold" locomotives placed into service from 1962 to 1964 were followed starting in 1968 by another 20 units as class 112 for TEE service. These locomotives were given the new class designation 114 starting in 1988, after the maximum speed was limited to 140 km/h (approx. 88 m.p.h.).

3033 Electric Locomotive.
German Federal Railroad class 114. 2 axles powered. 4 traction tires. Coupler hooks. Length over buffers 19.1 cm (7-1/2").



The class 103 has been used on the German Federal Railroad in different versions. The side members have been painted either red or dark gray. The locomotive has been equipped with either Scheren or single-arm pantographs.



3053 Express Locomotive.
German Federal Railroad class 103. Metal frame. 3 axles powered. 4 traction tires. Coupler hooks. Length over buffers 21.9 cm (8-5/8").

The TEE era began more than 20 years ago on the German Federal Railroad with the placing into service of the first class 103 express locomotives. They were the first locomotives after the war to make a scheduled speed of 200 km/h (125 m.p.h.) possible. The last TEE trains, among them the "Rheingold", were also hauled by this six-axle locomotive, which made it possible for the German Federal Railroad to advertise with the slogan "12,000 horsepower and chauffeur included".

3357 Express Locomotive.
German Federal Railroad class 103. Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 21.9 cm (8-5/8").



DB 120

Three-phase high level technology and semiconductor technology are contained in the German Federal Railroad's modern locomotive, the class 120. Freight as well as passenger service is handled swiftly with it. The long test phase which preceded the mass production of the 120 and numerous record experiments enabled the development of the ICE super train. The same propulsion technology is contained in it.

3348 General Purpose Locomotive.
German Federal Railroad class 120. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.1 cm (8-3/4").



DB 120.1

The first mass-produced units of the German Federal Railroad class 120 were delivered in the new look. They can be seen with particular frequency on the already opened parts of the new highspeed routes. On these routes they haul InterCity trains daily. At night they are used for freight trains in the "nocturnal leap" from North to South Germany.

The German Federal Railroad (DB) class 120 is a turning point in locomotive development. Modern semiconductor technology makes it possible to employ three-phase motors for propulsion purposes. In addition to low maintenance costs due to the simple design, they also enable a high, longterm tractive effort over almost the entire speed range. The continuous output is 5,600 kilowatts (7,504 horsepower), the maximum speed 160 km/h (100 m.p.h.).

3353 General Purpose Locomotive.
German Federal Railroad class 120.1 (series version) in the new color scheme. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.1 cm (8-3/4").

3654 Same as 3353, but in Digital version. Headlights digitally controlled.



DB 151

At the start of the 1970s the German Federal Railroad (DB) needed new locomotives for heavy freight service. Beginning in 1973 the six-axle class 151 was placed into service. A total of 170 locomotives were delivered. They are 19.49 meters long (approx. 64 feet), weigh 118 tons, and are 120 km/h (75 m.p.h.) fast. This class is a further development of the class 150; the choice of a motor for the 6 traction motors reached back to the types that had been proven with the classes 110 and 140. The class 151 was built by Krupp in Essen and by Krauss-Maffei in Munich.

3343 Freight Locomotive.
German Federal Railroad class 151 in new color scheme. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.2 cm (8-3/4").



Electric Locomotives

In 1990 the German State Railroad acquired the four experimental locomotives 212 002 to 005. Various new components were tested on this class. These units are designed for a maximum speed of 160 km/h (100 m.p.h.). The continuous power rating is 4,020 kilowatts (approx. 5,387 horsepower), 480 kilowatts (643 horsepower) more than the class 243.



DR 212

3442 Electric Locomotive. Former GDR (East Germany) German State Railroad (DR) class 212. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Length over buffers 19.1 cm (7-1/2″).

3742 Same as 3442, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

At the start of the 1980s the progressive electrification of the German State Railroad demanded the procurement of a new electric locomotive. This new type of locomotive had to be usable for important express passenger service as well as – with a different gear ratio and different braking equipment – for freight traffic. At the Leipzig Spring Fair in 1982 the first locomotive in this class was introduced. At the end of 1990 the last locomotive for the time being was built in a series of 646 units. This locomotive's operating territory has in the meantime expanded to the Essen and Karlsruhe Districts. A unit was even leased to the Southeast Railroad in Switzerland.

Digital locomotives can also be run on conventional layouts.



DR 243

3443 Electric Locomotive. Class 243 of the former GDR (East Germany) German State Railroad. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Length over buffers 19.1 cm (7-1/2″).

3743 Same as 3443, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

8343 Same as 3443, but in HAMO version for 2-rail DC systems.

This high-efficiency locomotive with modern, three-phase propulsion technology has been introduced as the first representative of the 12X locomotive family for operation in systems with 15 kilovolts, 16 2/3 Hz. It embodies all of the essential technical features of this family:

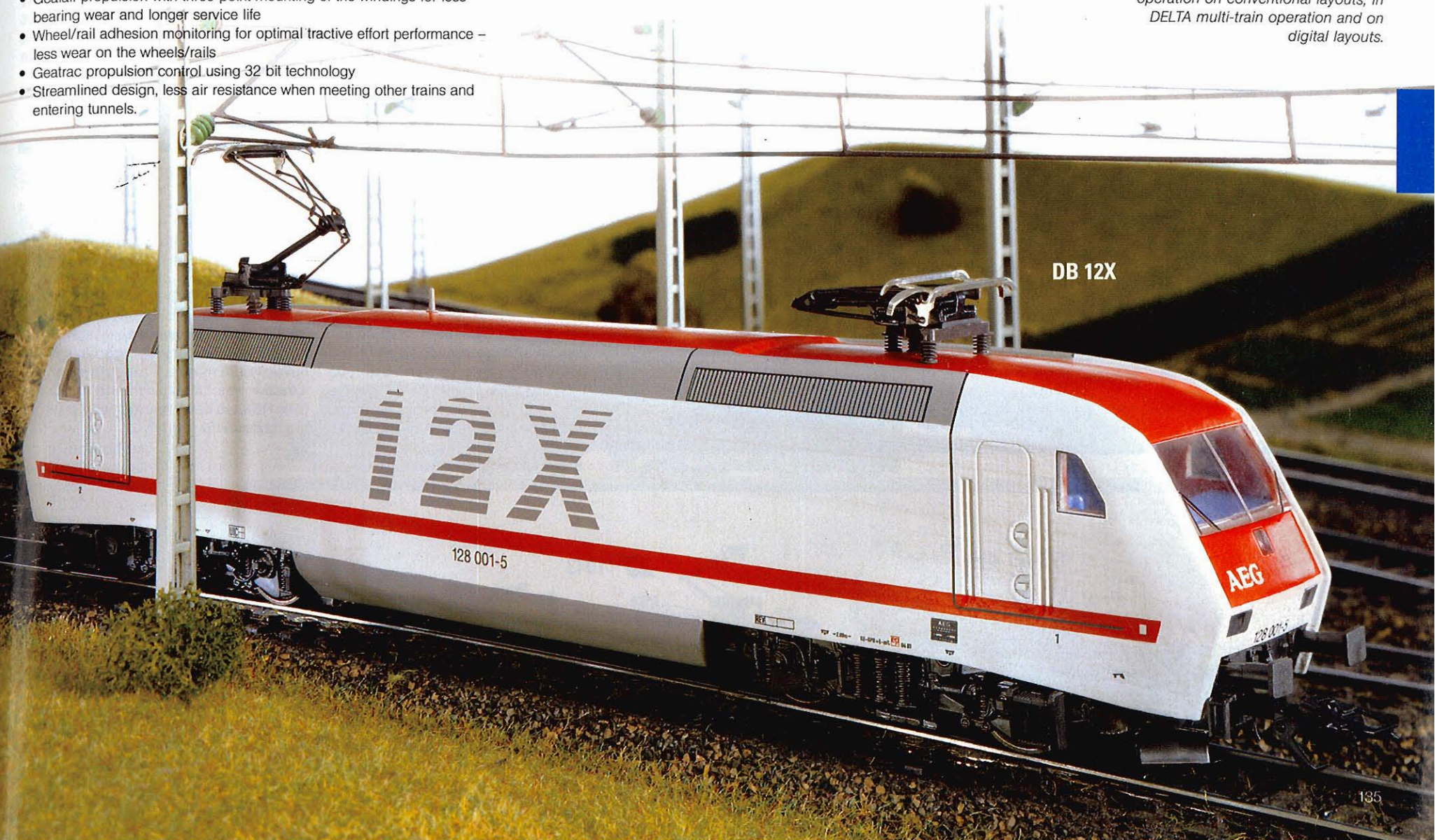
- Modular construction of the entire locomotive
- Environmentally friendly, water-cooled traction current converter
- Running gear for economical operation in all speed ranges
- Gealaif propulsion with three-point mounting of the windings for less bearing wear and longer service life
- Wheel/rail adhesion monitoring for optimal tractive effort performance – less wear on the wheels/rails
- Geatrac propulsion control using 32 bit technology
- Streamlined design, less air resistance when meeting other trains and entering tunnels.

3438 Electric Locomotive.
AEG prototype 12X, used on the German Railroad, Inc. as 128 001. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. High-speed pantographs. Length over buffers 22.4 cm (8-13/16").

3738 Same as 3438, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

Delivery: earliest possible date is January 1996

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



Electric Locomotives

The Bern-Lötschberg-Simplon Railroad is also purchasing new locomotives based on the SBB class 460. These units differ in some details and are therefore designated by the BLS as the class 465. They are expected to be placed in service by the end of 1994.

3463 Electric Locomotive.
Bern-Lötschberg-Simplon Railroad (BLS) class 465 (Re 4/4). 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").

3763 Same as 3463, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

44650 Narrow wiper
for SBB pantograph (see page 138). Suitable for display models.

The 4218 and 4219 express coaches (see page 191) are appropriate for the Bern-Lötschberg-Simplon Railroad electric locomotive.



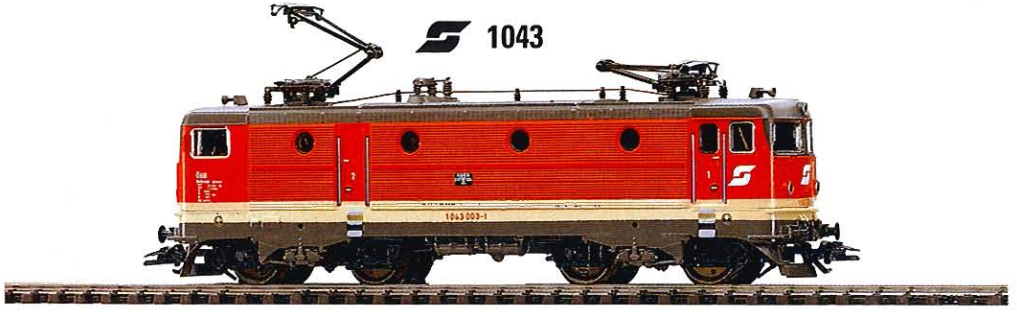
This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



The class 1700 have been equipped at one end with an automatic coupler. Moreover, they differ from the class 1600 in the additional antenna on the roof. The current version bears the road number "1736" and the coat-of-arms "GILZE-EN-RIJEN".

3326 Electric Locomotive.
Dutch State Railways (NS) class 1700. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Dutch State Railways design pantograph. Length over buffers 20.0 cm (7-7/8").

3458 General Purpose Locomotive.
Austrian Federal Railways (ÖBB) class 1043. With built-in DELTA module. Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 17.5 cm (6-7/8").

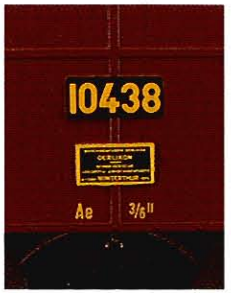


This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

The appropriate cars for the 3351 locomotive are the 4238 and 4239 cars which can be found on page 190.





An interesting arrangement of the driving wheels is the striking feature of the Swiss Federal Railways class Ae 3/6II. It pulls passenger trains chiefly in the less mountainous areas of Switzerland.

3351 Electric Locomotive.
Swiss Federal Railways (SBB) class Ae 3/6II. With built-in DELTA module. 3 axles powered. 2 traction tires. Spring-loaded pilot and trailing trucks. Electronic reverse unit. Length over buffers 16.0 cm (6-5/16").

The marvelous Swiss Crocodiles, heavy freight locomotives developed for transportation over the Gotthard Pass, have made railroad history and have become the dream of model railroad as well as railroad enthusiasts. Whether in the Swiss Federal Railways brown or green version of the class Ce 6/8III, they fascinate the adults and children more and more in the few examples that have been preserved in prototype operation. Even the men who once drove them over the Gotthard still speak lovingly of them today. Developed in the early period of electrification in Switzerland, they underwent numerous modifications in the course of their history, so that there are a large number of variations of them.

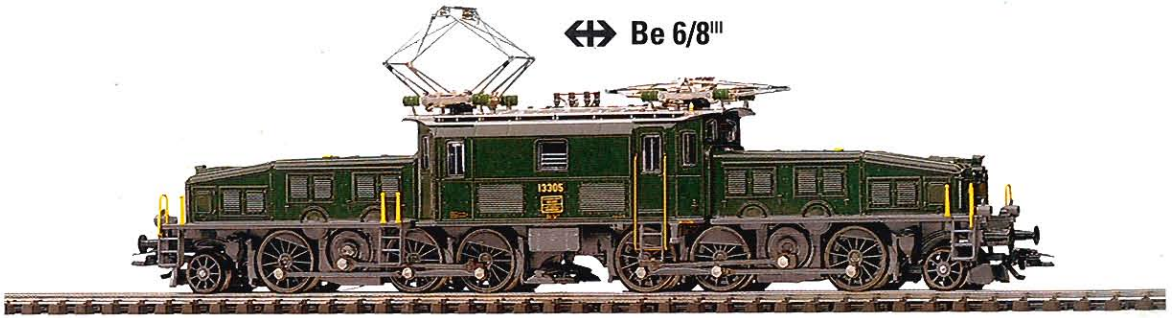
Digital locomotives can also be run on conventional layouts.



3352 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Ce 6/8III. 3 axles powered. 4 traction tires. Driving wheels divided into two articulated groups enabling unit to negotiate sharp curves. Electronic reverse unit. RELEX couplers. Length over buffers 23.0 cm (9-1/8").

3756 "Crocodile" Locomotive.
Swiss Federal Railways (SBB) class Be 6/8III. With digital high-efficiency propulsion (6090). 3 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Headlights digitally controlled. Length over buffers 23.0 cm (9-1/8").





Electric Locomotives

In August of 1991 the prototype of the final "Locomotive 2000" was presented to the public in Switzerland: the Re 4/4 or, according to the new numbering system, the class 460. By 1994 the SBB plans to have 120 of these modern general purpose locomotives in service. The class 460 clearly stands out from the SBB's other locomotives with its enormous power of 6,100 kilowatts (approx. 8,180 horsepower), its maximum speed of 230 km/h (144 m.p.h.) and its modern design.



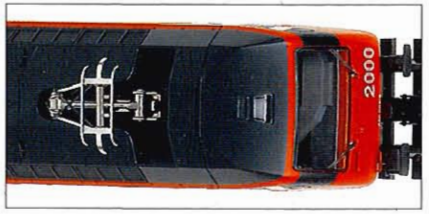
3460 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). With road number 460 008-6 "La Gruyère". 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").



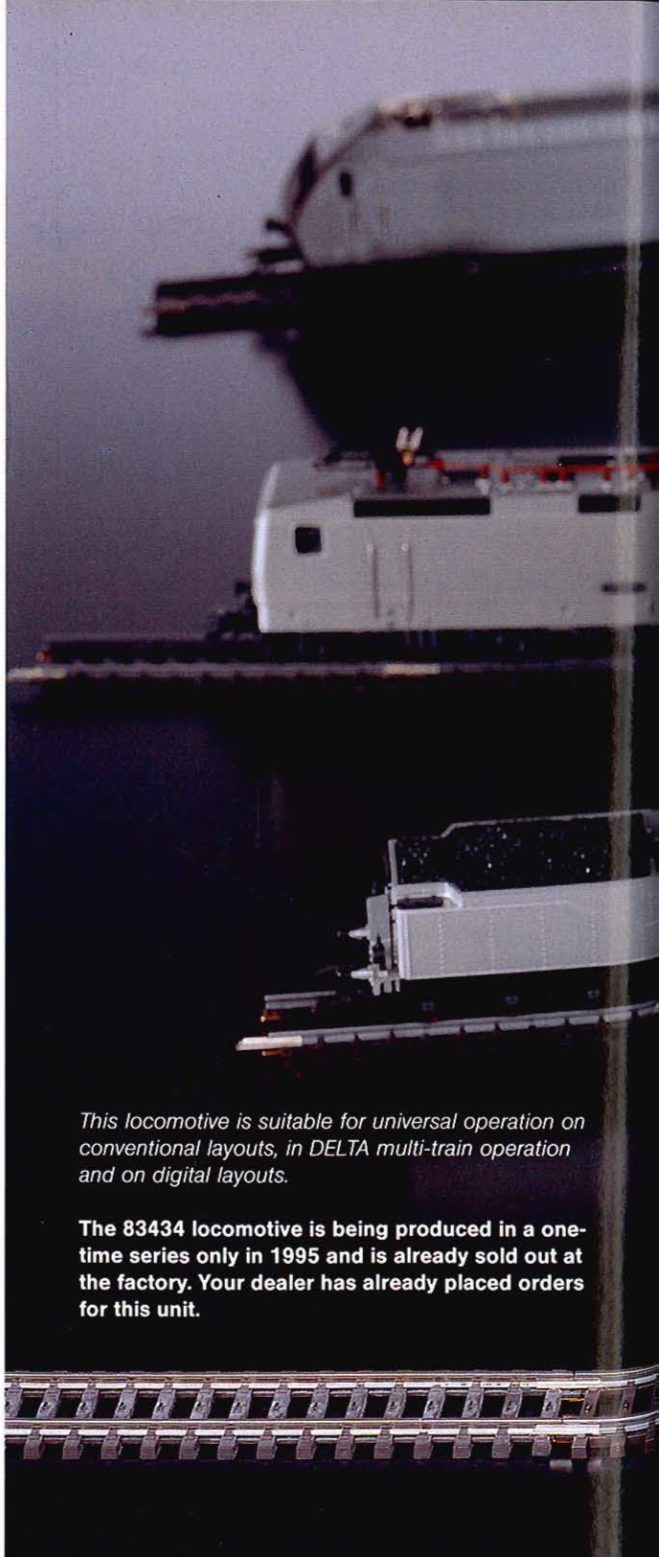


Digital locomotives can also be run on conventional layouts.

3760 Same as 3460, but with digital, high- efficiency propulsion (6090). With road number 460 024-3 "Rheintal". Headlights digitally controlled.



44650 Narrow wiper for SBB pantograph. Suitable for display models.

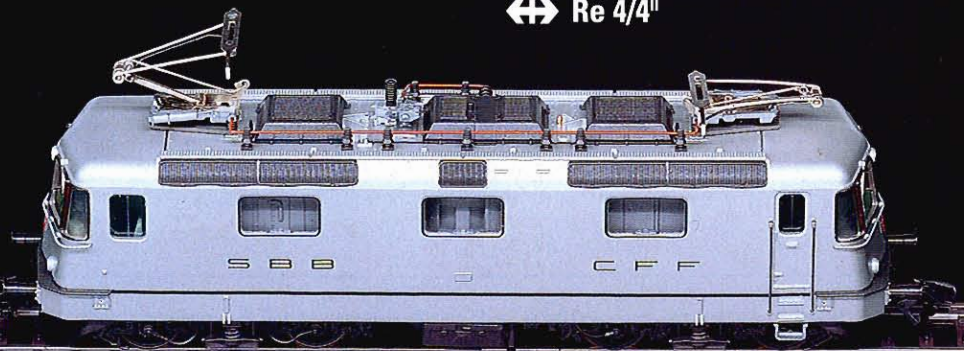


This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

The 83434 locomotive is being produced in a one-time series only in 1995 and is already sold out at the factory. Your dealer has already placed orders for this unit.



Re 4/4"



83434 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4". Metal body with protective coating. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior details. Swiss design pantograph. Length over buffers 17.1 cm (6-3/4").

Electric Locomotives

3451 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8″).

3751 Same as 3451, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

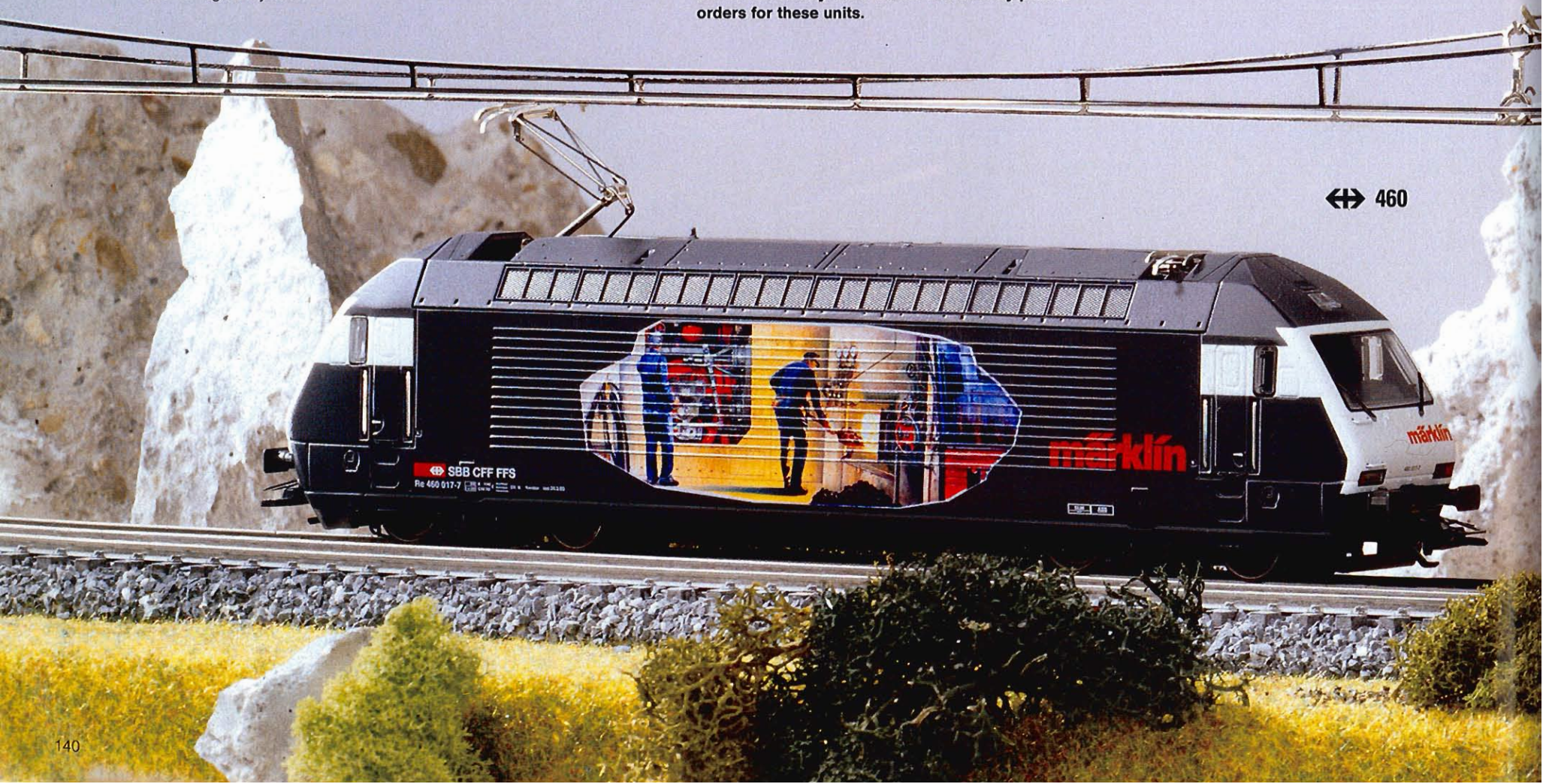
HAMO N

8351 Same as 3451, but in HAMO version for 2-rail DC systems.
One-time series in 1995

44650 Narrow wiper
for SBB pantograph (see page 138). Suitable for display models.

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

The 3451 and 3751 locomotives are being produced in a one-time series only in 1995 and are already sold out at the factory. Your dealer has already placed orders for these units.



3452 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantographs prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").

This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3752 Same as 3452, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

HAMO **8352** Same as 3452, but in HAMO version for 2-rail DC systems.
One-time series in 1995

The 3452 and 3752 locomotives are being produced in a one-time series only in 1995.

Another unusual, but genuine Märklin Locomotive on the SBB system.

The successor to the already legendary Märklin "Fireman Locomotive" is once again a genuine, 18 meter (58' 6") long SBB class 460 locomotive. And once again the Locomotive 2000 is in service on the Swiss Federal Railways network in an unusual paint scheme: A colorful alpine procession will not only attract attention at stations and along the track, but it will also bring a smile of amusement to many people. The theme is one of alpine folklore with a background of the newest railroad technology, and was created by Zürich painter Willy Reiser.

460

Another 3 models of the Swiss class 460 locomotive series as "rolling advertising" can be found on pages 48/49.

Railcars

The regional fast passenger service is being made very attractive through the use of the modern class 628 diesel railcars. The car set is powered by a 12 cylinder motor with 560 horsepower. The maximum speed is 120 km/h (75 m.p.h.). Some of these units bear advertising for the Volks and Raiffeisen Banks.

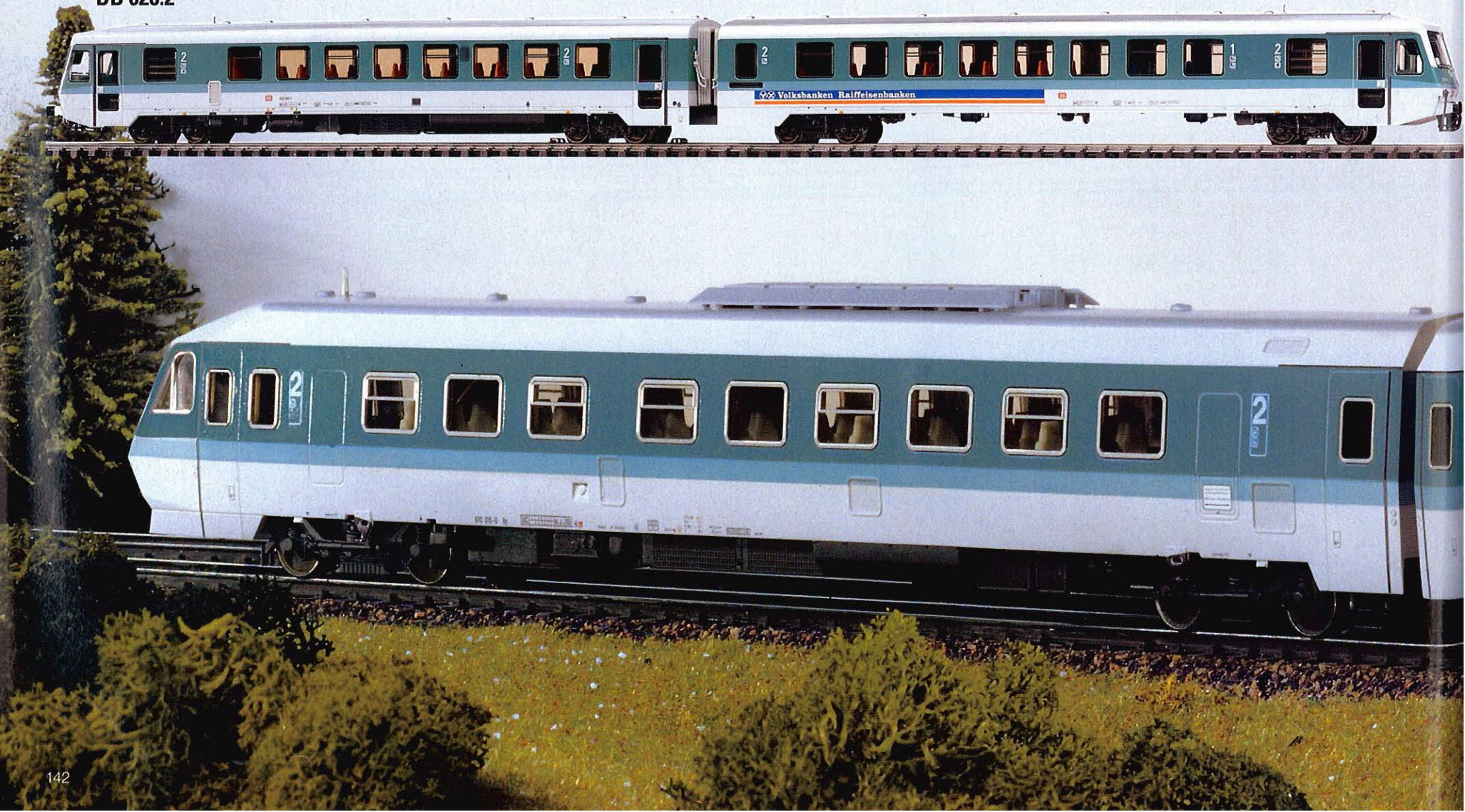
3376 Diesel Railcar Train.
German Federal Railroad (DB) class 628.2 with cab control car 928.2. 2 axles powered. 4 traction tires. Electronic reverse unit. Lighted destination boards at the ends of the train. Special close coupling with guide mechanism between powered unit and cab control unit. Detailed reproduction of the prototype couplers with brake hoses at both ends of the train. Train length 52.5 cm (20-11/16″).

3676 Same as 3376, but in digital version. Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

DB 628.2

DB 928.2









The German Federal Railroad placed the first ten class 610 railcars into service in 1991 in an effort to shorten travel times on routes that have not been improved yet. On curves the car body is tilted 8 degrees by the track-dependent control mechanism, and this allows 30% faster speeds than with conventional railcars. The maximum speed allowed is 160 km/h (100 m.p.h.).
Twenty of these tilt trains with the hydraulic car body control developed by FIAT for the Italian "Pendolino" are in operation in the greater Nürnberg area.

This rail car is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3476 Diesel Railcar Train.
German Federal Railroad (DB) class 610. Automatic car body tilt mechanism that reacts to track curves. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Special close coupled connections between the cars. Detailed reproduction of the Scharfenberg couplers at the ends of the train. By exchanging these for the standard coupler pockets included with the train, several trains can be coupled together. Train length over center buffers 56.6 cm (22-1/4″).

3776 Same as 3476, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

This model is a cooperative project with the Fleischmann Company, Nürnberg, Germany.

DB 610

Railcars

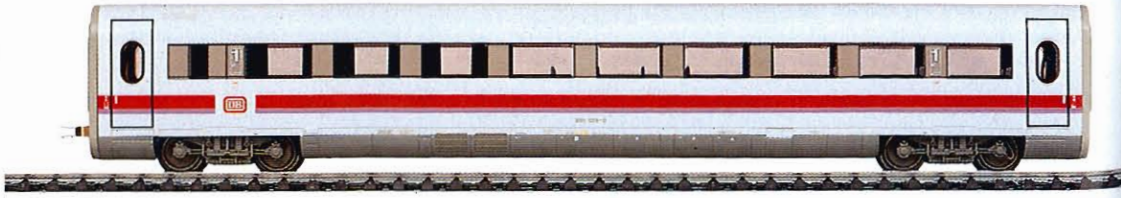
After the express railcar train "InterCityExperimental" was built for experimental and testing purposes, the German railroad equipment and electronics industry developed the production version of the "InterCity-Express" in a very short time. The railcar trains with the class designation 401 for the power end cars and 801 to 804 for the variously equipped intermediate cars have been in operation since June of 1991 in premium, long-distance rail traffic with a top speed of 280 km/h (175 m.p.h.) The complete train has 14 intermediate cars, is 410.7 meters long (1,347 ft. 5 in.) and has seating in first class for 192 and seating in second class for 567 passengers. In addition, there is seating for 40 in dining car.

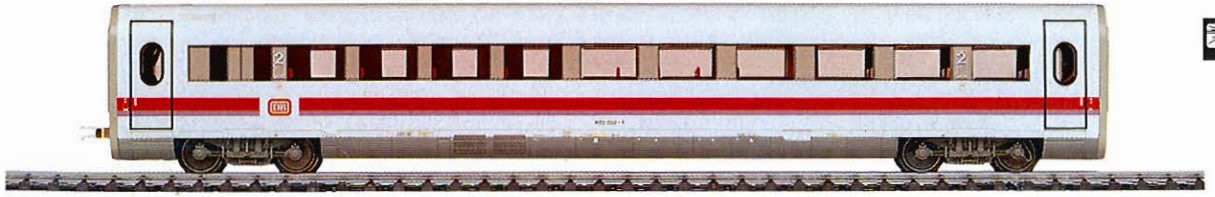
Each power end car has an output of 4,800 kilowatts and weighs 80.4 tons. The total weight of an occupied train comes to 988 tons. The train requires 1 minute and 6 seconds to accelerate from 0 to 100 km/h (62.5 m.p.h.). The operating speed of 250 km/h (156.25 m.p.h.) is reached in 6 minutes and 20 seconds and after a distance of about 18 kilometers (11.25 miles).



The 3370/3770 ICE railcar train and the 4370, 4371, 4372 and 4373 ICE intermediate cars are sold out at the factory. Your dealer has already placed orders for these units.

4370 ICE Open Seating Car.
German Federal Railroad Avmz 801.0. 1st class. No smoking. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Intermediate cars can be used in multiples in the train. Length 26.4 cm (10-3/8").



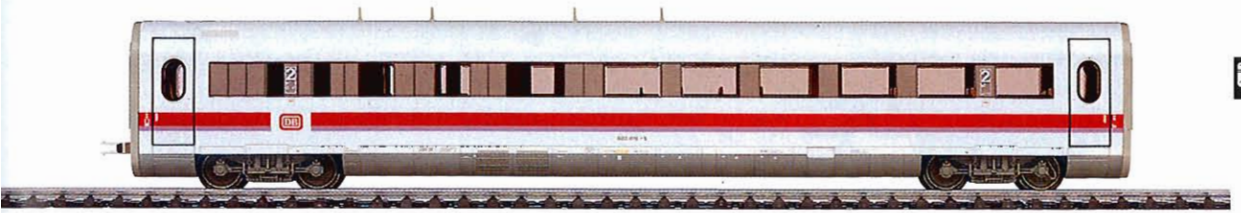


4371 ICE Open Seating Car.
German Federal Railroad Bvmz 802.3. 2nd class. No smoking. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Intermediate cars can be used in multiples in the train.
Length 26.4 cm (10-3/8").

3370 ICE Railcar Train.
German Federal Railroad class 401 high speed InterCityExpress train. 1 power end car with motor. 1 power end car without motor. 1 intermediate car Avmz 801.8, 1st class, no smoking. 1 intermediate car Bvmz 802.3, 2nd class, smoking. Power end cars have metal frames and engineer's cabs with interior details. 2 axles powered. 4 traction tires. Electronic reverse unit. Direction-dependent current pickup through the power end car at the front of the train. Special close couplers with guide mechanisms. Continuous electric connections through the whole train. Interior lighting powered through the couplers. Train length 97.0 cm (38-3/16″).

3770 Same as 3370, but with digital high-efficiency propulsion (6090). Headlights and two red marker lights as well as interior lighting digitally controlled.





4372 ICE Service Car.
German Federal Railroad (DB) BSmz 803.0. 2nd class. No smoking coach. Interior details. With conference compartment. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Length over buffers 26.4 cm (10-3/8″).

4373 ICE "Bord Restaurant" Dining Car.
German Federal Railroad (DB) WSmz 804.0. Interior details. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Length over buffers 26.4 cm (10-3/8″).



Railcars

The class 795 railbusses with their class 995 trailer were a constant feature of the German Federal Railroad scene in the 1950s and 1960s. On less traveled routes they preserved commuter service with their lightweight diesel motors.

4018 Trailer for Railbus.
German Federal Railroad class 995. Special close couplings that mate only with those on the railbus. Length over buffers 12.0 cm (4-3/4").

3016 Railbus.
German Federal Railroad class 795. 1 axle powered. 2 traction tires. Special close couplings. Length over buffers 14.7 cm (5-3/4").

DB 795



This rail car is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

DB 515



In the 1950s the DB purchased the class 515 storage battery-powered railcars for commuter traffic on non-electrified routes. The battery capacity was sufficient for 300 to 500 km (approx. 188 to 313 miles) of operation. The maximum speed was 100 km/h (approx. 63 m.p.h.).

3428 Storage Battery Powered Railcar.
German Federal Railroad class 515. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Oxidized wheeltreads. Length over buffers 24.0 cm (9-1/2").

4028 Control Car.
For 3428 storage battery powered railcar. German Federal Railroad (DB) class 815. Length over buffers 24.0 cm (9-1/2").

DB 815



Numbering System for Märklin Locomotives

märklin H0

Märklin H0 locomotives are offered with different versions of technical equipment. The first two digits of a locomotive's item number are a guide to the type of technical equipment included in it.

Depending on the number group, locomotives will have the proven mechanical reverse unit (ex. locomotives from the HOBBY assortment), a supplemental circuit plate, a fully electronic reverse unit or a DELTA module (33 . . /34 . . locomotives), the conventional high-efficiency propulsion system (35 . . locomotives), the digital decoder (36 . . locomotives) or the digital high-efficiency propulsion system (37 . . locomotives).

Locomotives equipped with the appropriate Märklin digital decoder for H0 two-rail DC layouts can be found in the 38 . . number group. Locomotives in the 83 . . number group are intended for conventional two-rail DC operation.

The tables next to this text show possible uses and special features for the different variations in technical equipment:

Conventional Operation

Item Group	Mechanical Reverse Unit	Electronic Reverse Unit	Acceleration Delay	Adjustable Maximum Speed
30 . . / 31 . .	*	-	-	-
33 . . / 34 . .	-	*	-	-
35 . .	-	*	*	*
36 . .	-	*	-	-
37 . .	-	*	*	*
38 . . [1]	-	*	*	-
83 . . [1]	-	-	-	-

[1] = Direction reversing by changing polarity at the DC locomotive controller

Digital Operation

Item Group	Controlled Function	Load-dependent Control	Deceleration Delay	Acceleration Delay	Adjustable Maximum Speed
30 . . / 31 . .	-	-	-	-	-
33 . . / 34 . .	-	-	-	-	-
35 . .	-	-	-	-	-
36 . .	1	-	-	-	-
37 . .	1	*	*	*	*
38 . .	1	-	*	*	-
83 . .	-	-	-	-	-

Spare Parts for Locomotives

This table contains the most important spare parts for each locomotive. You can order them only through your local dealer.

The numbers for these parts refer to currently produced models. On older units there may be slight differences in parts. In these instances the parts numbers are to be taken from the instruction sheets that come with the unit.

The instructions for each model show how to install pickup shoes, traction tires, light bulbs and other spare parts.

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3000					7154	7185	–	61 004	60 146	20 824	39 974	39 974	① ②
3001					7153	20 157	7218	60 000	60 030	20 824	20 001	20 001	① ②
3003					7153	7185	–	61 004	60 030	20 824	20 214	70 154	① ②
3013					7153	7164	–	60 010	60 030	20 824	20 989	20 989	① ②
3016					7153	7164	–	60 010	60 030	20 824	20 989	20 989	① ②
3032					7154	7185	–	60 010	60 030	20 824	29 544	29 544	① ②
3033					7153	7164	25 827	61 004	60 146	20 824	39 974	39 974	① ② ⑤
3034					7153	7164	7218	61 004	60 146	20 824	21 484	21 484	① ② ⑤
3037					7153	7164	7218	61 004	60 146	20 824	21 484	21 484	① ② ⑤
3053					7153	7164	7218	61 004	60 146	20 824	39 974	39 974	① ② ⑤
3060					7154	7185	–	61 004	60 146	20 824	21 583	21 586	① ②
3072					7154	7164	–	61 004	60 146	20 824	39 974	39 974	① ②
3074					7154	7164	–	61 004	60 146	20 824	70 156	70 156	① ②
3078					7154	7185	–	61 004	60 146	20 824	20 001	20 001	① ②
3084			**3684**		7153	7164	–	61 004	60 146	20 824	21 843	21 842	① ② ⑤
3085					7152	7164	–	61 004	60 146	20 824	–	39 974	① ② ⑤
3087					7154	7185	–	–	60 030	20 824	20 001	20 001	① ②
3088					7154	7185	–	61 004	60 146	20 824	20 001	20 001	① ②
3091					7152	7185	–	61 004	60 030	20 824	22 418	21 842	① ②
3095					7153	7185	–	61 004	60 030	20 824	22 532	21 842	① ②
3096			**3696**		7153	7164	–	61 004	60 030	22 970	24 456	24 456	②
											22 897	22 897	
											22 924	22 924	
3097					7152	7164	–	61 004	60 146	25 220	–	39 974	① ② ⑤
3099					7152	7185	–	61 004	60 030	20 824	22 418	21 842	① ②
3103					7153	7185	–	61 004	60 030	25 220	22 532	21 842	① ②
3131					7153	7185	–	60 010	60 030	22 970	29 847	29 847	① ②
											21 377	21 377	
3179					7153	7185	7207	60 015	60 030	20 824	21 128	21 128	① ②
3181					7154	7185	–	61 004	60 146	20 824	21 583	21 586	① ②
3187					7153	7185	25 150	60 015	60 030	20 824	21 128	21 128	① ②
	3301			**3701**	7153	7185	–	61 004	60 146	–	21 843	70 163*	① ②
				(3701)				61 008					
3303				**3703**	7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3703)				61 008					
3304					7154	7185	–	60 008	60 146	–	70 163*	70 163*	① ② ⑤
3306					7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3308					7153	7164	–	60 008	60 146	25 220	24 456	24 460	① ② ⑤
3309				**3709**	7153	7164	–	60 008	60 146	22 970	24 456	24 460	② ⑤
											24 457	24 461	
											22 924	24 490	
3310				**3710**	7152	7164	–	61 004	60 146	25 220	–	70 163*	① ② ⑤
				(3710)				61 008					
3315					7153	28 027	–	61 004	60 146	–	21 843	21 842	① ② ⑤

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 155).

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3318			**3618**		7152	7185	–	60 008	60 146	–	–	70 163*	① ② ⑤
3322				**3722**	7153	7164	64 982	61 004	60 030	–	70 163*	70 163*	① ②
				(3722)				61 008					
	3326				7153	7164	61 539	61 004	60 146	–	70 163*	70 163*	② ⑤
	3331				7153	7164	25 827	61 004	60 146	–	70 163*	70 163*	② ⑤
3335					7153	7164	64 600	61 004	60 030	–	70 163*	70 163*	① ②
3340					7153	7164	25 827	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
	3341				7153	7164	64 333	61 004	60 146	–	26 373	26 373	② ⑤
3343					7153	7164	25 827	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3348					7153	7164	7247	61 004	60 146	25 220	26 373	26 373	① ② ⑤
	3351				7153	7185	25 953	61 004	60 146	–	26 373	26 373	② ⑤
3352					7153	7164	25 953	61 004	60 146	25 220	70 156	70 156	① ② ⑤
3353			**3654**		7153	7164	23 846	61 004	60 146	–	26 373	26 373	① ② ⑤
3355					7153	7164	7247	60 007	60 146	25 220	70 163*	70 163*	① ② ⑤
	3356			**3756**	7153	7164	25 953	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3756)				61 008			26 373	26 373	
3357					7153	7164	7247	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
3360					7153	7164	25 827	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	3364				7153	7164	61 539	61 004	60 146	–	70 163*	70 163*	② ⑤
							61 540						
3368				**3768**	7153	7164	62 044	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3768)				61 008					
3370				**3770**	7154	7164	62 764	61 004	60 146	–	–	–	④
				(3770)				61 008					
3372					7154	7164	–	61 004	60 146	–	70 163*	70 163*	① ②
	3374				7154	7164	–	61 008	60 146	–	26 373	26 373	② ⑤
3375					7154	7164	–	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3376			**3676**		7151	20 637	–	60 200	60 146	–	20 680	20 680	④
(3376)			(3676)					60 201					
(3376)								61 004					
			(3676)					61 008					
3377					7154	7164	–	61 004	60 146	–	70 163*	70 163*	① ②
	3378				7154	7164	–	61 004	60 146	–	26 373	26 373	② ⑤
3380				**3780**	7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3780)				61 008					
	3384				7154	20 637	–	61 004	60 146	–	70 163*	70 163*	② ⑤
3387					7154	37 896	–	61 004	–	62 700	70 163*	70 163*	–
3390				**3790**	7152	7164	–	61 004	60 146	25 220	–	70 163*	① ② ⑤
				(3790)				61 008					
3391				**3791**	7152	7164	–	61 004	60 146	25 220	–	70 163*	① ② ⑤
				(3791)				61 008					
3392				**3792**	7153	7164	–	61 004	60 146	–	–	70 163*	① ② ⑤
				(3792)				61 008					
	3395			**3795**	7152	7164	–	61 008	60 146	–	–	70 163*	② ⑤

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 155).

Spare Parts for Locomotives

This table contains the most important spare parts for each locomotive. You can order them only through your local dealer.

The numbers for these parts refer to currently produced models. On older units there may be slight differences in parts. In these instances the parts numbers are to be taken from the instruction sheets that come with the unit.

The instructions for each model show how to install pickup shoes, traction tires, light bulbs and other spare parts.

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3397					7152	7164	–	61 004	60 146	25 220	–	70 163*	① ② ⑤
	3411			**3711**	7153	7164	–	–	–	–	–	70 163*	④
	3412				7153	7185	–	61 008	60 146	–	70 163*	70 163*	④
	3415			**3715**	7153	28 027	–	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3715)				61 008					
	3416				7153	28 027	–	61 004	60 146	–	70 163*	70 163*	② ⑤
	3417				7153	28 027	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3420			**3720**	7153	7164	–	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3720)				61 008					
	3422				7153	7164	64 982	61 008	60 030	–	70 163*	70 163*	②
	3425				7153	57 792	–	–	–	–	70 163*	70 163*	–
	3426				7154	7164	–	60 200	–	–	70 163*	70 163*	–
								60 201					
	3428				7154	7164	–	60 015	60 030	–	26 373	26 373	②
	3429				7154	7164	–	60 001	60 030	–	26 373	26 373	②
								60 015					
	3434			**3734**	7153	20 637	66 995	–	60 146	–	70 163*	70 163*	④
	3438			**3738**	7153	20 637	68 069	–	60 146	–	70 163*	70 163*	④
	3439				7153	7164	21 500	61 004	60 146	–	70 163*	70 163*	② ⑤
	3440			**3740**	7153	7164	21 500	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3740)				61 008					
3442				**3742**	7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3742)				61 008					
3443				**3743**	7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3743)				61 008					
	3445				7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	② ⑤
	3447			**3747**	7153	20 637	25 783	61 008	–	–	70 163*	70 163*	④
3448				**3748**	7153	20 637	25 783	61 004	–	–	70 163*	70 163*	②
				(3748)				61 008					
3449					7153	7164	64 600	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	3450				7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	② ⑤
	3451			**3751**	7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3751)				61 008					
	3452			**3752**	7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3752)				61 008					
	3453				7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	② ⑤
3457					7153	7185	62 044	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	3458				7153	7164	28 049	61 004	60 146	–	26 373	26 373	② ⑤
3460				**3760**	7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3760)				61 008					
3463				**3763**	7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3763)				61 008					
	3464		**3664**		7153	7185	–	61 008	60 146	–	70 163*	70 163*	② ⑤
			(3664)								29 847	29 847	

Explanation of symbols for the column "Conversion"

- ① DELTA with 6603
- ② Digital with 6080
- ③ Digital with 6081
- ⑤ Digital with 6090
- ⑥ Digital= with 6082

Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 155).

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
	3466				7154	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3469			**3769**	7153	7164	64 982	61 008	60 146	–	70 163*	70 163*	② ⑤
	3471				7154	7164	–	60 001	60 146	–	–	–	④
						7175		60 015					
	3473				7154	7164	–	61 004	60 146	–	70 163*	70 163*	② ⑤
	3476			**3776**	7154	7164	–	61 008	60 146	–	70 163*	70 163*	④
								60 200					
								60 201					
	3477				7154	7164	–	61 004	60 030	–	–	–	②
	3496			**3796**	7153	20 637	–	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3796)				61 008					
	3498			**3798**	7153	20 637	–	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3798)				61 008					
			3681		7154	20 637	–	61 008	60 146	–	70 163*	70 163*	② ⑤
			3686		7154	37 896	–	61 008	–	–	70 163*	70 163*	–
				3702	7153	7185	–	61 008	60 146	–	21 843	70 163*	–
				3750	7154	7164	62 764	60 007	60 146	–	–	–	–
							67 234	61 008					
				3756	7153	7164	25 953	61 008	60 146	–	26 373	26 373	–
4060					–	7185	–	61 004	–	–	21 583	21 622	–
4181					–	7185	–	61 004	–	–	21 583	21 622	–
	83434				7153	20 637	66 995	–	60 146	–	70 163*	70 163*	④
	83468				7154	7164	–	61 004	60 146	–	70 163*	70 163*	② ⑤
HAMO													
3809					7153	25 377	–	60 008	60 146	–	24 456	24 460	–
3882					7154	37 946	–	61 004	60 146	–	70 163*	70 163*	–
8310					7152	24 982	–	61 004	60 146	–	–	70 163*	⑥
8315					7153	49 431	–	61 004	60 146	–	70 163*	70 163*	⑥
8343					7153	23 848	64 376	61 004	60 146	–	70 163*	70 163*	⑥
8349					7153	40 711	64 600	61 004	60 146	–	70 163*	70 163*	⑥
8350					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥
8351					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥
8352					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥
8353					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥
8378					7154	22 731	–	61 004	60 146	–	26 373	26 373	⑥
8381					7154	37 946	–	61 004	60 146	–	70 163*	70 163*	⑥
8390					7152	24 982	–	61 004	60 146	–	–	70 163*	⑥
8396					7153	48 678	–	61 004	60 146	–	70 163*	70 163*	⑥
8397					7152	24 982	–	61 004	60 146	–	–	70 163*	⑥
8398					7153	48 678	–	61 004	60 146	–	70 163*	70 163*	⑥

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 155).

Locomotives which have been discontinued in the last 3 years:

This table contains the most important spare parts for each locomotive. You can order them only through your local dealer.

The numbers for these parts refer to currently produced models. On older units there may be slight differences in parts. In these instances the parts numbers are to be taken from the instruction sheets that come with the unit.

The instructions for each model show how to install pickup shoes, traction tires, light bulbs and other spare parts.

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3065			3665		7153	7185	–	60 010	60 030	22 970	29 847	29 847	②
											21 377	21 377	
3067					7154	7164	–	61 004	60 030	20 824	21 783	21 783	① ②
3079					7154	7164	–	61 004	60 146	20 824	70 156	70 156	① ② ⑤
3082					7153	7164	–	60 015	60 146	20 824	21 843	21 842	① ② ⑤
3098					7152	7185	–	60 015	60 030	20 824	22 418	21 842	① ②
3122					7151	36 948	–	61 577	–	–	–	–	④
3128					7154	7164	–	60 272	60 030	27 668	–	–	④
								60 277					
								60 281					
3133					7154	7164	–	61 004	60 030	20 824	21 783	21 783	① ②
3141					7153	7185	–	60 010	60 030	20 824	29 544	29 544	① ②
3153					7153	7164	7247	61 004	60 146	20 824	70 412	70 412	① ② ⑤
3157					7153	7185	7218	60 010	60 146	20 824	21 842	21 842	① ② ⑤
3160					7153	7164	28 049	61 004	60 146	20 824	70 412	70 412	① ②
3305			3609		7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
			(3609)					61 008					
3307			3607		7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
			(3607)					61 008					
3314					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
3319					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
3320					7153	7164	61 539	61 008	60 146	25 220	70 163*	70 163*	① ② ⑤
							61 540						
3326					7153	7164	61 539	61 008	60 146	25 220	70 163*	70 163*	① ② ⑤
3329			3629		7153	7185	25 783	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
			(3629)					61 008					
3330					7153	7164	28 049	60 010	60 146	25 220	24 810	24 810	① ② ⑤
3334			3634		7153	7164	61 539	61 004	60 146	20 824	70 163*	70 163*	① ② ⑤
							61 540						
			(3634)					61 008					
3337				3737	7153	7164	62 040	61 004	60 146	–	70 163*	70 163*	④
				(3737)				61 008					
3339				3739	7153	7164	62 040	61 004	60 146	–	70 163*	70 163*	④
				(3739)				61 008					
3341					7153	7164	64 333	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3342			3642		7153	7164	7218	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
			(3642)					61 008					
3344					7153	7164	7218	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
3345					7153	7164	7218	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
3347			3647		7154	7164	–	61 004	60 146	–	70 163*	70 163*	① ②
			(3647)					61 008					
			3653		7153	7164	7247	61 008	60 146	25 220	26 373	26 373	⑤
3351					7153	7185	25 953	61 008	60 146	25 220	26 373	26 373	① ② ⑤
3358			3658		7153	7164	23 846	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3361					7153	7164	7218	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3362			3662		7154	7164	–	61 004	60 146	25 220	21 583	21 583	④

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 155).

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
	3363				7153	7164	61 538	60 008	60 146	–	26 373	26 373	① ② ⑤
							61 539						
							61 540						
3366					7153	7164	25 783	60 008	60 146	25 220	70 412	70 412	④
3367				**3767**	7153	7164	62 044	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3767)				61 008					
3369					7153	7164	64 600	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3371					7154	7164	25 445	60 007	–	–	–	–	④
								60 008					
3373					7154	7164	–	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3382			**3682**		7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
			(3682)					61 008					
	3393			**3793**	7153	43 420	–	61 004	60 146	–	70 163*	70 163*	② ⑤
				(3793)				61 008					
	3396				7153	7164	–	61 008	60 030	–	21 843	21 843	②
	3404				7154	7185	–	61 004	60 146	–	70 163*	70 163*	② ⑤
	3413				7153	7185	–	61 008	60 146	–	70 163*	70 163*	④
3414					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
3419					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
	3423				7151	48 898	–	–	–	–	–	–	–
	3424				7153	7164	66 245	61 004	60 146	–	26 373	26 373	② ⑤
	3430				7153	7164	64 424	61 004	60 146	–	70 163*	70 163*	② ⑤
	3441				7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	② ⑤
3444					7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	3446				7154	7185	–	61 004	60 146	–	26 373	26 373	② ⑤
	3459				7153	7185	–	61 008	60 146	–	70 163*	70 163*	② ⑤
3461					7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3462			**3663**		7154	7164	–	61 004	60 146	25 220	49 002	49 002	④
			(3663)					61 008					
	3467				7154	7164	–	61 004	60 146	–	70 163*	70 163*	② ⑤
	3468				7154	7164	–	61 004	60 146	–	70 163*	70 163*	② ⑤
3472					7154	7164	–	61 004	60 146	–	70 163*	70 163*	① ②
	3474				7154	7164	–	61 004	60 146	–	70 163*	70 163*	② ⑤
3482				**3782**	7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3782)				61 008					
	3489			**3789**	7152	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
3497				**3797**	7153	20 637	–	61 004	–	–	70 163*	70 163*	④
				(3797)				61 008					
		3502			7153	7185	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
		3504	**3604**	**3704**	7154	7185	–	60 008	60 146	–	70 163*	70 163*	② ⑤
		3511	**3611**		7153	28 251	–	–	–	–	–	70 163*	④
		3514	**3614**		7153	28 251	–	–	–	–	–	70 163*	④
		3518			7152	7185	–	60 008	60 146	–	–	70 163*	① ② ⑤
		3546			7154	7185	–	60 008	60 146	–	70 156	70 156	② ⑤
		3553			7153	7164	23 846	61 004	60 146	–	26 373	26 373	① ② ⑤

Locomotives which have been discontinued in the last 3 years:

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 155).

Locomotives which have been discontinued in the last 3 years:

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
		3556	**3656**		7153	7164	25 953	61 004	60 146	–	70 156	70 156	① ② ⑤
			(3656)					61 008					
		3558			7153	7164	23 846	60 008	60 146	–	22 313	22 313	① ② ⑤
		3576			7151	20 637	–	60 200	60 146	–	–	–	④
								60 201					
								61 004					
		3581			7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑥
			3605		7154	7164	25 640	60 008	–	–	–	–	③
			3610		7152	7164	–	60 010	60 146	–	–	32 540	⑤
			3615		7153	28 027	–	61 008	60 146	–	21 843	21 842	⑤
			3631		7153	7185	–	60 010	60 030	22 970	29 847	29 847	–
											21 377	21 377	
			3652		7153	7164	25 953	61 004	60 146	25 220	70 156	70 156	⑤
			3653		7153	7164	7247	61 008	60 146	25 220	26 373	26 373	⑤
			3657		7153	7164	7247	60 008	60 146	25 220	22 313	22 313	⑤
			3660		7153	7164	25 827	60 008	60 146	–	26 373	26 373	⑤
			3667		7153	7164	62 044	61 008	60 146	–	70 163*	70 163*	⑤
			3672		7154	7164	–	61 008	60 030	–	70 163*	70 163*	–
			3674		7154	7164	–	61 008	60 146	–	26 373	26 373	⑤
			3675		7154	7164	–	61 008	60 146	–	26 373	26 373	⑤
			3680		–	7164	–	–	–	–	–	–	–
			3683		–	46 119	25 783	61 008	–	–	70 163*	70 163*	–
			3687		7154	37 896	–	61 008	–	62 700	70 163*	70 163*	–
			3688		7154	7185	–	61 008	60 146	–	20 001	20 001	–
			3690		7152	7164	–	61 008	60 146	25 220	–	70 163*	⑤
				3700	7154	7164	66 046	61 008	60 146	–	–	–	–
				3736	7153	7164	62 040	61 008	60 146	–	70 163*	70 163*	–
	83307				7153	7164	–	61 004	60 146	–	70 163*	70 163*	② ⑤
	83443				7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	② ⑤
83460					7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	83463				7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	② ⑤
	83496				7153	20 637	–	61 004	60 146	–	70 163*	70 163*	② ⑤
HAMO													
3828					7153	36 575	25 783	61 004	60 146	–	70 163*	70 163*	–
3829					7153	36 575	25 783	61 004	60 146	–	70 163*	70 163*	–
8306					7153	24 446	–	60 015	60 146	–	24 281	24 281	⑥
8334					7153	22 731	61 539	61 004	60 146	–	70 163*	70 163*	⑥
							61 540						
8335					7153	22 256	64 600	61 004	60 030	–	70 163*	70 163*	⑥
8341					7153	23 848	64 376	61 004	60 146	–	70 163*	70 163*	⑥
8360					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥
8369					7153	45 952	64 982	61 004	60 146	–	70 163*	70 163*	⑥
8393					7153	46 937	–	61 004	60 146	–	70 163*	70 163*	⑥
88363					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥

Explanation of symbols for the column "Conversion"

- ① DELTA with 6603
- ② Digital with 6080
- ③ Digital with 6081
- ⑤ Digital with 6090
- ⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 155).

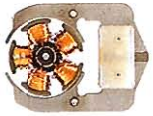
Spare Parts for Locomotives



6603 DELTA Module.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Locomotives with the Märklin flat or drum-style commutator motors can be converted. Trains can operated with conventional transformer, DELTA Control or Märklin Digital. With the installation of the DELTA module the locomotive also has a fully electronic reverse unit. Locomotive headlights change over with the direction of travel. Headlights on when locomotive is in motion. Dimensions 36 x 21 x 4 mm (1-7/16″ x 13/16″ x 1/8″).

The manufacturer warranty can be covered only when the DELTA module is installed by an authorized dealer.







6090 Digital Propulsion Set.
Consists of locomotive decoder and high-efficiency motor. For Märklin H0 locomotives with drum-style commutator motor. Adjustable maximum speed, acceleration and braking delay. Controlled motor speed for ascending and descending grades. Can be coded for 80 different locomotive addresses. Decoder dimensions 36 x 21 x 9 mm (1-3/8″ x 13/16″ x 3/8″).

The manufacturer warranty can be covered only when the Digital Propulsion Set is installed by an authorized dealer.



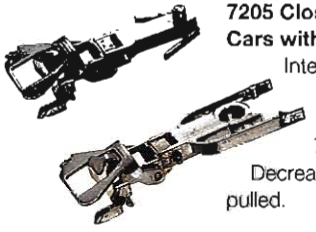
7207 Scheren Pantograph.
Type SBS 10 for older design locomotives. Interchangeable with 7218.



7247 Single-Arm Pantograph.
Type SBS 65 for modern locomotives. Interchangeable with 7218.



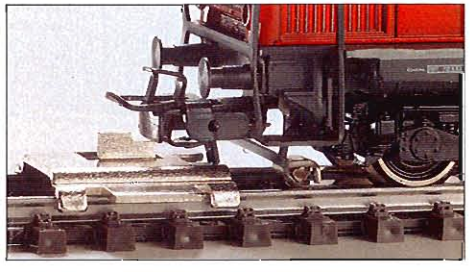
7203 Close Couplers.
Contents: 50 no. 70 163 close coupler heads. For installation on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard couplers (NEM 360).



7205 Close Couplers for Locomotives/ Cars without Guide Mechanisms.
Interchangeable with the standard Märklin plastic coupler. 10 couplers for locomotives (for 70 156 and 70 412) and 40 couplers for cars. Decreased coupler play on cars being pulled.



0733 Service Manual H0.
Function, care and maintenance of locomotives. Useful tools and how to use them. Troubleshooting locomotives and layouts. Tips on the Digital system. Extensive spare parts tables. Contents 64 pages.
Format 22 x 26.4 cm (8-5/8″).



7001 Coupler Gauge.
For checking and adjusting couplers. Can be placed on track.

7556 Locomotive Magnets.
6 pieces. 10 x 5 x 1.5 mm (approx. 25/64″ x 3/16″ x 1/16″). For activating 7555 reed contacts. For locomotives with little ground clearance.

7557 Locomotive Magnets.
3 pieces. 13 x 7 x 2.5 mm (approx. 1/2″ x 9/32″ x 3/32″). For activating 7555 reed contacts. For locomotives with greater ground clearance.

7194 Reverse Unit Springs.
Package of 5 springs for reverse units in all conventional locomotives.

7149 Oiler with Narrow Applicator Opening.
Contains 10 ml (0.0338 oz.) special oil for lubricating locomotives and cars.

7224 Rerailer.
Facilitates placing multi-axle locomotives/cars on the track. Length 30 cm (1-13/16″). Height 2.5 cm (1″).

7226 Smoke Unit Kit.
Consists of smoke unit insert, replacement smoke tube, cleaning wire, tweezers and an ampule of smoke fluid (suitable for locomotives 3084, 3085, 3097, 3301, 3308, 3309, 3310, 3315, 3390, 3391, 3392, 3395, 3397, 3415, 3416 and 3417).

0241 Smoke Fluid.
In plastic ampules as a refill for 7226 smoke generator kit.

Passenger Cars

By pullman or by coach with dinner in the diner

More than 150 years of railroad history offer an abundance of prototypes from all eras and countries. A large part of this colorful diversity in passenger cars can also be found in the Märklin program. From the time when one still had (and needed) time to travel up to the modern commuter and long distance passenger service of the present, you can assemble prototypical train compositions.

The cars have both reliable operating characteristics and a marvellous appearance thanks to finely detailed bodies with exact colors and crisp lettering. The Märklin close coupler offers you even more prototypical realism. With guide mechanisms, preuncoupler and, depending on the type, also with current conduction, these couplers feature a high degree of functionality and operating reliability.

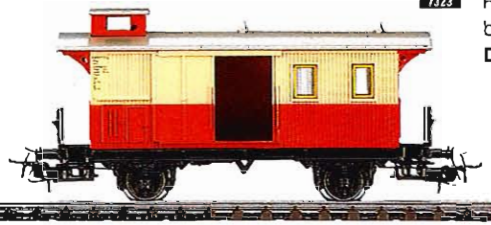



ÖHRINGLE

Passengers Cars

Cars of Privately Owned Railroads

4108 Baggage Car.
With coupola for conductor. RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060



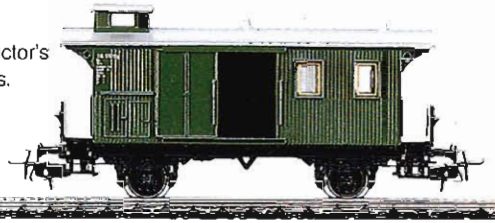
4107 Passenger Car.
RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060



Thanks to their fresh paint scheme the models of a privately owned passenger car and a baggage car with conductor's compartment are marvelously suitable for use in making up a museum train or a private rail connection at the big main lines.

German Federal Railroad (DB)

4038 Baggage Car.
With superstructure for conductor's compartment. RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060



4039 Passenger Car.
Bi. 2nd class.RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060



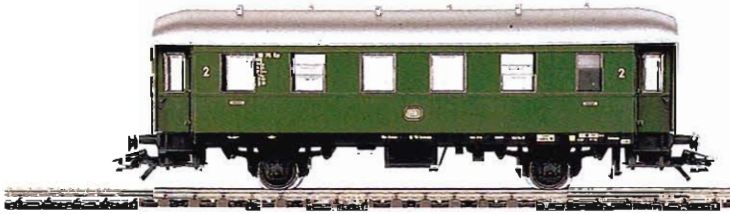
German Federal Railroad (DB) Branchline Cars

At the time they were ordered, a number of standard design branchline cars were planned as trailer units for railcars. These cars were all equipped with their own heating and railcar paint scheme. Towards the end of the 1950s, when the older storage battery-powered railcars were being retired, a number of the trailer cars used with them were brought back into the passenger car pool.

4335 Coach.
Standard design Bie branchline coach. 2nd class. Length over buffers 14.9 cm (5-7/8").
DC wheel set 70 058



4235 Passenger Car.
Bie standard design branchline car. 2nd class. Length over buffers 14.9 cm /5-7/8").
DC wheel set 70 058



Car Set

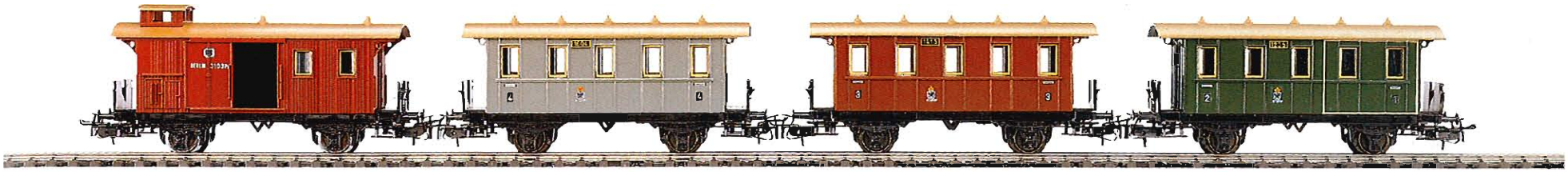
märklin HO

Royal Prussian Railroad Administration (KPEV)

HOBBY 7223

4035 "Prussian Passenger Car" Car Set.
Set consists of 4 passenger cars:
1 passenger car 1st/2nd class, 1 passenger car 3rd class,
1 passenger car 4th class and 1 baggage car with cupola for conductor's compartment. RELEX couplers. Total length 45.0 cm (17-3/4").
DC wheel set 70 060

All cars in special version.
Not available separately.





The class T 12 Prussian tank locomotive (Märklin model 3103) is the appropriate unit for the 4035 car set and can be found on page 106.

Open Platform Cars

Express Train Open Platform Cars for the Royal Württemberg State Railways (K.W.St.E.)

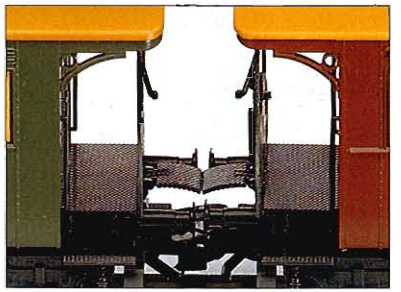
Adapted from American prototypes of Pullman open seating coaches, the Württemberg open platform cars were something quite special in German railroading: Instead of individual compartments, they offered a single large open seating area with an aisle. These popular cars lasted well into the German State Railroad period, despite their singular design. And finally, it is not farfetched to consider this transportation concept with the open seating area and an aisle down the middle of the car as the prototype for the modern InterCity open seating coach.



4210 Coach.
BC (BC4i Wü 00). 2nd and 3rd class. Length over buffers 19.1 cm (7-1/2").
DC wheel set 70 063

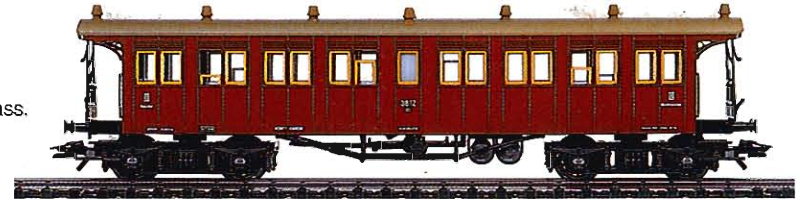


4211 Coach.
C, 2nd design (C4i Wü 01). 3rd class. Length over buffers 18.3 cm (7-3/16").
DC wheel set 70 063



Separately applied, turned metal roof vents. Etched metal platform railings and roof supports. Hinged footplates.

4213 Coach.
C, 1st design (C4i Wü 99). 3rd class. Length over buffers 18.3 cm (7-3/16").
DC wheel set 70 063





Car floors with numerous separately applied details: Truss rods (2nd version), brake rigging, gas tanks, etc. Standard design provincial railroad trucks. Spoked wheels.



Express Train Open Platform Cars for the Royal Württemberg State Railways (K.W.St.E.)



4214 Coach.
C^4 (C4id Wü 99). 4th class. Length over buffers 18.3 cm (7-3/16″).
DC wheel set 70 063



4212 Baggage Car.
Gep (Pwi Wü 09) with service area and pet compartment. Glassed in coupola. Sliding doors that can be opened. Length over buffers 13.0 cm (5-1/8″).
DC wheel set 70 063



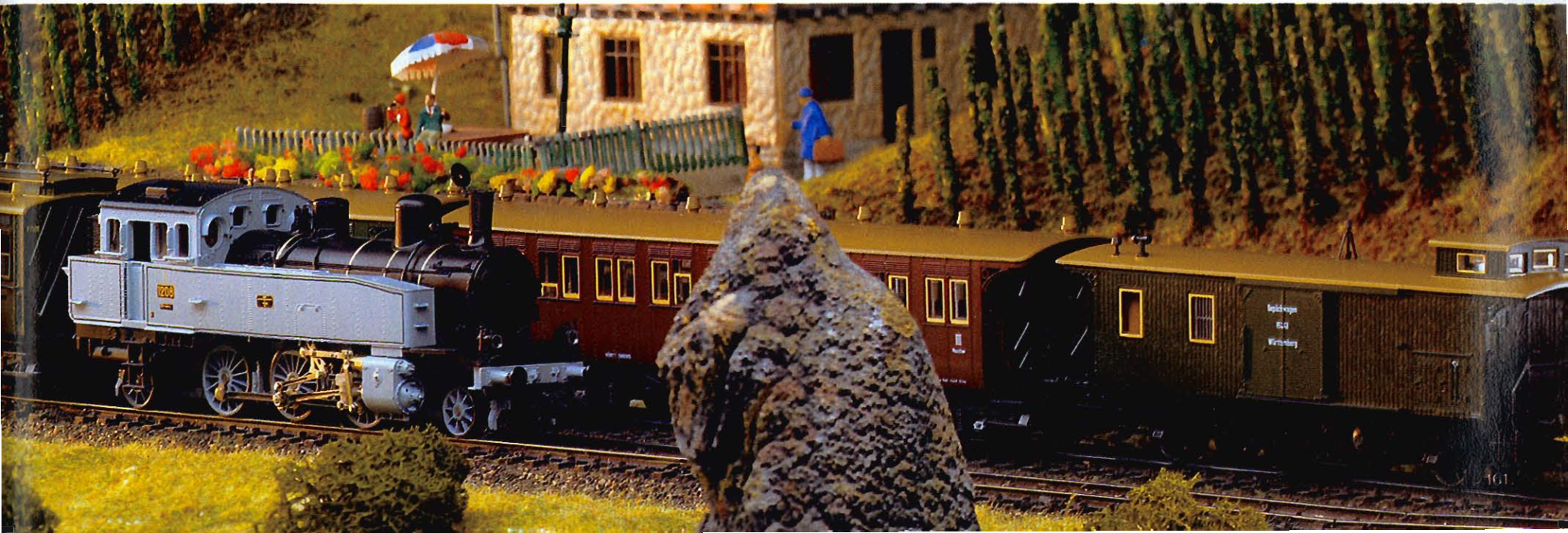
Royal Württemberg Postal System

Cars such as this one actually made it possible for the postal system to master relatively quickly the constant increase in mail. Letters and cards to delivery post offices were sorted in it during the trip. These cars had a destination mailbox on their sides.

4229 Express Train Mail Car.
P (Post 4). Running boards the entire length of the car. Numerous separately applied details. Length over buffers 19.1 cm (7-1/2″).
DC wheel set 70 063

This railroad mail car can be used with the Württemberg passenger cars 4210 to 4214.

The Royal Württemberg State Railways T 5 tank locomotive (Märklin model 3412) is appropriate for the Württemberg open platform passenger cars and can be found on page 4.



Compartment Cars

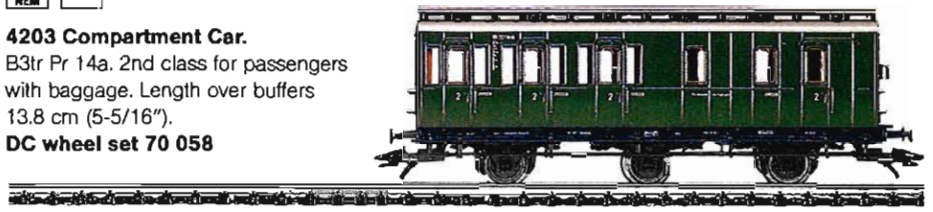
Prussian Compartment Cars of the German Federal railroad (DB)



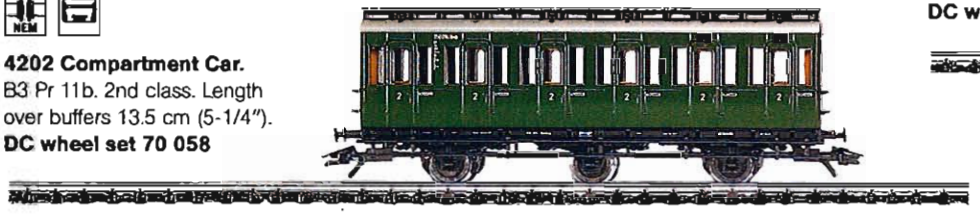
4200 Compartment Car.
A3 Pr 14. 1st class. Length over buffers 13,5 cm (5-1/4").
DC wheel set 70 058



4201 Compartment Car.
B3 Pr 11 a with brakeman's cab. 2nd class. Separately applied ladders and handrails. Length over buffers 13.8 cm (5-5/16").
DC wheel set 70 058



4203 Compartment Car.
B3tr Pr 14a. 2nd class for passengers with baggage. Length over buffers 13.8 cm (5-5/16").
DC wheel set 70 058



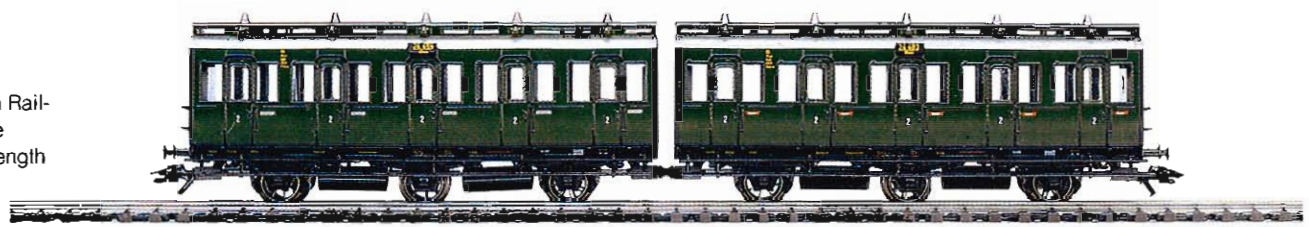
4202 Compartment Car.
B3 Pr 11b. 2nd class. Length over buffers 13.5 cm (5-1/4").
DC wheel set 70 058

Sprung middle axle with side play for good operation on curves. Solid wheels. Separately applied running boards.

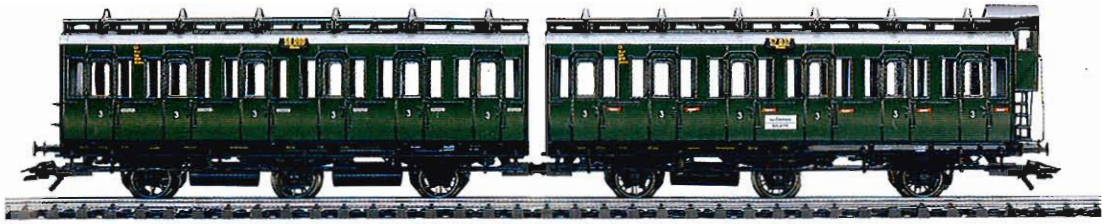


The class 78 tank locomotive (Märklin model 3306, see page 108) is an appropriate locomotive to go with the Prussian compartment cars.

4307 Double Compartment Car.
B3/B3 in the Hamburg Metropolitan Railroad version. 2nd class. Fixed close coupling between the car halves. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 063



Double Compartment Cars of the German State Railroad Company (DRG) Hamburg Metropolitan Railroad version



4308 Double Compartment Car.
C3/C3 with brakeman's cab in the Hamburg Metropolitan Railroad version. 3rd class. Separately applied ladders and grab irons. Fixed close coupling between the car halves. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 063

Roofs with reproductions of gas lighting and gas tanks under the floors.

Sprung middle axle with side play for good operation on curves. Spoked wheels. Separately applied running-boards and number boards.

4309 Double Compartment Car.
C3/CPw3 with baggage compartment and brakeman's cab in the Hamburg Metropolitan Railroad version. 3rd class. Separately applied ladders and grab irons. Fixed close coupling between the car halves. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 063





The Hamburg Metropolitan Railroad double compartment cars can be used with the 3303/3703 class 78 Märklin locomotive (see page 108).

Passengers Cars

German Federal Railroad (DB)
Bavarian Branchline Cars



4301 Passenger Car.
2nd class with 2 compartments.
Length over buffers 14.1 cm (5-1/2").
DC wheel set TRIX 66691



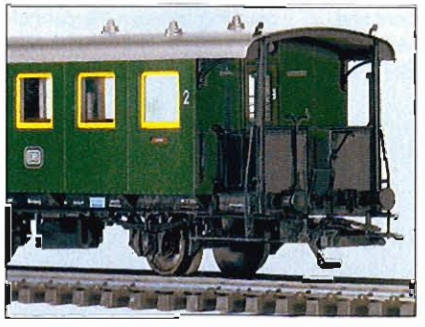
4302 Passenger Car.
2nd class with 1 compartment.
Length over buffers 14.1 cm (5-1/2").
DC wheel set TRIX 66691

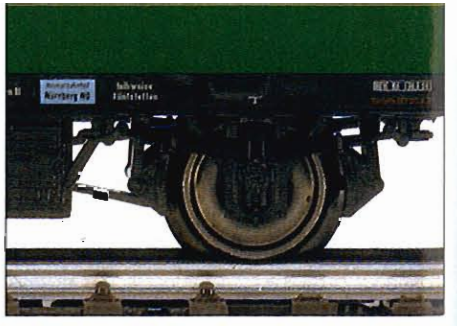


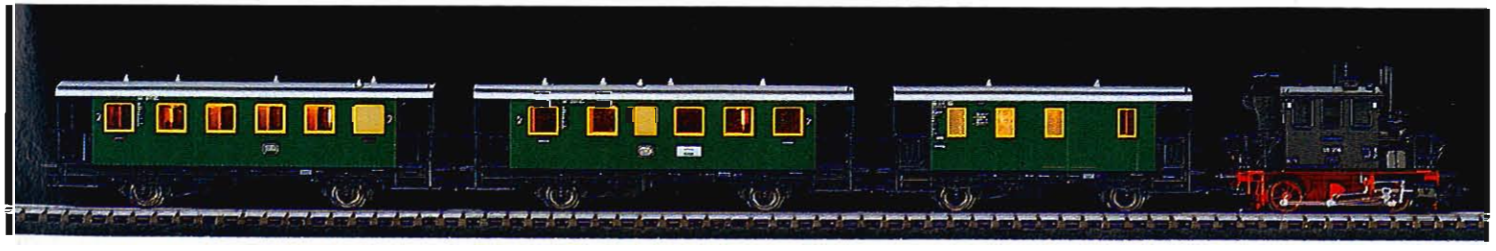
4303 Mail and Baggage Car.
Length over buffers 11.4 cm (4-1/2").
DC wheel set TRIX 66691

These models are a joint project with the TRIX Company, Nürnberg, Germany.

Like the class 98.3 "Glaskasten" tank locomotive, the German Federal Railroad branchline cars are descended from the Bavarian provincial railroad rolling stock. Due to in some cases the long distances in rural areas, travel in Bavaria in the previous century was always a bit more comfortable than in the predominantly industrial areas. The cars, even those for the branchlines, had covered platforms at both ends early on, from which the passenger seating area could be reached in comfort. In the larger seating areas with several rows of seats on both sides of a central aisle the passengers felt safer than in single compartments, not to mention that they could search out the restroom or washroom during the trip. These cars therefore lasted well into the postwar period. These branchline cars were first lighted with rapeseed oil and later with gas. On the DB they were equipped with electric lighting.







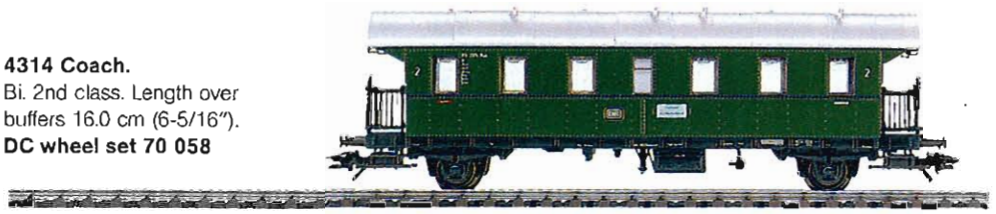
Current-conducting close couplers included, so that the factory-installed interior lighting in the entire train can be provided with power from the 3387 locomotive (see page 107).

"Donnerbüchsen" ("Thunder Boxes") – Standard Design Cars of the German Federal Railroad (DB)

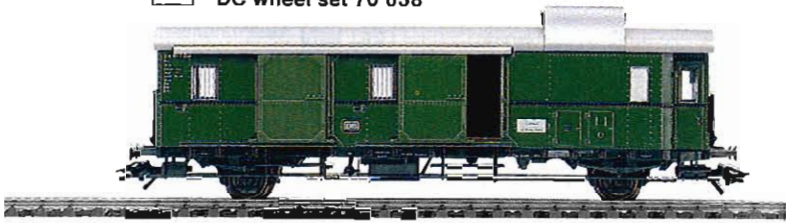
The prototypes for the two-axle cars for normal passenger trains originally had wood roofs and interior walls. Later they were built entirely of steel. The class 29 was built right from the start entirely of metal. By today's standards these cars were very noisy and rumbled a great deal. A popular nickname for them as a result was "Thunderboxes". On the German Federal Railroad they were indispensable in the postwar period for commuter and branchline traffic.



4313 Coach.
ABi. 1st and 2nd class. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



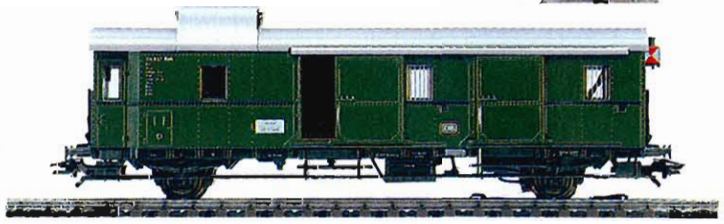
4314 Coach.
Bi. 2nd class. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



4315 Baggage Car.
Pwi. 4 sliding doors that open. Side running boards. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



4316 Baggage Car.
Same as 4315, but with marker lights. Maintenance-free LED's.
DC wheel set 70 058

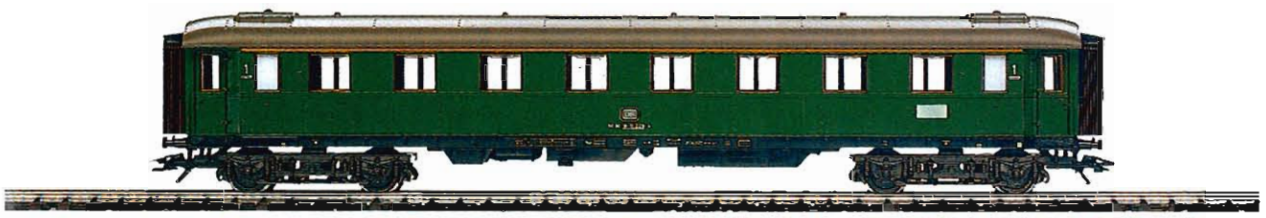




The class 86 tank locomotive (Märklin models 3096/3696) is an appropriate locomotive for the "Thunderboxes" and can be found on page 107.

Standard Design Coaches

Standard Design Fast Passenger/Express Train Coaches of the German Federal Railroad (DB)



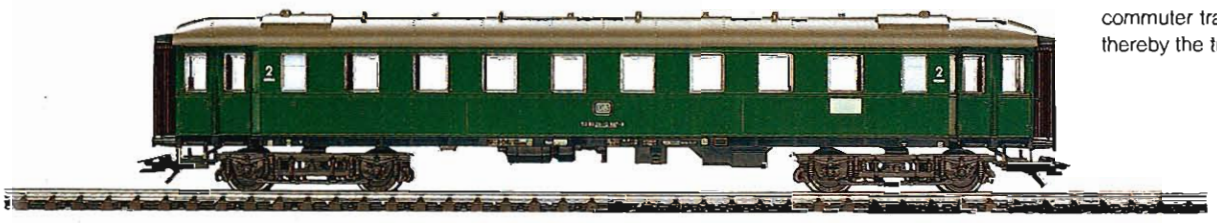
These cars can be traced back in part to the former German State Railroad's rolling stock. They were indispensable for many years after the war on the German Federal Railroad.

4275 Standard Design Fast Passenger Train Car. Ayse 604.1st class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058

These cars originated between the two world wars as a standard design class of cars, when the provincial railroad cars began to show their age.

4276 Standard Design Fast Passenger Train Car.
Büe 354. 2nd class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058





Two doors at each car end made it possible for passengers to get off the train faster at stops. This was proven especially at connections with stations which had a large increase in passengers, in commuter traffic, for example. The amount of time for stops and thereby the travel times could be shortened.

4277 Standard Design Fast Passenger Train Car.
Bye 664. 2nd class. Length over buffers 23.9 cm (9-13/32").
DC wheel set 70 058

The raised cupola made it possible for the conductor to look out over the entire train from the baggage car.

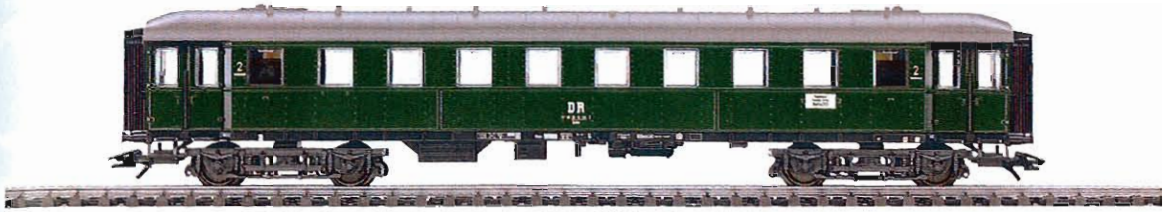
4278 Standard Design Fast Passenger Train Car. Düe 932. Length over buffers 22.5 cm (8-7/8").
DC wheel set 70 058



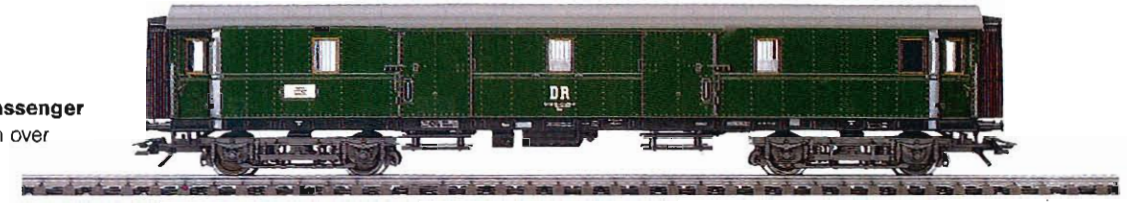
Standard Design Fast Passenger/Express Train Coaches of the German State Railroad of former East Germany



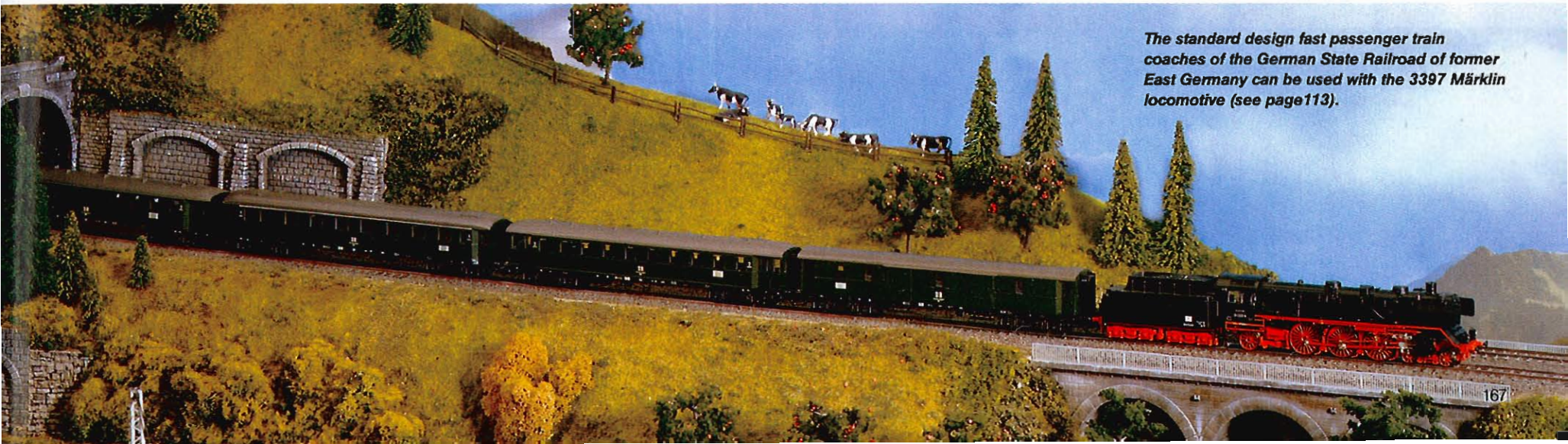
4375 Standard Design Fast Passenger Train Car. Aühe. 1st class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058



4376 Standard Design Fast Passenger Train Car.
Bühe. 2nd class. Length over buffers 23.9 cm (9-13/32").
DC wheel set 70 058.



4379 Standard Design Fast Passenger Train Baggage Car. Düe. Length over buffers 22.5 cm (8-7/8").
DC wheel set 70 058



The standard design fast passenger train coaches of the German State Railroad of former East Germany can be used with the 3397 Märklin locomotive (see page113).

Car Set

Express Cars of the Former German State Railroad Company (DRG)

The fabled Nibelungen treasure was the symbol for one of Europe's most famous luxury trains. The first "Rheingold" set off on its international trip over the 662 kilometer (414 miles) route from Amsterdam/Hoek of Holland to Basle on May 15, 1928. It was pulled by a Bavarian S 3/6 Pacific locomotive.

The salon cars painted in cream and violet were patterned after the prototype of the famous American Pullman parlor cars and offered luxurious open seating accomodations with or without a galley. Two cars were always served from one galley. The interiors came from the designs of famous artists and achitects. Technically these cars were the most advanced that the railroad had to offer at that time. At a length of 23.5 meters (77 feet) they were longer than any German passenger car built up to that time.

There were a total of 26 cars built and at a weight of 50 to 57.2 tons were considerably heavier than normal express passenger cars. Their trucks were a special design. There were also 3 baggage cars, all in violet and 19.68 meters (64 feet) long. The train ran with 1st and 2nd class cars.

In the fall of 1939 the "Rheingold" disappeared from the schedules. In 1951 the German Federal Railroad brought the tradition back to life. For three decades this train served as the flagship for the German Federal Railroad. With the start of the summer schedule for 1987 the "Rheingold" disappeared from German rails.







The "Rheingold" cars reproduce the train as it was in the 1930s. One of the most beautiful locomotives in use at the time, the DRG class 18.4, is available as 3318/3618, a suitable model to go with this train (see page 109).

4228 "Rheingold" Car Set.
5 long-distance express cars: 1 salon car SA 4ü 28 1st class, 1 salon car SA 4ü K 28 1st class with galley, 1 salon car SB 4ü 2nd class, 1 salon car SB 4ü K 28 2nd class with galley, 1 baggage car SPw 4ü 28.

Interior details with lighted table lamps. Lighting with maintenance-free LEDs. Constant, current-conducting connection between the cars by means of special plug-in, fixed, close couplers. Baggage car with 4 sliding doors that can be opened. Total length 131.0 cm (51-1/2").
DC wheel set 70 060

All cars in special version. Not available separately.













See fold-out page at end of catalog for explanation of drawings.

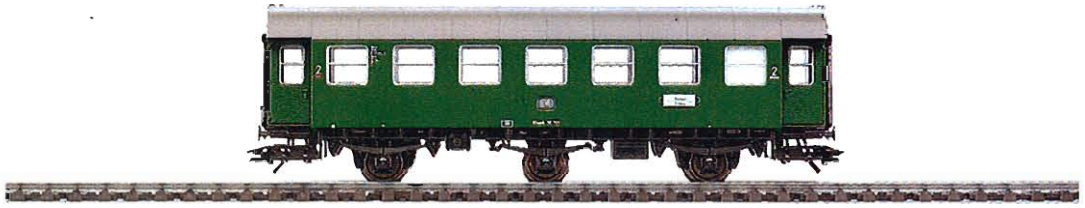
Passenger Cars

Three-Axle Rebuild Cars of the German Federal Railroad (DB)

After World War II the German Federal Railroad decided on an extensive investment in a rebuilding program, in order to turn existing large numbers of German State Railroad cars, which were often in damaged condition, into modern material at the lowest possible cost. These new cars were always operated in pairs in passenger trains for commuter and suburban traffic.



4317 Coach.
AB 3 ygeb 756. 1st and 2nd class.
Length over buffers 15.2 cm (6″).
DC wheel set
2 x 70 058
1 x 40 624

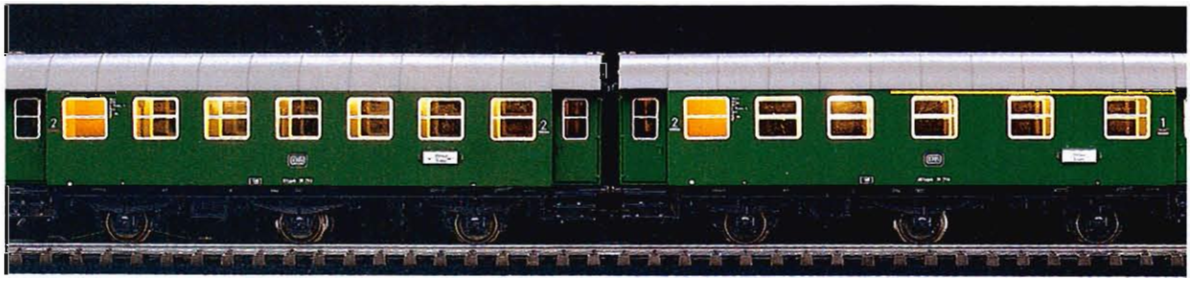


4318 Coach.
B 3 ygeb 761. 2nd class.
Length over buffers 15.2 cm (6″).
DC wheel set
2 x 70 058
1 x 40 624

See fold-out page at end of catalog for explanation of drawings.

4319 Coach with Baggage Compartment.
BD 3 yg 766. 2nd class.
Length over buffers 15.2 cm (6″).
DC wheel set
2 x 70 058
1 x 40 624





The rebuild cars are always used on the DB as permanently coupled pairs of cars. Such a prototypical composition can be equipped with the 7317 lighting kit.

Four-axle Rebuild Cars of the German Federal Railroad (DB)

Part of the rebuilding program of a total of 1,821 cars in the late 1950s was the requirement that the car frames had to be a standard length of 19.46 meters (63′ 10″). An important detail for the quick movement of passengers during boarding and leaving the train was the introduction of a weather-protected vestibule from car to car. In addition, all classes of passengers had upholstered seating for the first time. The German Federal Railroad's four-axle rebuild cars are still run in isolated instances today in commuter traffic. Like the three-axle cars, they were built from old German State Railroad and provincial railroad cars.



4131 Coach.
AByg 503. 1st and 2nd class.
Length over buffers 22.4 cm (8-3/4″).
DC wheel set 70 058



4132 Coach.
Bgy 515. 2nd class.
Length over buffers 22.4 cm (8-3/4″).
DC wheel set 70 058

Perfect layout atmosphere with different lights.Turn to page 280.





4133 Coach with Baggage Compartment.
BDyg 533. 2nd class. Length over buffers 22.4 cm (8-3/4″).
DC wheel set 70 058

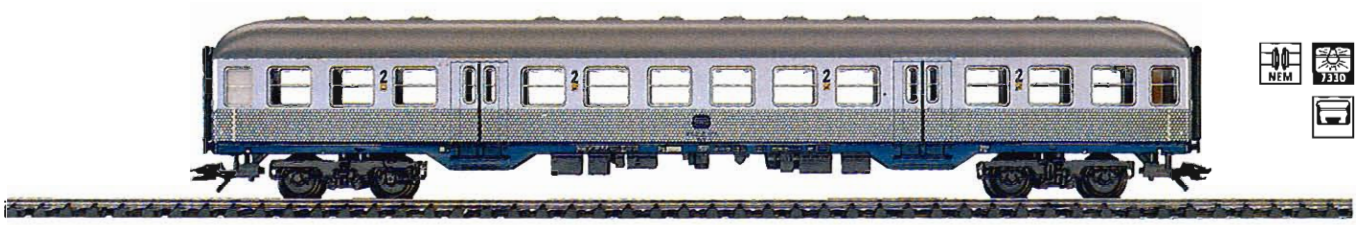
"Silberlinge"

Commuter Cars of the German Federal Railroad (DB)

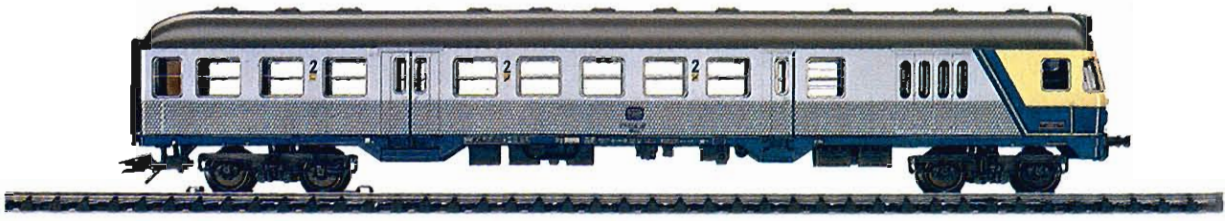


4255 Commuter Car.
ABnrzb 704. 1st and 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



4256 Commuter Car.
Bnb 719. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



4257 Commuter Car with Control Cab.
BDnf 735. 2nd class with baggage compartment. Lighted destination board at the end. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

When operated control car first, triple white headlights shine.

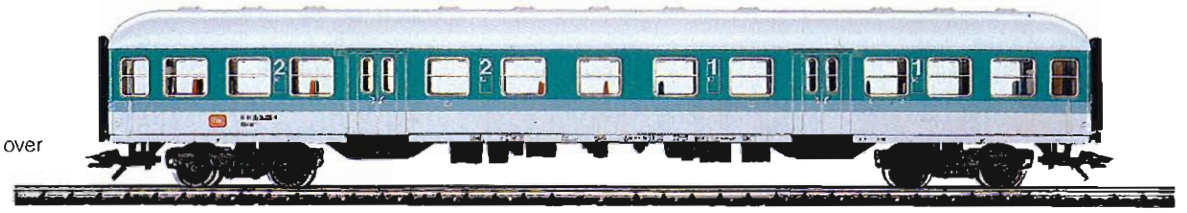
When operated control car last, dual red marker lights shine.



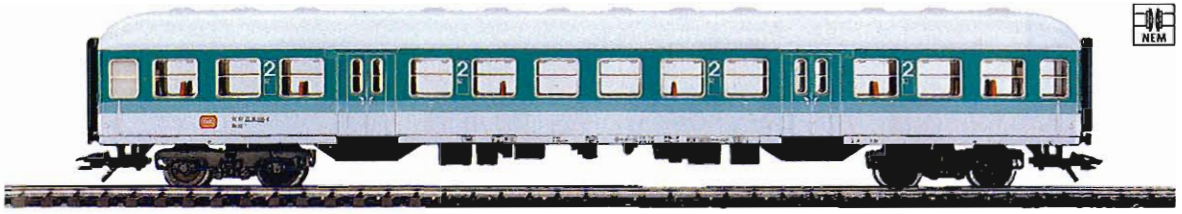
The unpainted exterior skin of stainless steel with the peacock's eye pattern under the windows gave the four-axle German Federal Railroad commuter cars, which replaced older rolling stock starting in 1960, the name "Silberlinge" ("Silver Coins").

In the prototype a large number of 2nd class cars were equipped with baggage and driver compartments at one end which were later expanded to a complete engineer's cab with destination signs. Thanks to the driver's compartments, these cars can be used in push/pull service with locomotives equipped for this type of operation. This saves the time required to turn locomotives at the end stations. On main lines and branchlines trains of Silberlinge often run with class 110, 111, 140, 212 or 216 locomotives. The modern, three-phase class 120 locomotive also occasionally pulls a push/pull train. Most recently the Silberlinge are being replaced more and more on lightly traveled routes with the new class 628 railcars. In urban areas, however, they are still often seen even in S-Bahn traffic, in the Rhine-Main area or in the greater Hamburg area, for example.

Commuter Cars of the German Federal Railroad (DB)

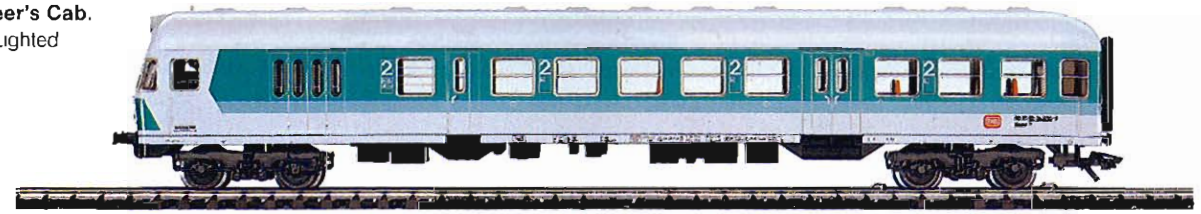


4258 CityBahn Commuter Car.
ABnrzb 704. 1st and 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



4259 CityBahn Commuter Car.
Bnb 719. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



4260 CityBahn Commuter Car with Engineer's Cab.
BDnf 735. 2nd class with utility compartment. Lighted destination board at the end.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

A concept for commuter service on the German Federal Railroad is being presented with the CityBahn cars operating between Hamburg and Stade, a concept which first proved itself between Cologne and Gummersbach. The railroad is testing it on selected routes where a suburban system would be not feasible in the milieu of a large city, but where the passenger revenue does not justify abandonment of service. The chief goal is that commuters would again discover the train as an means of getting to work free of traffic jams.

On the Gummersbach route the German Federal Railroad achieved double digit increases in the numbers of passengers with an improved schedule including trains at regular intervals, refurbished rolling stock, parking lots at the likewise refurbished stations and service on board the train. The deficit on this route has decreased considerably, even though previously the route had never operated in the black.

The model is being expanded to other areas with a similar structure. Open land at some distance from metropolitan areas will, however, not profit much from the CityBahn concept, because there must be a large city already in place as a magnet to commuters to justify a service at regularly scheduled intervals.



When operated control car first, triple white headlights shine.

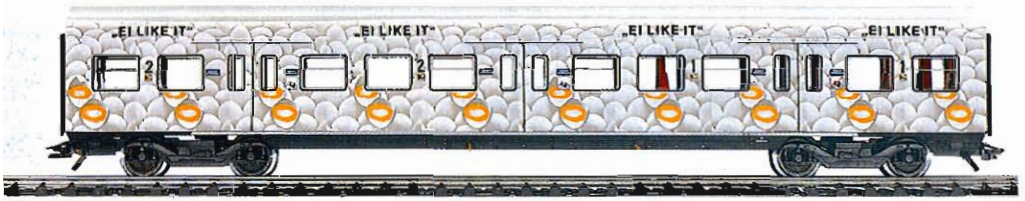
When operated control car last, dual red marker lights shine.

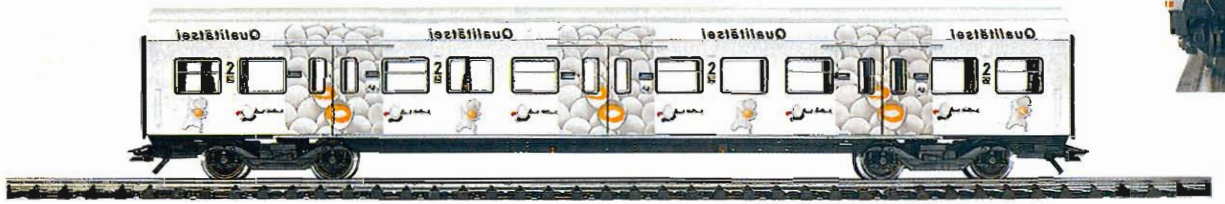
Car Set

German Federal Railroad (DB) S-Bahn Cars

The prototype of these 3 S-Bahn cars evokes much amazement and is operated in the commuter service in the urban areas of North Rhine/Westphalia.







4389 "S-Bahn" Car Set.
All cars with advertising for the Dutch egg producer "Produktschap voor Pluimvee en Eieren" in Zeist, Holland. Set consists of 3 S-Bahn cars: 1 S-Bahn car ABx 791.1, 1st and 2nd class. 1 S-Bahn car Bx 794.1, 2nd class. 1 S-Bahn car with engineer's cab Bxf 796.1, 2nd class, with lighted destination board at the end. Total length 74.6 cm (29-3/8").
DC wheel set 70 058



When operated control car first, triple white headlights shine.



When operated control car last, dual red marker lights shine.

All cars in special edition. Not available separately.

The appropriate locomotive for the 4389 car set is the class 111 in S-Bahn colors (Märklin model 3355, see page 131).



S-Bahn Cars

märklin HO

Unlike the S-Bahn routes in urban centers such as Hamburg, Munich, Stuttgart or the Rhine-Main area, whose networks are closely linked to a major city and set up on a city center, the S-Bahn network in the Rhine-Ruhr area links a number of large cities. Research conducted by the German Federal Railroad as the operator of the S-Bahn service has found that locomotive-powered trains are better for the Ruhr S-Bahn than railcars. Therefore, it has developed, in cooperation with the railroad car building industry, a new generation of commuter cars which consciously preserve the design that marks the other S-Bahn networks. Special features of the Rhine-Ruhr S-Bahn cars include additional doors to enable passengers to board and get off the train more quickly at stops and the appealing interior decoration. The class 111 and 141 locomotives are specially equipped for operation with push/pull trains. Their paint scheme is basically the same as the S-Bahn cars and thereby forms a complete unit with the latter.

Commuter Cars of the German Federal Railroad (DB)



4183 S-Bahn Car.
ABx 791. 1st and 2nd class. Length over buffers 24.5 cm (9-3/4").
DC wheel set 70 058



4184 S-Bahn Car.
Bx 794.1. 2nd class.
Length over buffers 24.5 cm (9-3/4").
DC wheel set 70 058

4185 S-Bahn Car with Control Cab.
Bxf 796.1. 2nd class. Lighted destination board at the end. Signs for destination board included. Length over buffers 25.3 cm (10-1/8").
DC wheel set 70 058







When operated control car first, triple white headlights shine.



When operated control car last, dual red marker lights shine.

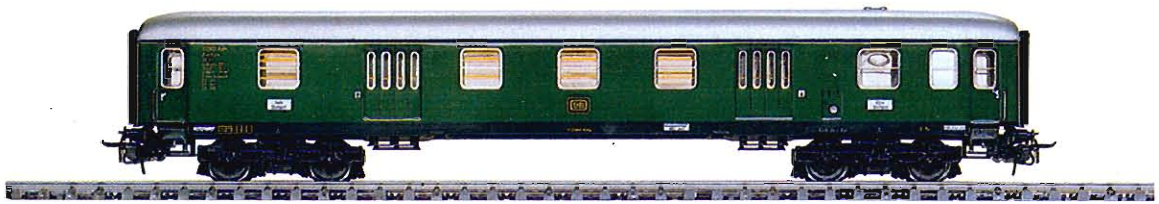
The appropriate locomotive is no. 3355 (see page 131) and is equipped with automatic switchover of the headlights and marker lights.

24 cm (9-1/2") Express Train Passenger Cars

German Federal Railroad (DB)

At 24 cm (9-1/2") *the express passenger cars in the HOBBY program are especially well suited for operation on layouts where space does not permit long station platforms. This allows operation of interesting trains with many cars.*

The robust, sheet metal construction makes these cars indestructible. The different types of cars from the prototype are reproduced with the same loving care as the ***27 cm (10-5/8")*** *model express passenger cars in the Standard Program (starting on page 180).*

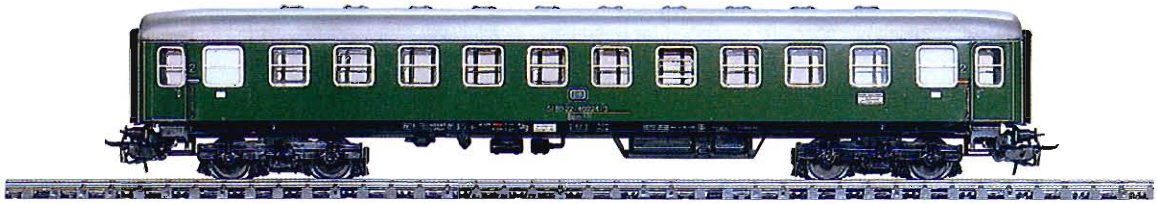


HOBBY 7077

4026 Express Train Baggage Car. Dym 961. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

HOBBY 7077

4052 Express Train Passenger Car. Büm 232. 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059





In the German Federal Railroad prototype the elegant cobalt blue color among the otherwise green express coach rolling stock indicated the 1st class compartments.



HOBBY 7077

4051 Express Train Passenger Car. Aüm 202. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

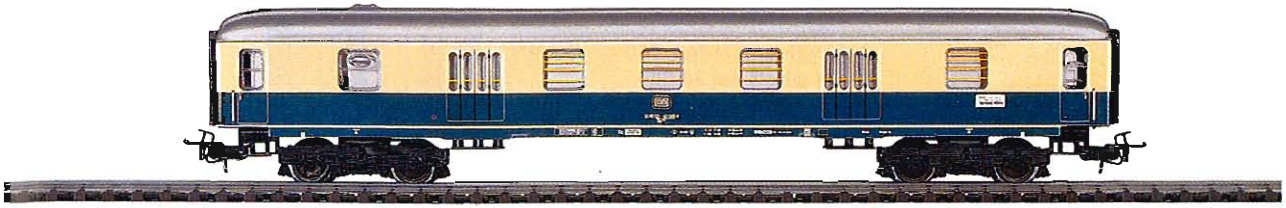
HOBBY 7077

4053 Express Train Passenger Car. Same as 4051, but with marker lights. Maintenance-free LED's.
DC wheel set 70 059

An appropriate diesel locomotive (Märklin model 3074) for these express coaches can be found on page 124.



German Federal Railroad (DB)



4044 Express Train Baggage Car.
Dyl 961. RELEX couplers. Length 24.0 cm (9-1/2").
DC wheel set 70 060

4112 Express Train Passenger Car.
Bm 232. 2nd class. RELEX couplers.
Length 24.0 cm (9-1/2").
DC wheel set 70 059



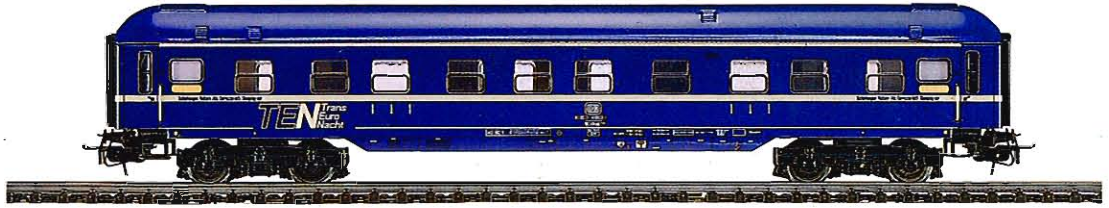


The yellow line above the windows means 1st class cars in the ocean blue/cream paint scheme of the German Federal Railroad.

4111 Express Train Passenger Car.
Aüm 202. 1st class. RELEX couplers.
Length 24.0 cm (9-1/2").
DC wheel set 70 059



The WLABmh 174 sleeping cars from the international "TEN" (Trans-European-Night) pool have a deep blue design. Even the entire roof is painted in this color.



4130 Sleeping Car.
WLABmh 174. 1st and 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

24 cm (9-1/2") TEE/IC Passenger Cars

German Federal Railroad (DB)



HOBBY

4085 TEE/IC Compartment Car.
Avüm 111. 1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

HOBBY

4089 TEE/IC Compartment Car.
Same as 4085 but with marker lights.
Maintenance-free LED's.
DC wheel set 70 059



The cream/red 1st class cars, class Avüm 111, were run in Trans-European-Express trains and today are a quality symbol for the German Federal Railroad in InterCity and EuroCity trains.

HOBBY

4087 TEE/IC Dining Car.
WRümh 132. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

The German Sleeping and Dining Car Company (DSG) WRümh dining car was operated in the TEE trains as well as the first InterCity trains which were reserved for 1st class only. The DSG symbol was later removed. Since then this company has acquired a new name: It now is called Deutsche Service-Gesellschaft der Bahn mbH (German Service Company of the Railroad, Ltd.).

German Sleeping Car and Dining Car Company (DSG)



German Federal Railroad (DB)



HOBBY

4090 TEE Vista Dome Car.
ADüm 101. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

The German Federal Railroad employed the ADüm 101 vista dome cars in the deluxe trains on the Rhine route. Due to high maintenance costs the cars were later sold and presently belong to the Swiss travel agency "Mittelthurgau".

HOBBY

4188 Dining Car.
WRümh 132. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

The WRümh 132 dining car is presented in the "old red" of the German Sleeping and Dining Car Company (DSG).

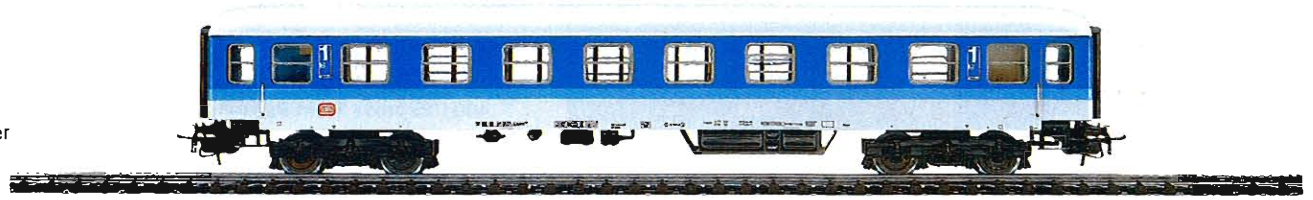
German Sleeping Car and Dining Car Company (DSG)



German Federal Railroad (DB)

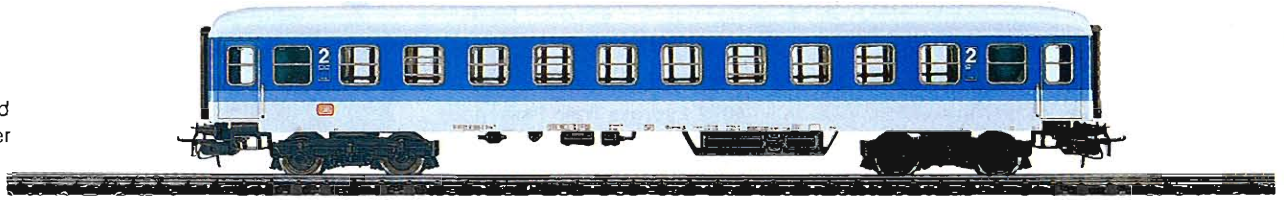
HOBBY

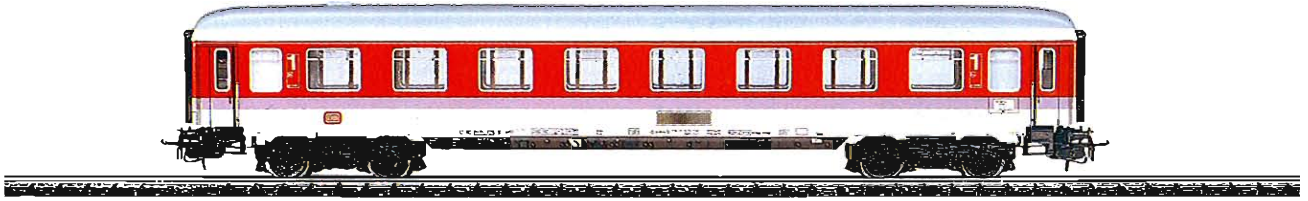
4027 InterRegio Coach.
Aim 260 in new color scheme. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059



HOBBY

4032 InterRegio Coach.
Bim 263 in new color scheme. 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059





HOBBY

4055 InterCity Car.
Avmz 111 in new color scheme.
1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059



HOBBY

4057 InterCity Dining Car.
WRmh 132 in new color scheme.
RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059

27 cm (10-5/8") Express Train Passenger Cars

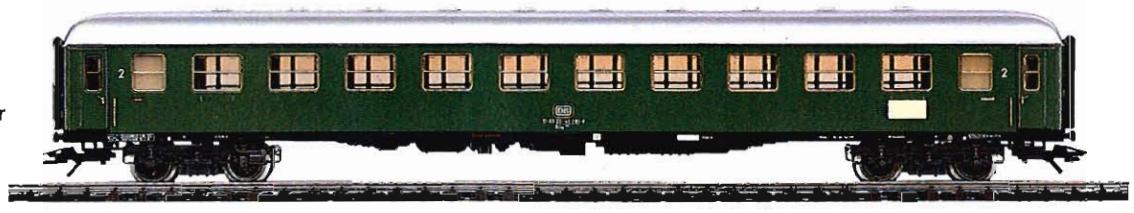
German Federal Railroad (DB)



4091 Express Train Passenger Car.
Aüm 203. 1st class.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

All cars have adjustable buffers and are equipped for installation of current-conducting couplers 7319.

4092 Express Train Passenger Car. Büm 234. 2nd class. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058





4093 Express Train Baggage Car.
Düm 232. 2 roll jalousie doors on each side that can be opened. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

4094 Dining Car. WRümh 132.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058



German Federal Railroad (DB)



4291 Express Train Passenger Car. Am 203. 1st class. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058



4292 Express Train Passenger Car. Bm 234. 2nd class. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



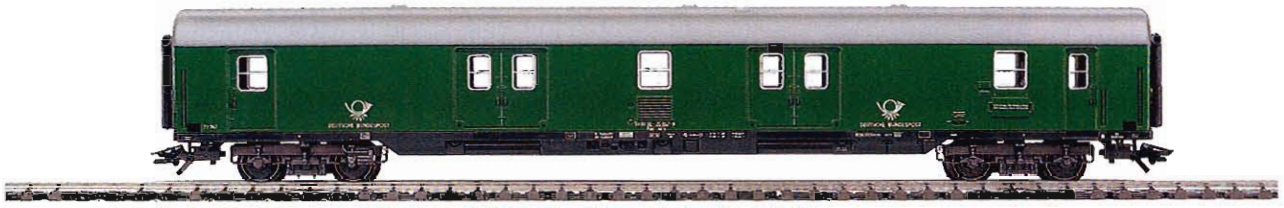
4293 Express Train Baggage Car. Dm 902. 2 roll jalousie doors on each side that can be opened. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058



27 cm (10-5/8") Express Train Passenger Cars

German Federal Postal System

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



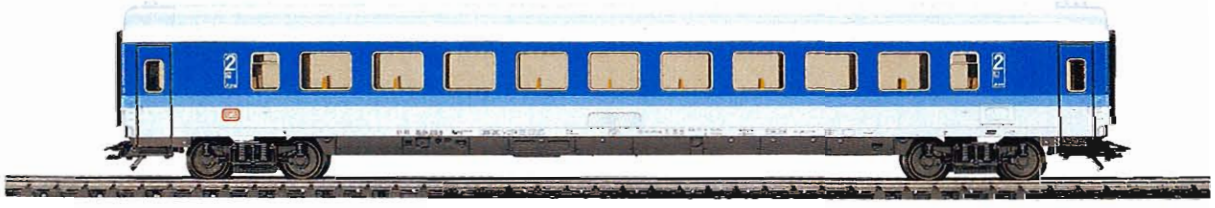
4157 Express Train Mail Car.
Postmrz. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

The mail car is a familiar sight in current train traffic. It provides fast transport of mail in regularly scheduled trains. On some routes the mail is even sorted in the car during the trip.

4280 Express Train Mail Car.
Postmrz. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

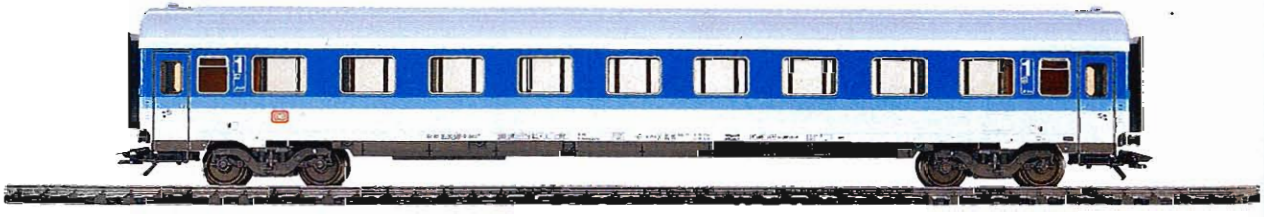


German Federal Railroad (DB)



4327 FD/InterRegio Coach.
Bpmz 293.2. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

4348 FD/InterRegio Coach.
Avmz 107. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



German Federal Railroad (DB)

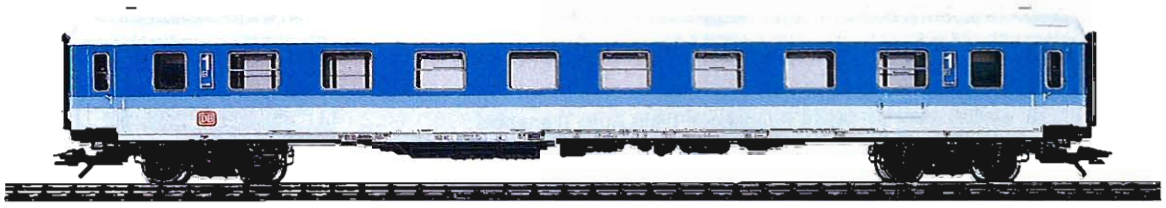


4384 InterRegio Coach.
ARbuimz 262 Bistro Cafe. Interior details. Length over buffers 27.0 cm (10-5/8"). **DC wheel set 70 058**

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.

This 1st class car is operated in the new InterRegio trains which are intended to replace the now antiquated D-Zug express trains. In addition to a new color scheme, these cars also have a completely new interior design which features friendlier colors and compartments with a more relaxed space configuration.

4281 InterRegio Car.
Aim 260. 1st class. Length over buffers 27.0 cm (10-3/8"). **DC wheel set 70 058**





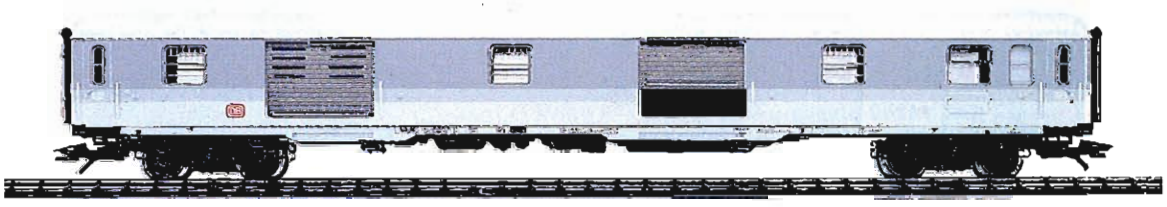
The interior of the 2nd class InterRegio Bim 263 coach is a mix of individual compartments and an open seating concept. Some the cars are being rebuilt from older express coaches at a newly constructed car building factory in Weiden in the Upper Palatinate.

This factory employs many former workers of the Weiden railroad maintenance facility.

4282 InterRegio Car.
Bim 263. 2nd class. Length over buffers 27.0 cm (10-3/8"). **DC wheel set 70 058**

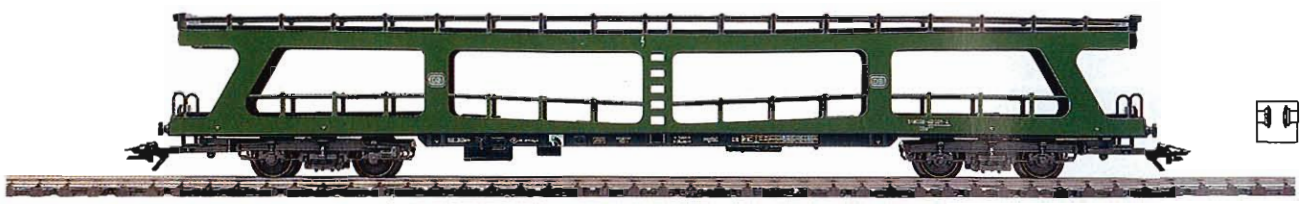
The first Dm 902 baggage cars in the new color scheme are also already in operation on the German Federal Railroad. Since they do not transport passengers, these cars are maintained in a "neutral" gray color scheme.

4283 Express Train Baggage Car.
Dm 902.2 roll jalousie doors on each side that can be opened. Length over buffers 27.0 cm (10-5/8"). **DC wheel set 70 058**



Special Design Cars for Passenger Trains

German Federal Railroad (DB)



4084 Passenger Train Auto Transport Car. DDm 915. Without autos. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



4234 Passenger Train Auto Transport Car. DDm 915. Loaded with 8 autos. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

See fold-out page at end of catalog for explanation of drawings.



4233 Passenger Train Auto Transport Car. DDm 915 in new color scheme. Loaded with 8 autos. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



4240 Sleeping Car.
WLABm 166 for the TEN car pool. 1st and 2nd class. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

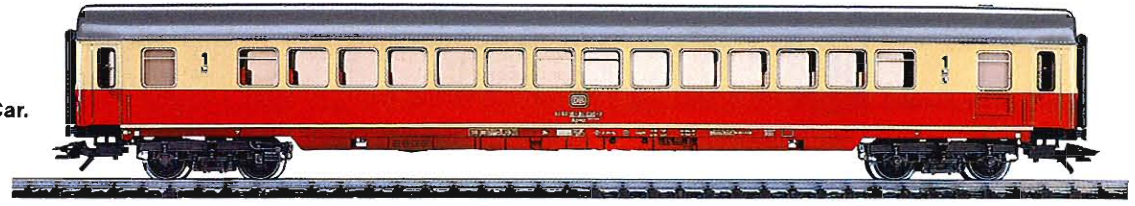
27 cm (10-5/8") TEE / IC Passenger Cars

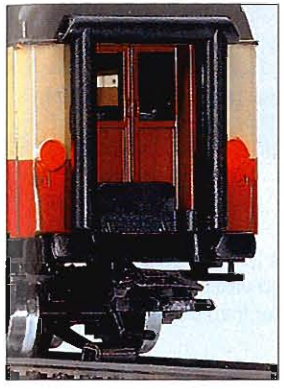
märklin HO

German Federal Railroad (DB)

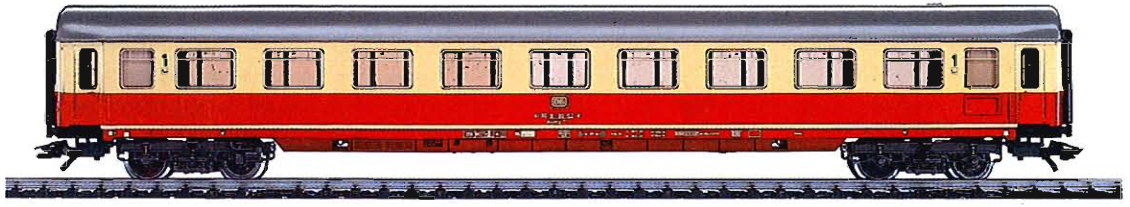
These comfortable, long-distance coaches were originally built for the TEE routes and for the InterCity network which initially had first class service only. They represent the major part of the rolling stock for the DB's long-distance express train service.

4296 InterCity Open Seating Car.
Apmz 121. 1st class. Length over buffers 27 cm (10-5/8").
DC wheel set 70 058





Cars in the so-called "TEE color scheme" can still be seen for a few years more in modern InterCity and EuroCity trains too.



4295 InterCity Compartment Car.
Avmz 111. 1st class. Length over buffers 27 cm (10-5/8").
DC wheel set 70 058

4298 Same as 4295, but with marker lights. Maintenance-free LED's.
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.

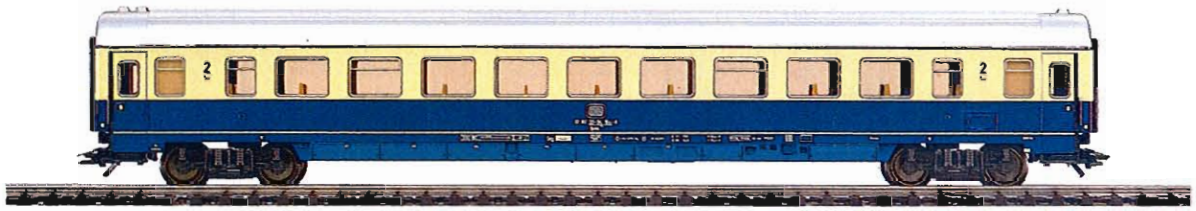
The DB's dining cars were basically painted in the TEE or InterCity red/cream color scheme in the 1970s. They are employed, however, in the entire express train network, hence also with ocean blue cars.

4297 InterCity Dining Car.
WRmh 132. Length over buffers 27 cm (10-5/8").
DC wheel set 70 058



InterCity Cars 26.4 cm (10-3/8")

German Federal Railroad (DB)

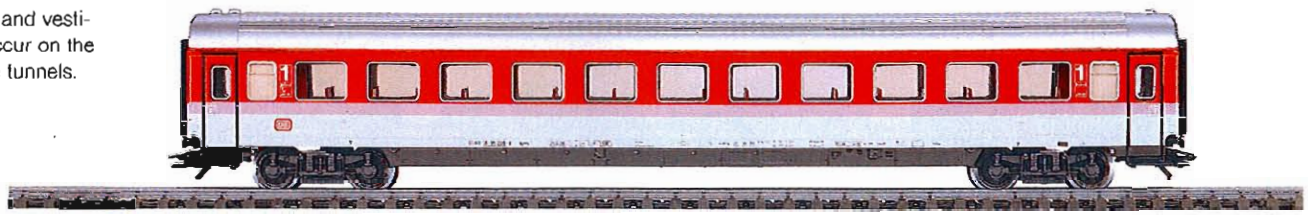


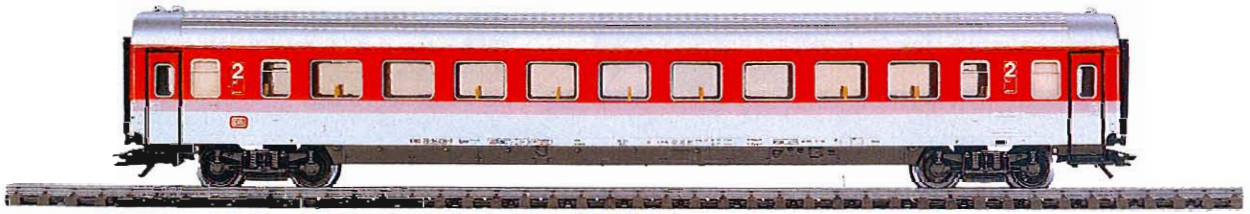
The second class open seating coach has 80 seats, while the version for wheelchair passengers has 75 seats.

4225 InterCity Open Seating Car.
Bpmz 291.2. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

These cars have pressure-tight windows, doors and vestibules to prevent air pressure differences that occur on the new routes when trains meet or enter and leave tunnels.

4226 InterCity Open Seating Car.
Aprnz 123.2 in new color scheme. 1st class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058





The German Federal Class 2nd class Bpmz 293.3 coaches also have pressure-tight windows, doors and vestibules. This means passengers do not have to suffer from buzzing in their ears in tunnels or when trains meet.

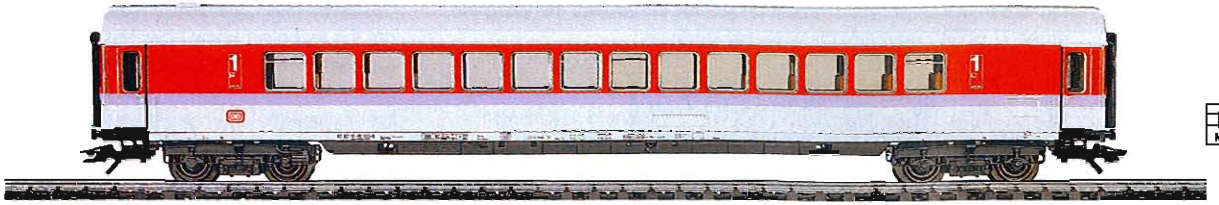
4227 InterCity Open Seating Car.
Bpmz 293.3 in new color scheme. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



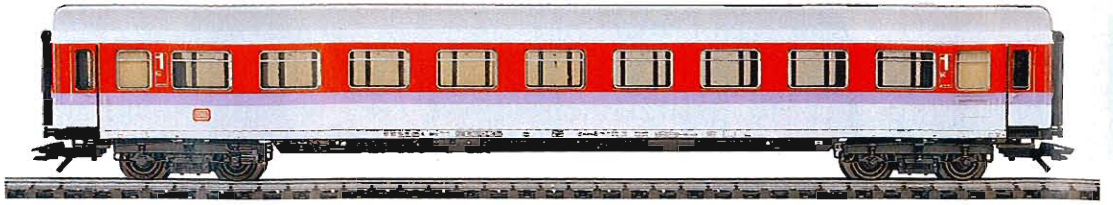
InterCity Cars 27 cm (10-5/8")

German Federal Railroad (DB)

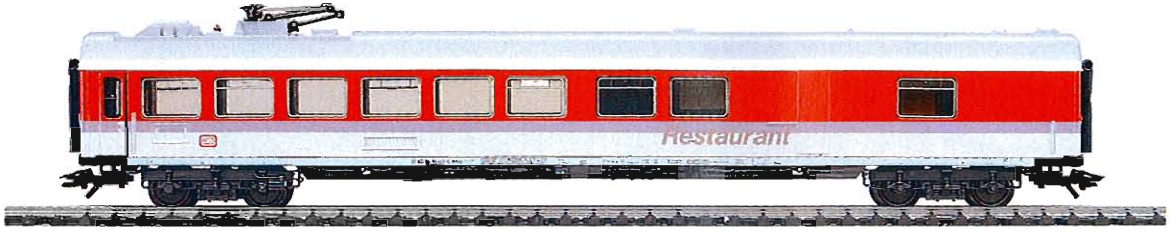


4286 InterCity Open Seating Car.
Aprnz 121 in new color scheme. 1st class.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

The InterCity is a product of recognized excellence on the German Federal Railroad. These trains in the new colors are part of a new concept in the Federal Railroad's range of offerings. This new concept is intended to denote speed and a high level of comfort.



4285 InterCity Compartment Car.
Avmz 111 in new color scheme.
1st class. Length over buffers
27.0 cm (10-5/8").
DC wheel set 70 058



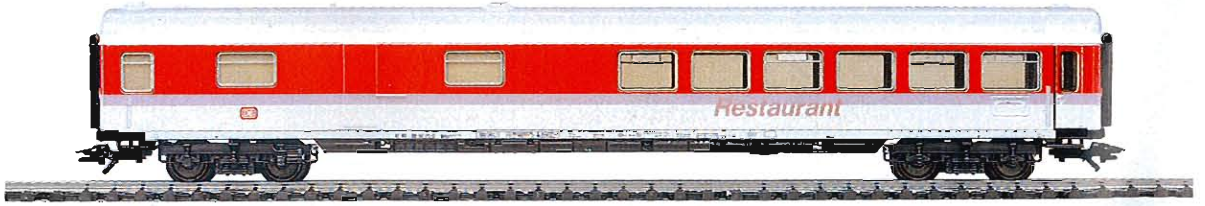
An appropriate locomotive for the InterCity cars is the class 120.1 (Märklin model 3353/3654, see page 133).

4284 InterCity Dining Car.
WRmz 135 in new color scheme.
Functional pantograph. Length over
buffers 27.0 cm (10-5/8").
DC wheel set 70 058



4287 InterCity Dining Car.
WRmh 132 in new color scheme.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



Eurofima Cars

"Eurofima" was established in the mid 1950s, a corporation for financing railroad rolling stock and locomotives with headquarters in Basle. Shareholders in 1976 were the state owned railroads of 16 member countries, principal shareholders are the DB and the French SNCF each with 25% shares. In the first twenty five years of its existence Eurofima has financed 2,500 locomotives, 900 railways, 2,800 passenger cars and 57,000 freight cars for the European railroads. The corporation is best known for the project involving the ordering of 500 premium class passenger cars.

The Austrian Federal Railways and the Belgian State Railways use these cars as 1st and 2nd class compartment cars in their long distance trains. In railroading jargon they are simply known as "Eurofima cars", although the corporation provided only the financing, not the technical know-how. That came initially from a committee put together by the participating railroads. In the car building industry the Linke-Hoffmann-Busch Company in Salzgitter assumed leadership for the project.

Belgian State Railways (NMBS/SNCB)



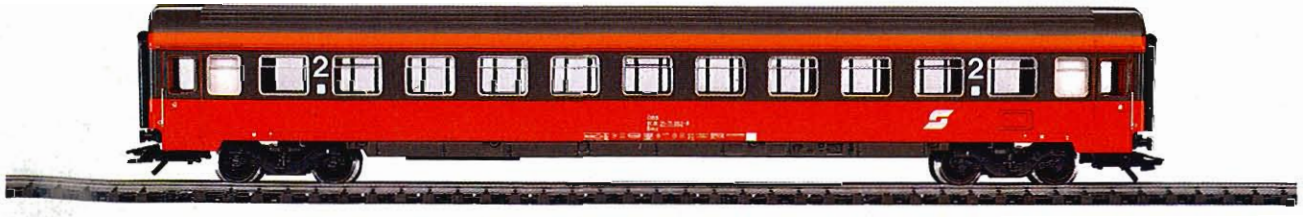
4251 Eurofima Express Train Coach.
A 9. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

Originally the color scheme for the Eurofima cars of all of the European railroads was supposed to be a unified orange. This color has been kept by the Belgian State Railways.

Austrian Federal Railways (ÖBB)



4272 Eurofima Express Train Coach.
Avmz (A 9) in new color scheme.
1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



4273 Eurofima Express Train Coach.
Bvmz (B 11) in new color scheme. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.

Express Train Passenger Cars

The Swedish State Railways have been working for several years on a modern image. The current color scheme for express train coaches is reproduced in the models 4377 and 4378.

Swedish State Railways (SJ)



4377 Express Train Passenger Car.
B 1 in newest color scheme. 2nd class. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 058



4378 Express Train Dining Car.
R 1 in newest color scheme. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 058

The appropriate RC 3 locomotive (Märklin model 3341, see page 28) is also painted in the modern SJ color scheme.



Express Train Passenger Cars

Swiss Federal Railways (SBB)



The class 4ü express coaches were purchased by the SBB at the end of the 1920s. Their heavy construction was proven in decades of operation in the entire range of Swiss express train service.

4238 Express Train Passenger Car.
C4ü. 3rd class. Length over buffers 22.2 cm (8-3/4").
DC wheel set 70 058



There was no baggage car designed expressly for the class 4ü cars. Rather, the SBB employed "secondhand" cars of a similar design acquired from the Bern-Lötschberg-Simplon Railroad.

4239 Express Train Baggage Car.
F4ü. 3rd class. Length over buffers 23.2 cm (9").
DC wheel set 70 058

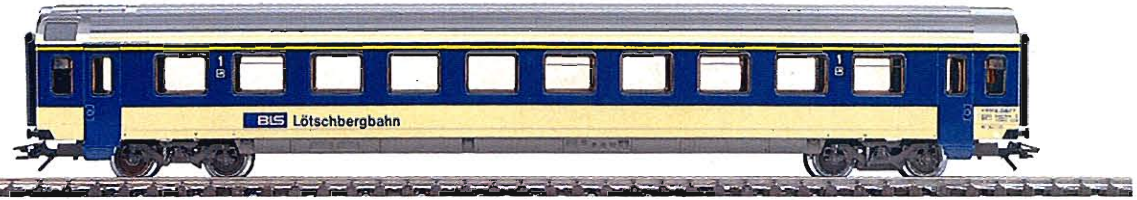


A contemporary locomotive for the Swiss Oldtimer coaches is the sturdy class Ae 3/6[II] jackshaft electric locomotive (Märklin model 3351, see page 137).

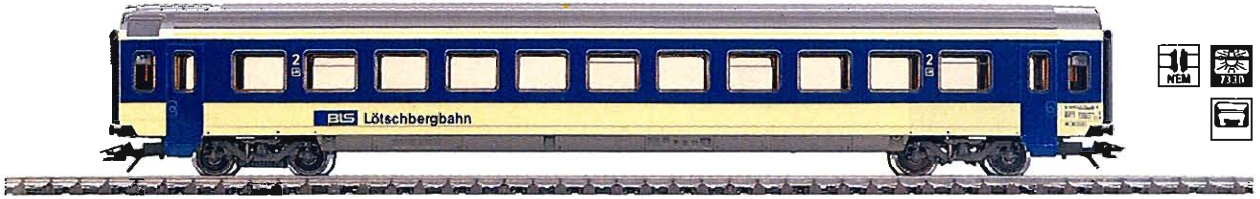


4066 Express Train Passenger Car.
Mark II A. 1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

Bern-Lötschberg-Simplon Railroad (BLS)



4218 Express Train Passenger Car.
Mark IV A. 1st class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 058



4219 Express Train Passenger Car.
Mark IV B. 2st class.
Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 058

The 4218 and 4219 cars have adjustable buffers and are equipped for installation of current-conducting couplers 7319.

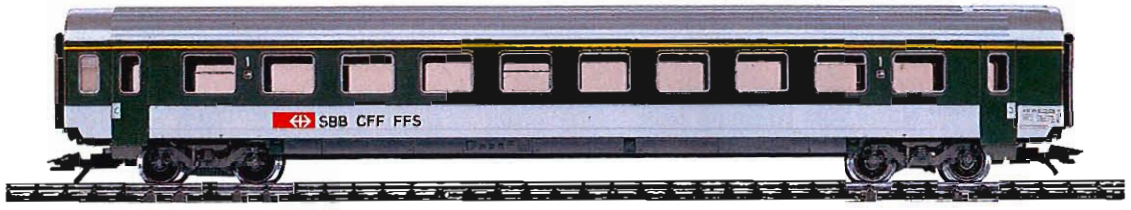


The appropriate supplement to the Bern-Lötschberg-Simplon Railroad cars is the BLS class 465 electric locomotive (Märklin models 3463/3763, see page 136).

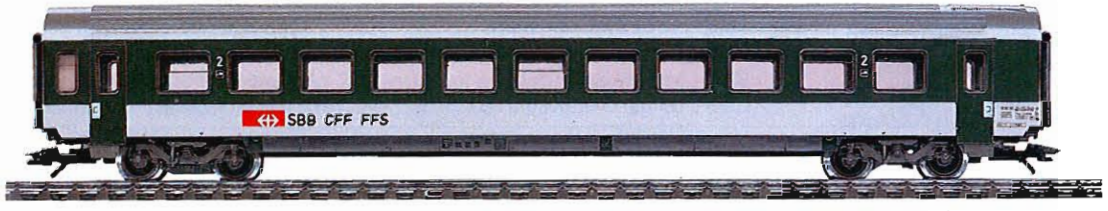
Express Train Passenger Cars

Swiss Federal Railways (SBB)

In 1983 delivery was started in Switzerland for a new series of strandard design cars for domestic service (Mark IV series). The basic design for the day coaches is standardized to a large extent. The interiors in the open seating areas can be set up in variety of ways.



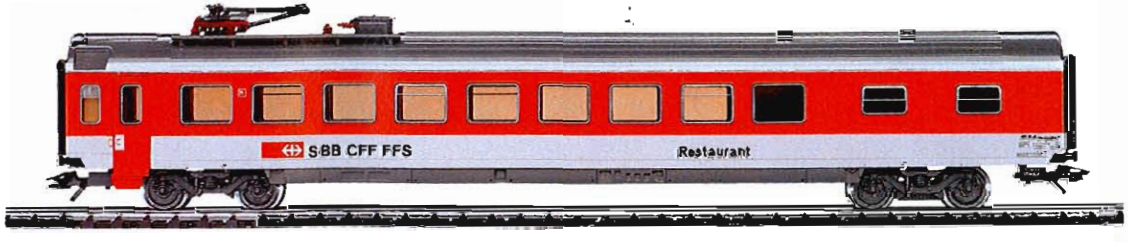
4215 Express Train Passenger Car.
Mark IV A. 1st class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

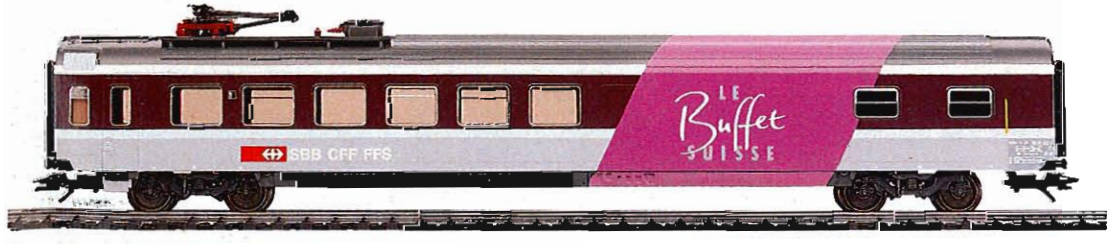


4216 Express Train Passenger Car.
Mark IV B. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.

4217 Express Train Dining Car.
Mark IV WR. Functional pantograph.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058





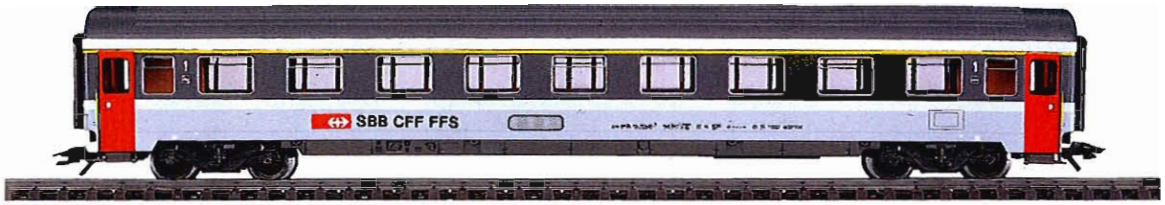
4125 EuroCity Dining Car.
Mark IV WR lettered and painted for "Le buffet suisse". Working pantograph.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

Swiss Federal Railways (SBB)



4366 EuroCity Car.
Bpm. 2nd class. Car sides prototypically different from each other. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

Both cars have adjustable buffers and are equipped for installation of current-conducting couplers 7319.



This car is also a development of Eurofima. In the SBB's EuroCity color scheme the doors have been painted red for safety reasons.

4266 Eurofima Express Train Coach.
Am (A 9). 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

On page 138 can be found the class 460 electric locomotive (Märklin models 3460/3760) which is an appropriate unit for the Swiss Federal Railways express train coaches.



EuroCity Cars

Swiss Federal Railways (SBB)

The appropriate SBB class 460 locomotive (Märklin model 3460/3760) for the new EuroCity cars can be found on page 138.

4369 EuroCity Express Train Coach.
Bpm. 2nd class. Length over buffers 26.7 cm (10-1/2″).
DC wheel set 70 058

4368 EuroCity Express Train Coach.
Apm. 1st class. Length over buffers 26.7 cm (10-1/2″).
DC wheel set 70 058



Swiss Federal Railways (SBB)

With the EuroCity cars the Swiss Federal Railways have placed into service a totally new group of rolling stock for international passenger traffic. In addition to the new open seating cars in 1st and 2nd class with their very modern interiors, there are the so-called Panorama cars which were built on the same basic design. These cars have almost continuous side windows that are curved into the raised roofline, and they offer an incomparable view of the landscape on both sides of the track.

N NEM 7316

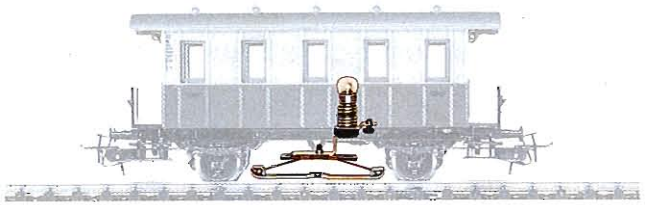
4365 EuroCity Panorama Car.
Apm. 1st class. Length over buffers 26.7 cm (10-1/2″).
DC wheel set 70 058

All cars have adjustable buffers and are equipped for installation of current-conducting coupler 7319.



Car Lighting

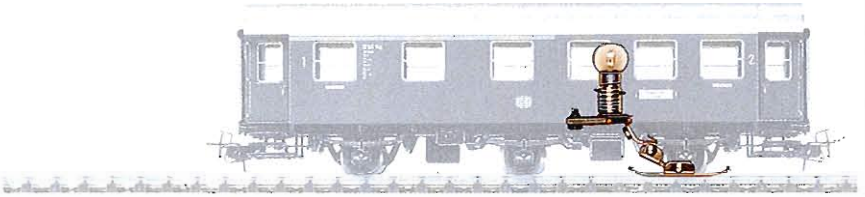
7323



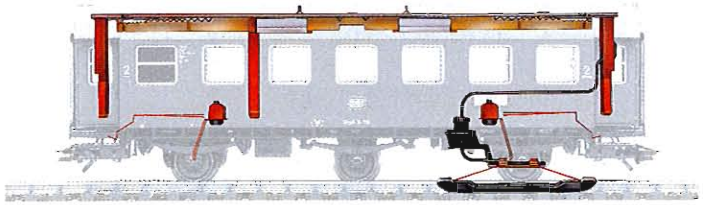
7323 Lighting Kit.
For cars 4035, 4038, 4039, 4107 and 4108. Consists of pickup shoe with light socket and light bulb.

7074 Lighting Kit.
For 4067, 4079 and 4080 cars. Consists of pickup shoe with lamp socket and light bulb. Connecting socket for additional lights.

7074

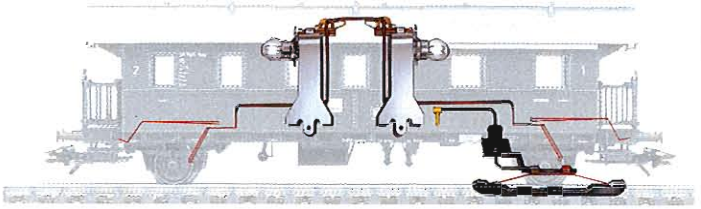


7317



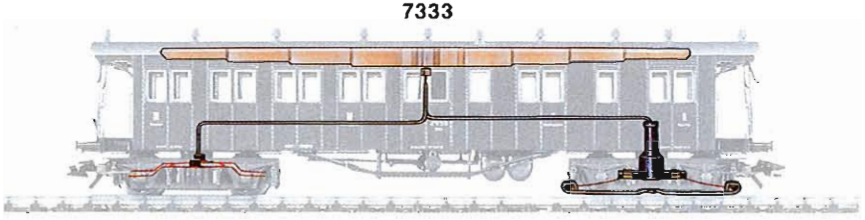
7317 Lighting Kit.
For cars 4317–4319. Installation kit for 1 pair of cars. Consists of pickup shoe, current-conducting close coupler, 2 light diffusers and 4 light bulbs.

7318



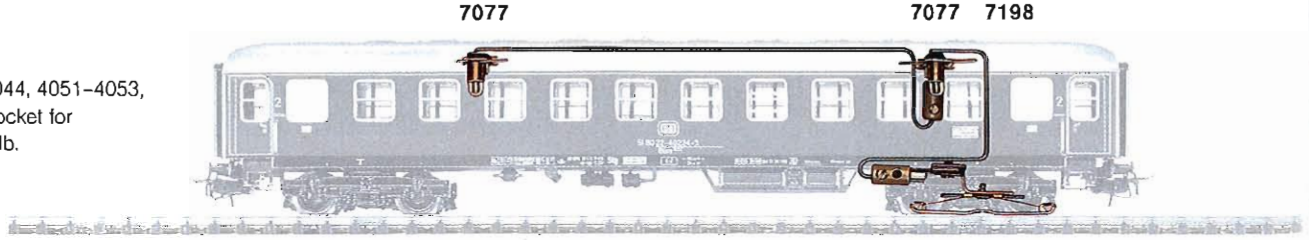
7318 Lighting Kit.
For the "Donnerbüchsen" passenger cars 4100–4102 (without close couplers) and 4313–4315 (with close couplers). Consists of pickup shoe, current-conducting close coupler (for 4313, 4314, 4315), 2 light sockets and 2 light bulbs.

7333



7333 Lighting Kit.
For cars 4210, 4211, 4213, 4214 and 4229. Consists of pickup shoe, light diffuser, light socket and light bulb.

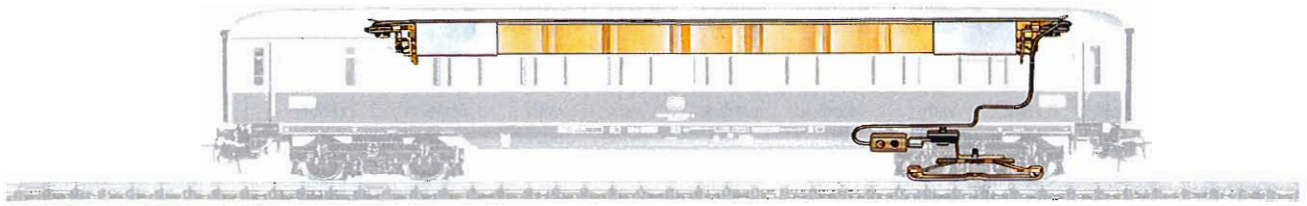
7077 7077 7198



7077 Lighting Kit.
For cars 4026, 4027, 4032, 4044, 4051–4053, 4111 and 4112. Connecting socket for additional lights. With light bulb.

7198 Pickup Shoe.
For 7077 lighting kit.

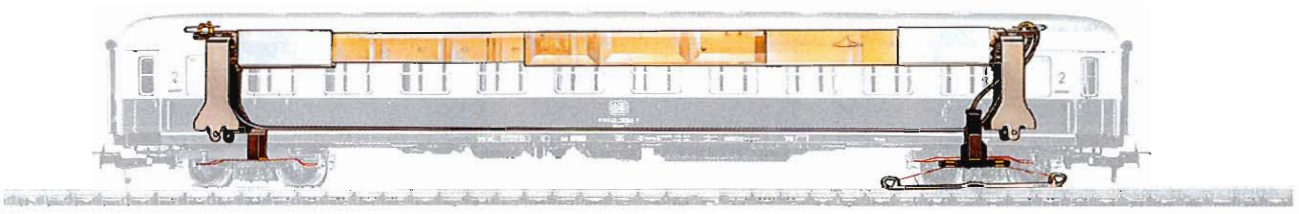
7320



7320 Lighting Kit.
For 4055, 4057, 4066, 4085, 4087, 4130 and 4188. Consists of 7198 pickup shoe, light diffuser, 2 lamp sockets and 2 light bulbs.

7322 Lighting Kit.
Same as 7320, but without light diffuser. For 4090 car.

7329

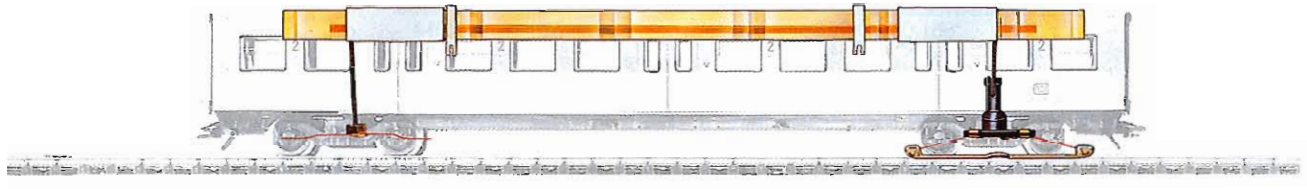


7329 Lighting Kit.
For cars 4131–4133. Consists of pickup shoe, adjustable light diffuser, 2 light sockets and 2 light bulbs.

N

7316 Lighting Kit.
For the 4365 car and the panorama cars from the 4367 car set. Consists of pickup shoe, light diffuser with light sockets and 2 light bulbs. Can be used with 7319 current-conducting close coupler.

7330



7330 Lighting Kit.
For cars 4091–4094, 4104–4106, 4125, 4157, 4183–4185, 4215–4219, 4225–4227, 4240, 4251, 4255–4260, 4266, 4269, 4272, 4273, 4280–4287, 4291–4293, 4295–4298, 4327, 4348, 4362, 4366, 4368, 4369, 4384, 84126 and the 4389 car set. Consist of pickup shoe, light diffuser with light sockets and 2 light bulbs. Can be used with 7319 current-conducting close coupler.

7335 Lighting Kit.
Same as 7330, but for shorter express train coaches. For cars 4238, 4239, 4275–4278, 4375–4379 and 4394.

Spare Parts for Cars

Couplers and DC wheel sets for passenger cars

Catalog number	Coupler	Truck with coupler	DC wheel set
4018	21 005	–	–
4026	–	30 339	70 059
4027	–	30 339	70 059
4028	26 373	–	–
4032	–	30 339	70 059
4035	32 540	–	70 060
4038	32 540	–	70 060
4039	32 540	–	70 060
4044	32 540	–	70 060
4051	–	30 339	70 059
4052	–	30 339	70 059
4053	–	30 339	70 059
4055	–	30 339	70 059
4057	–	30 339	70 059
4066	–	30 547	70 059
4084	27291	–	70 058
4085	–	30 339	70 059
4087	–	30 339	70 059
4089	–	30 339	70 059
4090	–	30 339	70 059
4091	70 163*	–	70 058
4092	70 163*	–	70 058
4093	70 163*	–	70 058
4094	70 163*	–	70 058
4104	70 163*	–	70 058
4105	70 163*	–	70 058
4106	70 163*	–	70 058
4107	32 540	–	70 060
4108	32 540	–	70 060
4111	–	30 339	70 059
4112	–	30 339	70 059
4125	70 163*	–	70 058
4130	–	30 339	70 059
4131	70 163*	–	70 058
4132	70 163*	–	70 058
4133	70 163*	–	70 058
4157	70 163*	–	70 058
4183	70 163*	–	70 058
4184	70 163*	–	70 058

Catalog number	Coupler	Truck with coupler	DC wheel set
4185	70 163*	–	70 058
4186	–	31 411	70 059
4188	–	30 339	70 059
4191	–	31 411	70 059
4200	70 163*	–	70 058
4201	70 163*	–	70 058
4202	70 163*	–	70 058
4203	70 163*	–	70 058
4210	70 163*	–	70 063
4211	70 163*	–	70 063
4212	70 163*	–	70 063
4213	70 163*	–	70 063
4214	70 163*	–	70 063
4215	70 163*	–	70 058
4216	70 163*	–	70 058
4217	70 163*	–	70 058
4218	70 163*	–	70 058
4219	70 163*	–	70 058
4225	70 163*	–	70 058
4226	70 163*	–	70 058
4227	70 163*	–	70 058
4228	70 163*	–	70 060
4229	70 163*	–	70 063
4232	70 163*	–	70 058
4233	27 291	–	70 058
4234	27 291	–	70 058
4235	70 163*	–	70 058
4238	70 163*	–	70 058
4239	70 163*	–	70 058
4240	70 163*	–	70 058
4251	70 163*	–	70 058
4255	70 163*	–	70 058
4256	70 163*	–	70 058
4257	70 163*	–	70 058
4258	70 163*	–	70 058
4259	70 163*	–	70 058
4260	70 163*	–	70 058
4266	70 163*	–	70 058
4269	70 163*	–	70 058

Catalog number	Coupler	Truck with coupler	DC wheel set
4272	70 163*	–	70 058
4273	70 163*	–	70 058
4275	70 163*	–	70 058
4276	70 163*	–	70 058
4277	70 163*	–	70 058
4278	70 163*	–	70 058
4280	70 163*	–	70 058
4281	70 163*	–	70 058
4282	70 163*	–	70 058
4283	70 163*	–	70 058
4284	70 163*	–	70 058
4285	70 163*	–	70 058
4286	70 163*	–	70 058
4287	70 163*	–	70 058
4289	70 163*	–	70 058
(4289)	–	–	40 624
4291	70 163*	–	70 058
4292	70 163*	–	70 058
4293	70 163*	–	70 058
4295	70 163*	–	70 058
4296	70 163*	–	70 058
4297	70 163*	–	70 058
4298	70 163*	–	70 058
4301	70 163*	–	66691[1]
4302	70 163*	–	66691[1]
4303	70 163*	–	66691[1]
4304	70 163*	–	70 063
4305	70 163*	–	70 063
4306	70 163*	–	70 058
4307	70 163*	–	70 063
4308	70 163*	–	70 063
4309	70 163*	–	70 063
4313	70 163*	–	70 058
4314	70 163*	–	70 058
4315	70 163*	–	70 058
4316	70 163*	–	70 058
4317	70 163*	–	70 058
(4317)	–	–	40 624
4318	70 163*	–	70 058

Catalog number	Coupler	Truck with coupler	DC wheel set
(4318)	–	–	40 624
4319	70 163*	–	70 058
(4319)	–	–	40 624
4327	70 163*	–	70 058
4335	70 163*	–	70 058
4348	70 163*	–	70 058
4362	70 163*	–	70 058
4365	70 163*	–	70 058
4366	70 163*	–	70 058
4368	70 163*	–	70 058
4369	70 163*	–	70 058
4370	37 406	–	–
(4370)	37 437	–	–
4371	37 406	–	–
(4371)	37 437	–	–
4372	37 406	–	–
(4372)	37 434	–	–
4373	37 406	–	–
(4373)	37 434	–	–
4374	37 408	–	–
(4374)	37 435	–	–
4375	70 163*	–	70 058
4376	70 163*	–	70 058
4377	70 163*	–	70 058
4378	70 163*	–	70 058
4379	70 163*	–	70 058
4384	70 163*	–	70 058
4389	70 163*	–	70 058
4394	70 163*	–	70 058
84126	70 163*	–	70 058
84235	70 163*	–	70 058

* The 70 163 close coupler is only available in a package of 50 pieces under the catalog number 7203 (see page 200).

[1] Spare part number for the TRIX Company, Nürnberg, Germany.

Pickup Shoes and Light Bulbs

Catalog number	Pickup shoe	Light bulb
4018	7175	60 010
4028	7164	60 001
(4028)	–	60 015
4053	7175	–
4089	7175	60 015
4106	31 545	–
4185	31 545	–
4228	7175	–
4257	28 764	–
4260	31 100	–
4298	41 494	–
4301	–	61 008
4302	–	61 008
4303	–	61 008
4316	31 051	–
4370	–	61 004
4371	–	61 004
4372	–	61 004
4373	–	61 004
4389	31 545	–
4411	41 494	60 015

Roof Pantographs

Catalog number	Pantograph
4125	22 660
4217	7219
4284	31 101

Lighting Kits for Cars

Catalog number	Pickup shoe	Light bulb
7074	–	60 020
7077	–	60 000
7198	7175	–
7316	41 810	60 008
7317	44 526	61 004
7318	44 637	60 015
7320	7175	60 015
7322	7175	60 015
7323	7175	60 010
7329	41 494	60 015
7330	41 810	60 008
7333	27 756	60 008
7335	41 810	60 008

Couplers and DC wheel sets for freight cars

Catalog number	Coupler	Truck with coupler	DC wheel set
4410	70 157	–	70 058
4411	70 157	–	70 058
4413	70 157	–	70 058
4414	70 157	–	70 058
4415	70 157	–	70 058
4416	70 157	–	70 058
4417	70 157	–	70 058
4418	70 157	–	70 058
4419	70 157	–	70 058
4420	70 157	–	70 058
4421	70 157	–	70 058
4422	70 157	–	70 058
4423	70 157	–	70 058
4424	70 157	–	70 058
4425	70 157	–	70 058
4426	70 157	–	70 058
4430	70 157	–	70 058
4431	70 157	–	70 058
4432	70 157	–	70 058
4439	70 157	–	70 058
4440	70 157	–	70 058
4441	70 157	–	70 058
4442	70 157	–	70 058
4443	70 157	–	70 058
4459	70 157	–	70 058
4460	70 157	–	70 058
4465	70 157	–	70 058
4471	70 157	–	70 058
4473	70 157	–	70 058
4474	70 157	–	70 058
4475	70 157	–	70 058
4478	70 163*	–	66609[1]
4479	70 163*	–	66609[1]
4485	70 157	–	70 058
4507	70 163*	–	70 058
4510	70 163*	–	70 063
4516	70 163*	–	70 058
4602	27 291	–	70 058
4608	70 163*	–	70 058
4610	70 154	–	70 050
4612	70 154	–	70 050
4613	70 154	–	70 050
4617	70 154	–	70 053
4618	70 154	–	70 053
4623	70 163*	–	70 058
4624	70 163*	–	70 058
4626	70 163*	–	70 028
4631	70 163*	–	70 060
4633	70 163*	–	70 060
4635	70 163*	–	70 060
4642	70 163*	–	70 027
4644	70 163*	–	70 027
4661	70 163*	–	70 058
4663	32 399	–	70 027
4665	70 154	–	70 050
4671	70 154	–	70 053
4678	70 163*	–	70 058
4684	27 291	–	70 058
4690	70 163*	–	70 058
4692	70 163*	–	70 058
4693	70 163*	–	70 058
4694	70 163*	–	70 058
4695	70 163*	–	70 027
4696	70 163*	–	70 058
4698	70 163*	–	70 058
4699	70 163*	–	70 058
4700	70 163*	–	70 058
4703	70 163*	–	70 058
4710	70 163*	–	70 058
4712	70 163*	–	70 058
4718	70 163*	–	70 058
4726	70 163*	–	70 058
4727	70 163*	–	70 058
4728	70 163*	–	70 058
4733	70 163*	–	70 058
4734	70 163*	–	70 058
4735	70 163*	–	70 058
4736	70 163*	–	70 058
4738	70 163*	–	70 058
4740	36 366	–	43 295
4741	–	–	43 295
4750	70 163*	–	70 027
4752	70 163*	–	70 058
4753	70 163*	–	70 058
4754	70 163*	–	70 058
4756	70 163*	–	70 058
4757	70 163*	–	70 058
4758	70 163*	–	70 058
4767	70 163*	–	70 058
4768	70 163*	–	70 058
4769	70 163*	–	70 058
4771	70 163*	–	70 058
4773	–	32 311	70 060
4774	–	32 570	70 060
4775	–	32 289	70 060
4776	–	32 311	70 060
4777	–	32 289	70 060
4795	70 163*	–	70 063
4796	36 366	–	43 295
4797	36 366	–	43 295
4830	70 163*	–	70 058
4834	70 163*	–	70 058
4835	70 163*	–	70 058
4836	70 163*	–	70 058
4838	70 163*	–	70 058
4841	–	–	43 295
4848	70 163*	–	70 058
4849	70 163*	–	70 058
4850	70 163*	–	70 058
4851	70 163*	–	70 058
4852	70 163*	–	70 058
4853	70 163*	–	70 058
4856	70 163*	–	70 058
4864	–	32 311	70 060
4865	–	41 791	70 060
4866	70 163*	–	70 058
4867	70 163*	–	70 058
4868	70 163*	–	70 058
4869	70 163*	–	70 058
4870	70 163*	–	70 058
4871	70 163*	–	70 058
4872	70 163*	–	70 058
4877	70 163*	–	70 027
4878	70 163*	–	70 027
4879	70 163*	–	70 027
4880	70 163*	–	70 027
4881	70 163*	–	70 058
4882	70 163*	–	70 032
4883	70 163*	–	70 058
4885	70 163*	–	70 063
4886	70 163*	–	70 058
4888	70 163*	–	70 058
4889	70 163*	–	70 058
4890	70 163*	–	70 027
4891	70 163*	–	70 032
4893	70 163*	–	70 032
4895	70 163*	–	70 063
4896	70 163*	–	70 058
31979	70 163*	–	70 027
84212	70 163*	–	70 027
(84212)	–	–	70 063
84866	70 163*	–	70 058

* The 70 163 close coupler is only available in a package of 50 pieces under the catalog number 7203 (see page 200).

[1] Spare part number for the TRIX Company, Nürnberg, Germany.

All spare parts can be ordered only through your authorized dealer.

Spare Parts for Cars



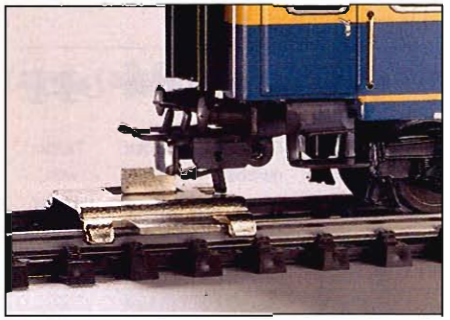
7203 Close Couplers.
Contents: 50 no. 70 163 close coupler heads. Can be installed on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard coupler (NEM 360).



7205 Close Coupler for Locomotives/ Cars without Guide Mechanisms.
Interchangeable with regular Märklin plastic coupler. 10 couplers for locomotives and 40 couplers for cars (for 70 157 and 70 158) Decreased coupler play on cars being pulled.



7319 Current-Conducting Close Couplers.
Retrofit kit for all modern 26.4 cm (10-3/8"), and 27.0 cm (10-5/8") long Märklin H0 cars with guide mechanisms. Contents: 10 special, rigid drawbars, can be inserted into standard coupler pockets. 20 contact elements for hookup to the 7330 lighting kit. Coupling jig for installing the drawbars. Complete installation instructions. Only one pickup shoe is required for each composition of lighted cars with the current-conducting close couplers.



7001 Coupler Gauge.
For checking and adjusting couplers. Can be placed on track.



7204 Reproduction Prototype Coupler.
Contents: 50 pieces. Can be installed on cars with standard coupler pockets (NEM 362) and guide mechanisms for fixed train compositions.



0226 Set of Figures.
To add to passenger cars. 10 seated passengers. All figures hand painted in several colors.

7558 Car Magnet.
2 pieces 10 x 10 x 3 mm (approx. 3/8" x 3/8" x 1/8"). For activating 7555 switching contact. For passenger and freight cars.

7149 Oiler with Narrow Applicator Opening.
Contains 10 ml (0.0338 oz.) special oil for lubricating locomotives and cars.

7224 Rerailer.
Facilitates placing multi-axle locomotives/cars on the track. Length 30.0 cm (11-1/16"). Height 2.5 cm (1").

All spare parts can be ordered only through your authorized dealer.

Train Operations Just Like The Prototype – With Every System

Whether you operate with alternating or direct current: From now on the question about which system is no longer relevant when talking about an H0 model railroad layout. Märklin offers appropriate wheel sets for both systems for passenger and freight cars. Direct current (2-rail) wheel sets are available for the overwhelming majority of the Märklin H0 cars, so that Märklin cars can be run with no problem on layouts with equipment of other makes. On pages 198/199 you can find out which models are suitable for conversion. In addition, you will find the item number for the correct 2-rail wheel set at the end of the description for each car in this catalog.

The full service Märklin dealer is offering his 2-rail customers an attractive, "labor-saving" offer as a special service: When you buy a Märklin H0 car, the Märklin 3-rail wheel sets put on at the factory can be exchanged for 2-rail wheel sets at your request. This means that the decision to buy a Märklin H0 car is no longer a question of the system, but rather of the quality.



The Märklin Magazin

märklin

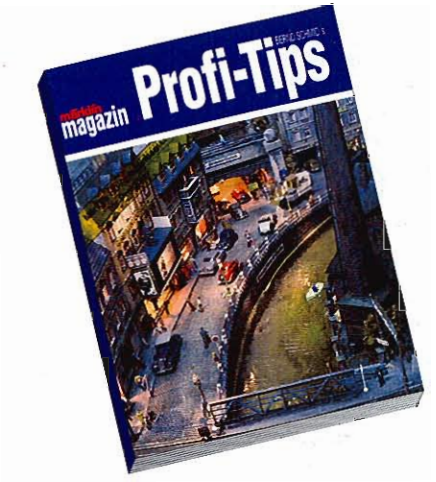
For over 30 years the Märklin Magazin has provided complete information six times a year about new items all over the fascinating hobby of model railroad layout construction, technology and operation in the prototype – every issue up-to-date.
In issue after issue the Märklin Magazin offers in full color all sorts of ideas and complete instructions on layout planning, layout construction, building scenery, and model railroad technology. In addition, active scratch builders will find a wide variety of articles on building or converting rolling stock and buildings. Märklin enthusiasts present their layouts, report their experiences and explain tips to the MM readers.

Delivery updates, special and discontinued models and promotions are reported regularly under the heading "Märklin aktuell". Extensive space is devoted to coverage of new items from Märklin and from accessory companies shown at the toy fairs. Collectors can get current information about their field of interest. Everyone, including the many digital enthusiasts, will find easy-to-understand tips on the use of the Digital system.
Photos and reports on operations in the prototype as well as selected reviews of books and other literature round out the rich choice of information in the Märklin Magazin. (German text only)





Available at your dealer, at the railroad stations (in Germany), in bookstores or from Modellbahnen-Welt Verlags-GmbH, Postfach 9 40, D-73009 Göppingen, Germany.



BERND SCHMID's Profi-Tips - The book from the pioneer layout builder. A "recipe collection" tailored for the user on the subject of layout building from the basics to super detailing. (German text only)



N NEM

84235 Märklin Magazin Annual H0 Car for 1995 "Editorial Staff Trip".
"MM Editorial Staff Trip" oldtimer standard design branchline car. With set of Preiser figures for passengers, etc. Figures for a photo stop. Car body in the typical MM blue with the lettering "märklin Magazin 1995" as well as a train destination signed lettered "MM Editorial Staff Trip". Length over buffers 14.9 cm (5-7/8").

As with all preceding annual cars this exclusive MM car is being produced in a one-time series only in 1995.

Train Compositions

Whether the most modern InterCity or time-honored provincial railroad - with Märklin locomotives and cars, trains can be made up just as they are seen in daily operation or as they ran in days gone by. The palette ranges from unit trains consisting of only high-volume freight cars for heavy, bulky freight to the American freight train with the mighty F7 units at the front and the caboose at the end.

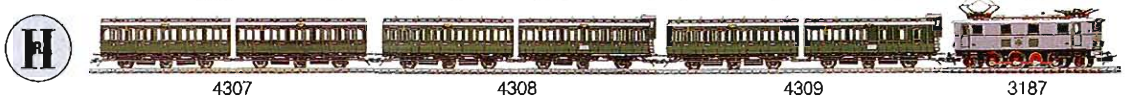
The City Bahn or a composition of a locomotive and cars from the S-Bahn in the Rhine-Ruhr area is today's commuter traffic. In areas of dense population they have brought passengers back to the railroad, who could barely still remember the time of the compartment cars. This memory can be awakened on Märklin track, however, with compartment cars from the days of the provincial railroad. The Swiss Federal Railways with their new color concept for freight cars provide a bright spot in freight train service.




























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Freight Cars

From less-than-carload freight to the Rollende Landstraße

Freight belongs on the railroad – you can transfer this advertising slogan to your layout free of any transportation policy politics. For less-than-carload freight, liquid foodstuffs, heavy petroleum oil, fuels, chemicals, perishables, just-in-time-inventory freight, raw materials, coal, compressed gases, containers, lumber, heavy loads, automobiles, machinery or loaded trucks: The freight cars you need you can find at Märklin. Impressive unit trains of tank or bulk freight cars or the colorful diversity of a mixed freight train – you can assemble everything by era, which is made quite easy by the reliable Märklin couplers with the preuncoupling feature. Many of the cars have Märklin close couplers with guide mechanisms which provide an even more realistic appearance to your trains.

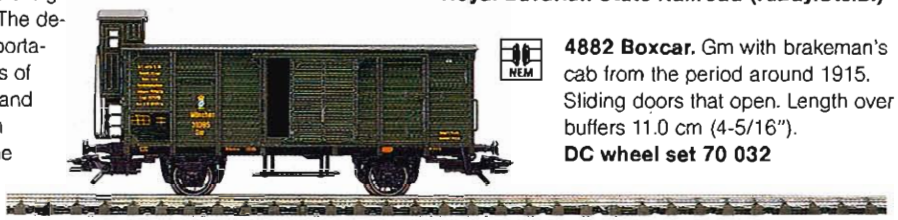
Sliding doors and roofs that can be opened, manual and automatic unloading hatches, hoppers that can be tipped, stakes that are inserted or folded up into place – all of this increases the fun and enjoyment.


märklin
HO
BELL
DEA

Provincial Railroad Freight Cars

The many different designs of freight cars are a big factor in determining the look of railroading. The development of industry and the different transportation tasks are reflected in the different classes of freight cars. However, the two-axle gondolas and boxcars dominated the scene on the German provincial railroads. In addition, there were the refrigerator cars which were often employed by privately owned companies.

Royal Bavarian State Railroad (K.Bay.Sts.B.)



4882 Boxcar. Gm with brakeman's cab from the period around 1915. Sliding doors that open. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 032

Royal Württemberg State Railways (K.W.St.E.)



4885 Boxcar.
Ni. Separately applied brakeman's platforms. Length over buffers 10.6 cm (4-1/8").
DC wheel set 70 063

Royal PrussianRailroad Administration (KPEV)



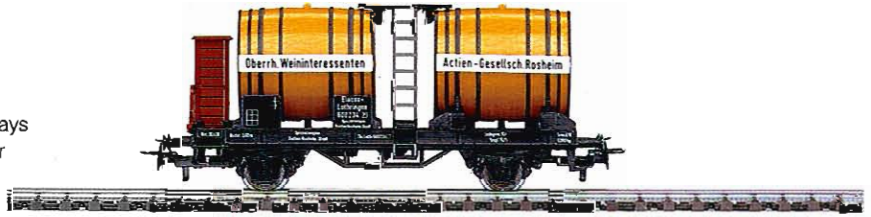
4891 "Frauengunst" Refrigerator Car with Brakeman's Cab. Privately owned by Fritz Homann Süssrahm-Margarine & Fleischwaren-Fabrik, Dissen, Germany. Separately applied hand rails at the car ends. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 032

Royal Saxon State Railroad (K.Sächs.Sts.E.B.)

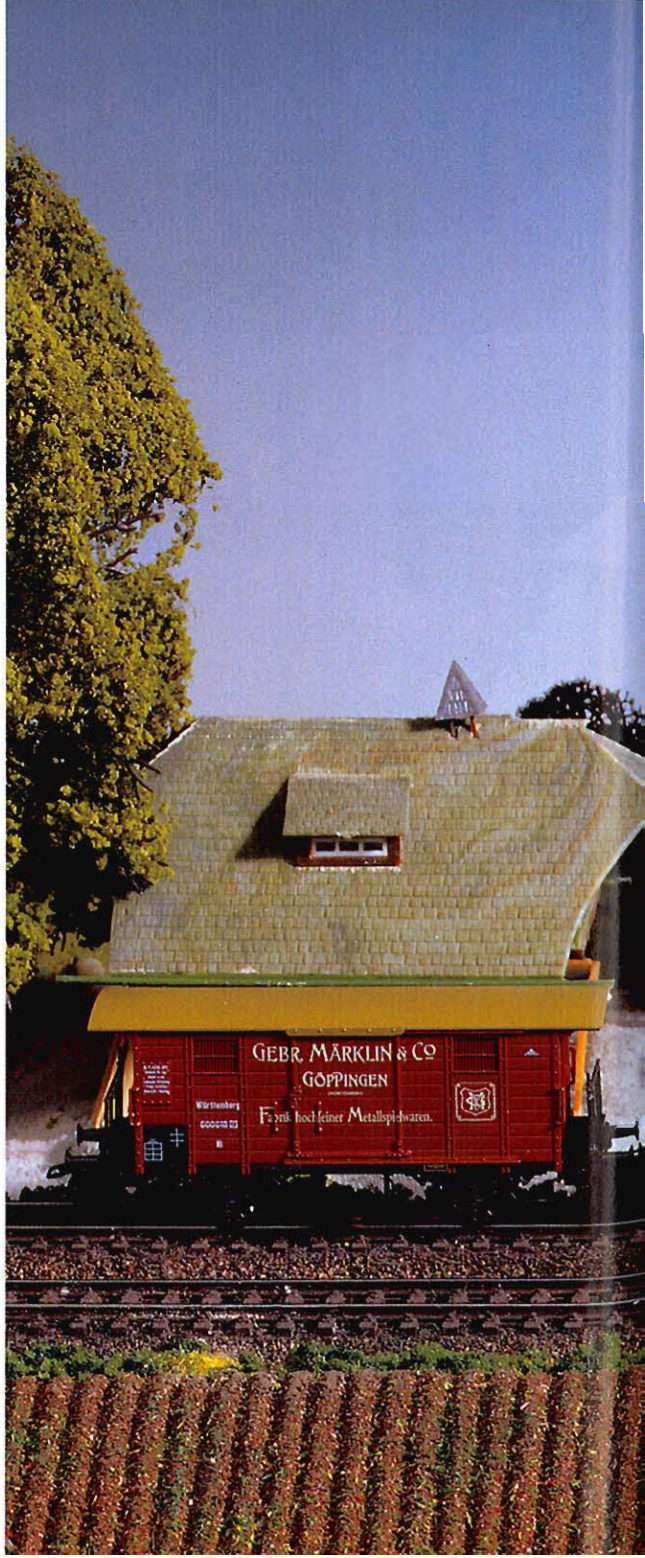


4895 Gondola.
Association Design Ommk (u). Side walls of built up boards. Length over buffers 11.5 cm (4-1/8").
DC wheel set 70 063

Imperial Railways of Alsace-Lorraine



4432 Wine Barrel Car.
Privately owned car. Used on the Imperial Railways of Alsace-Lorraine. RELEX couplers. Length over buffers 11,5 cm (4-1/2").
DC wheel set 70 058



84212 "Upper Danube Nature Park" Car Set.
Set consists of 5 different design cars. 1 bicycle transport car "Nature Park Express". 1 beer car for Zoller-Hof Brewery, Sigmaringen, Germany. 1 gondola car for Moräne-Kies Company, Inc., Hechingen, Germany. 1 beer car for Hirsch Brewery Honer, Wurlingen/Tuttlingen, Germany. 1 baggage car for Gebr. Märklin & Co., Göppingen, Germany. Total length 56.5 cm (22-1/4").

DC wheel set 70 027 (for beer car)
DC wheel set 70 063 (for other cars)

All cars in special edition. Not available separately.

The 84212 car set is being produced in a one-time series only in 1995 and is already sold out at the factory.



State Railroad Freight Cars

Former German State Railroad Company (DRG)

4870 Tank Car.
Privately owned by Allgemeinen Brennstoff-handelsgesellschaft m. b. H., Camp-Lintfort/Kreis Moers, Germany. Brakeman's cab, tank platform and ladders separately applied. Length over buffers 10.1 cm (4").
DC wheel set 70 058



4871 Tank Car.
Privately owned by Rhenania-Ossag Petroleum Company, Düsseldorf. Brakeman's cab, tank platform and ladders separately applied. Length over buffers 10.1 cm (4").
DC wheel set 70 058





4684 Pivoting Load Cradle Flat Car.
H 10 without brakeman's cab. 8 removable stakes. Pivoting load cradle with chain. Two 4684 pivoting load cradle flat car make up a prototypical lumber transport car. Drawbar for permanent coupling included. Length over buffers 10.7 cm (4-13/16").
DC wheel set 70 058



Realistic loading and unloading with the remote control rotary crane. Details on page 279.

In 1942 rolling stock for the heaviest of loads was built parallel to the class 52 locomotives as part of the immense procurement program brought about by military requirements. One result was the six-axle flatcar, later classified by the DB as SSym 46. This car had an empty weight of approx. 21.6 tons and a weight loaded of up to 80 tons along with a maximum speed of 80 km/h (approx. 50 m.p.h.).

After the war this car class was used, among other things, for dredging equipment and large construction machines as well as for logs, steel products, concrete component parts and many other heavy one-piece loads. Several cars are still in existence today as the class Sammp 705.

4867 Heavy Duty Flatcar.
SSym 46. Finely detailed metal side sills. Heavy duty trucks. Length over buffers 15.2 cm (6").
DC wheel set 70 058



An appropriate locomotive for the freight cars of the former German State Railroad Company (DRG) is the class 85 heavy tank locomotive (Märklin model 3308) which can be found on page 109.



Former German State Railroad Company (DRG)

4699 Freight Train Baggage Car.
Pwg Pr14. Sliding doors that can be opened. Length over buffers 9.8 cm (3-7/8").
DC wheel set 70 058



4507 Parcel Post Mail Car.
Former German State Postal System PwPosti. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 058





4696 Gondola.
Association Design O. With brakeman's cab. Length over buffers 10.1 cm (4").
DC wheel set 70 058



4695 Boxcar.
Association design G. With brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027

4795 Gondola.
Association design Om. Side walls of built up boards. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 063



4877 Boxcar.
Association design G without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027



4692 Boxcar.
Interchange design Gr "Kassel". Sliding doors that can be opened. Close couplers with guide mechanisms. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 058



Boxcars

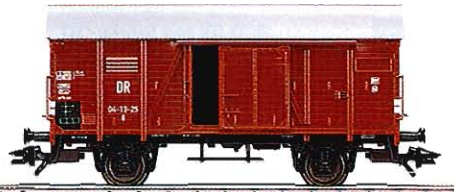
German State Railroad of the former German Democratic Republic

4896 Gondola.
Association Design Om 37. Side walls of built up boards. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 058



4879 Boxcar. G 09 without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027



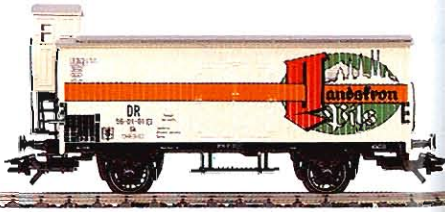


4883 Boxcar.
Interchange design G 04. Sliding doors that can be opened. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 058



4418 Beer Car.
Privately owned by Schweriner Schloß Brewery, Schwerin, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

4893 Beer Car.
Privately owned by Landskron Brewery, Görlitz, Germany. Separately applied hand rails on the ends. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 032



An appropriate locomotive for the freight cars of the DR of the former DDR is the class 03 (Märklin model 3397) which can be found on page 113.



German Federal Railroad (DB)



4890 Refrigerator Car with Brakeman's Cab. Privately owned by Kaiser Friedrich Quelle, Offenbach/Main, Germany. Separately applied hand rails on the ends. Length over buffers 11.0 cm (4-5/16"). **DC wheel set 70 027**



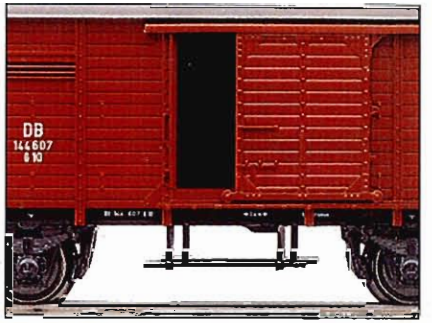
4881 Boxcar. Interchange design Gr 20. Sliding doors that can be opened. Length over buffers 10.5 cm (4-1/8"). **DC wheel set 70 058**



4889 Freight Train Baggage Car. Pwg 14. Sliding doors that can be opened. Length over buffers 9.8 cm (3-7/8"). **DC wheel set 70 058**



4880 Boxcar. G 10 with brakeman's cab. Sliding doors that open. Length over buffers 11.0 cm (4-5/16"). **DC wheel set 70 027**





4878 Boxcar. G 10 without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16"). **DC wheel set 70 027**



4886 Gondola. O 10 with brakeman's cab Length over buffers 10.1 cm (4"). **DC wheel set 70 058**



4700 Boxcar. Gbrs 245 with walls of built up boards. Length over buffers 14.2 cm (5-5/8"). **DC wheel set 70 058**

Boxcars

German Federal Railroad (DB)

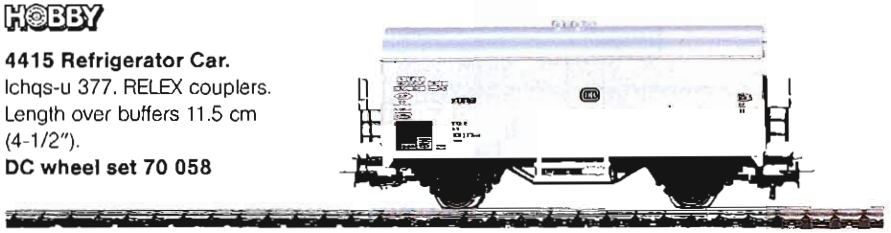
HOBBY

4420 Refrigerator Car.
Privately owned car for Mineral-brunnen AG, Bad Teinach, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

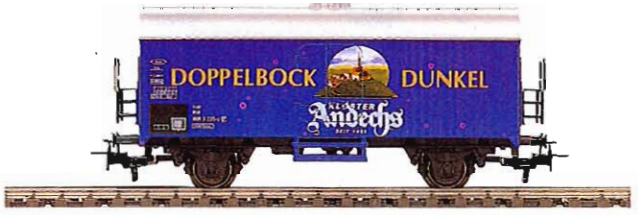
4415 Refrigerator Car.
Ichqs-u 377. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





HOBBY

4439 Beer Car.
Privately owned car of the "Stuttgarter Hofbräu" Brewery. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4421 Beer Car.
Privately owned car for Kloster-brauerei Andechs, Andechs, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4417 Beer Car.
Privately owned by Warsteiner Brewery, Warstein, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4416 Beer Car.
Privately owned by Veltins Brewery, Meschede, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4419 Beer Car.
Privately owned by König Brewery, Duisburg-Beeck, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

German Federal Railroad (DB)

HOBBY **4485 Refrigerator Car.**
Privately owned car with advertising for "Bärenmarke". RELEX couplers. Length over buffers 11.5 cm (4-1/2"). **DC wheel set 70 058**



See fold-out page at end of catalog for explanation of drawings.

HOBBY **4414 Refrigerator Car.**
Ibbls for transporting bananas. RELEX couplers. Length over buffers 11.5 cm (4-1/2"). **DC wheel set 70 058**



HOBBY **4410 Boxcar.**
Gs 210. RELEX couplers. Length over buffers 11.5 cm (4-1/2"). **DC wheel set 70 058**







HOBBY **4411 Boxcar.**
Gs-uv 213. With pickup shoe and lighted marker lantern. RELEX couplers. Length over buffers 11.5 cm (4-1/2"). **DC wheel set 70 058**

An appropriate locomotive for the refrigerator cars from the HOBBY assortment is the 3131 diesel hydraulic switch engine (see page 120).



Boxcars

German Federal Railroad (DB)

In the 1950s the German Federal Railroad acquired over 12,000 12.5 meter (41 feet) boxcars in a large building program. With wide sliding doors and side loading and ventilation hatches, this type of car is suitable for a variety of different freight. The first series, designated as Glmhs 50 when built, was constructed with walls built up from boards. Most cars, however, have walls made up of car body panels.

NEM

4710 Boxcar.
Gos 245 with panel walls.
Length over buffers
14.2 cm (5-5/8").
DC wheel set 70 058



In the German Federal Railroad's GEP network, trains are operated primarily at night that transport exclusively **G**epäck, **E**xpress- und **P**ostgut – baggage, parcel post and mail.



NEM

4703 Boxcar.
Gos 245 with smooth side walls.
Length over buffers 14.2 cm (5-5/8").
DC wheel set 70 058

This railroad postal car serves to transport mail directly to the destination. Like the sliding wall boxcars it belongs to the group of large 14 meter (46 feet) freight cars. The end and side wall sheathing consists of beechwood panels bonded together with synthetic resin, the roof is sheet steel. The walls are painted green on the outside and yellow on the inside.

NEM

4736 Boxcar.
German Federal Postal Service
2-t/13 ss mail car. Length over
buffers 16.2 cm (6-3/8").
DC wheel set 70 058





4460 Tilt Roof Boxcar.
Taems 890. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



All children have a birthday – everywhere

This was the slogan for a large children's painting contest at the International Model Railroad Show in November of 1994 in Cologne. Over 500 children took part in this contest, sponsored by Märklin together with the Children's Aid section of the United Nations' UNICEF.

The goal of this contest was a container car design which critically examines the theme of birthdays everywhere in the world.
The success of this contest was impressive. Over 30 imaginative designs were on display from November 25 to December 16, 1994 in the Bonn offices of the Federal State of Baden-Württemberg.

On the occasion of the opening of this exhibition a jury with the participation of the director for UNICEF of Germany had the thankless task of selecting the most beautiful of all of the drawings.

The work chosen was that of Cologne student Christian Walter, who was given a "design prize" on December 6 in the form of an ICE starter set. The container car on this page is a complete reproduction of Christian's design.



The designer: Christian Walter



The jury's difficult choice

N

4426 Birthday Car.
RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



The 4426 Birthday Car is being produced in a one-time series only in 1995.

In the sales price of this car is a donation of DM 3.00 which will be made by the Märklin Company directly to UNICEF of Germany.

unicef

Also: If this promotion is successful, it will be continued in future years.

Special Design Freight Cars

German Federal Railroad (DB)

This two-axle, 14 meter (46 feet) freight car is an all-metal design. With its two part sliding walls which provide a large opening on the car, it is especially suitable for loading with forklifts. Thanks to its own low weight, this car is able to carry loads of up to 26 tons.

The Hbis 299 sliding wall boxcar is part of the EUROP car pool which can be used anywhere in Europe.



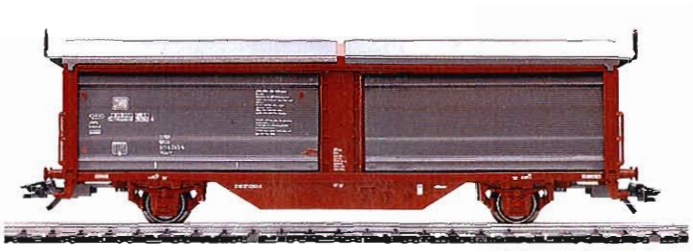
NEM

4734 Sliding Wall Boxcar.
Hbis 299. Paint finish with repaired areas picked out in color. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 058



NEM

4728 Boxcar.
Hbis 299. Lettered for Viessmann Company, Allendorf/Eder, Germany. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 058





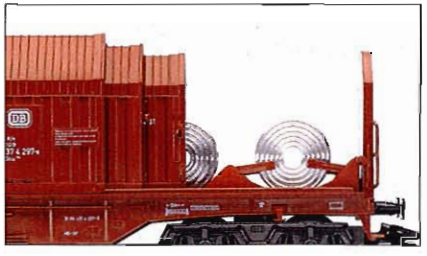
NEM

4633 Sliding Wall/Sliding Roof Boxcar.
Tbis 870. Metal roof halves and side walls that can be opened. Length over buffers 15.7 cm (6-13/16").
DC wheel set 70 060



NEM

4693 Flat Car with Telescoping Covers.
Shis 708. Fixed end walls. 3 telescoping, sliding covers. 5 load cradles with adjustable restraint arms. 3 coils of sheet steel as loads. Length over buffers 13.8 cm (5-3/8").
DC wheel set 70 058



The three covers for this model can be slid inside one another, so that up to two thirds of the load surface can be exposed at a time, just like the prototype. Three reproductions of rolled sheet metal, so-called "coils", are included with this car as a load. They can be safeguarded in the model with movable restraint arms. This and the cradles in which the coils are mounted safeguard the latter from shifting.

The gondola with a retractable roof is used to transport high-value, moisture sensitive bulk freight. Many of these cars are presently used for the transport of aluminum oxide.

NEM

4726 Gondola with Retractable Roof. Tams 886. Length over buffers 16.1 cm (6-1/2").
DC wheel set 70 058





Open Freight Cars

märklin HO

German Federal Railroad (DB)

HOBBY

4431 Gondola.
El-u 061. With removable coal load insert. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





4465 Gondola.
E 040. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



4602 Gondola.
E 037. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4430 Gondola.
El-u 061. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

The class 220 diesel hydraulic locomotive (V 200.0) is an appropriate locomotive for the DB gondolas and hopper cars (see Märklin model 3380 on page 123).

NEM

4690 Gondola.
Eaos 106.
Length over buffers 16.1 cm (6-1/2").
DC wheel set 70 058





Flat Cars

German Federal Railroad (DB)



HOBBY

4424 Low Side Car.
Kklm 505. Loaded with a bulldozer.
RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4473 Low Side Car.
Rlmms. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



HOBBY

4475 Low Side Car.
Rlmms. With tarp. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058

HOBBY

4423 Low Side Car.
Kklm 505. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

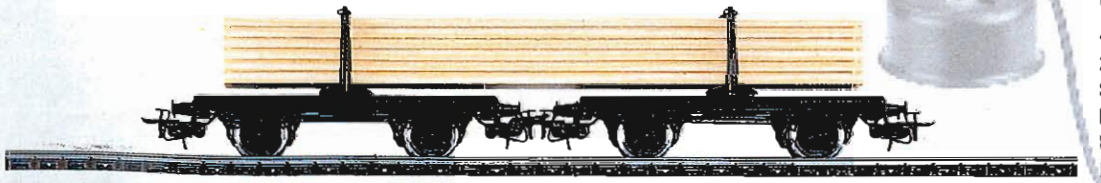




HOBBY

4474 Low Side Car.
Rlmms. Loaded with a bulldozer and a skip loader. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058

See fold-out page at end of catalog for explanation of drawings.

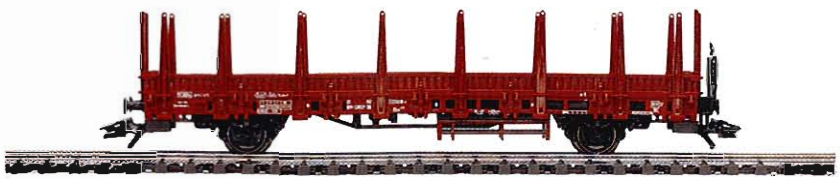


HOBBY

4665 Lumber Car.
2 parts. Loaded with lumber.
Swiveling load cradles with chains.
RELEX couplers. Length over buffers 19.5 cm (7-3/4").
DC wheel set 70 050

German Federal Railroad (DB)





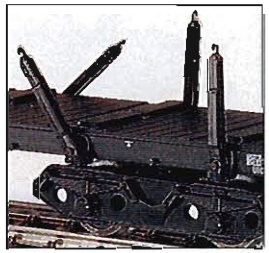
NEM

4694 Stake Car.
Kbs 443. Removable stakes. Length over buffers 15.7 cm (6-3/16").
DC wheel set 70 058

HOBBY

4459 Stake Car.
Kbs. 18 fixed stakes. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





4663 Flat Car.
Rs 680. Stakes can be folded down. RELEX couplers. Length over buffers 22.7 cm (9").
DC wheel set 70 027



An appropriate locomotive for the DB flat cars is the class 212 diesel hydraulic locomotive (Märklin model 3377) which can be found on page 121.



Dump Cars

German Federal Railroad (DB)



4624 High Capacity Hopper Car.
Fals 176. Metal car frame.
Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 058



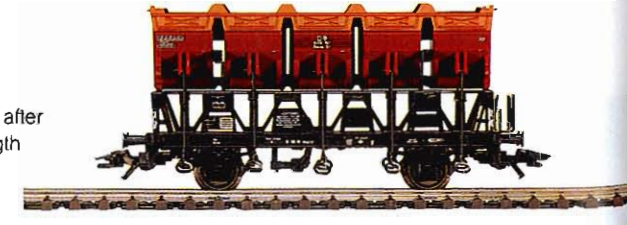


4631 Side Dump Car.
Fc 090. Unloading hatches can be opened with hand lever or by remote control with uncoupler track.
Length over buffers 11.2 cm (4-3/8").
DC wheel set 70 060

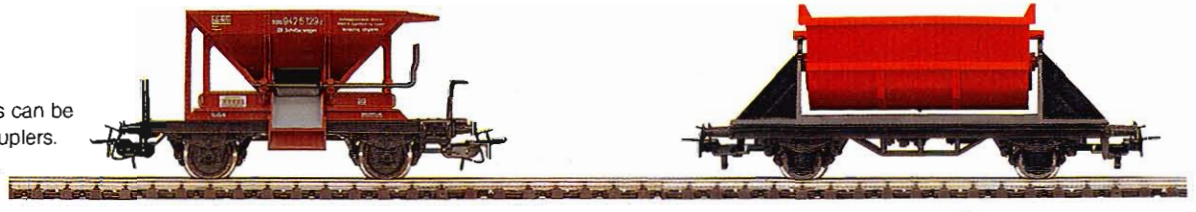
4626 High Capacity Hopper Car with Hinged Roof Hatches.
Tad-u 961. All hatches can be opened.
Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 028



4635 Dump Car.
F-z 120. Buckets can be tipped after releasing the middle latch. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 060



4610 Ballast Car.
Maintenance car. Unloading hatches can be opened with hand levers. RELEX couplers.
Length over buffers 9.5 cm (3-3/4").
DC wheel set 70 050



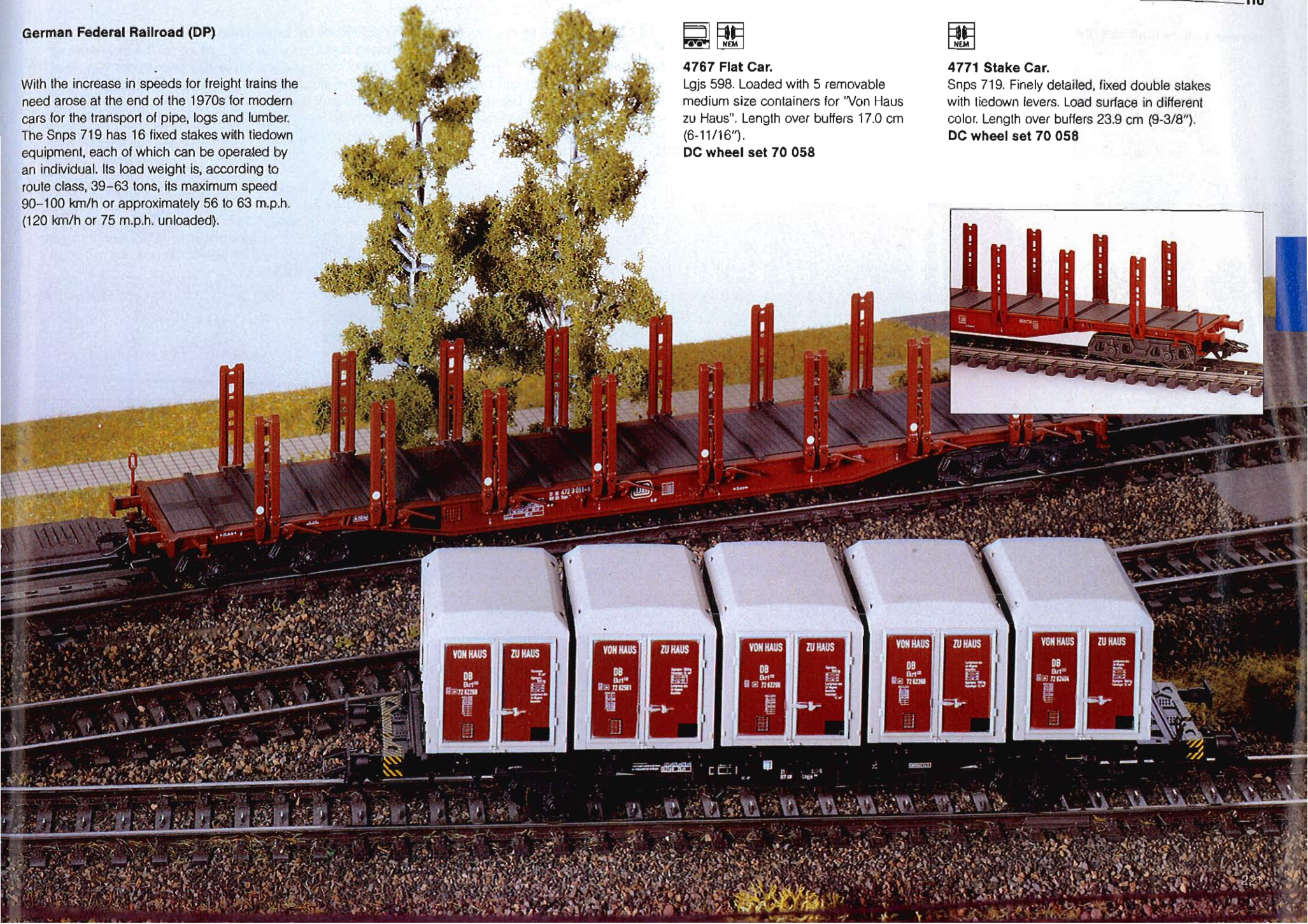
4413 Dump Car.
Bucket can be tipped to both sides and locked in center position. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

Stake and Container Cars

märklin HO

German Federal Railroad (DP)

With the increase in speeds for freight trains the need arose at the end of the 1970s for modern cars for the transport of pipe, logs and lumber. The Snps 719 has 16 fixed stakes with tiedown equipment, each of which can be operated by an individual. Its load weight is, according to route class, 39–63 tons, its maximum speed 90–100 km/h or approximately 56 to 63 m.p.h. (120 km/h or 75 m.p.h. unloaded).



4767 Flat Car.
Lgjs 598. Loaded with 5 removable medium size containers for "Von Haus zu Haus". Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058

4771 Stake Car.
Snps 719. Finely detailed, fixed double stakes with tiedown levers. Load surface in different color. Length over buffers 23.9 cm (9-3/8").
DC wheel set 70 058

Container Cars

German Federal Railroad (DB)

4850 Container Car.
Lgjs 598 flat car. Loaded with 2 removable 20 ft. containers. Lettered for Rolf Benz Company, Nagold, Germany. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058

4851 Container Car.
Lgjs 573 flat car. Loaded with 1 removable 40 ft. container. Lettered for Bell Lines Company, Rotterdam, Netherlands. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058

Starting in 1966 the DB ordered flatcars for the transport of containers; these flatcars could be loaded with 5 pa containers as well as with 2 each 20 foot containers or a single 40 foot container. With an unloaded weight of about 11,000 kilograms (about 12 tons) the load capacity, depending on the route class, is 29 tons, the maximum speed 80–100 km/h (50–63 m.p.h.), depending on the load. These cars were originally designated Btmms 598, but currently bear the designation Lgjs 598.

In 1969 the Lgjs 573 appeared as a UIC standard car on DB track. Externally it differs from the class Lgjs 598 in the truss rod system under the outer, longitudinal support members. It is used to transport large containers. With an unloaded weight of 11,500 tons, it can transport 28.5 tons in RIV traffic and 30 tons on DB rails at a maximum speed of 100 km/h (63 m.p.h.).





German Federal Railroad (DB)

4768 Container Car.
Lgjs 573 flat car. Loaded with 2 removable 20 ft. containers. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058

4769 Container Car.
Lgjs 598 flat car. Loaded with 1 removable 40 ft. container. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058

Heavy Duty Freight Cars

German Federal Railroad (DB)

HOBBY

4471 Low Side Car.
Maintenance car. Suitable for use with the 4671 crane car. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

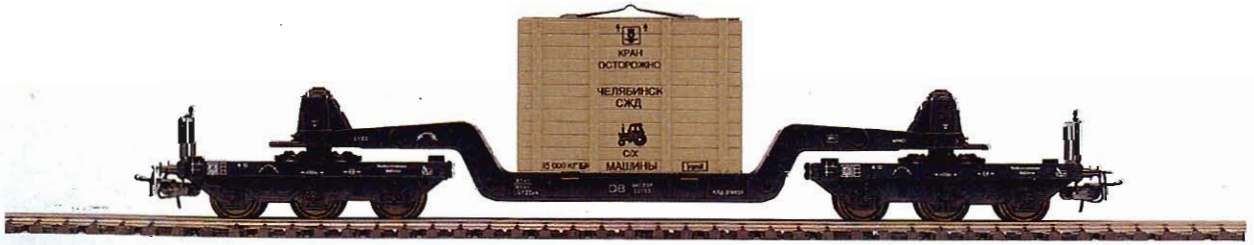
4671 Crane Car.
With rotating crane, movable boom and boom support. Crane hook can be raised and lowered with hand crank. RELEX couplers. Length over buffers 8.3 cm (3-1/4").
DC wheel set 70 053



HOBBY

4617 Depressed Center Flatcar.
SSI 53. Loaded with a removable, industrial-size transformer. RELEX couplers. Length over buffers 25.0 cm (7-7/8").
DC wheel set 70 053





HOBBY

4618 Depressed Center Flatcar.
SSI 53. Loaded with a removable, overseas crate. RELEX couplers. Length over buffers 25.0 cm (7-7/8").
DC wheel set 70 053

Special Design Freight Cars

German Federal Railroad (DB)

4478 Crude Iron Car.
Privately owned by Mannesmann Company. Movable container. Length over buffers 10.2 cm (4").
DC wheel set TRIX 66609

This model is a cooperative project with the TRIX Company, Nürnberg, Germany.





4479 Slag Car.
Privately owned by Mannesmann Company. Movable container. Length over buffers 10.8 cm (4-1/4").
DC wheel set TRIX 66609

This model is a cooperative project with t the TRIX Company, Nürnberg, Germany.

See fold-out page at end of catalog for explanation of drawings.

HOBBY

4613 Auto Transport Car.
Laae 540. Loaded with 4 VW Beetles. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 050

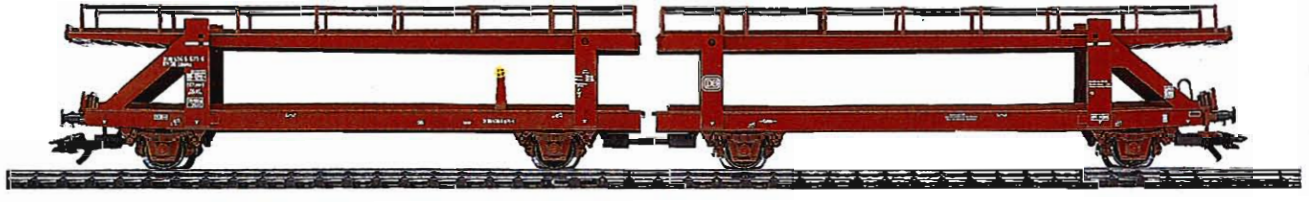


HOBBY

4612 Auto Transport Car.
Laae 540. Without automobile load. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 050

Two of the 4612 or 4613 auto transport cars make up a prototypical double unit.

4712 Double Auto Transport Car.
Laekks 553. Both upper decks can be lowered at the car ends. Upper and lower access with two movable loading gates. Chock blocks for model autos included. Close-coupled, special connection with standard coupler pockets between the car halves. Length over buffers 31.0 cm (12-1/4").
DC wheel set 70 058





Tank Cars

German State Railroad (DR) of the former German Democratic Republic



HOBBY

4443 Tank Car.
Minol Mineralölhandel AG, Berlin, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

German Federal Railroad (DB)



NEM

4644 Tank Car.
Standard design tank car of German BP, Inc. Length over buffers 10.0 cm (4").
DC wheel set 70 027



NEM

4750 Tank Car.
Standard design tank car of DEA Petroleum, Inc. Length over buffers 10.0 cm (4").
DC wheel set 70 027

HOBBY

4441 Tank Car.
Privately owned car of the Esso Company. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4442 Tank Car.
Privately owned car of the German Shell Company. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





HOBBY

4440 Tank Car.
Privately owned car of the Aral Company. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

German Federal Railroad (DB)



NEM

4872 Tank Car.
Car for express milk delivery, Frankfurt-Hoechst. Tank platform and ladders separately applied. Length over buffers 10.1 cm (4″).
DC wheel set 70 058



N NEM

4661 Silo Container Car.
Ucs 908. Metal ladders and brakeman's platform. Length over buffers 10.0 cm (4″).
DC wheel set 70 058

NEM

4642 Tank Car.
Privately owned car for the German Distillery Processing Center in Münster, Germany. The decal set included with the car allows you to reproduce the second tank car with the correct operating number as owned in real life by the German Distillery Processing Center. Length over buffers 10.0 cm (4″).
DC wheel set 70 027



The DB class 139 freight locomotive (Märklin model 3439, see page 26) is the appropriate locomotive for the these tank cars.



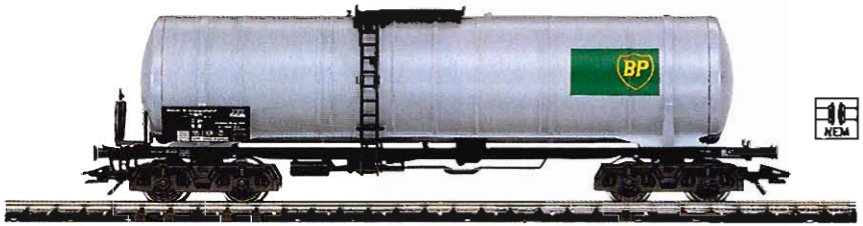
Tank Cars

German State Railroad (DR) of the former German Democratic Republic



4856 Oil Tank Car.
Minol Mineralölhandel AG, Berlin, Germany. Finely detailed open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058

German Federal Railroad (DB)



4758 Oil Tank Car.
Privately owned by German BP, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058

The BP tank car is the model of a new design of four axle cars with a capacity of 880 hectoliters (approx. 23,250 gallons). This model has a particularly high level of detailing.

4756 Oil Tank Car.
Privately owned by German Shell, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058



4754 Oil Tank Car.
Privately owned by ESSO, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058





4752 Oil Tank Car.
Privately owned by Aral AG. Finely detailed open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058

German Federal Railroad (DB)

4757 Chemical Tank Car.
Privately owned by EVA, Company. Prototypical funnel-flow tank. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058



4753 Chemical Tank Car.
Privately owned by BRENNTAG Company. Prototypical funnel-flow tank. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058



4848 Pressure Gas Tank Car.
Privately owned by PRIMAGAS GmbH, Krefeld, Germany. Finely detailed open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058



The DB class 220 diesel hydraulic locomotive (Märklin models 3380/3780) is the appropriate locomotive for these tank cars and can be found on page 123.



The "Rollende Landstraße" ("Rolling Road")

German Federal Railroad (DB)

The slumber coaches for the "Rollende Landstraße", in which the truck drivers can accompany their rigs, bear the colors of Kombiverkehr, Inc. Since this form of transport takes place mostly at night, a slumber coach is usually included in the train, in which the trucker can steep to the destination station. This car is located directly behind the locomotive most of the time. The "Rollende Landstraße" trains carry complete trucks from the truck/trailer combination to semi truck/trailer rigs straight across Europe. This keeps the freeways free of traffic.

Next to West Germany, Switzerland and Austria with their Alpine through traffic are probably the most important transit countries in Europe. For this reason the Austrian Federal Railways and the Swiss Federal Railways (through the HUPAC Company) participate with the German Federal Railroad in the "Rollende Landstraße" concept for transport by rail between Germany and Italy.

Despite this cross border cooperation, the available capacity up till now has been sufficient for only a small part of the truck transit traffic.



4232 Slumber Coach.
Kombiverkehr Company Bcm 247 for the "Rollende Landstraße" Car Association. Equipped for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

4740 Depressed Floor Flatcar for Truck Transport.
Saadkms 690 for "Rollende Landstraße" Car Association. End car with 2 hinged and removable buffer beams. Chock blocks for trucks and special coupler for depressed floor flatcars included. 2 special close couplers for coupling to cars with standard couplers. Length over buffers 23.2 cm (9-1/8").
DC wheel set 43 295





4741 Depressed Floor Flatcar for Truck Transport. Saadkms 690 for "Rollende Landstraße" Car Association. Intermediate car without buffer beams. Chock blocks for trucks and special coupler for depressed floor flatcars included. Length 21.4 cm (8-7/16").
DC wheel set 43 295

4841 Depressed Floor Flat Car for Truck Transport.
Saadkms 690 for "Rollende Landstraße" Car Association. Intermediate car without buffer beams. Loaded with a tank trailer truck (Herpa model). Lettered for DEA Petroleum Oil Company, Inc., Hamburg, Germany. Chock blocks for trucks and special coupler for depressed floor flat cars included. Length 21.4 cm (9-1/8").
DC wheel set 43 295

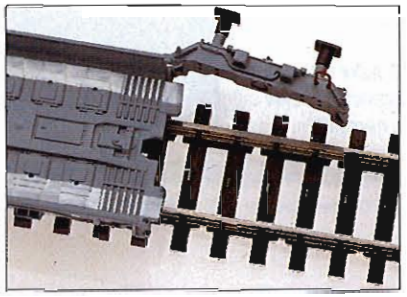




Swiss Federal Railways (SBB)

4796 "Depressed Floor Flatcars for Truck Transport" Set.
Consists of 2 Saadkms depressed floor flatcars. Included in this set of cars: 2 buffer beams that can be installed on the cars, 4 chock blocks for trucks, 2 special couplers that serve as a connection between the depressed floor flatcars, 2 special close couplers for coupling to cars with standard couplers.
Total length 45.2 cm (17-3/4").
DC wheel set 43 295





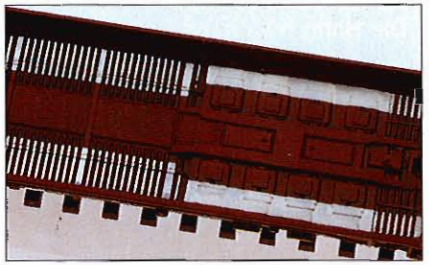




Austrian Federal Railways (ÖBB)







4797 "Depressed Floor Flatcars for Truck Transport" Set.
Consists of 2 Saadkms depressed floor flatcars. Included in this set of cars: 2 buffer beams that can be installed on the cars, 4 chock blocks for trucks, 2 special couplers that serve as a connection between the depressed floor flatcars, 2 special close couplers for coupling to cars with standard couplers.
Total length 45.2 cm (17-3/4").
DC wheel set 43 295

The "Rollende Landstraße" trains are hauled by the class 243 electric locomotive (Märklin models 3443,3743, see page 134).



Freight Cars

Swiss Federal Railways (SBB)



4698 Boxcar.
Hhk with brakeman's cab. Sliding doors that can be opened. Length over buffers 14.1 cm (5-9/16").
DC wheel set 70 058



4718 Gondola.
Eaos. Length over buffers 16.1 cm (6-1/2").
DC wheel set 70 058



The Swiss Federal Railways have reorganized less-than-carload freight under the name "Cargo Domizil". The sliding wall boxcars used for this are also included in the new color concept and are being given a gleaming blue paint job and a special marketing identity in the languages of Switzerland.

4735 Sliding Wall Boxcar.
Hbis. "Cargo Domizil" less-than-carload-lot car with lettering in German and French. Separately applied brakeman's platforms and grab irons. Length over buffers 16.8 cm (6-5/8").
DC wheel set 70 058





4835 Sliding Wall Boxcar.
Hbils. Lettered on the side walls and on the roof for "Maggi" Company. Separately applied brakeman's platforms and grab irons. Length over buffers 16.8 cm (6-5/8").
DC wheel sets 70 058



Bridges for routes on different levels.
Information on Page 270-273.

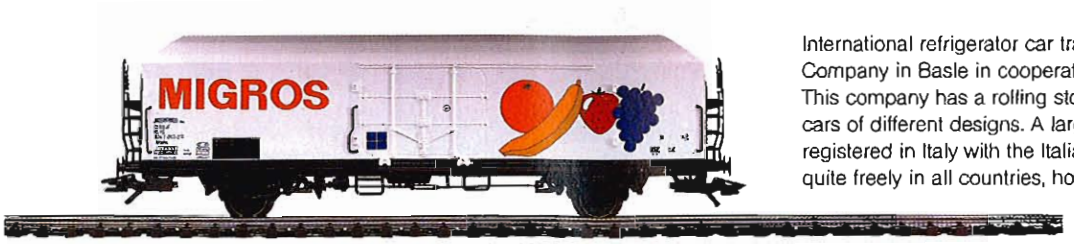
Swiss Federal Railways (SBB)



4834 Sliding Wall Boxcar.
Hbils. Version with corrugated side walls. Railroad technical data on one side in German and on the other in French. Separately applied brakeman's platform. Separately applied grab irons.
Length over buffers 16.8 cm (6-5/8").
DC wheel set 70 058

Italien State Railways (FS)

4738 Boxcar.
Privately owned by INTERFRIGO. Finely detailed reproduction of the mechanical gear and of the generator with drive shaft. Lettered for the Swiss company "MIGROS". Length over buffers 16.2 cm (5-5/8").
DC wheel set 70 058



International refrigerator car traffic is served by the INTERFRIGO Company in Basle in cooperation with 23 European railroads. This company has a rolling stock pool of over 20,000 refrigerator cars of different designs. A large part of the standard cars is registered in Italy with the Italian State Railways; they are used quite freely in all countries, however.

The class Re 4/4^{II} electric locomotive (Märklin models 3434/3734) is the appropriate locomotive for the SBB freight cars and can be found on page 29.



Freight Cars

The privately owned railroads in the USA recognized much sooner than their state-owned European counterparts the immense amount of advertising space rolling day and night through the states in the form of their freight cars. Hence, the colorful variety of company colors for the individual railroads.

For the most part the cars can be used freely from coast to coast, as in Europe. Otherwise, frequent freight transfers would make transport times so long, that the railroads wouldn't have a chance against trucks.

An exception to this were cabooses; they made up a colorful end to the often mile-long trains in the symbols (also borne by the locomotive) of their respective companies.

See fold-out page at end of catalog for explanation of drawings.

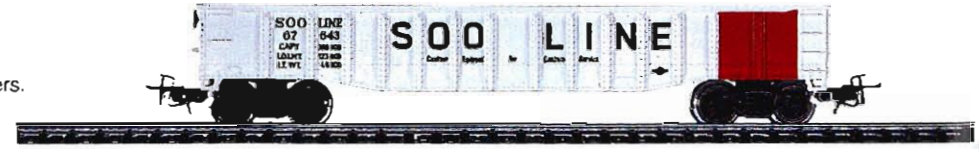
American Freight Cars



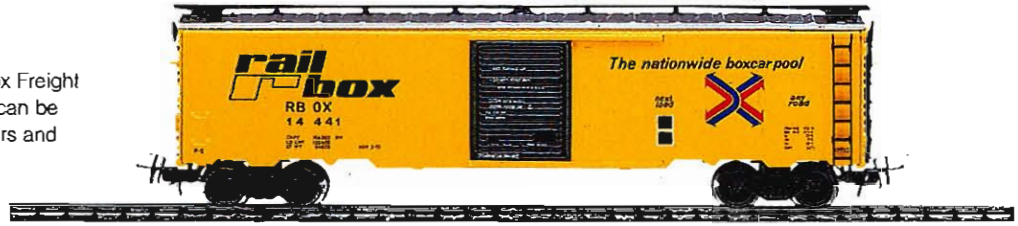
4775 Caboose.
Burlington Northern Railroad. Separately applied ladders and roofwalk. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 060



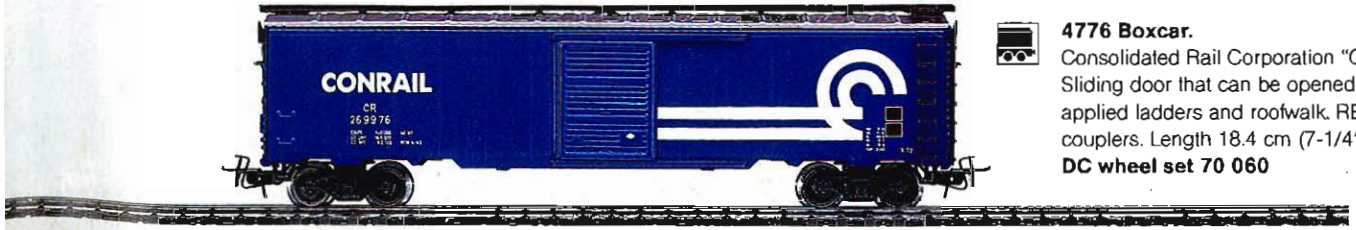
4777 Caboose.
Atchison Topeka and Santa Fe Railroad. Separately applied ladders and roofwalk. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 060



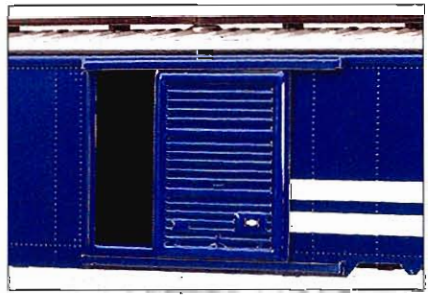
4774 Gondola.
"SOO LINE" Railroad. Load area picked out in gray. RELEX couplers. Length 17.0 cm (6-5/8").
DC wheel set 70 060

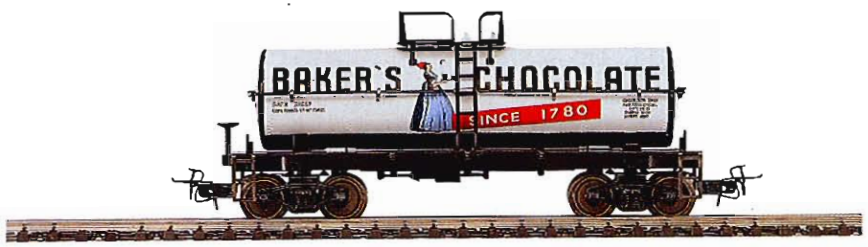


4773 Boxcar.
Privately owned car of the Rail Box Freight Car Company. Sliding doors that can be opened. Separately applied ladders and roofwalk. RELEX couplers. Length 18.4 cm (7-1/4").
DC wheel set 70 060



4776 Boxcar.
Consolidated Rail Corporation "CONRAIL". Sliding door that can be opened. Separately applied ladders and roofwalk. RELEX couplers. Length 18.4 cm (7-1/4").
DC wheel set 70 060

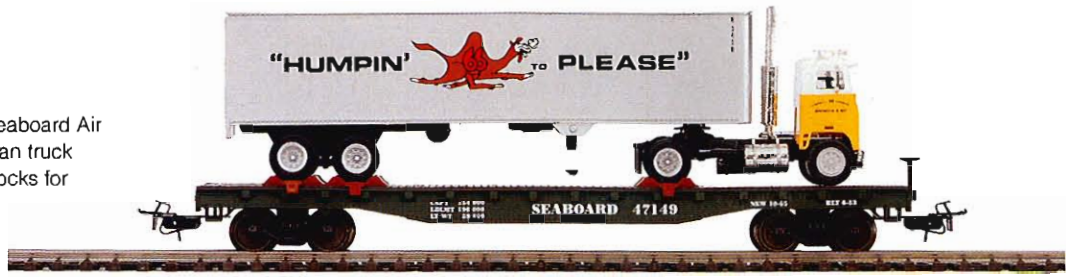




4864 Tank Car.
Tank car with the design and lettering for Baker's Chocolate. Detailed open frame. Dome, ladders, platforms and grabirons separately applied. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 060

N

4865 Flat Car.
Flat car lettered and painted for "Seaboard Air Line Railroad". Model of an American truck (Herpa model) as a load. Chock blocks for truck included. RELEX couplers. Length 19.1 cm (7-1/2").
DC wheel set 70 060



The "Santa Fe" F 7 diesel electric locomotive (Märklin model 3060+4060) is an appropriate locomotive for the American freight cars and can be found on page 125.



Support the restoration of one of Europe's great masterpieces: The Frauenkirche (Church of Our Blessed Lady) in Dresden.

For two hundred years the glorious, bell-shaped dome of the Frauenkirche, simultaneously gracious and monumental, towered over the roofs of the old city of Dresden and dominated the famous skyline on the Elbe, one of the most beautiful pieces of urban architecture in the world. Built from 1726 to 1743 according to plans by the architect George Bähr, the Dresden Frauenkirche was the most important church built under German Protestantism, and at the same time one of the great masterpieces of European architecture. On February 15, 1945, two days after the devastating bombing attack on Dresden, the burned out dome built of stone collapsed. For more than 45 years the ruins and an immense pile of rubble greeted the eye, a moving memorial to the destruction of Dresden. Yet, the beauty of the Baroque Frauenkirche was not forgotten. A landmark and an important part of its old beauty can be returned to Dresden, the city of art – the "Florence on the Elbe". The Frauenkirche emerging out of the rubble will become a symbol for the healing of wounds inflicted by the war, a monument for the reconciliation of the people and a visible memorial to peace.

The Frauenkirche is to be rebuilt in its original form, using the original construction methods and material, Elbe sandstone. The reconstruction of the Frauenkirche to its original appearance will cost 250 million marks and take more than 10 years. The resources of the state and the Church are not sufficient for a task of this difficulty and high cost.

The Society for the Support of the Reconstruction of the Dresden Frauenkirche Membership Corporation has taken on the task of raising the funds for the construction costs from donations both in Germany and abroad. Märklin and its authorized dealers have spontaneously decided to support the reconstruction of this great work of art, too. With a one-time series in 1995 in the scales mini-club, Märklin H0 and Märklin 1, we are giving all culturally aware model railroaders the chance to participate in this great undertaking. The donation listed for each model will be used in total for the reconstruction of the Frauenkirche in Dresden.

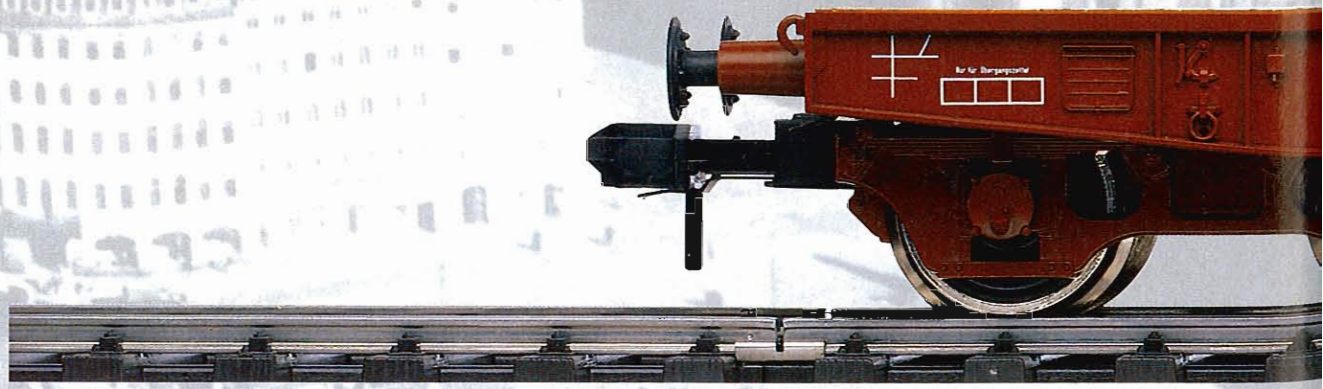
The three flatcars with church bells in Z, H0 and 1 Gauges are being produced in a one-time series only in 1995.



88608 Low Side Car
for the German State Railroad (DR). Loaded with a metal bell, mounted in a special shipping frame. Length over buffers 54 mm (2-1/8").

Order deadline September 1, 1995.

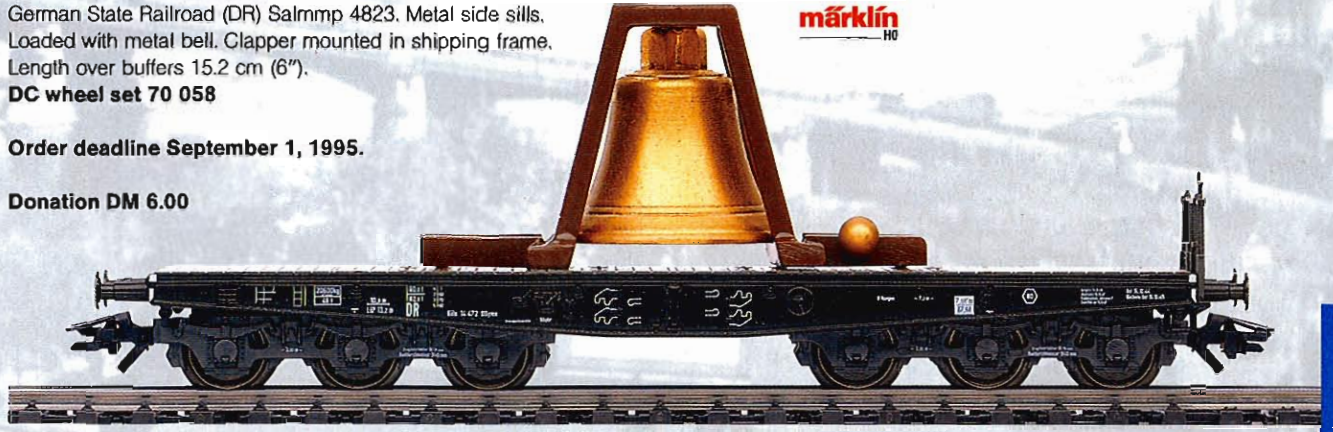
Donation DM 3.00



84866 Heavy Duty Flatcar.
German State Railroad (DR) Salmmp 4823. Metal side sills. Loaded with metal bell. Clapper mounted in shipping frame. Length over buffers 15.2 cm (6″).
DC wheel set 70 058

Order deadline September 1, 1995.

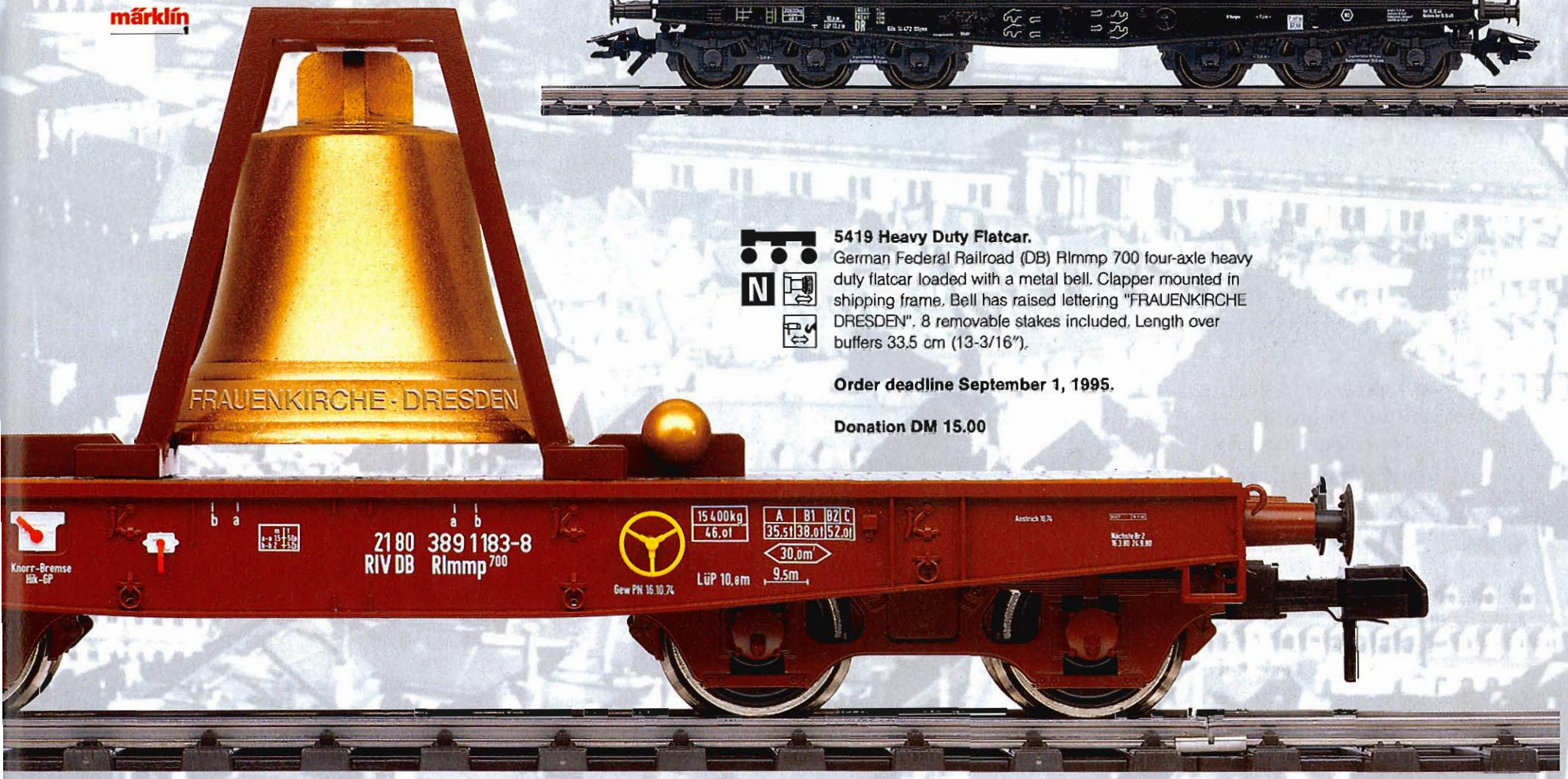
Donation DM 6.00



5419 Heavy Duty Flatcar.
German Federal Railroad (DB) Rlmmp 700 four-axle heavy duty flatcar loaded with a metal bell. Clapper mounted in shipping frame. Bell has raised lettering "FRAUENKIRCHE DRESDEN". 8 removable stakes included. Length over buffers 33.5 cm (13-3/16″).

Order deadline September 1, 1995.

Donation DM 15.00



Illustrations are original size.

Layout Building

Technology or Nature or both

The entire spectrum of the model railroading hobby will become clear in this section. While some enjoy working out routes and operating procedures, others use all of their skills to accurately reproduce landscapes. And where the enjoyment stops for some as soon as the last "spike" has been driven, for others it doesn't begin until they are running trains.

Märklin has something for every philosophy of model railroading. You will see this in both systems of track which emphasize sturdy metal construction or prototypical appearance but with the same operating reliability. The Märklin program has the right layout technology and working models for playing that keeps on going and going as well as for automatic operations.




märklin
HO
SBB CFF FFS
BELI

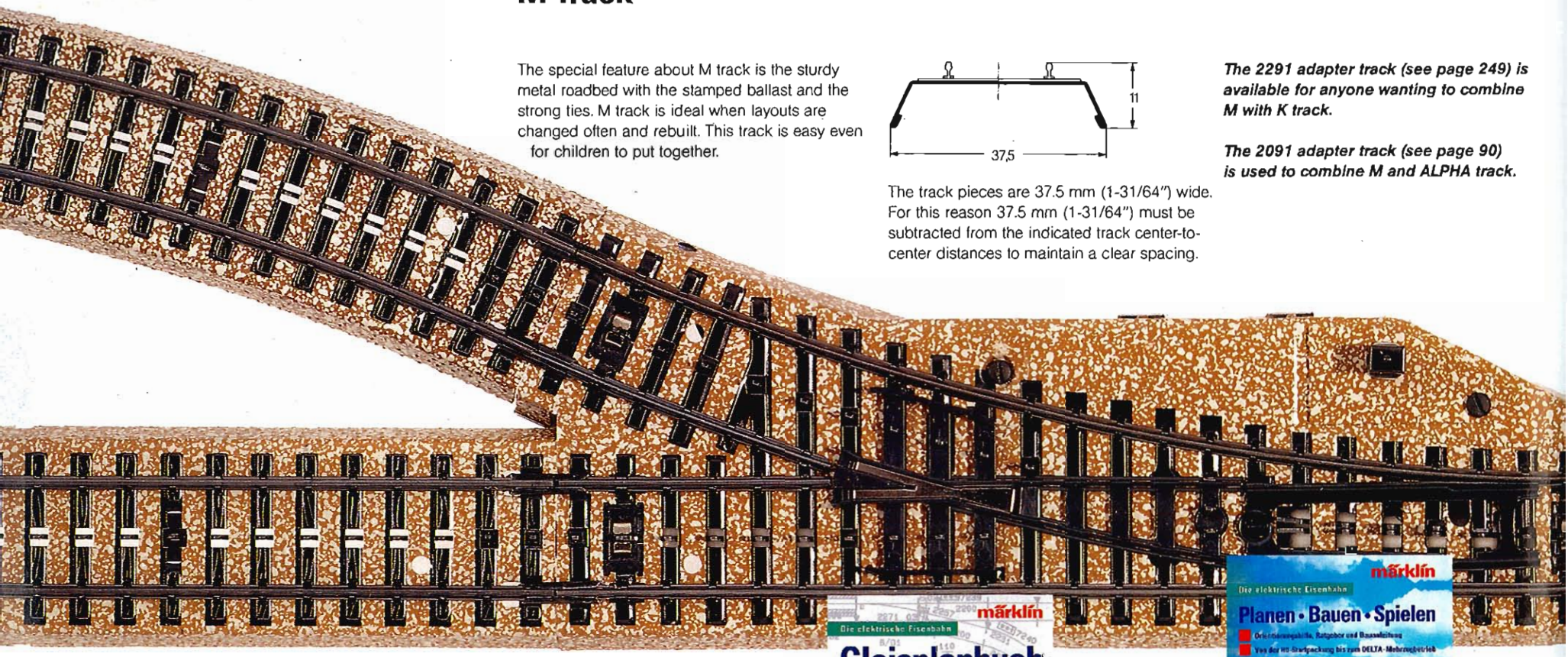
M Track

The special feature about M track is the sturdy metal roadbed with the stamped ballast and the strong ties. M track is ideal when layouts are changed often and rebuilt. This track is easy even for children to put together.

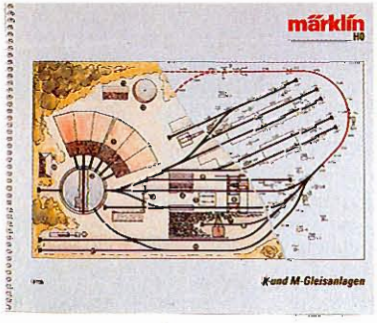
The track pieces are 37.5 mm (1-31/64") wide. For this reason 37.5 mm (1-31/64") must be subtracted from the indicated track center-to-center distances to maintain a clear spacing.

The 2291 adapter track (see page 249) is available for anyone wanting to combine M with K track.

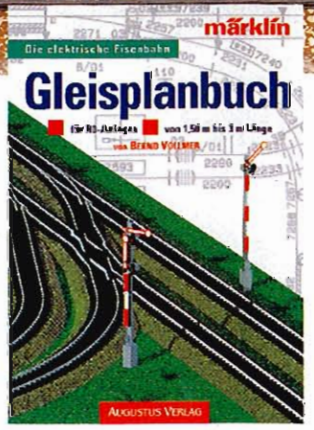
The 2091 adapter track (see page 90) is used to combine M and ALPHA track.



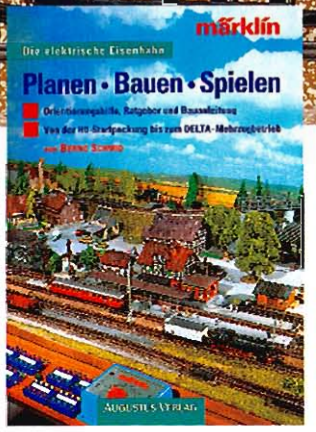
Layout Planning



0702 K+M Track Plan Book.
30 suggested layouts, 15 in K track and 15 in M track. 14 K track plans and 15 M track plans in the appendix. Each layout suggestion contains: track plan to a scale of 1:10 with parts list, wiring plan and power circuit separation points, catenary plan, scenery sketch, color photos of the finished layout, tips and information about laying out the track and building scenery. Contents 186 pages. Format 22 x 26.4 cm (8-5/8" x 10-3/8").



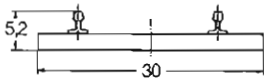
0337 Track Plan Book by Bernd Vollmer.
25 track plans for H0 layouts up to 3 meters (9' 9") in length. 160 pages with numerous color illustrations and drawings. Format 21 x 29.7 cm (8-1/4" x 11-11/16"), bound. ISBN 3-8043-0309-9. German text.



0329 Book "H0 for Beginners" by Bernd Schmid. Planning, building and playing. From the starter set to DELTA multi-train operation. 160 pages with numerous color illustrations, drawings and plans. Format 21 x 29.7 cm (8-1/4" x 11-11/16"), bound. ISBN 3-8043-0310-2. German text.

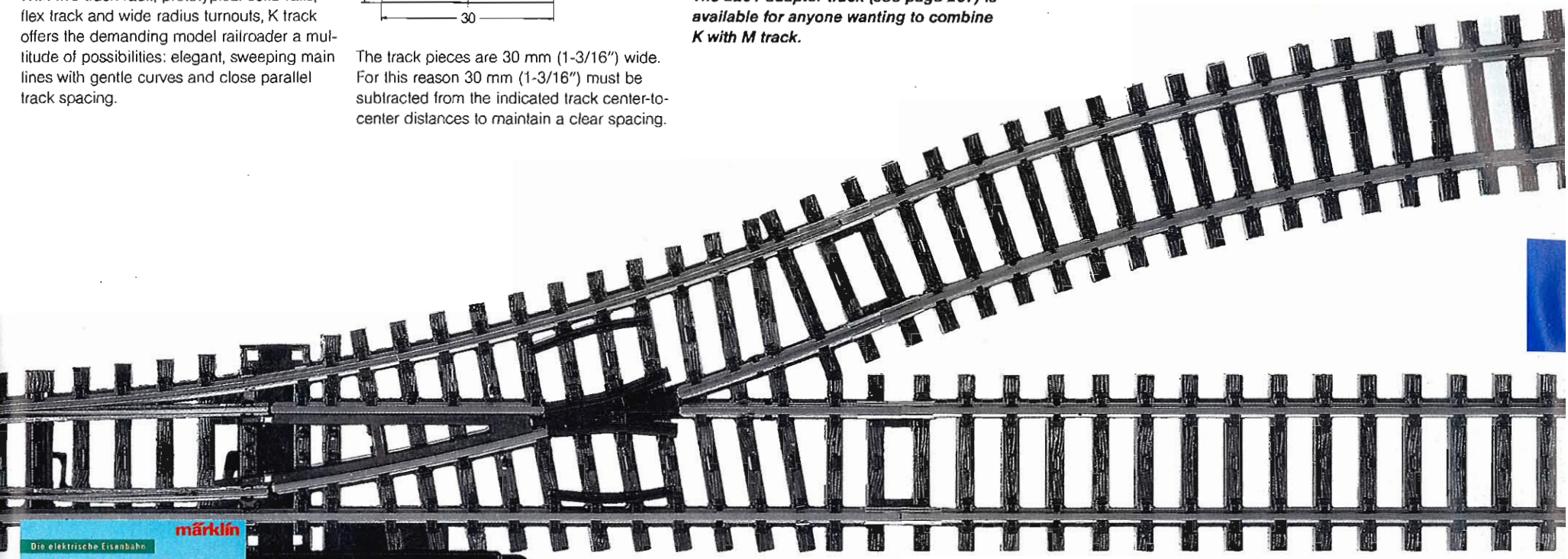
K Track

With five track radii, prototypical solid rails, flex track and wide radius turnouts, K track offers the demanding model railroader a multitude of possibilities: elegant, sweeping main lines with gentle curves and close parallel track spacing.



The track pieces are 30 mm (1-3/16") wide. For this reason 30 mm (1-3/16") must be subtracted from the indicated track center-to-center distances to maintain a clear spacing.

The 2291 adapter track (see page 257) is available for anyone wanting to combine K with M track.









0336 Book "H0-Modellbahnanlagen – Planung, Bau und Fahrbetrieb" von Bernhard Stein. ("H0 Model Railroad Layouts – Planning, Construction and Operation" by Bernhard Stein) Instructions, tricks and tips are shown in the construction of a large layout in the Pfarrkirchen (Germany) model railroad center. 1994. 96 pages with approximately 100 color photos and drawings as well as a track plan. Format 21 x 26 cm (8-1/4" x 10-1/4"), bound. German language only. ISBN 3-8043-0252-1.

0276 Video I "H0-Modellbahnanlagen – Planung, Bau und Steuerung" von Bernhard Stein. ("H0 Model Railroad Layouts – Planning, Construction and Control" by Bernhard Stein) Instructions, tricks and tips are shown in the construction of a large layout in the Pfarrkirchen (Germany) model railroad center. Playing time about 45 minutes. German narration only. European VHS only. ISBN 3-8043-4000-8.

0277 Video II "Faszination des Fahrbetriebs" von Bernhard Stein. ("The Fascination of Operation" by Bernhard Stein) Shown on a large layout in the Pfarrkirchen (Germany) model railroad center. Playing time about 20 minutes. German narration only. European VHS only. ISBN 3-8043-4001-6.

Additional planning aids and helpful books can be found on the following pages:

Page 155: *0733 Service Manual H0*

Page 243: *0209 Track planning stencil for M track*

Page 245: *0230 Track planning kit for M track*

Page 251: *0210 Track planning stencil for K track*

Page 253: *0231 Track planning kit for K track*

Page 283: *0716 Electrical Manual*

Page 292: *0308 (0308A in North America) Book "Getting Started with Märklin Digital – the multi-train control system"*

M Track Overview

Straight Track / Function Tracks



5106
180 mm
(7-3/32")



5166
10 x 180 mm
(7-3/32")

5111
180 mm
(7-3/32")



5131
180 mm
(7-3/32")



5107
90 mm
(3-9/16")



5112
90 mm
(3-9/16")



5146
90 mm
(3-9/16")



5129
70 mm
(2-3/4")



5108
45 mm
(1-3/4")



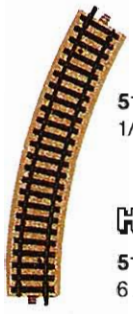
5109
33,5 mm
(1-5/16")

Industrial Curve
Radius 286 mm
(11-1/4")



5120
1/1 = 45°

5100 Standard Curve
Radius 360 mm
(14-3/16")



5100
1/1 = 30°

5160
6 x 1/1 = 30°



5103
1/1 = 30°



5101
1/2 = 15°



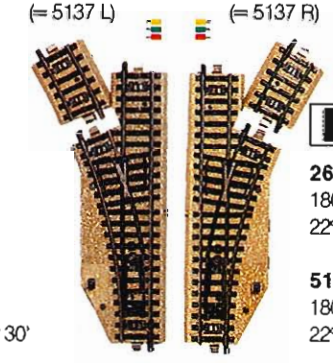
5147
1/2 = 15°



5102
1/4 = 7° 30'

5138
(= 5137 L)

5139
(= 5137 R)



2604 (L+R)
180 mm (7-3/32") /
22° 30'

5137 (L+R)
180 mm (7-3/32") /
22° 30'

5200 Parallel Curve
Radius 437.4 mm
(17-1/4")



5200
1/1 = 30°

5260
6 x 1/1 = 30°



5206
24° 17'

5266
4 x 24° 17'



5201
1/2 = 15°



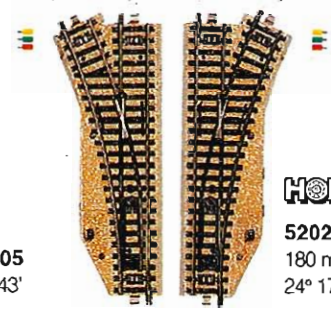
5213
1/2 = 15°



5205
5° 43'

5203
(= 5202 L)

5204
(= 5202 R)



5202 (L+R)
180 mm (7-3/32") /
24° 17'

5222
(= 5221 L)

5223
(= 5221 R)



5221 (L+R)
180 mm (7-3/32") /
24° 17'



5110
22.5 mm
(7/8")



5210
16 mm
(5/8")



5208
8 mm
(5/16")



5145
2 x 90 mm
(3-9/16")



5115
180 mm
(7-3/32")



5116
1/1 = 30°



7190
70 mm
(2-3/4")



7191
70 mm
(2-3/4")



2291
180 mm
(7-3/32")

The 2291 adapter track is available for anyone wanting to combine M with K track.

5141
(= 5140 L)

5142
(= 5140 R)



5140 (L+R)
30° / 30°
+ 77.4 mm
(3-1/16")



5128
193 mm
(7-5/8") / 30°



5114
193 mm (7-5/8") /
30°

Straight and Curved Track



HOBBY

5167
2 x 1/2 = 90 mm
(3-9/16")
4 x 1/8 = 22.5 mm
(7/8")
2 x 1/2 = 15°

On straight track the length of the rails is measured. On curved track the radius out to the middle of the track bed and the angle of the curve are given.



5214
180 mm (7-3/32") /
24° 17'



5207
180 mm (7-3/32") /
24° 17'



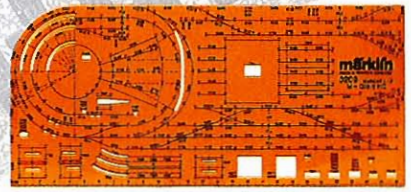
HOBBY

5215
180 mm (7-3/32") /
24° 17'



5211
98 mm (3-7/8") /
48° 30'

Accessories for M track can be found on page 249.



0209 Track Planning Stencil for M Track.
Allows you to plan your own layouts for series 5100 and 5200 M track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.

M Track / Straight and Curved Sections

Straight Track

The M track geometry starts with the grid of the standard straight length of 180 mm (7-3/32"). The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling in odd lengths in combination with turnouts and crossings within the standard track grid.

Straight and Curved Sections

HOBBY

5167 Package of 8 Sections of Track.
2 straight sections. Length 1/2 = 90 mm (3-9/16"). 4 straight sections. Length 1/8 = 22.5 mm (7/8"). 2 curved sections. Length 2 x 1/2 = 15°. Radius 360 mm (14-3/16").

Straight Track



5106 Straight Track.
Length 1/1 = 180 mm (7-3/32") (standard length).

HOBBY

5166 Package of 10 Straight Sections.
Length 1/1 = 180 mm (7-3/32").

5107 Straight Track.
Length 1/2 = 90 mm (3-9/16").

5129 Straight Track.
Length 70 mm (2-3/4").

5108 Straight Track.
Length 1/4 = 45 mm (1-3/4").

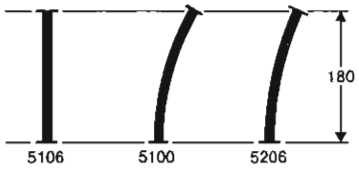
5109 Straight Track.
Length 3/16= 33.5 mm (1-5/16").

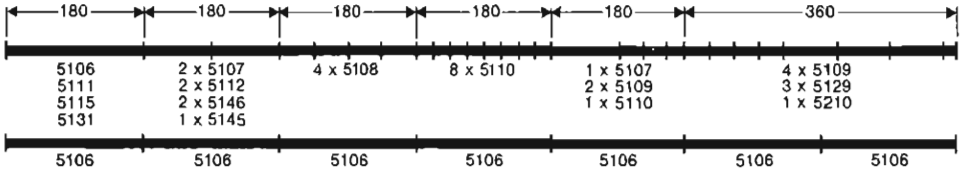
5110 Straight Track.
Length 1/8 = 22.5 mm (7/8").

5210 Straight Track.
Length 16 mm (5/8").

5208 Straight Track.
Length 8 mm (5/16").

Comparison of M Track Lengths





Curved Track

Industrial Curve
Radius 286 mm (11-1/4")



5120 Curved Track.
Length 1/1 = 45°. Small radius for branchlines and industrial trackage. Cannot be used for long locomotives and cars.

Standard Curve
Radius 360 mm (14-3/16")



5100 Curved Track.
Length 1/1 = 30°.

HOBBY

5160 Package of 6 Curved Sections.
Length 6 x 1/1 = 30°.

5101 Curved Track.
Length 1/2 = 15°.

5102 Curved Track.
Length 1/4 = 7° 30'.

Parallel Curve
Radius 437.4 mm (17-1/4")



5200 Curved Track.
Length 1/1 = 30°.

HOBBY

5260 Package of 6 Curved Sections.
Length 6 x 1/1 = 30°.

5206 Curved Track.
Length 24° 17'. Complementary curve for 5202, 5221 turnouts and 5207, 5214 crossings.

HOBBY

5266 Package of 4 Curved Sections.
Length 24° 17'.

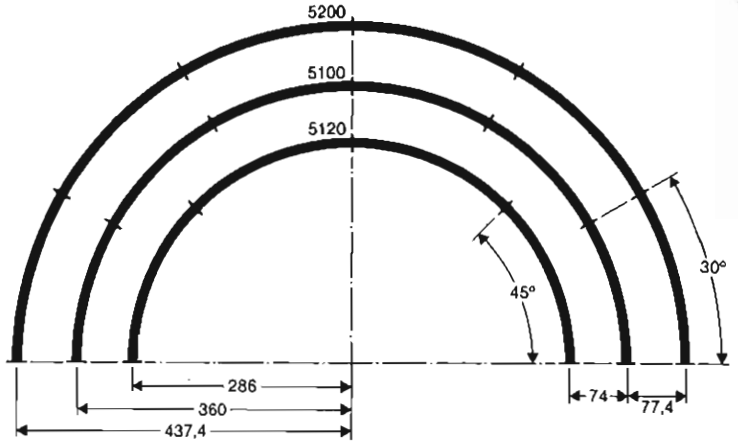
5201 Curved Track.
Length 1/2 = 15°.

5205 Curved Track.
Length 5° 43'. With 5206 makes up 5200 section.

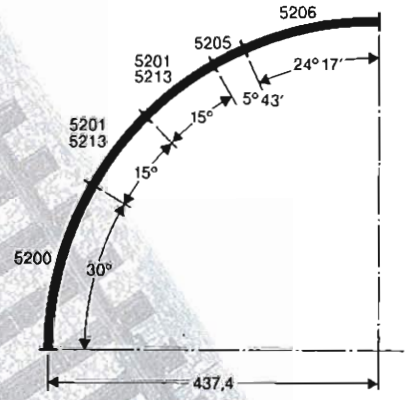
The 3 Track Radii

In addition to the 5100 Standard Curve with a radius of 360 mm (14-3/16"), there is also the larger 5200 Parallel Curve with a radius of 437.4 mm (17-1/4"). The transition between the two is done with the 5202, 5221 or 5140 turnouts. The 5120 Industrial Curve with a radius of 286 mm (11-1/4") is intended for branchlines.

5200 Circle = 12 sections
5100 Circle = 12 sections
5120 Circle = 8 sections

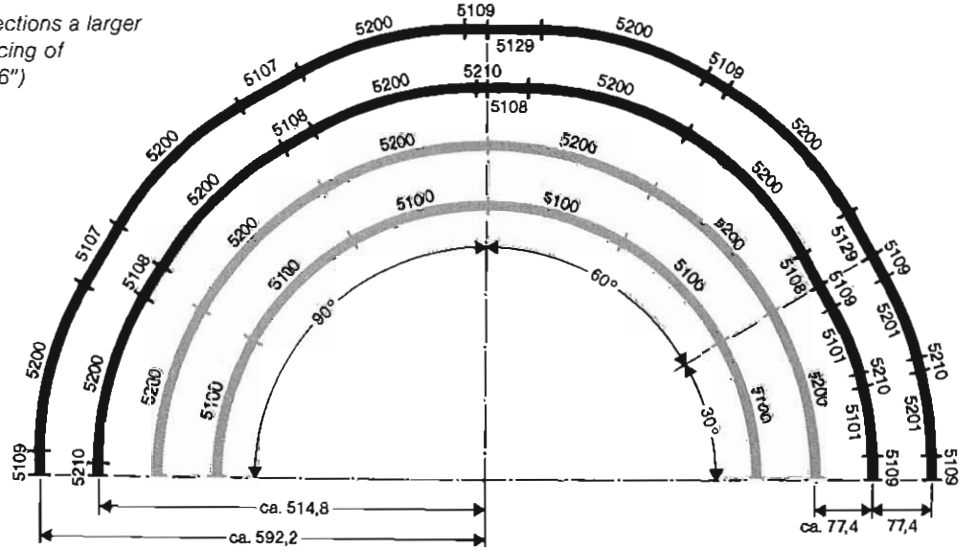






Tip: Larger parallel curves.

By combining existing track sections a larger curve with a parallel track spacing of approximately 77.4 mm (3-1/16") can be made.





HOBBY

0230 Track Planning Kit for M Track.

For planning and for miniaturized setup of model railroad layouts. All M track sections for Märklin H0 in a scale of 1:5. With transfer table, turntable, and pillars. Enough material for a medium size layout. All track sections with catalog numbers on both sides. Arranged in 4 colors (3 radii and straight sections). The track sections can be plugged together quickly and permanently.

M Track / Turnouts and Crossings

Turnouts

All of the turnouts shown are equipped with sprung points and a train can thus run "against" a turnout setting.

The electric turnouts, the double slip turnout, the three-way turnout and the curved turnouts have double solenoids for remote control.

The turnouts with solenoid mechanisms can be operated with the 7072 or 7272 control boxes, 5146, 5147 and 5213 circuit tracks or 7555 reed contacts.

All turnouts can also be used in the Märklin Digital system.

Parallel Curve
Radius 437.4 mm (17-1/4")



HOBBY

5202 Pair of Turnouts.
5203 (5202 L) Left Turnout.
5204 (5202 R) Right Turnout.
Has solenoid mechanism. Length of straight side 180 mm (7-3/32"). Turnout branch 24° 17'. Branch same as 5206. Lighted lanterns. 3 wires for connections.



HOBBY

5221 Pair of Turnouts.
5222 (5221 L) Left Turnout.
5223 (5221 R) Right Turnout.
With hand levers. Length of straight side 180 mm (7-3/32"). Turnout branch 24° 17'. Branch same as 5206.

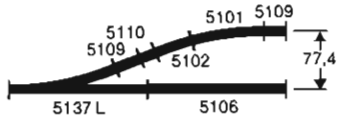
Standard Curve
Radius 360 mm (14-3/16")

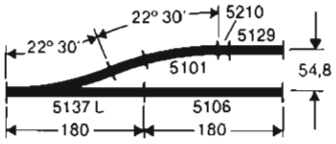


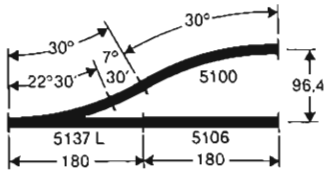
5137 Pair of Turnouts.
5138 (5137 L) Left Turnout.
5139 (5137 R) Right Turnout.
Has solenoid mechanism. Length of straight side 180 mm (7-3/32"). Turnout branch 22° 30'. Can be extended to 30° with the 5102 track included with these turnouts. Lighted lanterns. 3 wires for connections.

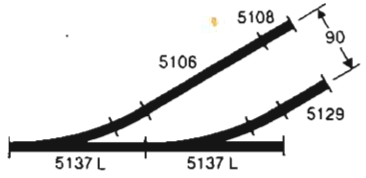
2604 Digital Turnout Set.
Contents: 5137 pair of electric turnouts with built-in digital decoders. Supplements the previous 2602 digital starter set. Permanently coded for buttons 3 and 4 on the Central Control.

Turnouts for 5100 Standard Curve

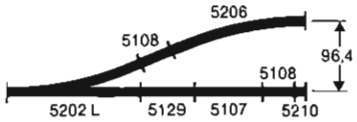


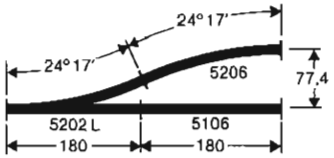


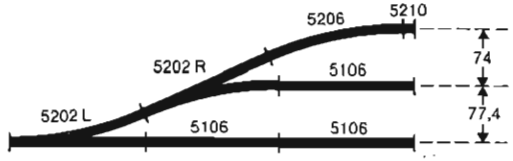


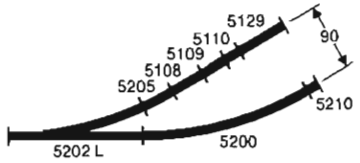


Turnouts for 5200 Parallel Curve









Standard Curve
Radius 360 mm (14-3/16")



5128 Double Slip Turnout.
Has solenoid mechanism. Crossing angle 30°. Curve same as 5100. Length of straight side 193 mm (7-5/8"). Additional hand lever. Lighted lantern with position indications that change. 3 wires for connections.



5114 Crossing.
Crossing angle 30°. Length of straight side 193 mm (7-5/8"). Dimensions same as 5128. The intersecting third rails are electrically separated

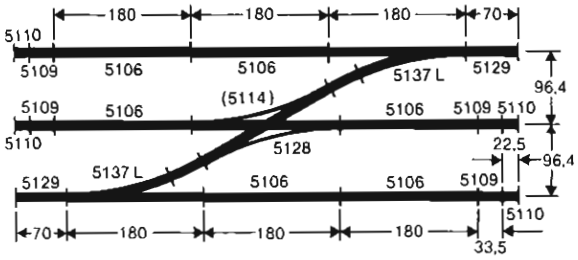
Crossings
The crossings and the double slip turnouts can be used for right or left crossing. The short tracks included with the 5207 and 5215 units are for length adjustments on diagonal approaches.

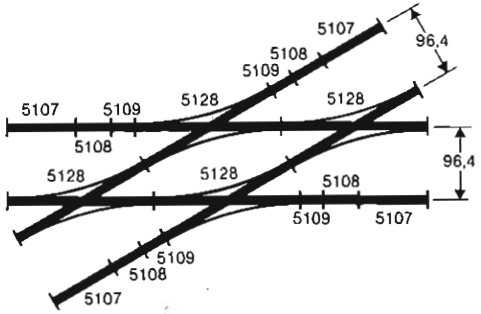
Parallel Curve
Radius 437,4 mm



5207 Double Slip Turnout.
Has solenoid mechanism. Crossing angle 24° 17'. Length of straight side 180 mm (7-3/32"). 3 wires for connections. Additional hand lever. 2 each 5208 adjustment sections included. Curve same as 5206.

Crossings for 5100 Standard Curve







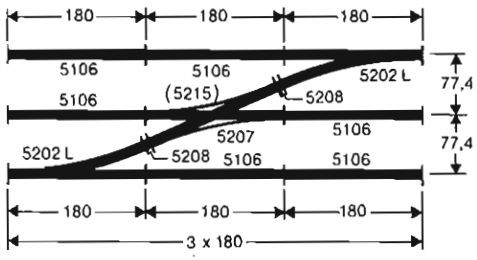
HOBBY

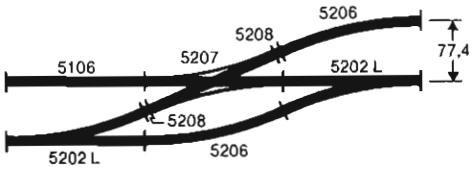
5215 Crossing.
Crossing angle 24° 17'. Length of straight side 180 mm (7-3/32"). Dimensions same as 5207. The intersecting third rails are electrically separated. 2 each 5208 adjustment sections included.

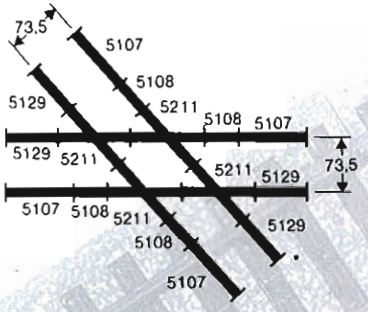
5211 Crossing.
Crossing angle 48° 30'. Length of straight side 98 mm (3-7/8"). For double track connections. The intersecting third rails are electrically separated.



Crossings for 5200 Parallel Curve









M Track / Three-Way Turnout and Curved Turnouts

Curved Turnouts
Branches can be started on curves with the curved turnouts. This increases the usable areas on straight track considerably.

The curved turnouts facilitate a harmonious transition between the 5100 Standard Curve (radius 360 mm/14-3/16") and the 5200 Parallel Curve (radius 437.4 mm/17-1/4") The turnout angle of 30° permits installation in existing parallel curves without adjustment sections.



5140 Pair of Curved Turnouts.
5141 (5140 L) Left Curved Turnout.
5142 (5140 R) Right Curved Turnout.
Has solenoid mechanism. Inner curve 30°. Outer curve 30° in the parallel curve spacing of 77.4 mm (3-1/16"). Length and radius of the inner curve are the same as 5100. Lighted lanterns. 3 wires for connections.

Three-Way Turnout
The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas.

The three-way turnout has two double solenoids for remote control.

Both branches are the same in length and radius as the 5202 turnout.

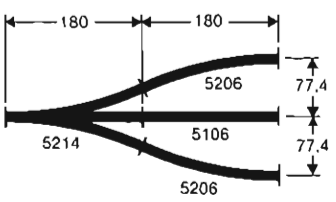
The track spacing of 77.4 mm (3-1/16") can be maintained on both sides when the 5206 section is used with this turnout.

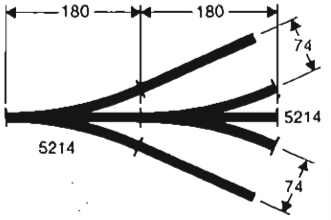
The three-way turnout can be used for direct entry into the 7288 locomotive shed.



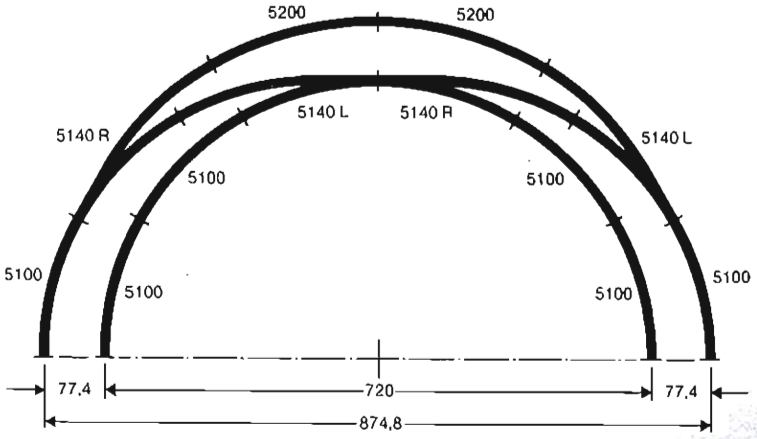
5214 Symmetrical Three-Way Turnout.
Has 2 solenoid mechanisms. Length of straight side 180 mm (7-3/32"). Turnout branches 2 x 24° 17'. Branch radius 437.4 mm (17-1/4"). Curve same as 5206. 2 additional hand levers. 5 wires for connections.

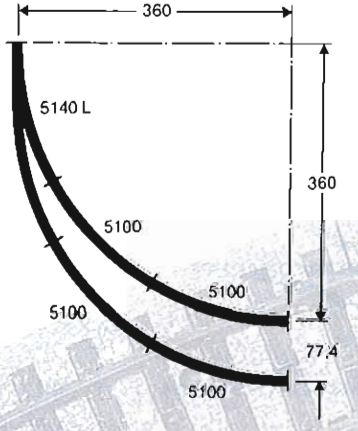
5214 Three-Way Turnout

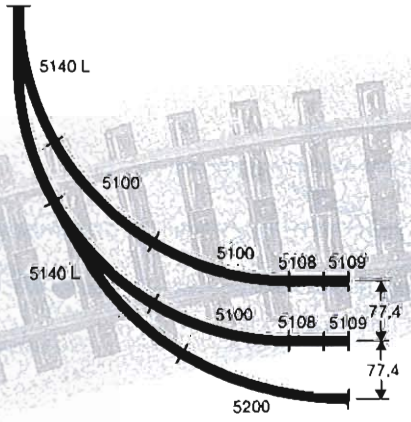




5140 Curved Turnouts







M Track / Function Tracks and Accessories

märklin HO

Feeder Track

Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks should be installed about every 2 meters (approx. 6-7 feet) on longer stretches of track to supply current to the track. A 5131 feeder track with interference suppression capacitor should be used in each track power circuit (not required in DELTA or digital operation).



5111 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Also for DELTA and Digital.

HOBBY

5131 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Built-in capacitor for interference suppression.

5103 Curved Feeder Track.
Length 1/1 = 30°. Radius 360 mm (14-3/16"). 2 feeder wires. Also for DELTA and Digital.

Uncoupler Tracks

Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism can be operated from the 7072 or 7272 control boxes or with the hand lever. The 5113 light mast can be attached to the uncoupler track and indicate visually that uncoupling is taking place.

HOBBY



5112 Straight Uncoupler Track.
Has solenoid mechanism. Length 1/2 = 90 mm (3-9/16"). 2 wires for connections.

Circuit Tracks

The circuit tracks (5146, 5147, 5213) enable automatic control of turnouts and signals by a train in operation. Activated by the pickup shoe on a locomotive or car, they can start different circuit switching functions independently in both directions of travel.



5146 Straight Circuit Track.
Length 1/2 = 90 mm (3-9/16"). Momentary contact with locomotive/car pickup shoe.

5147 Curved Circuit Track.
Length 1/2 = 15°. Radius 360 mm (14-3/16"). Momentary contact with locomotive/car pickup shoe.

5213 Curved Circuit Track.
Length 1/2 = 15°. Radius 437.4 mm (17-1/4"). Momentary contact with locomotive/car pickup shoe.

Contact Tracks

An isolated length of running rail receives contact by means of every locomotive/car that passes over it. The track occupation feedback signal made possible by this takes place through the wheel sets. The contact area can be lengthened with the 5115 and 5116 track sections.



5145 Contact Track Set.
Length 2 x 1/2 = 90 mm (3-9/16"). Continuous contact through wheel sets. Has insulated rail section for track occupation feedback signal when train is passing over. Can be lengthened with the 5115 and 5116 contact track sections.

5115 Straight Contact Track.
Length 1/1 = 180 mm (7-3/32"). Extends contact areas for railroad grade crossings and 5145.

5116 Curved Contact Track.
Length 1/1 = 30°. Radius 360 mm (14-3/16"). Extends contact areas for railroad grade crossings and 5145.

Accessories for M Track



2291 Straight Adapter Track.
Length 1/1 = 180 mm (7-3/32"). Facilitates transition from M to K track.

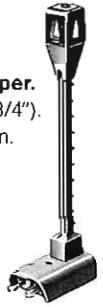
HOBBY



7190 Track Bumper.
Length 70 mm (2-3/4").



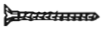
7191 Track Bumper.
Length 70 mm (2-3/4"). With lighted lantern.



5113 Light Mast.
For 5112 uncoupler track. Height 85 mm (3-3/8"). Mast light goes on during uncoupling.



7171 Sound Deadening Strips.
Package of 50 strips and 50 wood screws 1.7 x 15 mm (approx. 1/16" x 1/2") for quieter train operation.



7299 Wood Screws.
200 screws 2 x 15 mm (approx. 5/32" x 1/2"). For mounting M track.



5004 Third Rail Feeder Wire.
Length 750 mm (29-1/2"). Attaches to the third rail clip at the end of the track sections.



5022 Third Rail Insulator.
is inserted between the third rail clips between the track sections to separate track circuits.





6073 Digital Turnout Decoder.
Suitable for installation in the M track turnouts 5128, 5137, 5140, 5202 and 5207.



7195 Number Sign Set.
12 bases. Signs for 1 – 24. For identifying turnouts and signals.

Switching Contacts

The contact generator can be installed at any spot in the track. The reed switch contained in the switching contacts generates an impulse when a train with a switching magnet passes over it. This makes it possible to distinguish among locomotives/cars.



7555 Switching Contact.
Reed contact generator for installation in track. Activated by locomotive/car magnet.

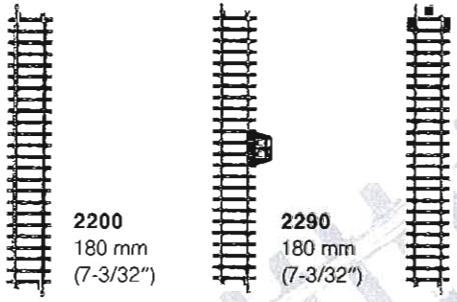
7556 Locomotive Magnet.
6 pieces. 10 x 5 x 1.5 mm (approx. 3/8" x 3/16" x 1/16"). For locomotives with little ground clearance.

7557 Locomotive Magnet.
3 pieces. 13 x 7 x 2.5 mm (approx. 1/2" x 1/4" x 3/32"). For locomotives with greater ground clearance.

7558 Car Magnet.
2 pieces. 10 x 10 x 3 mm (approx. 3/8" x 3/8" x 1/8"). For freight and passenger cars.

K Track Overview

Straight Track / Function Tracks



2200
180 mm
(7-3/32")

2290
180 mm
(7-3/32")

2291
180 mm
(7-3/32")

The 2291 adapter track is available for anyone wanting to combine K with M track.



2292
180 mm
(7-3/32")



2206
168.9 mm
(6-5/8")



2207
156 mm
(6-1/8")



2209
217.9 mm
(8-9/16")



2201
90 mm
(3-9/16")



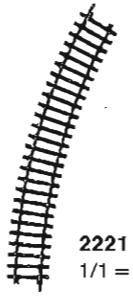
2295
2 x 90 mm
(3-9/16")

Industrial Curve
Radius 295.4 mm
(11-5/8")



2210
1/1 = 45°

Standard Curve I
Radius 360 mm
(14-3/16")



2221
1/1 = 30°



2223
1/2 = 15°



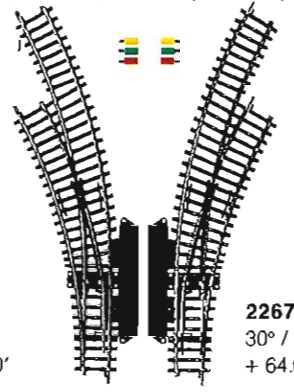
2229
1/2 = 15°



2224
1/4 = 7° 30'

2268
(= 2267 L)

2269
(= 2267 R)

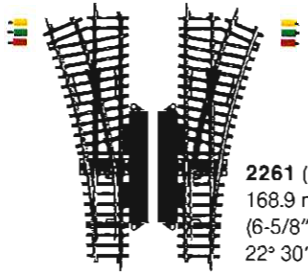


2267 (L+R)
30° / 30°
+ 64.6 mm (2-1/2")

Standard Curve II
Radius 424.6 mm
(16-3/4")

2262
(= 2261 L)

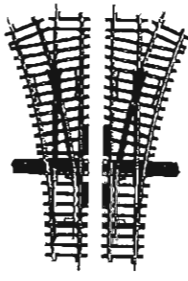
2263
(= 2261 R)



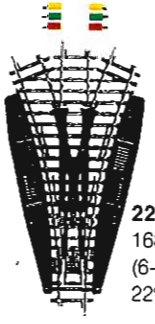
2261 (L+R)
168.9 mm /
(6-5/8")
22° 30'

2265
(= 2264 L)

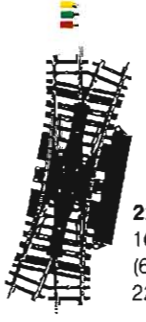
2266
(= 2264 R)



2264 (L+R)
168.9 mm /
(6-5/8")
22° 30'



2270
168.9 mm /
(6-5/8")
22° 30'



2260
168.9 mm /
(6-5/8")
22° 30'



2259
168.9 mm /
(6-5/8")
22° 30'



2258
90 mm
(3-9/16") /
45°



2205
900 mm
(35-7/16″)



2297
90 mm
(3-9/16″)



2299
90 mm
(3-9/16″)



2202
45 mm
1-3/4″)



2293
41.3 mm
(1-5/8″)



2208
35.1 mm
(1-3/8″)



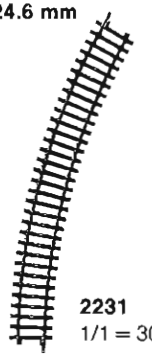
2203
30 mm
1-3/16″)



2204
22.5 mm
(7/8″)

On straight track the length of the rails is measured. On curved track the radius out to the middle of the track bed and the angle of the curve are given.

Standard Curve II
Radius 424.6 mm
(16-3/4″)



2231
1/1 = 30°



2232
3/4 = 22° 30′



2233
1/2 = 15°



2239
1/2 = 15°

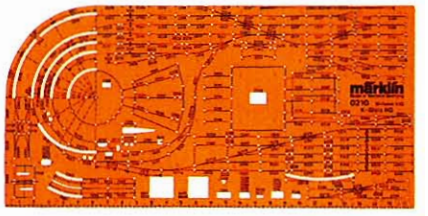


2234
1/4 = 7° 30′



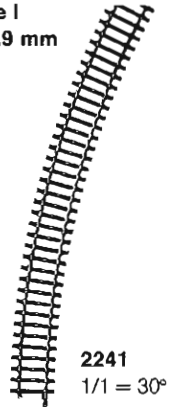
2235
1/8 = 3° 45′

Accessories for K track can be found on page 257.



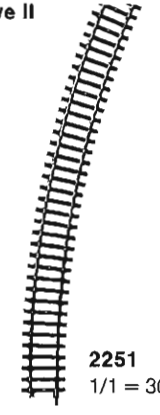
0210 Track Planning Stencil for K Track.
Allows you to plan your own layouts for series 2200 K track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.

Large Curve I
Radius 553.9 mm
(21-13/16″)



2241
1/1 = 30°

Large Curve II
Radius
618.5 mm
(24-3/8″)

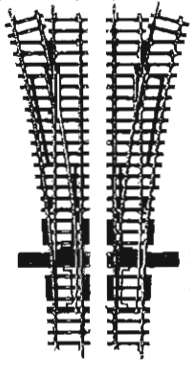


2251
1/1 = 30°

Wide Radius
Turnouts
Radius 902.4 mm
(35-1/2″)

2272
(= 2271 L)

2273
(= 2271 R)



2271 (L+R)
225 mm /
(8-7/8″)
14° 26′



2274
14° 26′



2275
225 mm /
(8-7/8″)
14° 26′



2257
225 mm /
(8-7/8″)
14° 26′

K Track / Straight and Curved Sections

Straight Track
The K track geometry starts with the grid of the standard straight length of 180 mm (7-3/32"). The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling in odd lengths in combination with turnouts and crossings and to supplement the standard track grid.



2200 Straight Track.
Length 1/1 = 180 mm (7-3/32") (standard length).

2206 Straight Track.
Length 168.9 mm (6-5/8"). Same in length as 2261 and 2264 turnouts.

2207 Straight Track.
Length 156 mm (6-1/8").

2201 Straight Track.
Length 1/2 = 90 mm (3-9/16").

2202 Straight Track.
Length 1/4 = 45 mm (1-3/4").

2293 Straight Track.
Length 41.3 mm (1-5/8").

2208 Straight Track.
Length 35.1 mm (1-3/8").

2203 Straight Track.
Length 1/6 = 30 mm (1-3/16").

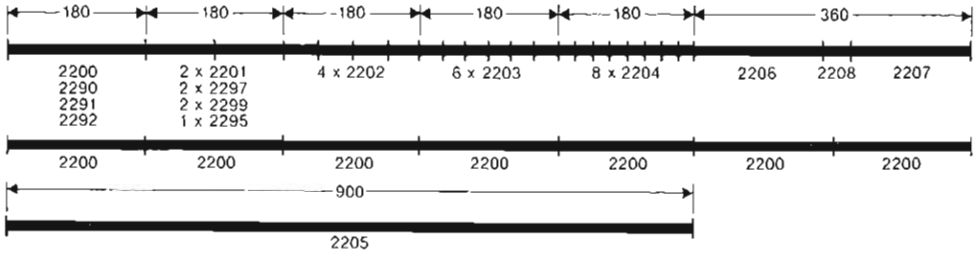
2204 Straight Track.
Length 1/8 = 22.5 mm (7/8").

2209 Straight Track.
Length 217.9 mm (8-9/16").

2205 Flex Track.
Length 5 x 1/1 = 900 mm (35-7/16") Curves with different radii can be made with this track. It can be cut using a coping saw. The 7595 rail joiners and clips are installed at the cut ends.

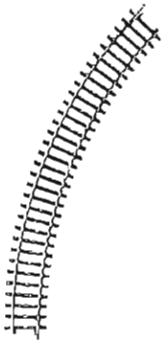
7595 Rail Joiners and Third Rail Clips.
Contents: 10 pieces of each. For joins with other track when the 2205 flex track is cut.

Comparison of K Track Lengths



Curved Track

Industrial Curve Radius 295.4 mm (11-5/8")



2210 Curved Track.
Length 1/1 = 45°. Small radius for branchlines and industrial trackage. Cannot be used for long locomotives and cars.

Standard Curve I Radius 360 mm (14-3/16")

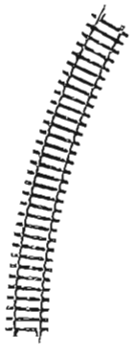


2221 Curved Track.
Length 1/1 = 30°

2223 Curved Track.
Length 1/2 = 15°

2224 Curved Track.
Length 1/4 = 7° 30'.

Standard Curve II Radius 424.6 mm (16-3/4")



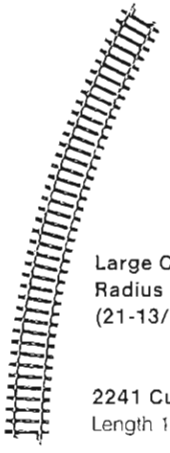
2231 Curved Track.
Length 1/1 = 30°.

2232 Curved Track.
Length 3/4 = 22° 30'.

2233 Curved Track.
Length 1/2 = 15°.

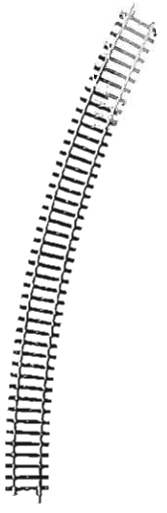
2234 Curved Track.
Length 1/4 = 7° 30'.

2235 Curved Track.
Length 1/8 = 3° 45'.



Large Curve I Radius 553.9 mm (21-13/16")

2241 Curved Track.
Length 1/1 = 30°.



Large Curve II Radius 618.5 mm (24-3/8')

2251 Curved Track.
Length 1/1 = 30°.



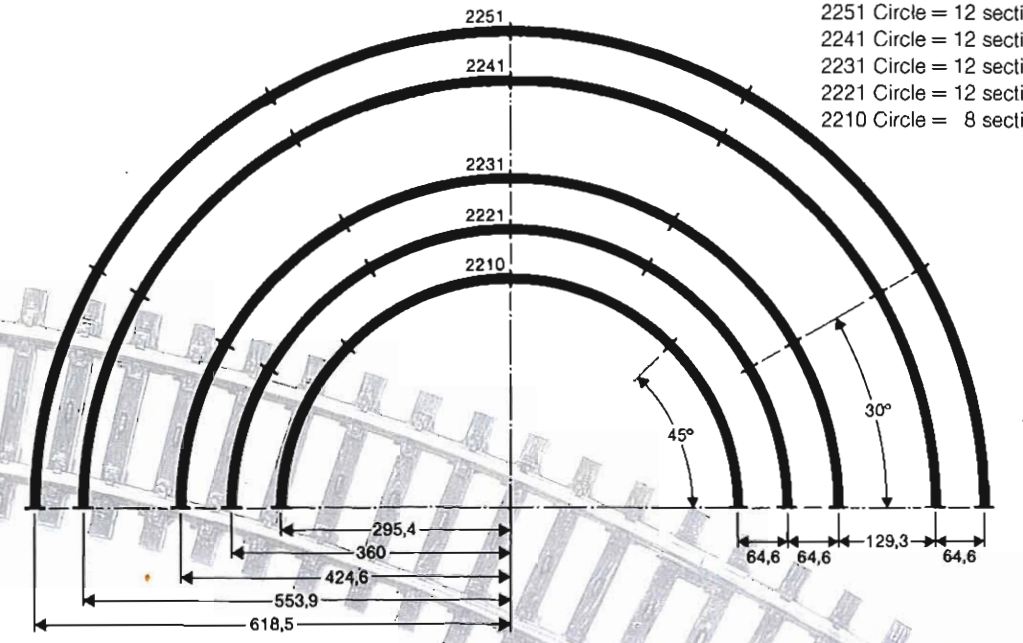
Wide Radius Turnouts Radius 902.4 mm (35-1/2")

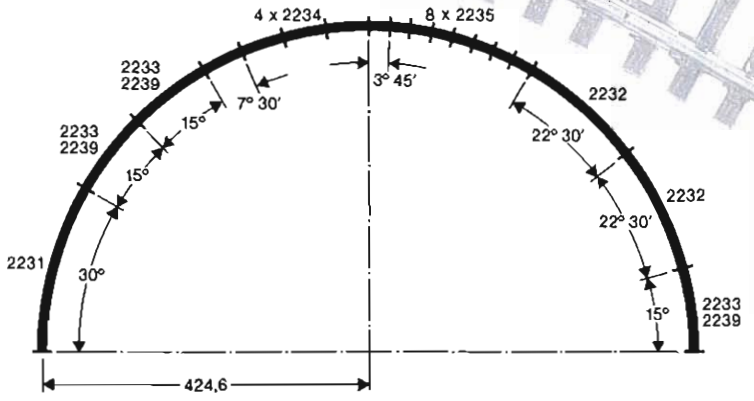
2274 Curved Track.
Length 14° 26'. Complementary curve for 2271 turnout.

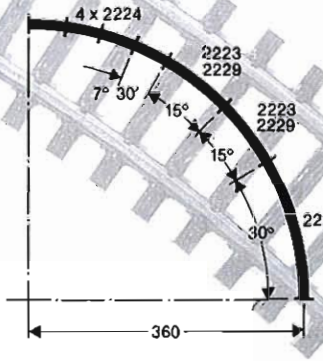
The 5 Track Radii

In addition to the Standard Curve I with a radius of 360 mm (14-3/16"), there is also the larger Standard Curve II with a radius of 424.6 mm (16-3/4"). The catalog number for each track of a particular radius has the corresponding second digit for the Standard Curve I (2221, 2222, 2223, 2224) or II (2231, 2232, 2233, 2234, 2235). The Large Curve I 2241 with a radius of 553.9 mm (21-13/16") and the Large Curve II 2251 with a radius of 618.5 mm (24-3/8") are available for wide radius main lines. The Industrial Curve 2210 with a radius of 295.4 mm (11-5/8") is intended for branchlines.

2251 Circle = 12 sections
2241 Circle = 12 sections
2231 Circle = 12 sections
2221 Circle = 12 sections
2210 Circle = 8 sections





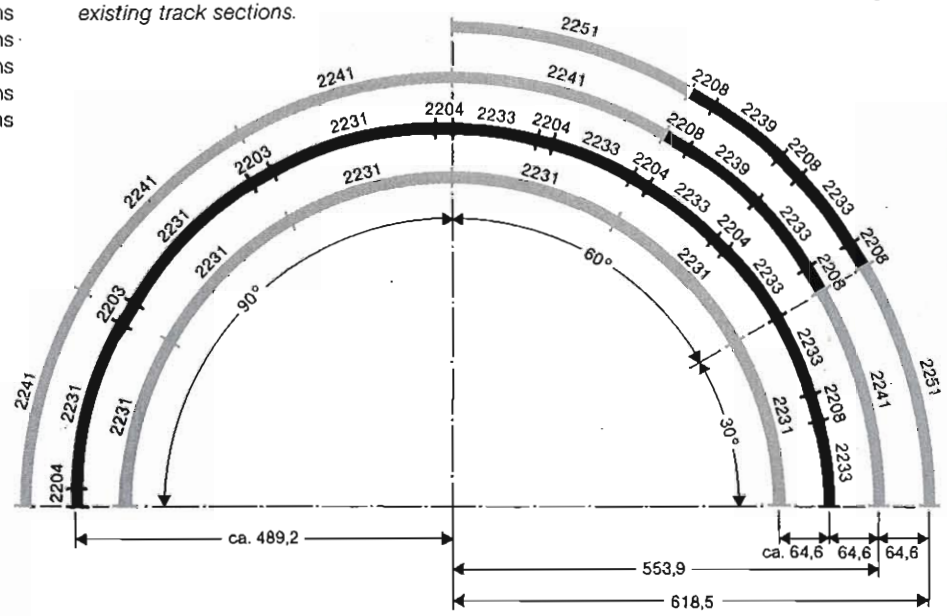


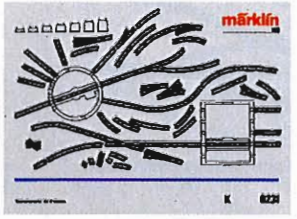
Tip: Medium size parallel curve.

By combining existing track sections a curve between the Standard Curve II and the Large Curve I with a parallel track spacing of approximately 64.4 mm (2-1/2") can be made.

Tip: Circuit tracks with Large Curve I and II.

The 2239 circuit track can also be installed in the Large Curve I and II by combining existing track sections.





0231 Track Planning Kit for K Track.

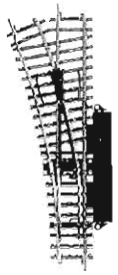
For planning and for miniaturized setup of model railroad layouts. All K track sections for Märklin HO in a scale of 1:5. With transfer table, turntable, and pillars. Enough material for a medium size layout. All track sections with catalog numbers on both sides. Arranged in 7 colors (5 radii, straight sections and 14° 26' turnouts). The track sections can be plugged together quickly and permanently.

K Track / Turnouts and Crossings

Turnouts and Crossings
All of the turnouts shown are laid out for a standard parallel track spacing of 64.6 mm (2-1/2"). The short design saves space for yard tracks. All turnouts and crossings are interchangeable in terms of their length and branch angle. They can be installed either straight or on the diagonal without the need to change the track spacing or the overall track length. The turnouts are equipped with sprung points and a train can thus run "against" a turnout setting.

The electric turnouts, the double slip turnout, the three-way turnout and the curved turnouts have double solenoids for remote control. These turnouts can be operated with the 7072, 7271 or 7272 control boxes, 2229, 2239 or 2299 circuit tracks or the 7555 reed contact. The 7271 control box enables automatic feedback of the setting for the 2260, 2261 and 2267 (new versions) turnouts and double slip turnout. All of these turnouts can be used in the Märklin Digital system.

Standard Curve II
Radius 424.6 mm (16-3/4")

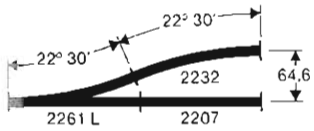


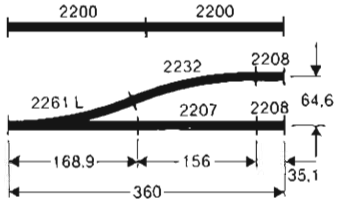
2261 Pair of Turnouts.
2262 (2261 L) Left Turnout.
2263 (2261 R) Right Turnout.
With detachable solenoid mechanism (7549). Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8").

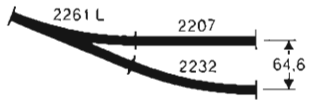


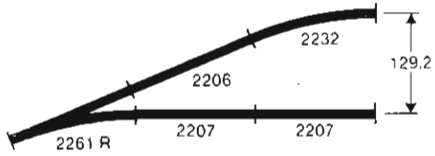
2264 Pair of Turnouts.
2265 (2264 L) Left Turnout.
2266 (2264 R) Right Turnout.
With detachable hand levers. Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8"). 7549 solenoid mechanism can be installed on these turnouts.

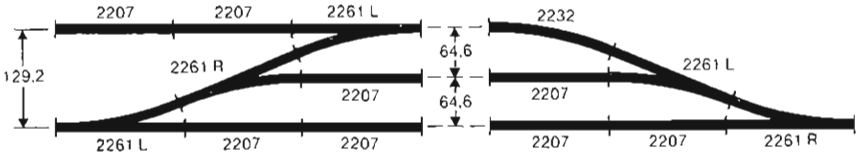
Turnouts for Standard Curve II







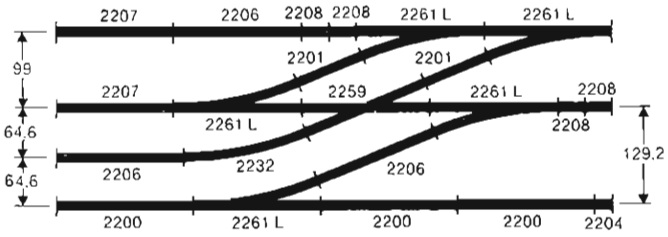


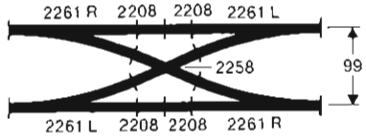


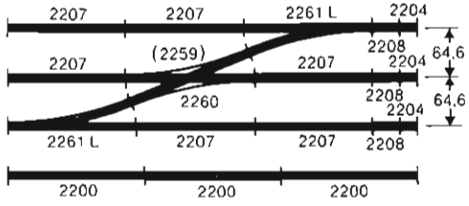


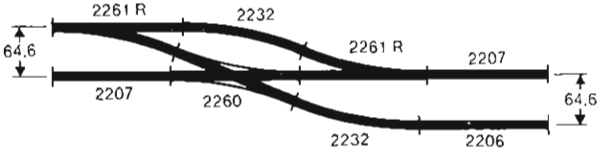
2260 Double Slip Turnout.
With detachable solenoid mechanism (7549) Crossing angle 22° 30'. Curve same as 2232. Length of straight side 168.9 mm (6-5/8").

Crossings for Standard Curve II

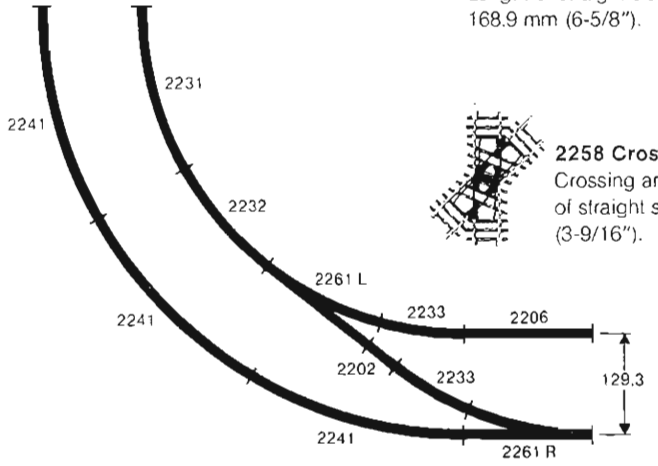








Transition to Large Curve I



2259 Crossing.
Crossing angle 22° 30'. Length of straight side 168.9 mm (6-5/8").



2258 Crossing.
Crossing angle 45°. Length of straight side 90 mm (3-9/16").

K Track / Curved Turnouts and Three-Way Turnout

märklin HO

Curved Turnouts
Branches can be started on curves with the curved turnouts. This increases the usable areas on straight track considerably. The curved turnouts facilitate a harmonious transition between the two Standard Curves (radius 360 mm / 14-3/16" and 424.6 mm / 16-3/4"). The turnout angle of 30° permits installation in existing parallel curves without adjustment sections.

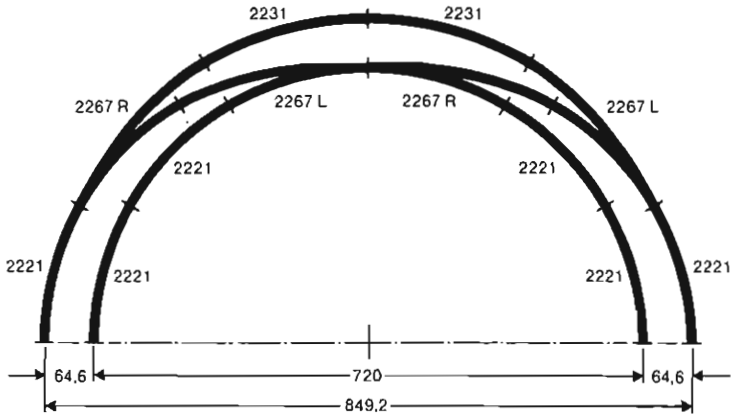
Standard Curve I
Radius 360 mm (14-3/16")

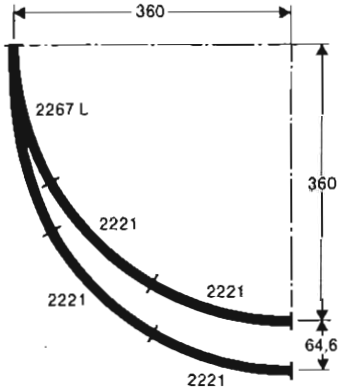
2267 Pair of Curved Turnouts.
2268 (2267 L) Left Curved Turnout.
2269 (2267 R) Right Curved Turnout.
With detachable solenoid mechanism (7549). Inner curve 30°. Outer curve 30° in the parallel curve spacing of 64.6 mm (2-1/2"). Length and radius of the inner curve are the same as 2221.

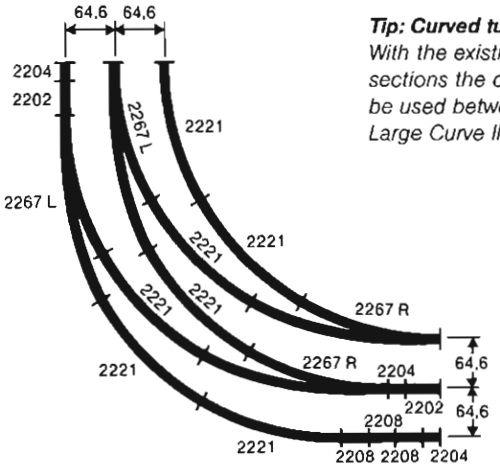


Three-Way Turnout
The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoids for remote control. Both branches are the same in length and radius as the 2261 turnout. The three-way turnout can be used for direct entry into the 7288 locomotive shed.

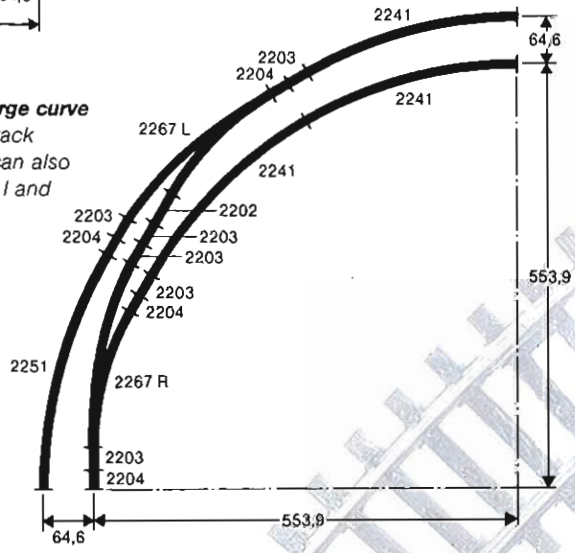
2267 Curved Turnouts



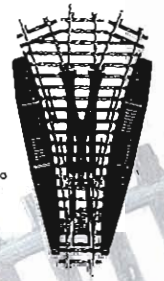




Tip: Curved turnouts on the large curve
With the existing adjustment track sections the curved turnouts can also be used between Large Curve I and Large Curve II.

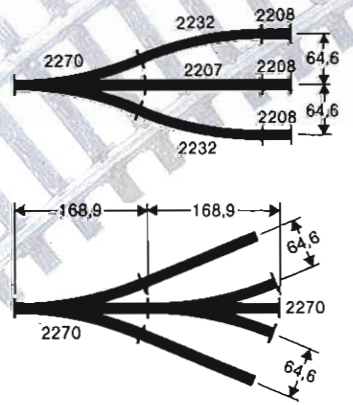


Standard Curve II
Radius 424.6 mm (16-3/4")



2270 Symmetrical Three-Way Turnout.
Has 2 solenoid mechanisms. Length of straight side 168.9 mm (6-5/8"). Turnout branches 2 x 22° 30'. Branch radius 424.6 mm (16-3/4"). Curve same as 2232. 2 additional hand levers, 6 wires for connections.

2270 Three-Way Turnout



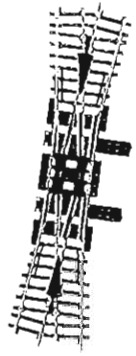
KTrack / Wide Radius Turnouts and Crossings

Wide Radius Turnouts and Crossings
The wide radius turnouts and crossings with a turnout angle of 14° 26′ and a parallel track spacing starting at 57 mm (2-1/4″) make it possible to create the elegant, sweeping track configurations desired by demanding model railroaders. The hand lever on the turnouts and the double slip turnout can be mounted on the left or right and can be replaced by the 7549 turnout mechanism. Like the DB's high-speed turnouts, the 2271 turnout has a movable frog which creates a consistently gap-free path. The 2275 double slip turnout offers 4 different paths with its turnout points which can be set separately.

Wide Radius Turnouts and Crossings
Radius 902.4 mm (35-1/2″)



2271 Pair of Turnouts.
2272 (2271 L) Left Turnout.
2273 (2271 R) Right Turnout.
With detachable hand levers. Length of straight side 225 mm (8-7/8″). Turnout branch 14° 26′. Branch radius 902.4 mm (35-1/2″). 7549 solenoid mechanism can be installed on these turnouts. Movable frog.



2275 Double Slip Turnout.
With 2 detachable hand levers. Crossing angle 14° 26′. Curve radius 902.4 mm (35-1/2″). Length of straight side 225 mm (8-7/8″). 2 each 7549 solenoid mechanism can be installed on this unit. Separate paths can be set.

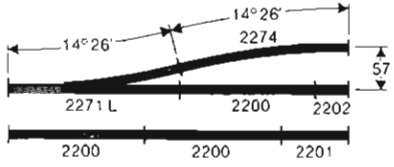


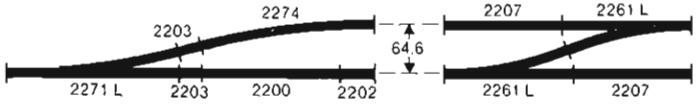
2257 Crossing.
Crossing angle 14° 26′. Track length 225 mm (8-7/8″).

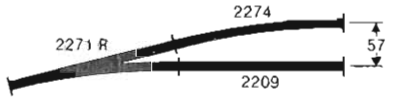


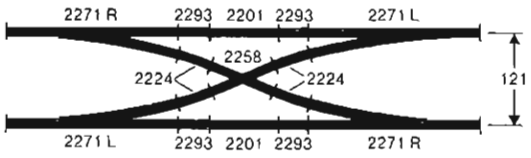
2274 Curved Track.
Length 14° 26′. Complementary curve for 2271 turnout.

2271 Wide Radius Turnouts

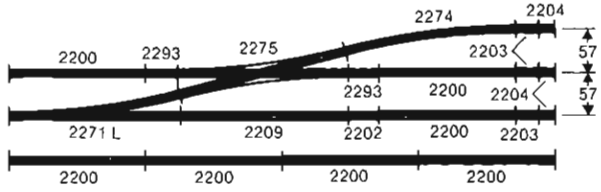


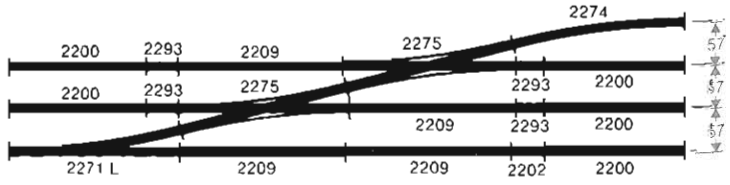






2275 Wide Radius Double Slip Turnout or 2257 Crossing

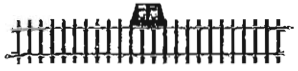




K Track / Function Tracks and Accessories

märklin HO

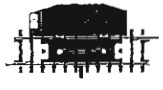
Feeder Track
Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters (approx. 6-7 feet) on longer stretches of track to supply current to the track. To prevent interference with radio and television reception a 2292 feeder track with interference suppression capacitor should be used in each track power circuit (not required in DELTA or digital operation).



2290 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Also for DELTA and Digital.

2292 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Built-in capacitor for interference suppression.

Uncoupler Track
Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism can be operated from the 7072 or 7272 control boxes or with the hand lever.



2297 Straight Uncoupler Track.
Has solenoid mechanism. Length 1/2 = 90 mm (3-9/16"). 2 wires for connections.

Circuit Tracks
The circuit tracks (2229, 2239, 2299) enable automatic control of turnouts and signals by a train in operation. Activated by the pickup shoe on a locomotive or car, they can start different circuit switching functions independently in both directions of travel.

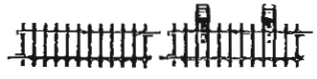


2299 Straight Circuit Track.
Length 1/2 = 90 mm (3-9/16"). Momentary contact with locomotive/car pickup shoe.

2229 Curved Circuit Track.
Length 1/2 = 15°. Radius 360 mm (14-3/16"). Momentary contact with locomotive/car pickup shoe.

2239 Curved Circuit Track.
Length 1/2 = 15°. Radius 424.6 mm (16-3/4"). Momentary contact with locomotive/car pickup shoe.

Contact Tracks
An isolated length of running rail receives contact by means of every locomotive/car that passes over it. The track occupation feedback signal made possible by this takes place through the wheel sets. The contact area can be lengthened with straight and curved track sections.



2295 Contact Track Set.
Length 2 x 1/2 = 90 mm (3-9/16"). Continuous contact through wheel sets. Has insulated rail section for track occupation feedback signal when train is passing over. Can be lengthened with the straight and curved track sections.

Accessories for K Track



2291 Straight Adapter Track.
Length 1/1 = 180 mm (7-3/32"). Facilitates transition from K to M track.



7391 Track Bumper.
Length 38 mm (1-1/2"). Can be clipped onto the rails. Wood screw for mounting included.



7389 Track Bumper.
With lighted lantern. Maintenance-free LED. Length 38 mm (1-1/2"). Can be clipped onto the rails. Wood screw for mounting included.



7599 Wood Screws.
200 pieces 1.4 x 1.00 mm (approx. 1/16" x 3/8"), Phillips head design, size 00. For mounting K track.



7500 Ground Terminal Clip.
Can be installed anywhere on the layout under the rails.



7504 Third Rail Terminal Clip.
Is installed between the third rail clips at the ends of the track.



7522 Third Rail Insulator.
Is installed between the third rail clips between the track sections to separate track circuits.

7595 Rail Joiners and Third Rail Clips.
Contents: 10 pieces of each. For joints with other track when the 2205 flex track is cut.



7195 Number Sign Set.
12 bases. Signs for 1 – 24. For identifying turnouts and signals.

Switching Contacts
The contact generator can be installed at any spot in the track. The reed switch contained in the switching contacts generates and impulse when a train with a switching magnet passes over it. This makes it possible to distinguish among locomotives/cars.



7555 Switching Contact.
Reed contact generator for installation in track. Activated by locomotive/car magnet.

7556 Locomotive Magnet.
6 pieces. 10 x 5 x 1.5 mm (approx. 3/8" x 3/16" x 1/16"). For locomotives with little ground clearance.

7557 Locomotive Magnet.
3 pieces. 13 x 7 x 2.5 mm (approx. 1/2" x 1/4" x 3/32"). For locomotives with greater ground clearance.

7558 Car Magnet.
2 pieces. 10 x 10 x 3 mm (approx. 3/8" x 3/8" x 1/8"). For freight and passenger cars.

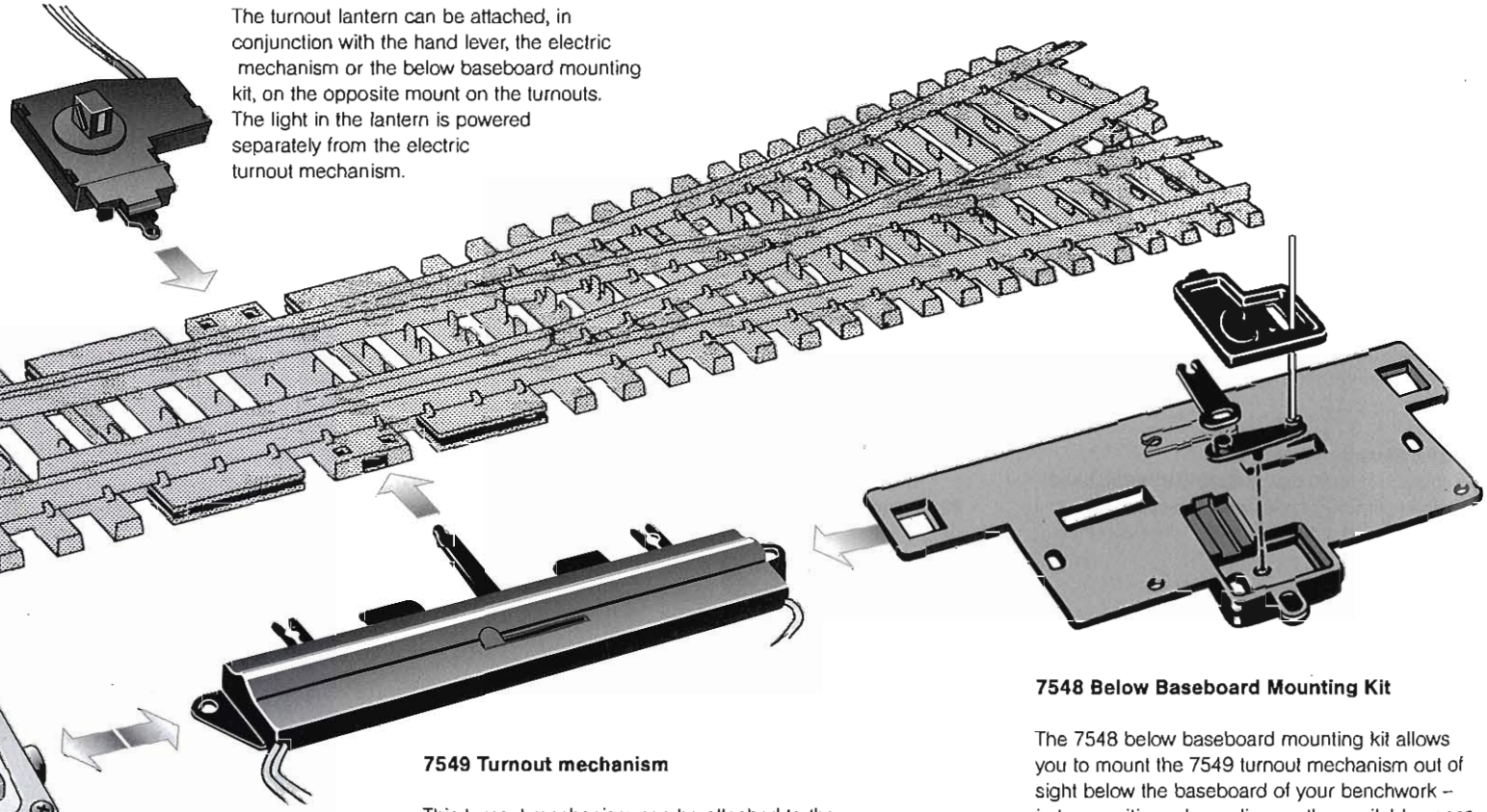
The intelligent concept: turnout control

Turnouts with detachable mechanism

The current K track turnouts – excepting the 2270 three-way turnout – are equipped with a standard turnout mechanism mount that forms the basis for expansion potential.

7547 Turnout Lantern Kit

The turnout lantern can be attached, in conjunction with the hand lever, the electric mechanism or the below baseboard mounting kit, on the opposite mount on the turnouts. The light in the lantern is powered separately from the electric turnout mechanism.

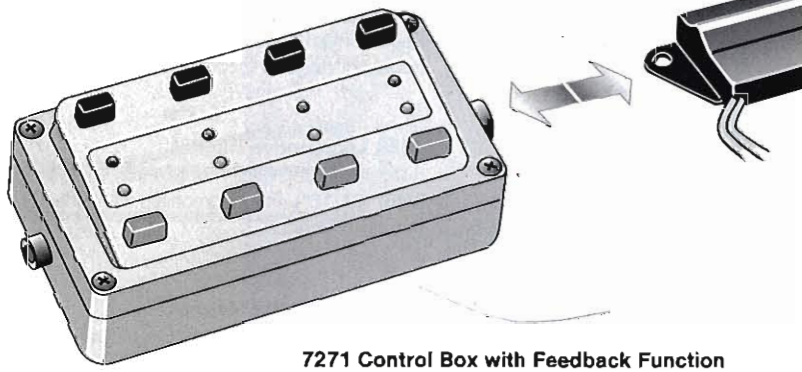


7548 Below Baseboard Mounting Kit

The 7548 below baseboard mounting kit allows you to mount the 7549 turnout mechanism out of sight below the baseboard of your benchwork – in two positions depending on the available space.

7549 Turnout mechanism

This turnout mechanism can be attached to the mount on the turnouts on the side of the main track, and on either side of the 2271 turnout and the 2260 and 2275 double slip turnouts. The mechanism is the same for left and right turnouts.



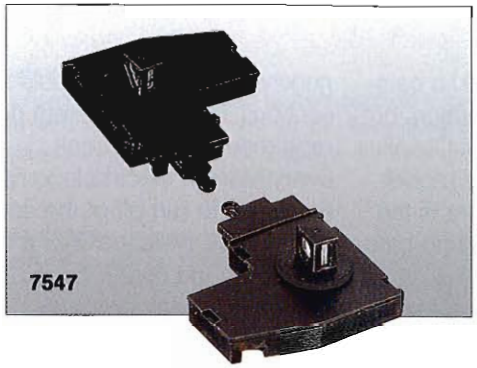
7271 Control Box with Feedback Function

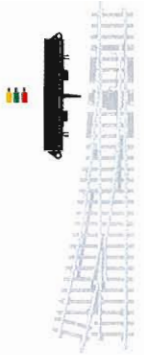
The setting of the 7549 turnout mechanism (with end shutoff contact) is automatically indicated with a red or green LED on the 7271 control box. Additional connections are not required for this.



N

7547 Turnout Lantern Kit.
One each right and left turnout lantern for installation on turnouts with the detachable mechanism. Can be used with hand levers, 7549 turnout mechanism or 7548 below baseboard mounting kit with 7549. Lighting with maintenance-free LEDs.



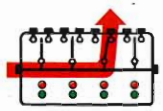


7549 Electric Turnout Mechanism.
For use with 2264 turnouts (new version), 2271 and the 2275 double slip turnout as well as with the KOMBI extension program (see pages 20/21). Automatic end shutoff contact. Automatic feedback signal capability with the 7271 control box. Below baseboard mounting with 7548 kit.

7548 Below Baseboard Mounting Kit.
For mounting two 7549 turnout mechanisms. Can be adjusted for boards from 8 to 25 mm (approx. 5/16" to 1"). Mounting template included



7271 Control Box with Feedback Function.
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LED's when the 7549 turnout mechanism is used. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").



Schematic of 7271
(Button 3 pushed)



Catenary

Everything under the wire

Catenary is a kind of elite part of model railroading. It brings an additional power circuit into play – and attractive operating possibilities as well. In conventional operation with catenary (one transformer each for the track and for the catenary) two trains operate independent of each other: While the express train with an electric locomotive is running on the main line, you can be switching cars with the steam locomotive on any part of the layout. Or you leave the electric locomotive waiting at the station platform and slowly push its train up to it with a switch engine.

The beautiful thing about Märklin catenary is not just its realistic function, but also how simple it is to set up. Despite a high degree of fidelity to the model, reliable function of the catenary is the centerpiece of the system. Setting catenary up is simple and you can do it step by step. If you just follow a few simple ground rules, such as starting wherever possible over a turnout or crossing, so that you can install any adjustment wire sections on straight stretches of track, then you will have set up the Märklin catenary as fast as the track. In addition, extensive planning aids will help you determine the necessary number of masts and wire sections. Masts of different heights are required for M or K track.
Every Märklin electric locomotive is equipped to run off of the catenary and can be switched with a hand lever from the center rail pickup shoe to the pantograph(s).







Installation Tips for Catenary

1. Materials needed
The catenary material needed is best determined by looking at the track plan for the layout. The graphics shown on page 265 give an idea of the required number of masts and wire sections. The 0211 catenary stencil should be used for exact planning.

2. Planning process
Individual construction steps are started at turnouts and crossings with the 7013 turnout wire section or the 7277 crossing piece. This will give the position of the adjacent masts. Open stretches of track between the crossing points are hung with standard wire sections. The required wire length between the last mast on the open stretch of track and the next crossing point can be fitted exactly with the telescoping 7014, 7015 and 7023 wire sections.

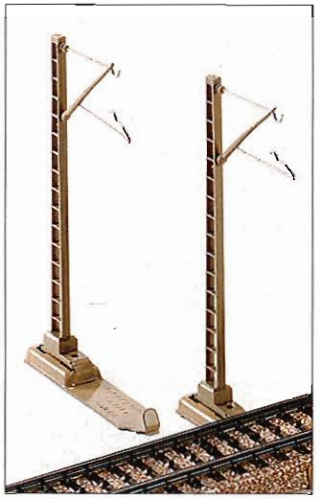
3. Setting up masts
The masts on the open stretches of track are simply clipped onto the track bed. They can be adjusted for side play on their base plates to correspond exactly to the position of the catenary wire sections.

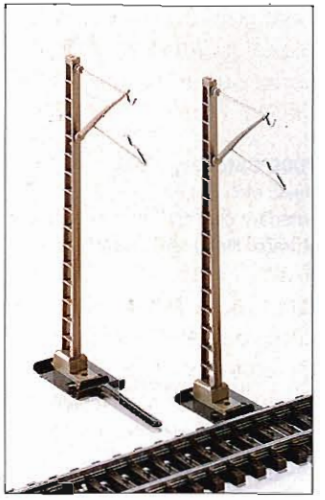
4. Hanging catenary wire
Wire sections for curved track can be bent gently to follow the curve. The wire sections are first slipped over the hooks at the top of the mast and then snapped into place on the lower arm.

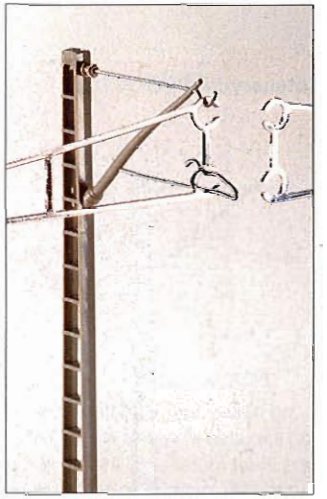
5. Cross spans
Multi-track areas with up to four tracks can be spanned prototypically with the 7021 tower masts and 7017 cross span. The 7016 cross span can be used for up to six tracks, depending on the track spacing. The 7525 catenary arm can be attached to the tower mast for single tracks outside of the cross span area.

6. Installing catenary wire on cross spans
The parallel wire sections are hung on the cross span with the 7006 wire insulator. They are thereby isolated from each other electrically.

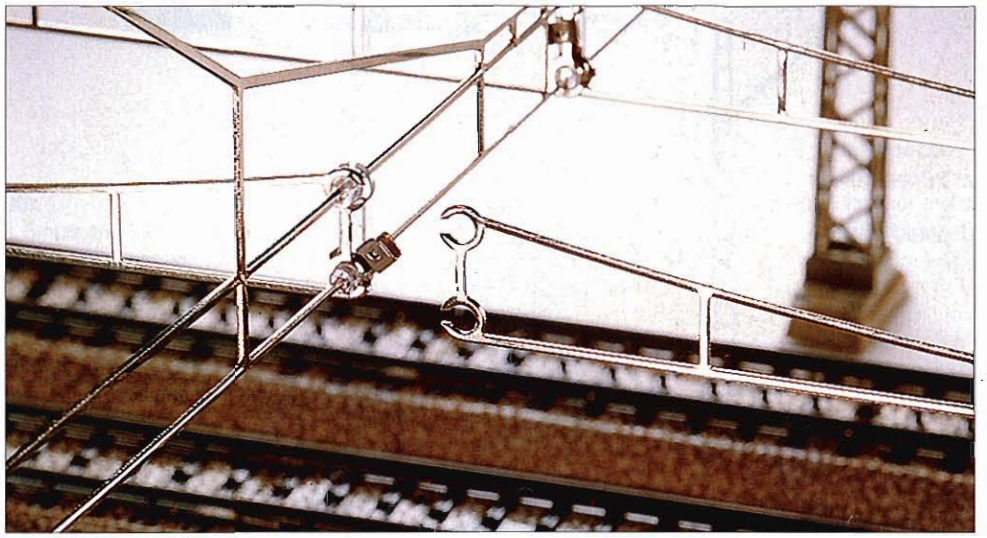
7. Feeding power to catenary
After the feeder masts or the 7003 feeder wire are connected, the electrified route is now ready for genuine catenary operation.





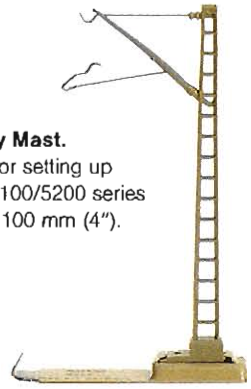




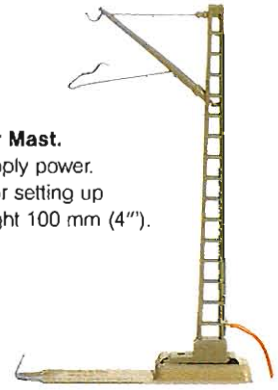


Catenary

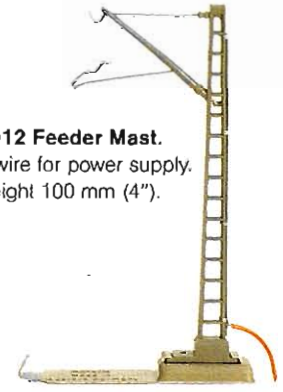
Catenary for 5100/5200 M Track



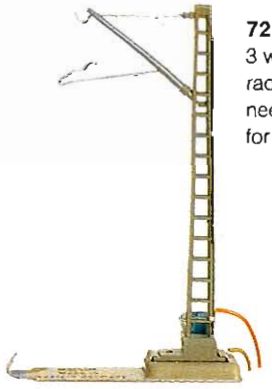
7009 Catenary Mast.
Basic element for setting up catenary over 5100/5200 series M track. Height 100 mm (4").



7010 Feeder Mast.
2 wires to supply power. Instructions for setting up catenary. Height 100 mm (4").



7012 Feeder Mast.
1 wire for power supply. Height 100 mm (4").



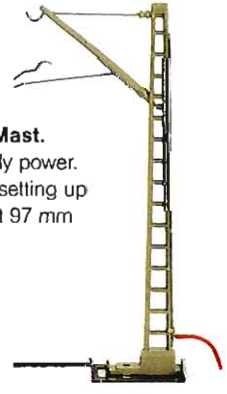
7201 Feeder Mast.
3 wires to supply power. Built-in condenser for radio/television interference supression. One needed for each catenary circuit. Instructions for setting up catenary. Height 100 mm (4").

7005 Catenary Set.
For train control with 7000 series signals which are not set up by tower masts. Consists of 2 no. 7012 feeder masts, 2 no. 7022 insulated wire sections and 2 no. 7014 wire sections.

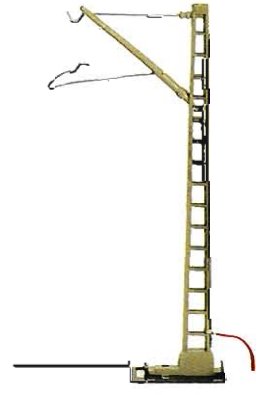
Catenary for 2200 K Track



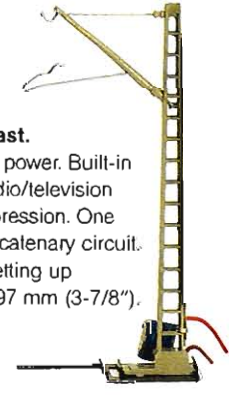
7509 Catenary Mast.
Basic element for setting up catenary over 2200 series K track. Height 97 mm (3-7/8").



7510 Feeder Mast.
2 wires to supply power. Instructions for setting up catenary. Height 97 mm (3-7/8").



7512 Feeder Mast.
1 wire for power supply. Height 97 mm (3-7/8")

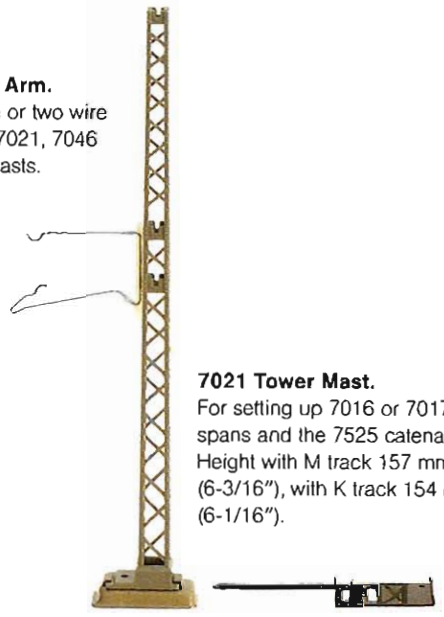


7501 Feeder Mast.
2 wires to supply power. Built-in condenser for radio/television interference suppression. One needed for each catenary circuit. Instructions for setting up catenary. Height 97 mm (3-7/8").

7505 Catenary Set.
For train control with 7200 series signals which are not set up by tower masts. Consists of 2 no. 7512 feeder masts, 2 no 7022 insulated wire sections and 2 no. 7014 wire sections.

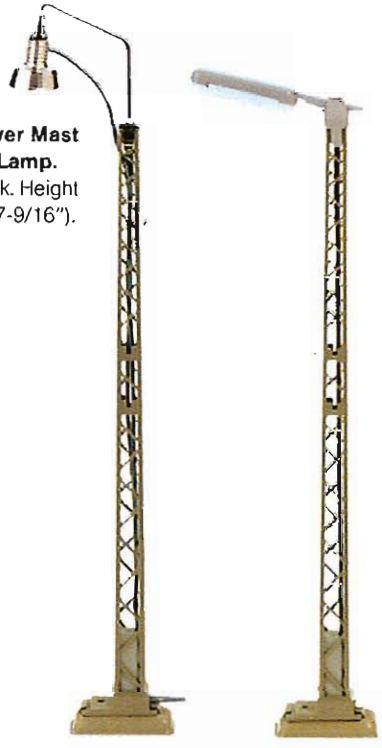
Catenary for K and M Track

7525 Catenary Arm.
For hanging one or two wire sections on the 7021, 7046 or 7283 tower masts.

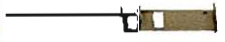


7021 Tower Mast.
For setting up 7016 or 7017 cross spans and the 7525 catenary arm. Height with M track 157 mm (6-3/16"), with K track 154 mm (6-1/16").

7046 Tower Mast with Arc Lamp.
For M track. Height 192 mm (7-9/16").

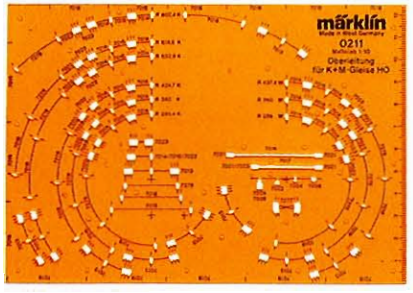


7283 Tower Mast with Lamp.
Height with M track 173 mm (6-13/16"), with K track 170 mm (6-3/4").





7511 Bridge Mast.
Can be clipped to the side of the plastic bridges and ramps. Height 97 mm (3-7/8").



0211 Catenary Stencil.
For designing and drawing catenary plans. Can be used for K or M track. All masts and wire sections on the stencil are in a scale of 1:10 for straight track and all curves. The distribution of wire sections and the position of catenary masts can be plotted on an existing track plan with a sharp pencil. Instructions included.

7003 Catenary Feeder Wire.
For hooking up signals located by tower masts and for supplying power anywhere on a layout. Length 600 mm (23-5/8").



7004 Fastening Kit.
Consists of 5 bolts, 5 nuts and 5 washers. They are used in special situations where the normal push-in connection cannot provide a secure connection for the wires.



7006 Wire Insulator.
For insulation wire sections from cross spans. One required for each wire and cross span connection. 15 x 16 mm (approx. 38/64" x 40/64").



Catenary

Catenary for K and M Track



7019 Wire Section.
For straight track only.
Length 360 mm (14-3/16").



7018 Wire Section.
For straight and curved track.
Length 270 mm (10-5/8").



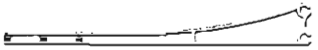
7278 Wire Section.
For straight and curved track.
Length 230 mm (9-1/16").



7013 Wire Section.
For push-in connection, expecially for turnouts.
Length 240 mm (9-1/2").



7014 Wire Section.
Hollow section (for push-in connection). Length 115 mm (4-1/2").



7015 Wire Section.
Solid section (for push-in connection). Length 115 mm (4-1/2).



7023 Adjustment Section.
For push-in connection.
Length 100 mm (4").

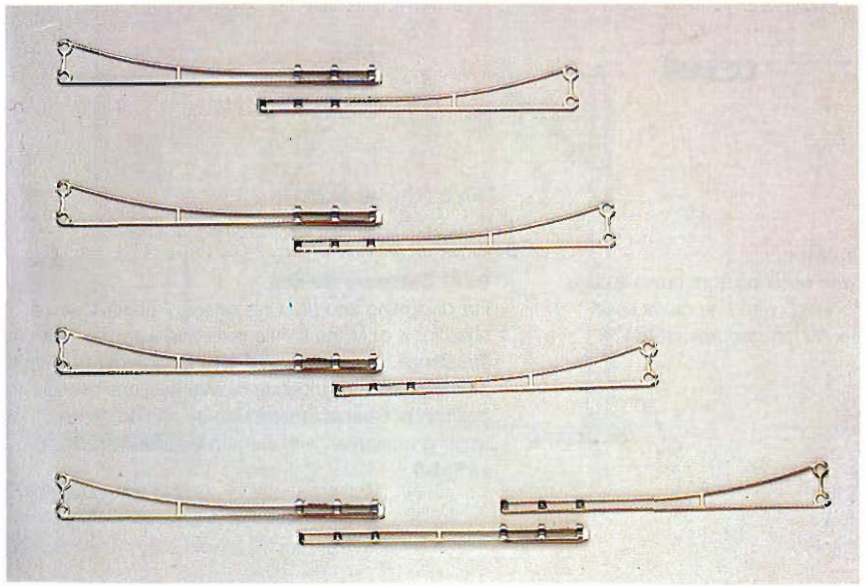


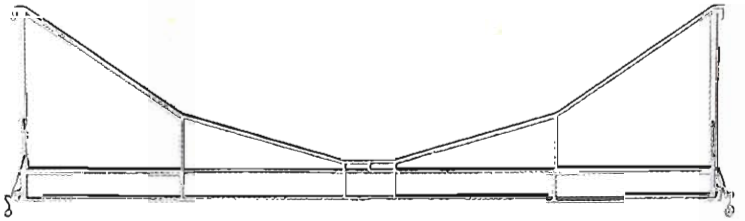
7022 Insulated Section.
Solid section for interrupting current flow (push-in connection). Length 115 mm (4-1/2").

All wire sections are nickel plated



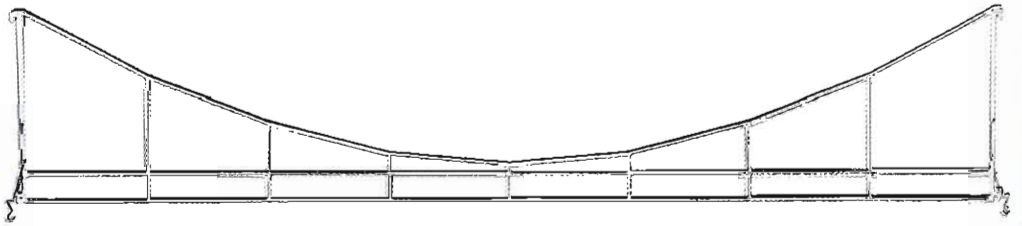
7277 Crossing. Section.
For 2258, 2259, 2260, 5114, 5128, 5207, 5211 and 5215.





7017 Cross Span.
Connects to tower masts. Spans up to 4 tracks depending on track spacing.
Span width 280 mm (11").

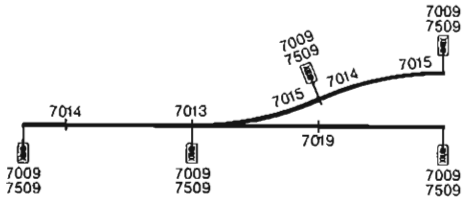
7016 Cross Span.
Connects to tower masts. Spans up to 6 tracks depending on track spacing.
Span width 390 mm (15-1/4").



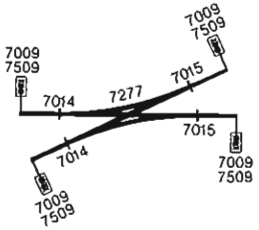
Catenary Geometry

märklin HO

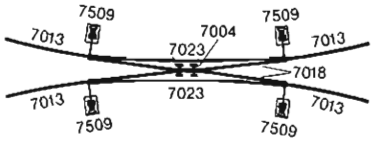
Turnouts
2261, 2264, 2271
5137, 5140, 5202, 5221



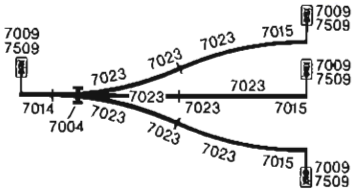
Crossings
2258, 2259, 2260
5114, 5128, 5207, 5211, 5215



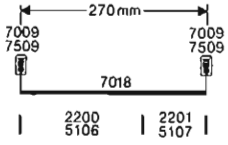
Crossings
2257, 2275

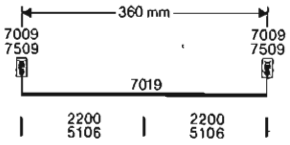


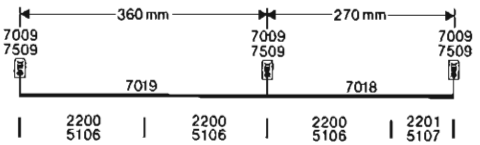
Three-Way Turnouts
2270
5214



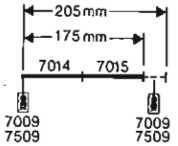
Straight Sections

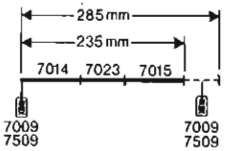




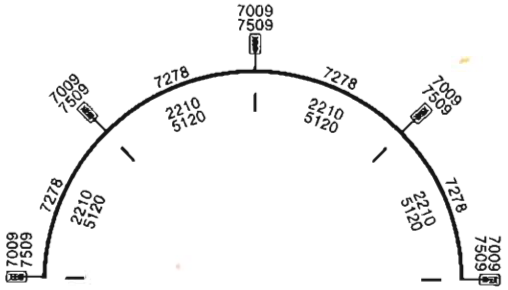


Intermediate Length

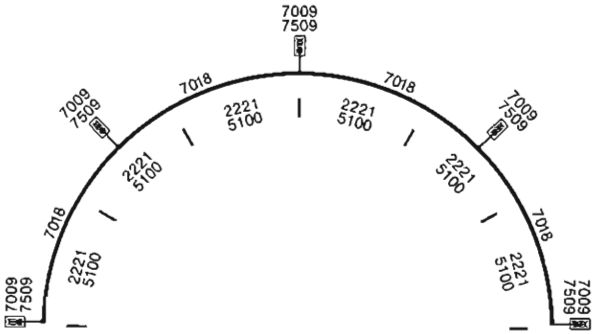




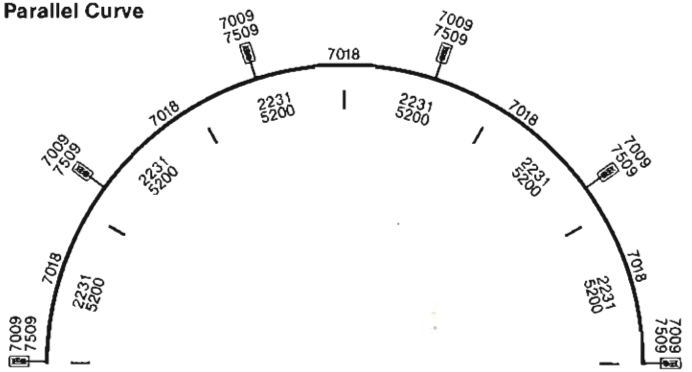
Industrial Curve



Standard Curve



Parallel Curve



Signals for M Track

Stop and Go on the rails

Model signals fulfill important control and safety functions just like those of the prototype. Märklin signals monitor traffic, because they not only show prototypical signal indications, they also directly influence the movement of trains. When set for "stop" they turn off current in their area to the center rail and to the catenary – the train remains stopped. When set for "slow" or "full speed" they turn the current on – the train travels through the area or starts up again. Anyone wanting to be even more realistic can set up distant signals at the proper intervals; these are coupled with their home signals and showing the same signal settings.

Color light and semaphore/target signals are controlled with the 7072 or 7272 control boxes and in the Digital system with the accessory decoders. In conjunction with circuit tracks or switching contacts signals can also be controlled by trains in operation, thereby automating many operating procedures.

Tip: semaphore/target signals for K track
The semaphore/target signals were originally designed for M track, but can also be installed easily on layouts with K track with just a few additional parts. The following are required for connecting a home signal to such a layout:
2 x 7522 center rail insulators
2 x 7504 center rail terminal clip
1 x 7500 ground terminal clip

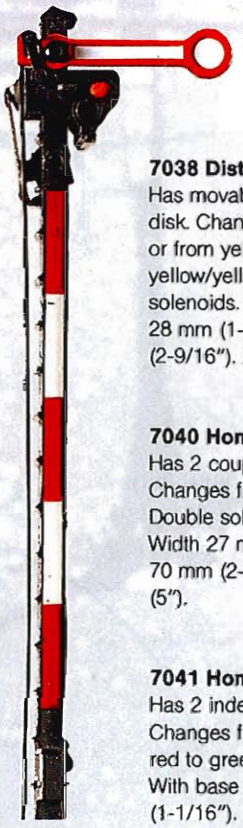
7036 Distant Signal.
Has movable disk. Changes from yellow/yellow to green/green. Double solenoid. With base plate. Width 28 mm (1-1/8″). Length 65 mm (2-9/16″). Height 73 mm (2-7/8″).



7036

HOBBY

7039 Home Signal.
Single semaphore. Changes from red to green. Double solenoid. With base plate. Width 27 mm (1-1/16″). Length 70 mm (2-3/4″). Height 125 mm (5″).



7039

7038 Distant Signal.
Has movable arm and movable disk. Changes either as the 7036 or from yellow/yellow to yellow/yellow/green. 2 double solenoids. With base plate. Width 28 mm (1-1/8″). Length 65 mm (2-9/16″). Height 73 mm (2-7/8″).

7040 Home Signal.
Has 2 coupled semaphores. Changes from red to green/yellow. Double solenoid. With base plate. Width 27 mm (1-1/16″). Length 70 mm (2-3/4″). Height 125 mm (5″).

7041 Home Signal.
Has 2 independent semaphores. Changes from red to green or red to green/yellow. 3 solenoids. With base plate. Width 27 mm (1-1/16″). Length 97 mm (2-9/16″). Height 125 mm (5″).



7038



7040



7041

7042 Yard Signal.
Mast with movable front and rear lens. Double solenoid. With base plate. Width 28 mm (1-1/8″). Length 70 mm (2-3/4″). Height 70 mm (2-3/4″).



7042

Explanation of signal aspects

Usually on main lines or at stations with no turnouts/crossings.



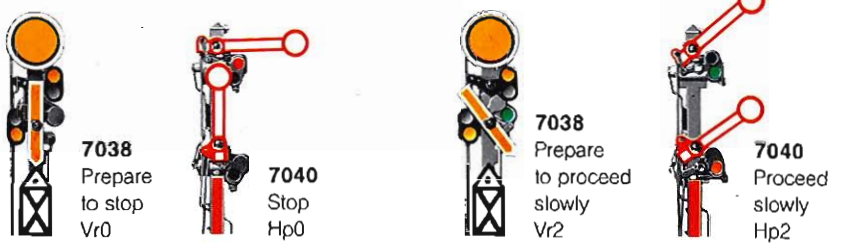
7036 Prepare to stop Vr0

7039 Stop Hp0

7036 Prepare to proceed Vr1

7039 Proceed Hp1

Usually at or near stations with turnouts/crossings.



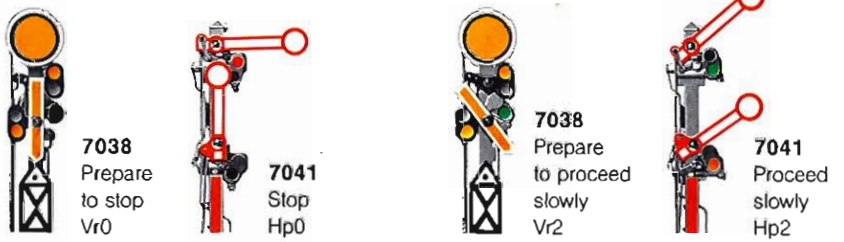
7038 Prepare to stop Vr0

7040 Stop Hp0

7038 Prepare to proceed slowly Vr2

7040 Proceed slowly Hp2

At or near stations with turnouts/crossings or straight through operation.

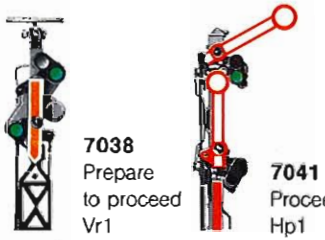


7038 Prepare to stop Vr0

7041 Stop Hp0

7038 Prepare to proceed slowly Vr2

7041 Proceed slowly Hp2



7038 Prepare to proceed Vr1

7041 Proceed Hp1

Controlling switching movements in a station/yard.



7042 Stop Sh0

7042 Proceed Sh1

7187 Color Light Distant Signal.
Changes from green/green to yellow/yellow. Width 16 mm (5/8"). Length 11 mm (7/16"). Height 60 mm (2-3/8").

HOBBY

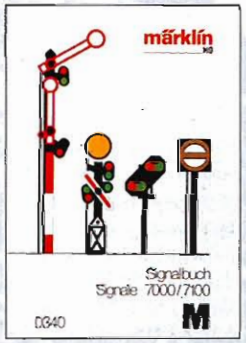
7188 Color Light Home Signal.
Changes from red to green. Double solenoid. Additional hand lever. Pair of sockets for connecting 7187 distant signal. With base plate. Width 28 mm (1-1/8"). Length 70 mm (2-3/4"). Height 90 mm (3-9/16").

HOBBY

7339 Color Light Home Signal.
For manual operation. Changes from red to green with simultaneous control of the track power in the section of M track permanently attached to the signal. Additional 90 mm (3-9/16") track section with gapped third rail. Width 55 mm (2-3/16"). Length 90 mm (3-9/16"). Height 90 mm (3-9/16").



7187 **7188** **7339**



0342 Märklin Signal Manual for 7000 and 7100 Signals.
Extensive explanations with multi-color illustrations of how the 7000 and 7100 signals and universal relay are installed with M track and how they are used. Contents 28 pages. Format 18 x 25 cm (7-1/8" x 9-1/8").

Signals for K and M Track

Light signals

Märklin color light signals reproduce all of the important signal settings for modern railroading: home and distant signals for main lines, for junctions, stations and switching tracks. In conjunction with the signal settings the Märklin signals also switch the current to the locomotives, for both the center rail and the catenary. The necessary hardware and installation instructions are included with each signal.

The signals are controlled with the 7072 or 7272 control boxes and in the Digital system with the accessory decoders. In conjunction with circuit tracks or switching contacts signals can also be controlled by trains in operation. This makes it possible for you to have rich and varied operations with many trains, because Märklin signals monitor the movement of trains and safeguard particular parts of a route.

7236 Color Light Distant Signal.
Changes from yellow/yellow (Vr0) to green/green (Vr1). With 7230 mounting bracket and base plate. Width 16 mm (5/8"). Length 28 mm (1-1/8"). Height 67 mm (2-5/8").

7239 Color Light Home Signal.
Changes from red (Hp0) to green (Hp1) and controls track power with double solenoid mechanism. Additional hand lever. With base plate. Width 30 mm (1-3/16"). Length 70 mm (2-3/4). Height 90 mm (3-9/16").



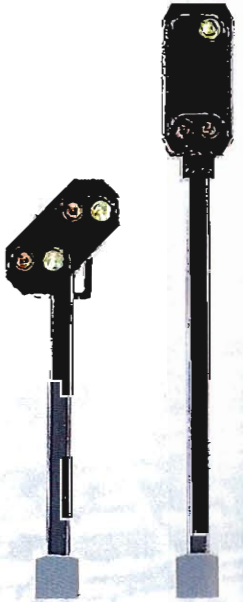
7236 7239 7237 7240

7237 Color Light Distant Signal.
Changes from yellow/yellow (Vr0) to yellow/green (Vr2). With 7230 mounting bracket and base plate. Width 16 mm (5/8"). Length 28 mm (1-1/8"). Height 67 mm (2-5/8).

7240 Color Light Home Signal.
Changes from red (Hp0) to green/yellow (Hp2) and controls track power with double solenoid mechanism. Additional hand lever. With base plate. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 90 mm (3-9/16").

7238 Color Light Distant Signal.
Changes from yellow/yellow (Vr0) to green/green (Vr1) or yellow/green (Vr2). Double solenoid mechanism for the yellow/green aspect. With base plate. Width 30 mm (1-3/16"). Lenght 70 mm (2-3/4"). Height 67 mm (2-3/8").

7241 Color Light Home Signal.
Changes from red (Hp0) to green (Hp1) or green/yellow (Hp2) and controls track power with double solenoid mechanism with additional third solenoid for the green/yellow aspect. 2 additional hand levers. With base plate. Width 30 mm (1-3/16"). Length 95 mm (3-3/4"). Height 90 mm (3-9/16").



7238 7241

Explanation of signal aspects

Usually on main lines or at stations with no turnouts/crossings.



7236
Prepare to stop
Vr0



7239
Stop
Hp0



7236
Prepare to proceed
Vr 1



7239
Proceed
Hp1

Usually at or near stations with turnouts/crossings.



7237
Prepare to stop
Vr0



7240
Stop
Hp0



7237
Prepare to proceed slowly
Vr2



7240
Proceed slowly
Hp2



7242 Yard Signal.
Changes from red/red (Sh0) white/white (Sh1) and controls track power with double solenoid mechanism. Additional hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 18 mm (11/16").

7230 Mounting Bracket.
Required if the masts for the 7238, 7239, 7240 7241 and if the 7242 yard signal are to be mounted separately from their mechanism. This allows installation of the mechanism below the baseboard level.

At or near stations with turnouts/crossings or straight through operation.



7238
Prepare to stop
Vr0



7241
Stop
Hp0



7238
Prepare to proceed slowly
Vr2



7241
Proceed slowly
Hp2



7238
Prepare to proceed
Vr1



7241
Proceed
Hp1

Controlling switching movements in a station/yard.

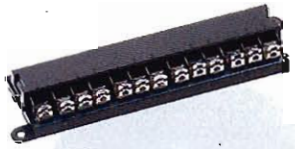


7242
Stop!
Sh0



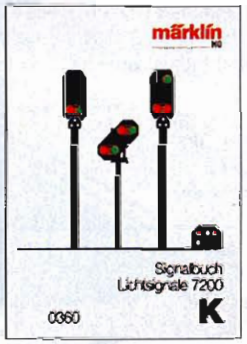
7242
Proceed
Sh1

7244 Universal Relay.
With 4 single pole switches. Contacts have 2 amp capacity. Can be activated by control box, circuit track, contact track, reed switch or digital decoder.





7245 Universal Relay.
With two single-pole switches and one double-throw switch for various circuits. Unit can operate up to 3 functions simultaneously. Applications described in the 0342 and 0368 signal manuals. Double solenoid mechanism. Can be activated with circuit track, reed contact, control box or hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").

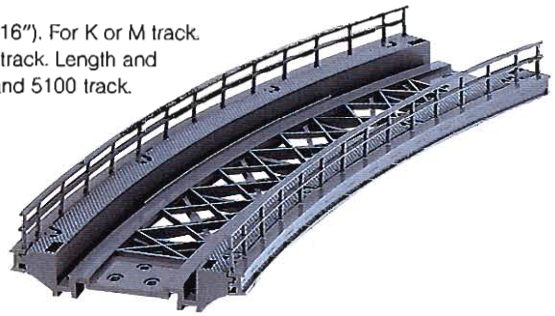


0368 Märklin Signal Manual for 7200 Signals.
Extensive explanations with six-color illustrations of how the 7200 signals and universal relay are installed with K track and how they are used. Contents 48 pages. Format 18 x 25 cm (7-1/8" x 9-1/8").

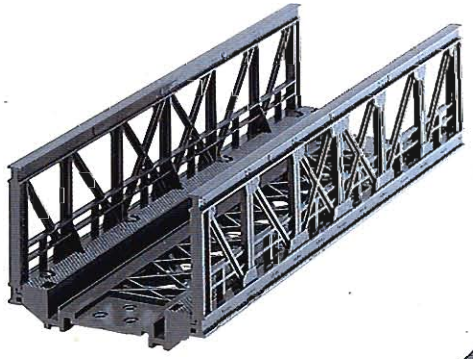
Bridges

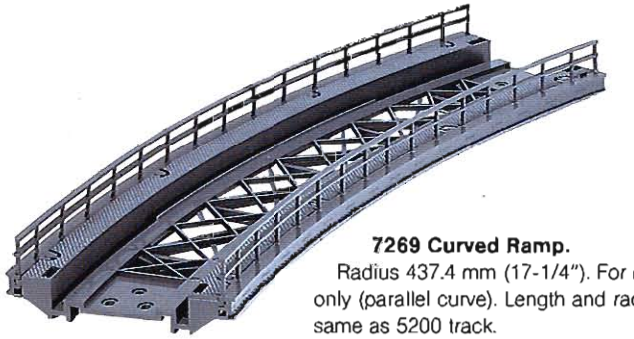
Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the Märklin accessory program offers the right solution for each task.

7267 Curved Ramp.
Radius 360 mm (14-3/16"). For K or M track. 3 clips for mounting K track. Length and radius same as 2221 and 5100 track.

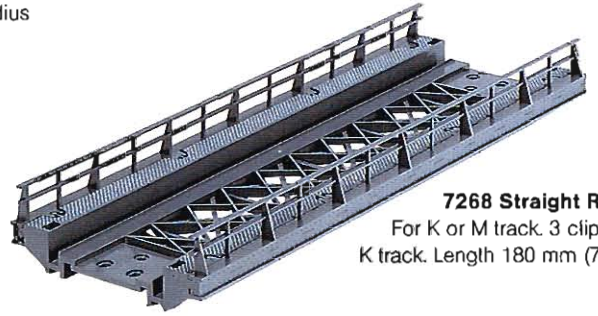


7262 Truss Bridge.
Can be used alone or with 7263 arched bridge. For K or M track. 3 clips for mounting K track and instructions for setting up bridges. Height 45 mm (1-3/4"). Length 180 mm (7-3/32").





7269 Curved Ramp.
Radius 437.4 mm (17-1/4"). For M track only (parallel curve). Length and radius same as 5200 track.

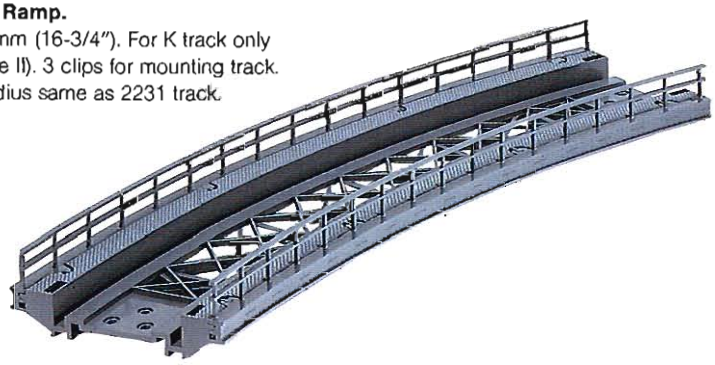


7268 Straight Ramp.
For K or M track. 3 clips for mounting K track. Length 180 mm (7-3/32").



7263 Arched Bridge.
For K or M track. 6 clips for mounting K track and instructions for setting up bridges. Arch height 117 mm (4-5/8"). Length 360 mm (14-3/16").

7569 Curved Ramp.
Radius 424.6 mm (16-3/4"). For K track only (standard curve II). 3 clips for mounting track. Length and radius same as 2231 track.




Shell

Bridge Approaches

These drawings show how many track sections and pillars are required for approach ramps to achieve necessary minimum height clearance. This allows you to determine how a line of track should be built on a layout. The grade is 5% and is decreased at the start and end of the approach ramp.

Bridges and approach ramps can be built in any desired combination and length. The 7252 and 7253 pillar sections go together like building blocks and allow you to construct pillars in 6 mm (approx. 1/4") increments. 3 mm (approx. 1/8") increments are possible by combining the 7251 base plates with the 7250 base plate. The 7599 wood screws can be used to fasten the pillar sections to the base board and to each other.

7250 Base Plate.
2.5 mm (3/32") high.
Used as pillar foundation.



7251 Base Plate.
3 mm (1/8") high. Can be used only in conjunction with 7250.



7252 Pillar.
6 mm high (1/4"). For building ramps in 6 mm (1/4") increments.



7253 Pillar.
30 mm (1-3/16") high.



7234 Base Plate.
For mounting masts of 7200 signals on bridges.



A Grade with M Track for Steam and Diesel Locomotives

11 x 18 cm/7-3/32" track sections

9 x 7268

Pillar Height	1	2	3	4	5	6
	2,5 mm 1 x 7250	5,5 mm 1 x 7250 1 x 7251	11,5 mm 1 x 7250 1 x 7251 1 x 7252	20,5 mm 1 x 7250 3 x 7252	29,5 mm 1 x 7250 1 x 7251 4 x 7252	38,5 m 1 x 725 1 x 725 1 x 725

A Grade with M Track for Electric Locomotives with Catenary

15 x 18 cm/7-3/32" track sections

13 x 7268

Pillar Height	1	2	3	4	5	6	7
	2,5 mm 1 x 7250	5,5 mm 1 x 7250 1 x 7251	11,5 mm 1 x 7250 1 x 7251 1 x 7252	20,5 mm 1 x 7250 3 x 7252	29,5 mm 1 x 7250 1 x 7251 4 x 7252	38,5 mm 1 x 7250 1 x 7252 1 x 7253	47,5 m 1 x 725 1 x 725 2 x 725 1 x 725

A Grade with K Track for Steam and Diesel Locomotives

11 x 18 cm/7-3/32" track sections

9 x 7268

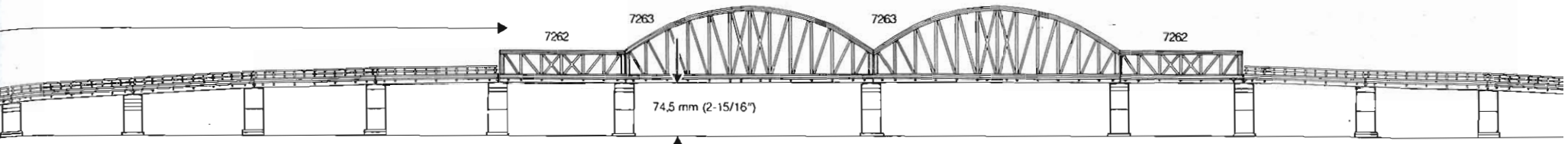
Pillar Height	1	2	3	4	5	6
	2,5 mm 1 x 7250	2,5 mm 1 x 7250	8,5 mm 1 x 7250 1 x 7252	17,5 mm 1 x 7250 1 x 7251 2 x 7252	26,5 mm 1 x 7250 4 x 7252	35,5 m 1 x 725 1 x 725 1 x 725

A Grade with K Track for Electric Locomotives with Catenary

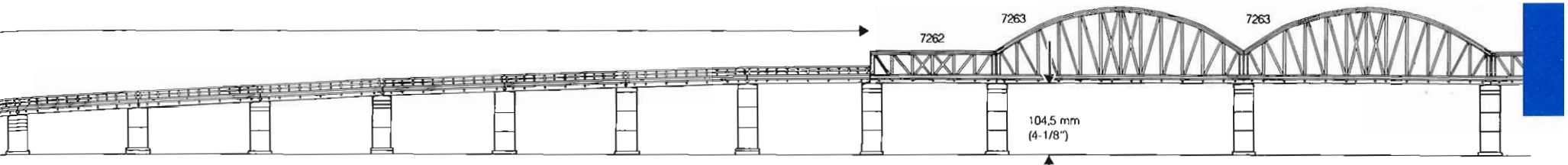
14 x 18 cm/7-3/32" track sections

12 x 7268

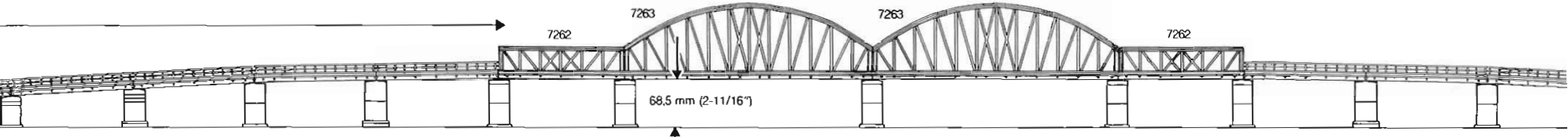
Pillar Height	1	2	3	4	5	6	7
	2,5 mm 1 x 7250	2,5 mm 1 x 7250	8,5 mm 1 x 7250 1 x 7252	17,5 mm 1 x 7250 1 x 7251 2 x 7252	26,5 mm 1 x 7250 4 x 7252	35,5 mm 1 x 7250 1 x 7251 1 x 7253	44,5 m 1 x 725 2 x 725 1 x 725



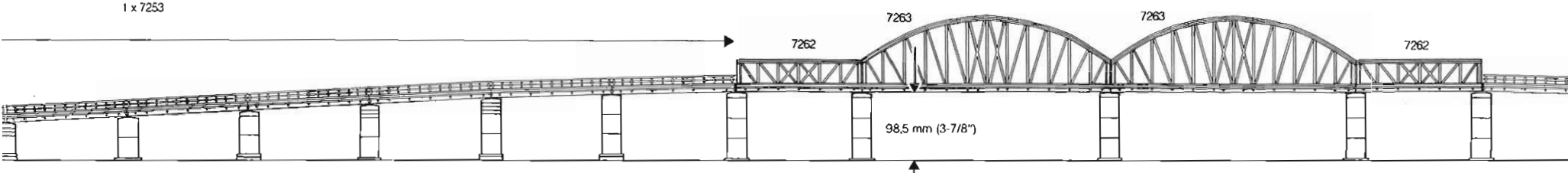
7	8	9	10	11
47,5 mm	56,5 mm	65,5 mm	71,5 mm	74,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	4 x 7252	1 x 7251	1 x 7251	2 x 7252
2 x 7252	1 x 7253	2 x 7253	1 x 7252	2 x 7253
1 x 7253			2 x 7253	



8	9	10	11	12	13	14	15
56,5 mm	65,5 mm	74,5 mm	83,5 mm	92,5 mm	98,5 mm	101,5 mm	104,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
4 x 7252	1 x 7251	2 x 7252	1 x 7251	3 x 7253	1 x 7252	1 x 7251	2 x 7252
1 x 7253	2 x 7253	2 x 7253	3 x 7252		3 x 7253	1 x 7252	3 x 7253
			2 x 7253			3 x 7253	



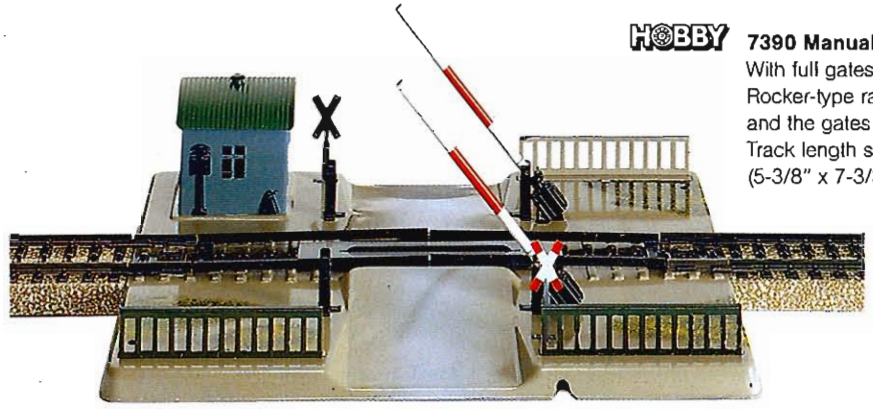
7	8	9	10	11
44,5 mm	53,5 mm	62,5 mm	65,5 mm	68,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
2 x 7252	1 x 7251	2 x 7253	1 x 7251	1 x 7252
1 x 7253	3 x 7252		2 x 7253	2 x 7253
	1 x 7253			



3	9	10	11	12	13	14
53,5 mm	62,5 mm	71,5 mm	80,5 mm	89,5 mm	95,5 mm	98,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	2 x 7253	1 x 7251	3 x 7252	1 x 7251	1 x 7251	1 x 7252
3 x 7252		1 x 7252	2 x 7253	4 x 7252	3 x 7253	3 x 7253
1 x 7253		2 x 7253		2 x 7253		

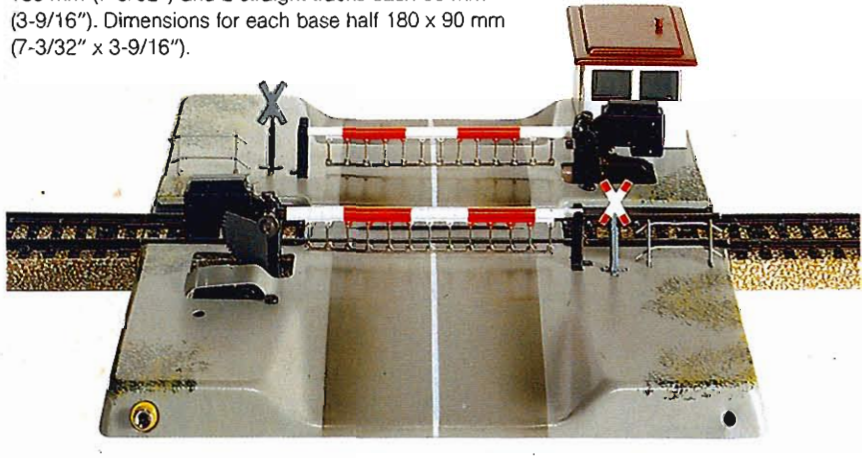
Railroad Grade Crossings

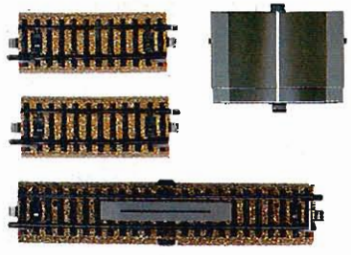
The gates for the fully automatic railroad grade crossing descend the minute an oncoming train reaches the contact area, and do not go back up until the last car has left the contact area. The contact area can be extended to any length desired. Standard straight and curved track sections can be used with K track; with M track only the 5115, 5116 or 5145 contact tracks can be used (see page 275).



HOBBY **7390 Manually Operated Railraod Grade Crossing.**
With full gates. With built-in M track for single track route. Rocker-type rails are pressed down by passing locomotive/car and the gates go down. Gateman's hut and warning sign. Track length same as 5106. Base dimensions 135 x 180 mm (5-3/8″ x 7-3/32″).

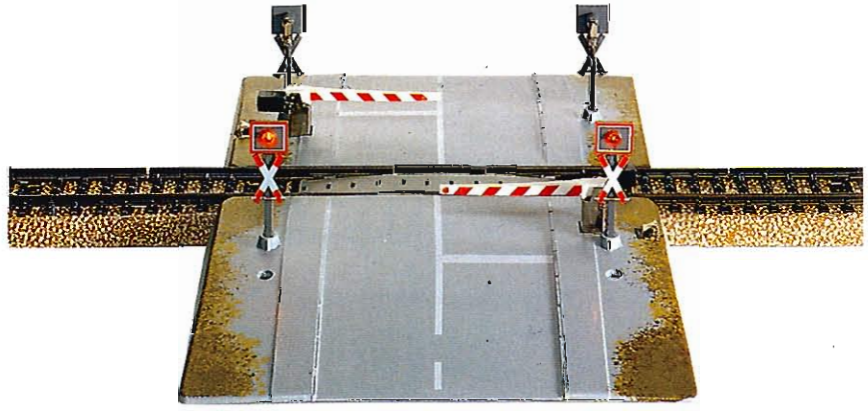
7192 Fully Automatic Railroad Grade Crossing.
With full gates. For M track. 2 solenoid activated gates with gateman's hut and warning signs. Metal base and superstructure. Contact track set: 1 straight track 180 mm (7-3/32″) and 2 straight tracks each 90 mm (3-9/16″). Dimensions for each base half 180 x 90 mm (7-3/32″ x 3-9/16″).

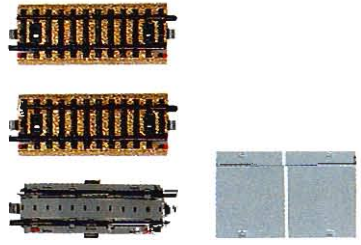




7193 Add-On Set.
For 7192 railroad grade crossing. For M track. Required for each additional parallel track. Contact track set: 1 straight track 180 mm (7-3/32") and 2 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 37 to 67 mm (1-15/32″ to 2-5/8″) (track spacing of 74 to 104 mm/3″ to 4″).

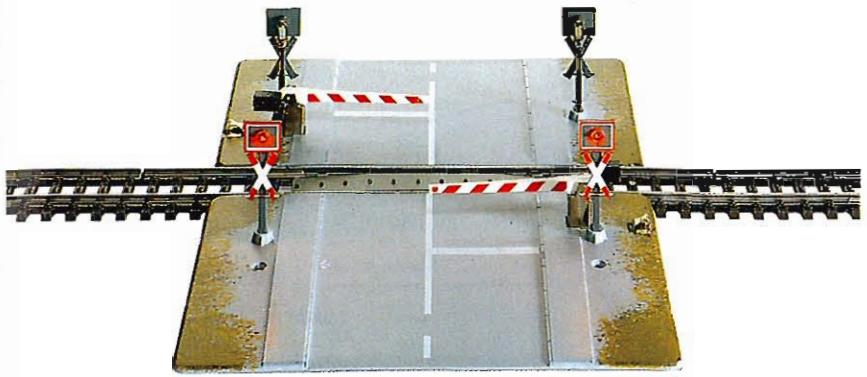
7292 Fully Automatic Railroad Grade Crossings.
With half gates. For M track. 2 solenoid activated gates with 2 warning signs and 2 red warning lights which come on when the gates to down. Contact track set: 3 straight tracks each 90 mm (3-9/16″). Dimensions for each base half 137 x 95 mm (5-3/8 x 3-3/4″).

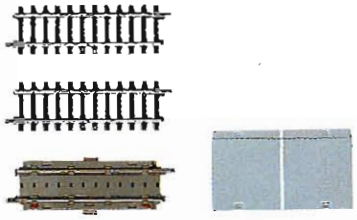




7293 Add-On Set.
For 7292 railroad grade crossing. For M track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16″). Road section can be adjusted for spacing of 27 to 62 mm (1-1/16″ to 2-1/2″) (track spacing of 64 to 99 mm/2-1/2″ to 3-7/8″).

7592 Fully Automatic Railroad Grade Crossings.
With half gates. For K track. 2 solenoid activated gates with 2 warning signs and 2 red warning lights which come on when the gates go down. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Dimensions for each base half 137 x 95 mm (5-3/8" x 3-3/4").





7593 Add-On Set.
For 7592 railroad grade crossing. For K track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 33 to 68 mm (1-5/16" to 2-11/16") (track spacing of 64 to 99 mm/2-1/2" to 3-7/8").



5115 Straight Contact Track.
Length 180 mm (7-3/32"). Same as 5106.



5116 Curved Contact Track.
Radius 360 mm (14-3/16"). 30°. Same as 5100.



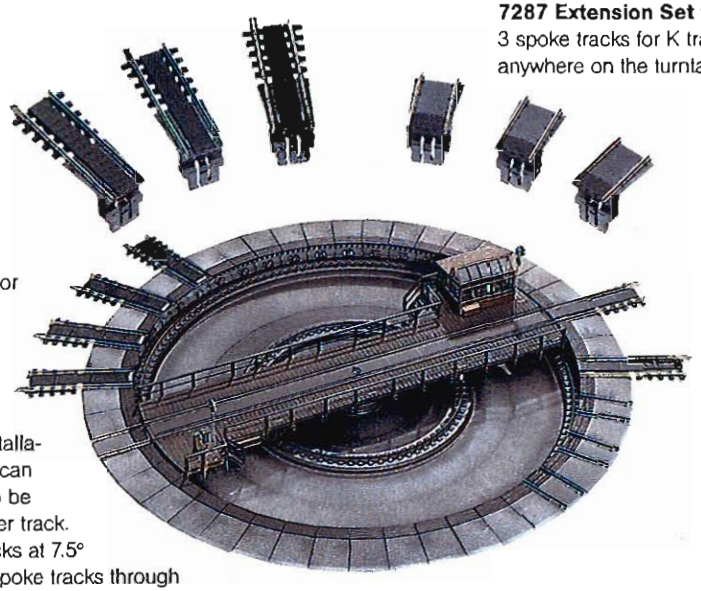
5145 Straight Contact Track Set. 2 tracks.
Length of each 90 mm (3-9/16"). Same as 5107.



2291 Straight Adapter Track.
Allows K track to be connected to the 7192 and 7390 railroad grade crossings. Length 180 mm (7-3/32")







7287 Extension Set for the 7286 Turntable.
3 spoke tracks for K track and 3 dummy tracks. Can be installed anywhere on the turntable. Built-in track power contacts.

7286 Remote Control Turntable.
Standard DB design 27 meters (88' 6"). Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included. Function: turns to the right/left in single steps and continuously to a stop. Can be retrofitted with 7687 digital set for easy control with digital. Turntable pit for inset installation on a layout. 6 spoke tracks for K track which can be installed at any spot on the turntable. Can also be used with M track in conjunction with 2291 adapter track. Can be expanded to a maximum of 48 spoke tracks at 7.5° intervals with 7287 extension kit. Track power to spoke tracks through the turntable deck. External diameter 386 mm (15-3/16"). Deck length 310 mm (12-1/4"). Can be used with 7288 locomotive shed.

This model is a joint project with the Fleischmann Company, Nürnberg, Germany.

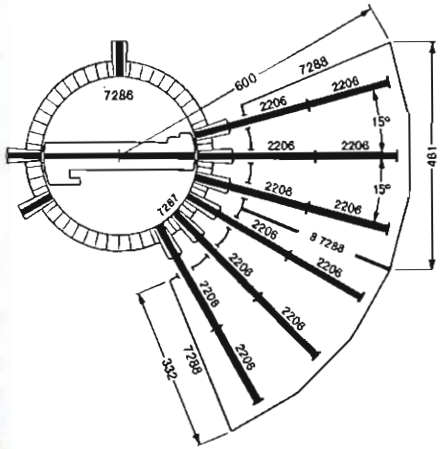
7687 Digital Retrofit Set for 7286 Turntable.
Enables easy control of the turntable with track indexing in the Digital system. Deck turns to the right/left in single steps and continuously. Consists of electronic control circuit with digital decoder, all necessary hardware and complete instructions.



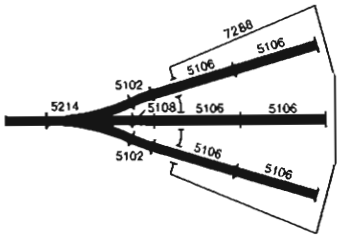
A 6021 Control Unit and a 6040 Keyboard are required to operate the digital turntable (7286 with 7687). It is also possible to control the turntable from a track diagram control board (6041 Switchboard) or with a computer (6051 Interface). The digital control is independent of the conventional or digital control of the trains.

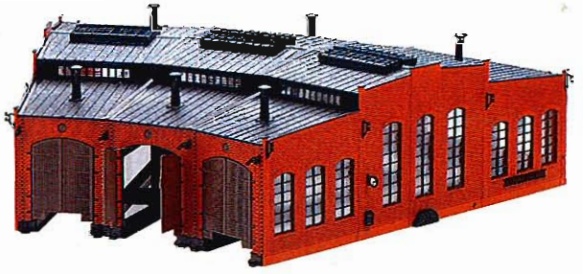
2291 Straight Adapter Track.
Allows M track to be connected to the 7286 turntable. Length 180 mm (7-3/32").

This illustration shows how 2 of the 7288 locomotive shed are set up with the 7286 turntable.



Suggestion for combining the 7288 locomotive shed with a 5214 three-way turnout.





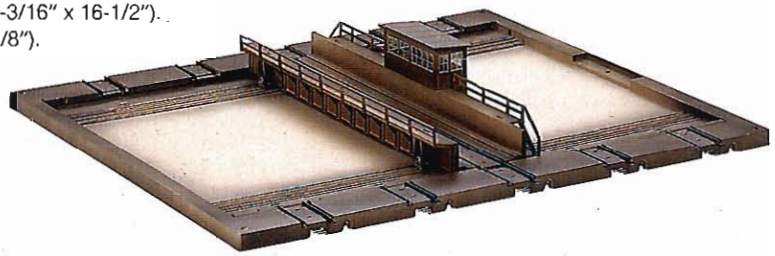
7288 Locomotive Shed Kit.
3 stalls at 15° intervals. Suitable for use with the 7286 turntable. For M and K track (track not included). Doors that close automatically when a locomotive enters. Two each additional 7288 locomotive sheds can be built on to this unit without intermediate walls by using the 87288 roof support kit. Dimensions 335 x 461 mm (13-3/16" x 18-1/8"). Height 128 mm (5").

87288 Roof Supports for the 7288 Locomotive Shed.
Two intermediate supports and suitable wall joints for the construction of 2 or 3 locomotive sheds without intermediate walls.

Transfer Table

7294 Remote Control Transfer Table.
Base plate with 2 approach tracks and 8 stall tracks. For M track or 2291 K track. Can be used with 7289 locomotive shed. Deck with motor in engine shed for forward and reverse operation. Control box and cable for remote control. Deck stops automatically at the tracks. Track power to the stall tracks through the deck. Dimensions of base 360 x 420 mm (14-3/16" x 16-1/2"). Deck length 288 mm (11-3/8").

The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder and in the 0308 / 0308A Digital book.





7289 Locomotive Shed Kit.
Two-stall shed with 4 manually operated roll doors for run-through operation. For M and K track (track not included). Can be used with 7294 transfer table. Size 280 x 150 mm (11" x 6").

7295 Catenary Set for Transfer Table.
Consists of 2 catenary gantry masts, 1 wire section with a connection wire for the deck and 10 short catenary wire sections for track connections.

2291 Straight Adapter Track.
Allows K track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").



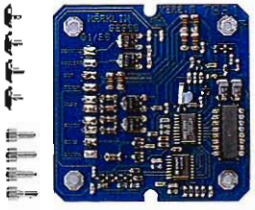
Rotary Crane

märklin HO

7051 Remote Control Rotary Crane.
Metal base and superstructure. 2 motors for turning the cab and raising and lowering the load. Electromagnet for loading iron parts. Crane cab with lighting. Special control box and connecting cable for remote control. Adjustable boom. Height 240 to 310 mm (9-1/2" to 12-1/4"). Boom swings up to 360 mm (14-3/16"). Base dimensions 90 x 90 mm (3-9/16" x 3-9/16").

The non-digital rotary crane is connected to the control box included with the unit and to a standard transformer with a 6 conductor cable. The speed of the motors is constant.



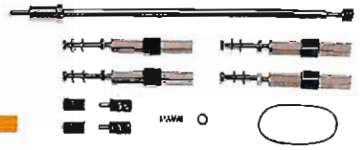


7652 Digital Retrofit Kit for Rotary Crane.
Consists of crane decoder and all necessary hardware. For converting the 7051 remote control rotary crane to digital operation.

7054 Below-Baseboard Mounting Kit for Rotary Crane.
Consists of drive shaft, spacers as well as all necessary hardware and complete instructions.

This mounting kit can be used to install the mechanism for the remote control rotary crane below the baseboard on a layout. The complete mechanism will be below the layout ground level after the conversion.







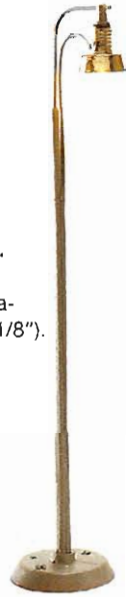
Lamps and Lights

These lamps and lights are delicate in design and yet sturdily made. All of the round masts are metal. The lattice masts are the same in dimensions and design as the catenary tower masts.

7284 Park Light.
Height 63 mm (2-1/2").
Base diameter 15 mm (1/2").



7048 Arc Lamp.
Height 156 mm (6-1/8"). Base diameter 29 mm (1-1/8").

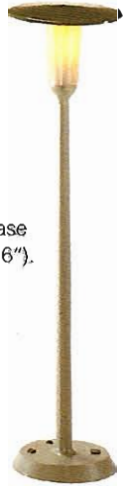


7280 Street Light.
Height 117 mm (4-5/8").
Base diameter 25 mm (1").



7282 Street Light.
Twin lights. Height 120 mm (4-3/4").
Base diameter 25 mm (1").





7047 Lamp.
Height 127 mm (5"). Base diameter 27 mm (1-1/16").

7046 Arc Lamp with Lattice Mast.
Can be used with catenary for M track. Height 192 mm (7-9/16").
Base 14 x 28 mm (9/16" x 1-3/32").

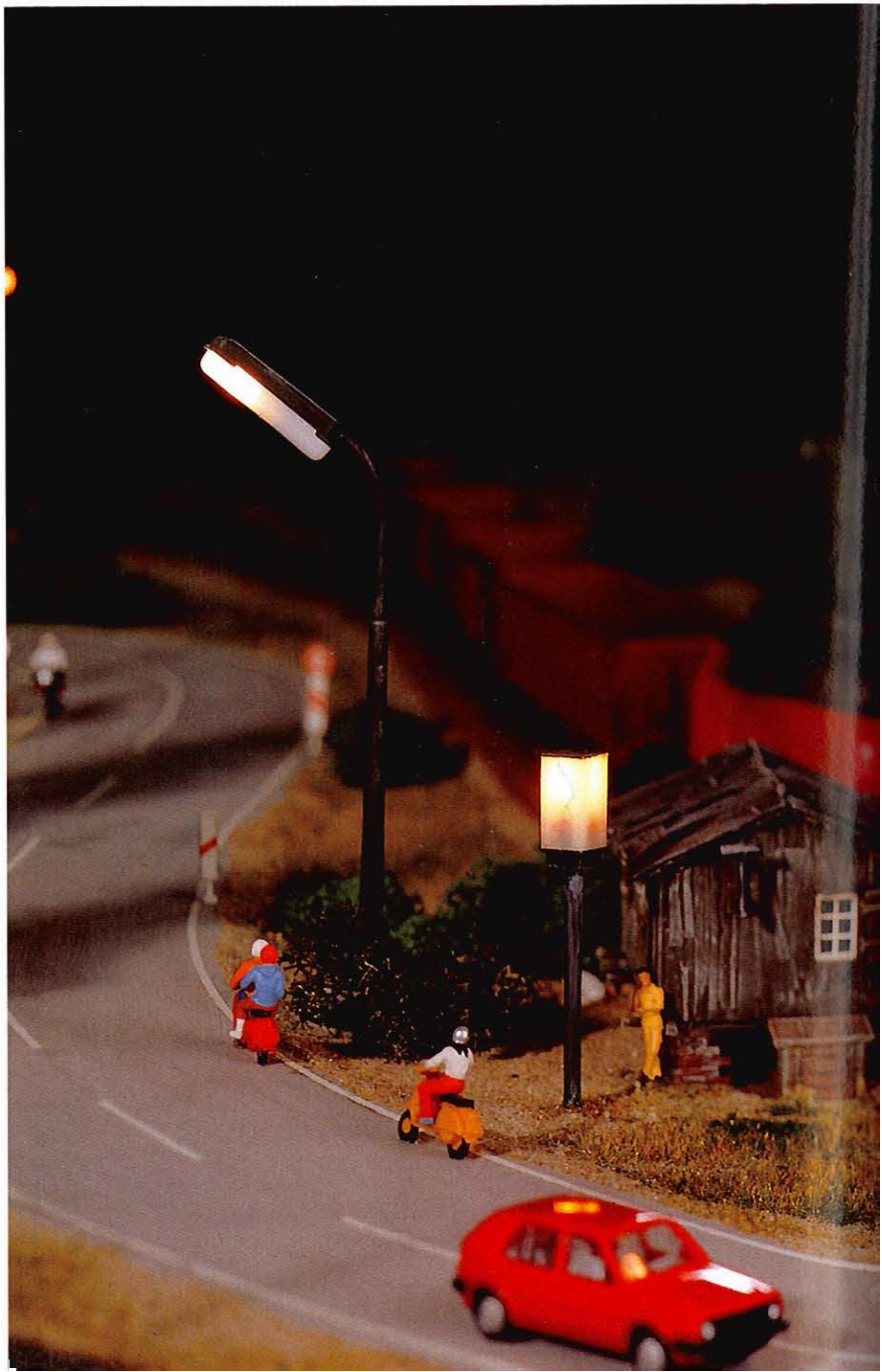




7283 Tower Mast Lamp.
Mounted on tower mast. Has base plate. Can be used with catenary. Height 170 mm (6-11/16").



7281 Station Platform Light.
Twin lights. Height 97 mm (3-13/16"). Base diameter 25 mm (1").



Light Bulbs for Accessories



Light Bulbs

Accessory	Catalog Number	Approx. Power Use
Rotary crane	7051	**60 000** 0,8 VA
Lamps	7280, 7281, 7282, 7283, 7284	
Track bumper	7191	
Signals	7036, 7038, 7039, 7040, 7041, 7042	
Car lighting	7077	
Turnouts	2261, 5128, 5137, 5140, 5202	
Signals	7188, 7339	**60 001** 0,8 VA
Car lighting	7079	
Signals	7188, 7339	**60 002** 0,8 VA
Car lighting	7330*, 7333*, 7335*	**60 008** 0,9 VA
Lamps	7046, 7047, 7048	**60 010** 0,8 VA
Light mast	5113	
Car lighting	7323	
Car lighting	7197, 7318, 7320, 7322, 7329	**60 015** 1,0 VA
Car lighting	7074	**60 020** 0,8 VA
Signal	7242	**60 200** 0,5 VA
Crossing gates	7292, 7592	**60 201** 0,5 VA
Signals	7239, 7240, 7241	
Signals	7187, 7236, 7237, 7238, 7239, 7240, 7241	**60 202** 0,5 VA
Signals	7187, 7236, 7237, 7238, 7240, 7241	**60 204** 0,5 VA
Car lighting	7317	**61 008** 0,7 VA

* The 61 008 is recommended as a replacement for continuous operation in the Digital system.

The power consumption figures given refer to a current of 16 volts available at the accessory sockets of Märklin transformers. The total power required for lighting in a circuit is figured by adding the watts for each of the lamps in that circuit. Note: 1 VA = 1 watt.



The most common colors used in the Märklin H0 wiring system

Red = track current (transformer to third rail or catenary)

Brown = ground from track roadbed or control box to transformer

Yellow = lights and solenoid accessories

Blue = ground return from solenoid accessories to the control box or circuit track (with green, red and orange plugs)

Wire

The copper conductor in this wire consists of 24 separate strands each 0.10 mm (0.004") in diameter with a total cross section of 0.19 sq. mm (0.008 sq. in.). This is sufficient even in the event of a short circuit with a 52 watt transformer.

7100 Single conductor. Gray. 10 m (33").
7101 Single conductor. Blue. 10 m (33")
7102 Single conductor. Brown. 10 m (33")
7103 Single conductor. Yellow. 10 m (33")
7105 Single conductor. Red. 10 m (33")

7000 Staples.
Bag of 50 pieces. For mounting wire on wood base boards.

Sockets.
Bag with 10 pieces.

7111 Brown.
7112 Yellow.
7113 Green.
7114 Orange.
7115 Red.
7117 Gray.

Plugs with Side Sockets.
Bag with 10 pieces.

7131 Brown.
7132 Yellow
7133 Green.
7134 Orange.
7135 Red.
7137 Gray.

7130 Plug and Socket Assortment.
100 pieces (66 plugs and 34 sockets). Assorted according to average requirements for each color.



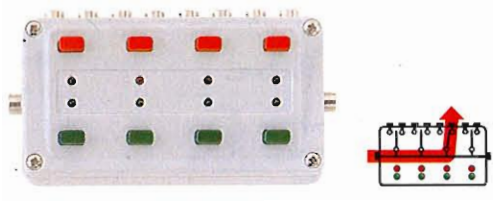
7000 **7115** **7135** **7130**

0733 Service Manual H0.
Function, care and maintenance of locomotives. Useful tools and how to use them. Troubleshooting locomotives and layouts. Tips on the Digital system. Extensive spare parts tables. Contents 64 pages. Format 22 x 26.4 cm (8-5/8" x 10-3/8")



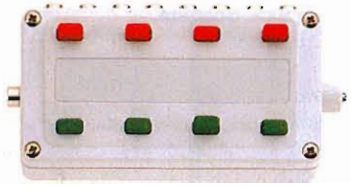
Control Boxes

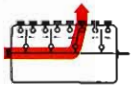
For remote-control operation



Schematic of 7271
(Button 3 pushed)

7271 Control Box with Feedback Function.
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LED's when the 7549 turnout mechanism is used. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").

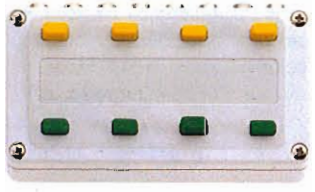


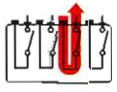


Schematic of 7272
(Button 3 pushed)

HOBBY
N

7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7072 control box.

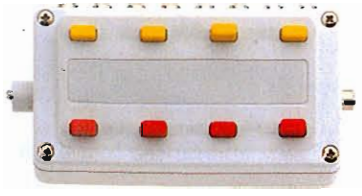


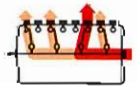


Schematic of 7273
(Button 3 pushed)

N

7273 Control Box.
For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7211 control box.





Schematic of 7274

N

7274 Control Box.
For dividing or switching a track or accessory circuits into 4 different circuits. For example, 4 accessory circuits for building illumination can be turned on or switched over. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7210 control box.

Wire, plugs and sockets can be found on page 281.



7209 Distribution Strip.
Has 11 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 11/16").



5022 Third Rail Insulator.
For M track. Is inserted between the third rail clips on the track to separate track circuits.



7522 Third Rail Insulator.
For K track. Is inserted between the third rail clips on the track to separate track circuits.



5004 Third Rail Feeder Wire.
For M track. Attaches to the third rail clip at the end of the track. Length 750 mm (29-1/2").



7504 Third Rail Terminal Clip.
For K track. Is installed between the third rail clips at the ends of the track.



7500 Third Rail Terminal Clip.
For K track. Is installed by pushing between the foot of the rail and the tie strip.

Transformers

märklin HO

Tested for Safety

We guarantee troublefree operation of our trains only when used with original Märklin transformers. The transformers must be protected from dampness and are not designed for use outdoors. Connect the transformer only to alternating current.

Also pay close attention to the operating instructions for the transformers (see "General Information on the hookup and operation of Märklin model railroads" on the inside of the catalog cover.)

Multi-train operation with separate power circuits

In conventional train operation if several trains are to be operated independently of each other, the layout is divided into several power circuits. A transformer and at least one feeder track are assigned to each power circuit and are electrically separated simply from other power circuits with a center conductor insulator (5022 or 7522). In the Märklin HO system the running rails have the same polarity everywhere on a layout and do not need to be interrupted.

Power circuits can be closed routes like most main routes or other areas of track with their own operation. Examples of the latter would be branchlines, station areas, storage sidings, switching yards or railroad maintenance areas. In this way you have the possibility of controlling individual locomotives for specific purposes simultaneously with fully automatic route operations.

As a rule catenary for electrified routes is connected to its own transformer as an additional power circuit. This allows you to control locomotives used in catenary operation independently of locomotives or railcars powered from the track. Catenary power circuits can be separated from each other with the 7022 insulated section.

Power Consumption of Locomotives and Accessories

The output indicated on the transformer (in VA/watts) is available for the power consumption of all users in the power circuit. Some sample power use calculations:

With a load, smaller locomotives (ex. 3000 tank locomotive) require about 9 watts, larger locomotives (ex. 3380 diesel locomotive, 3357 electric locomotive) about 12 watts. The power consumption for train lighting is based on light bulbs built into the cars and is usually less than 2 watts per car.

After subtracting the output required by trains, the remaining reserve in the transformer can be used at the accessory outputs for electric accessories. Here, light bulbs use between 0.5 and 1 watt (see table "Light Bulbs for Accessories" on page 281) and turnout or signal mechanisms use about 6 watts when activated. Additional electric accessories should be connected to an additional accessory transformer.



HOBBY

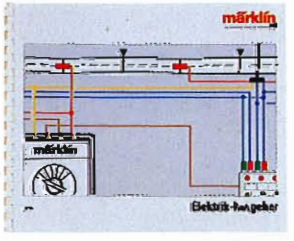
6645 100 volts Japan. 32 VA.
6647 230 volts. 32 VA.
32 VA Transformer.
Track current adjustable between 4 and 16 volts. 16 volt accessory current. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/8").



6627 110 volts USA. 30 VA. UL/CSA tested.
6629 240 volts. 30 VA.
Transformer.
30 VA output. Track current adjustable between 4 and 16 volts. 16 volt accessory current. Plastic housing. Red pilot light. Dimensions 158 x 135 x 75 mm (6-1/4" x 4-7/8" x 3").



6000 100 volts Japan. 50 VA.
6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA.
6003 240 volts. 52 VA.
Accessory Transformer for Lighting Circuits and Solenoid Accessories.
LED pilot light. 52/42 VA output. 16 volt alternating current. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/8"). VDE/UL/CSA tested.



0716 Electrical Manual H0.
Practical tips for hooking up turnouts, signals as well as all of the working models in the Märklin assortment such as the crane, turntable and transfer table. Contents 64 pages. Format 22 x 26.4 cm (8-5/8").

The Astonishing Potential of Märklin Digital

märklin digital

Märklin has catapulted the hobby of model railroading directly into the future with the introduction of digital control:

Märklin Digital controls up to 80 locomotives, 80 function models and up to 256 turnouts, signals or uncoupler tracks. Auxiliary functions such as headlights and/or car lighting, TELEX couplers, sound effects electronic circuits or smoke generators can be turned on and off independently of the operation of the train. Locomotives can be set for the operating characteristics typical of their prototype, acceleration rate, braking behavior and maximum speed, for example. From the digital locomotive controller, the infrared remote control, to the Memory accessory controller for complete routes on up to control of the layout with a computer, everything is possible that will increase prototypical realism and operating enjoyment.

At first glance this abundance of function is a little confusing in the way it works; it isn't, though. Whether you are just getting started with Digital or whether you are converting your existing Märklin H0 or 1 Gauge layout to Digital – Märklin Digital can be set up step by step.

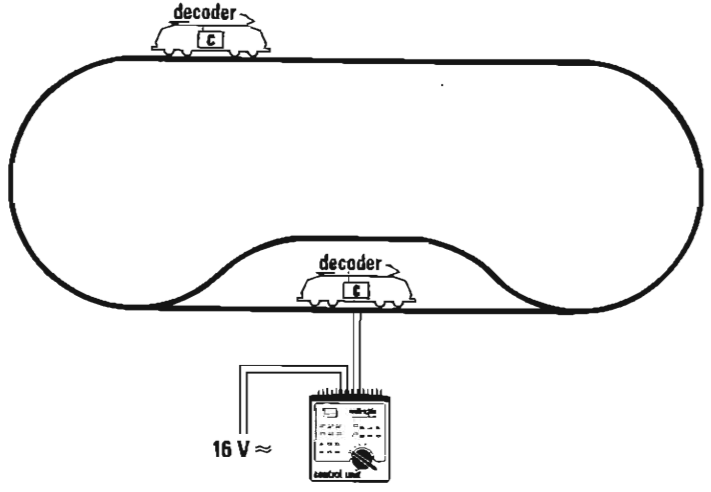
How Does Märklin Digital Work?

märklin digital

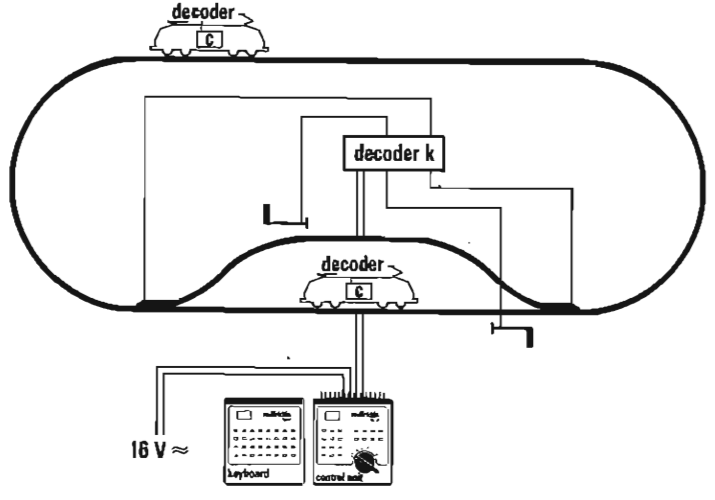
With conventional locomotive operations you control the operating voltage in the track or the catenary with the train control transformer; the locomotive goes faster or more slowly or it changes direction. All locomotives in the same power circuit do this simultaneously. You have to isolate areas of track from each other and power each with its own train control transformer to achieve independent locomotive operations.

With Märklin Digital the voltage in the track remains constant. Turning the control knob on a locomotive controller does not change the level of the voltage. Instead, the central unit sends control signals through the track. Each control signal contains the address (for the locomotive, turnout or signal this control signal is intended) and the actual command (operate faster, switch to stop, etc.). Small receiver components (decoders) are located in the locomotives and they pick up these signals. Initially they check to be sure the command is actually for them, whether the address agrees with their address. If it does, they receive the command. Decoders have their own intelligence for this. For the command "halt" (control knob on the locomotive controller set for zero) they do not immediately switch the current off to the locomotive, they continuously decrease it, so that the train slowly brakes as in real life. Or for the command "full speed" (control knob on the locomotive controller set as far to the right as it can be turned) they allow only so much operating current to their locomotive so that it reaches a prototypical maximum speed.
The accessories also have decoders to recognize the address and to convert commands, whereby a decoder can control four turnouts, signals or eight uncoupler tracks.

The striking thing about Märklin Digital is that this variety of functions does not require extensive wiring – all command signals for 80 locomotives and 256 accessories go out over a single, existing conductor – the track. Only the accessories require two control lines to their decoder.



These drawings show the principles of the Digital system.



Märklin Digital for H0 and 1

Starting out with small steps

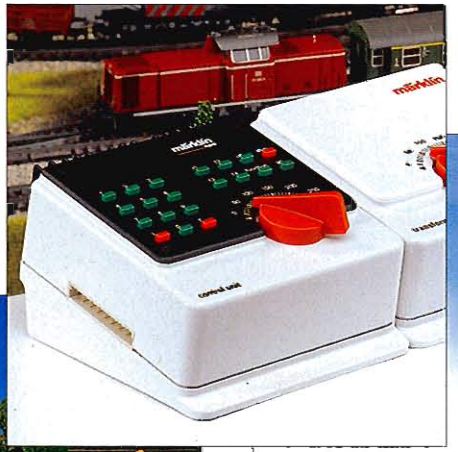
All you need to get started in the digital age is a Märklin DELTA starter set supplemented by a digital locomotive controller, the 6021 Control Unit. The train control transformer that comes with the starter set can be used to supply power in the form of 16 volts AC to the Control Unit.

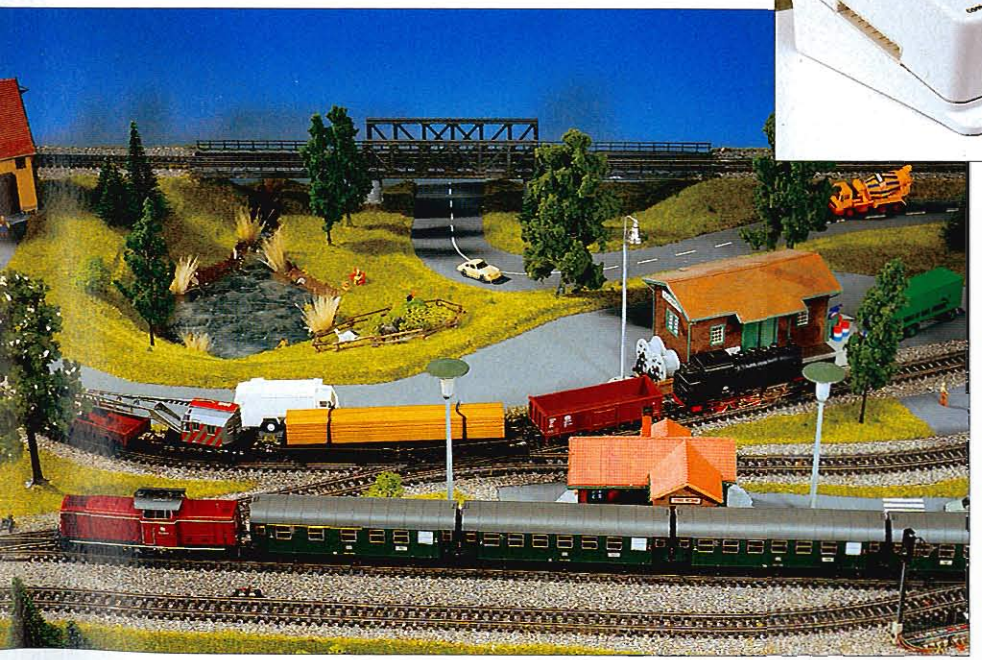
In the Märklin H0 system you will find DELTA starter sets (see pages 16–19 and 98–103) in different sizes as well as universal and digital locomotives. In Märklin 1 all Maxi locomotives and standard 1 Gauge models come from the factory ready for digital operation.

Change here, please

If you want to convert your existing Märklin H0 or 1 layout to Digital, in principle what you need is a Control Unit as a central unit as well as DELTA or digital decoders that your authorized dealer will use to retrofit your conventional locomotives. An already existing train control transformer can be used to supply power. The Control Unit's full output capability is realized with the 52 VA transformer (42 VA in North America).

Turnouts, signals and uncoupler tracks can continue to be operated conventionally with control boxes. Anyone who has set up the wiring on his layout with patience and care so that it is neat and clean and who doesn't want to destroy this beautiful workmanship can stay with conventional operation of the accessories. On the other hand, anyone wanting to make use of the additional functions of digital technology or wanting to save wiring when expanding, will use the digital Keyboard and decoders for his accessories.







The Heart of Every Märklin Digital Layout

märklin digital

6021 Control Unit

The midpoint of the digital age is the Control Unit for every Märklin Digital layout in H0 and 1. In principle it combines the functions of three components: It is first a *locomotive controller* for operating locomotives, second a *Booster* for supplying the layout with current to operate locomotives and accessories, and third it is the *central unit electronics circuit* which processes all commands for other control components. The Control Unit collects and stores all commands for locomotives and accessories and sends them as data signals to the track.

The Control Unit can recognize up to 80 locomotives. It calls up locomotive addresses from 01 to 80 with the 10 button keypad. You then control the locomotive whose number appears on the two-digit display and you can manually operate the locomotive as you wish. The control knob is used for setting the speed, the function button is for controlling any of these functions: headlights, TELEX couplers or smoke generator. When a new address is called up, this locomotive continues to run with the speed last set for it. The power supplied to the layout through the Control Unit is limited for reasons of safety.

Progress with Märklin Digital

The rapid development of electronics continues with Märklin Digital and is expanding the variety of functions. By using the proven Motorola format we have created the requirement that you will always be on top with Märklin Digital, even in the future: Märklin Digital is designed to be modular. New functions can be integrated and retrofitted easily by exchanging individual components. So, with Märklin Digital you're always installing the future now.



6021 Control Unit.
Central unit for Märklin H0 and 1 layouts with built-in locomotive controller. Supplies the layout with power and control commands. The built-in locomotive controller has the same features as the Control 80 f. Terminal clips for transformer and track layout. 1 multi-pin connector for Booster. LED pilot light. Maximum output current 2.5 amps. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").

The New Ease of Operation with Märklin Digital

After you have become familiar with the Control Unit as the basis for every digital layout, you are then dealing with digital components that are required for additional power supply when expanding the layout or components that increase the ease of operation.
If you want to control several locomotives simultaneously or if you want to operate the model railroad layout with your friends, you can connect additional Control 80 f locomotive controllers – some with an Adapter cable at a remote location on the layout, too. A different locomotive is then addressed with each locomotive controller. You have even more freedom of movement with the remote control Infra Control 80 f (receiver) and IR Control (sender).



6036 Control 80 f.
Locomotive controller. Access to 80 locomotive and function addresses. Address entry using 10 button keypad. Two-digit display of the locomotive address currently called up. On and off buttons for the locomotive auxiliary function. 4 combined on/off buttons for additional functions. Function status shown by LEDs. Emergency halt and release buttons. Can be connected to Control Unit or another Control 80 f. Dimensions 135 x 120 x 80 mm (5-1/2 " x 4-7/8 " x 3-1/2 ").

More power for more trains

As with a conventional layout, you have to feed additional power for operations with several trains running at the same time, for additional power consumers such as train lighting or for a large number of signals and turnouts. You do this by dividing the layout into different power supply areas. After the Control Unit a Booster, each with its own transformer, is required for each area.



6070 Infra Control 80 f.
Infrared receiver for transmitting control commands from the IR Control. Access to 80 locomotive and function addresses. Can be used with up to 4 IR Control units. Indicators for the current locomotive address called up and for the 5 locomotive functions. Separate receiver probe for installation in or above the layout. Can be connected to the Control Unit or Control 80 f. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6038 Adapter 180.
Extension cable for remote setup of the Control 80 f, Keyboard, Memory, Interface or Infra Control 80 f. Ribbon cable with 2 plug-in sockets for the Digital system. Length 180 cm (71").

6039 Adapter 60.
Looks and functions like the Adapter 180. Length 60 cm (23-1/2").

See "General Information" on the inside of the catalog cover.



6000 100 volts Japan 50 VA.
6001 110 volts USA. 42 VA UL/CSA tested.
6002 230 volts. 52 VA.
6003 240 volts. 52 VA.
Transformer.
Transformer for supplying power to the 6021 Control Unit or 6017 Booster. Suitable for supplying power to conventionally controlled Märklin accessories. 16 volt alternating current. LED pilot light. Dimensions 135 x 120 x 80 mm (5-1/2 " x 4-7/8" x 3-1/2 ").

The 6000, 6001, 6002 and 6003 transformers are not to be set up outdoors. They must be protected against moisture.



6071 IR Control.
Infrared hand sender for controlling locomotives. Access to 80 locomotive addresses. Switch for setting the sender address (1-4). On and off buttons for 5 locomotive functions. The commands sent by the IR Control are carried out by the Infra Control 80 f. The battery necessary for operation is not included. Dimensions 147 x 65 x 21 mm (5-3/4" x 2-9/16" x 13/16").



6072 Extension Cable.
3 meter (117") long connecting cable for remote installation of the receiver probe from the Digital remote control Infra Control 80 f (6070).

N



6017 Booster.
Output supply unit for large, digitally controlled Märklin H0 and Märklin 1 layouts. Maximum output current 2.5 amps. LED pilot light. With switchable voltage reduction for slow speed areas as with the 6021 Control Unit. 2 each terminal clips for transformer and track. 1 each multi-pin connector for Control Unit and additional Boosters. 1 adapter cable for connection to Control Unit. Dimensions 135 x 120 x 80 mm (5-1/2 " x 4-7/8 " x 31/2 ").

While a digital locomotive can also be run on a conventional layout (but only with the functions of a conventional locomotive), the reverse applies only in a limited fashion to conventional locomotives. The locomotive needs a decoder that understands the digital commands and feeds the operating current to the locomotive. This can be either a DELTA module or a digital decoder; both of these can be retrofitted in Märklin locomotives.

Märklin's high-efficiency propulsion offers even more prototype realism. It can be used to set the acceleration and braking characteristics as well as the maximum speed for the locomotive. In addition, the electronics in this propulsion can recognize deviations in the motor rpm and adjust it accordingly. This gives the locomotives outstanding slow speed characteristics and almost constant speed on ascending or descending grades.



6603 DELTA Module.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train system. Locomotives with the Märklin flat or drum-style commutator motor can be converted. Converted locomotives can be operated with conventional transformer, the DELTA Control or Märklin Digital. Locomotive headlights change over with the direction of travel. Headlights on when the locomotive is in motion. Dimensions 36 x 21 x 4 mm (1-3/8"x 13/16" x 1/8").

The possibilities for converting Märklin H0 locomotives to the DELTA multi-train system can be found in the table "Spare Parts for Locomotives" (pages 148-154).



6090 Digital Propulsion Set.
Consists of locomotive decoder and high-effciency motor. Can be controlled with the Control Unit (6021). For Märklin H0 locomotives with drum-style commutator motor. Adjustable maximum speed, acceleration and braking delay. Motor monitored on ascending and descending grades. Can be coded for 80 different locomotive addresses. Decoder dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").



6095 c 95 Decoder.
Decoder for standard design single motor Märklin 1 locomotives. Can be controlled with the Control Unit (6021). Up to 5 controllable locomotive functions. Can be coded for 80 different digital addresses. Adjustable maximum speed, acceleration and braking delay. Built-in load-dependent speed control. Dimensions 61 x 50 x 10 mm (2-3/8" x 1-31/32" x 3/8").

In addition to the c 95 decoder (6095) in the standard program, the 86095 decoder is offered as a spare part for converting double motor Märklin 1 locomotives. The smaller Märklin 1 locomotives (such as the Köf or T 3) with special electronic circuits can be converted by the Märklin Service Department to digital operation with the Control Unit (6021).

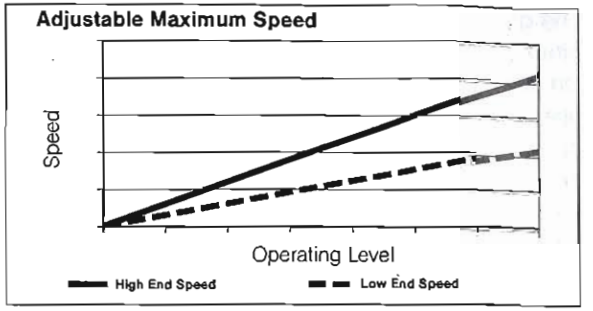
All of the current Märklin 1 digital decoders can be used only with the Control Unit (6021) and not with the older Central Control 1 (6030).

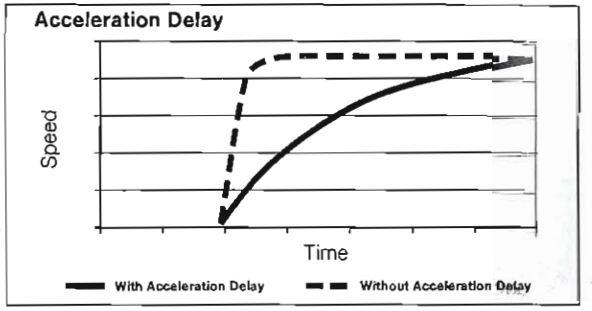


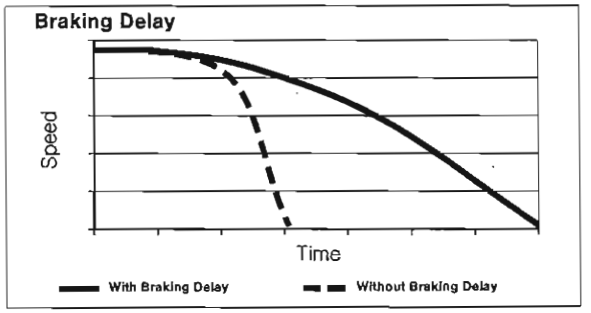
6080 c 80 Decoder.
Decoder for Märklin H0 locomotives with alternating current motor. Can be controlled with the Control Unit (6021). 1 locomotive function. Can be coded for 80 different locomotive addresses. Dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").



6081 c 81 Decoder.
Decoder for H0 locomotives with pickup shoe and permanent magnet motor. Can be controlled with the Control Unit (6021). 1 locomotive function. Can be coded for 80 different locomotive addresses. Dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").







The diagrams present the principles of this propulsion concept.

Controlling Accessories Digitally

The great advantage of controlling turnouts, signals and other accessories digitally is in the ease of operation. On conventional layouts miles of wiring to the area of operation are often required, while with digital control only short control wires from the accessory to the decoder are needed. The decoders are installed out in the area of the accessories to which they are assigned. Each decoder can be used with any four accessories.

The Keyboard is used to control the accessories, and the settings for the latter are clearly indicated by LEDs. Four decoders are assigned to each Keyboard for a total of 16 accessories that can be operated individually.



6040 Keyboard. Controller for 16 solenoid accessories. LEDs show settings for turnouts and signals. Coding switches for setting the Keyboard address (1-16). Memory storage for the last valid turnout and signal settings after power is shut off. Can be connected to Control Unit or another Keyboard or Memory. Dimensions 135 x 120 x 80 mm (5-1/2 " x 4-7/8 " x 3-1/2 ").



6073 k 73 Turnout Decoder.
Can be installed in M track turnouts and double slip switches 5128, 5137, 5140, 5202 and 5207.

Important Information!

Märklin digital decoders and components are complex electronic systems designed for Märklin models. We can guarantee compatibility and functional reliability only when original Märklin parts and components are used.

The warranty becomes invalid if non-original Märklin parts or other makes of parts not authorized by Märklin are used.

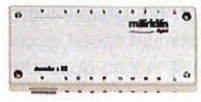
The k 83 decoder controls four accessories such as turnouts, signals and uncoupler tracks. The k 84 decoder is used to switch track power circuits, lighting circuits or function models. The k 73 decoder is an alternative to the k 83 decoder for mobile layouts with M track.



6083 k 83 Decoder.
Decoder for controlling, turnouts, signals or uncoupler track. Can be activated by Keyboard, Switchboard, Memory or Interface. Coding switches for setting decoder address. 4 outputs for solenoid accessories. Dimensions 100 x 54 x 22 mm (4" x 2-1/8" x 7/8").



6084 k 84 Decoder.
Decoder for turning on/off continuous current for lighting circuits or motors in accessories. Can be activated by Keyboard, Switchboard, Memory or Interface. Coding switches for setting decoder address. 4 outputs for solenoid accessories. Dimensions 100 x 54 x 22 mm (4" x 2-1/8" x 7/8").



6088 s 88 Decoder.
Feedback module for contact generators on digital model railroad layouts. Can be connected to the Memory or Interface with the cable included with this unit. Connector socket for additional s 88 decoders. 16 inputs for contact generators. Dimensions 124 x 54 x 23 mm (4-7/8" x 2-1/8" x 29/32").



6089 Adapter s 88.
Longer connecting cable for s 88 decoder. Length 200 cm (78-3/4").

Routes at the push of a button

Many switching procedures repeat themselves in model railroad operations. Example: For a train to enter a station track, you must always switch the same entry turnouts and signals.

The routine switching sequence can be recorded, stored and called up again in the Memory, just as you would with a tape recorder. Up to 24 routes, each with up to 20 setting commands for turnouts and signals, can be set up automatically at the push of a single button in this manner. A maximum of four Memories can be used on a layout. Automatic block operations or reliable control of a staging yard can be realized with the Memory and the s 88 feedback module decoder.

If you want to control your layout with a track diagram control board, the Switchboard is used for the connections between different makes of track diagram control board systems and the accessories. A Keyboard is not required then.



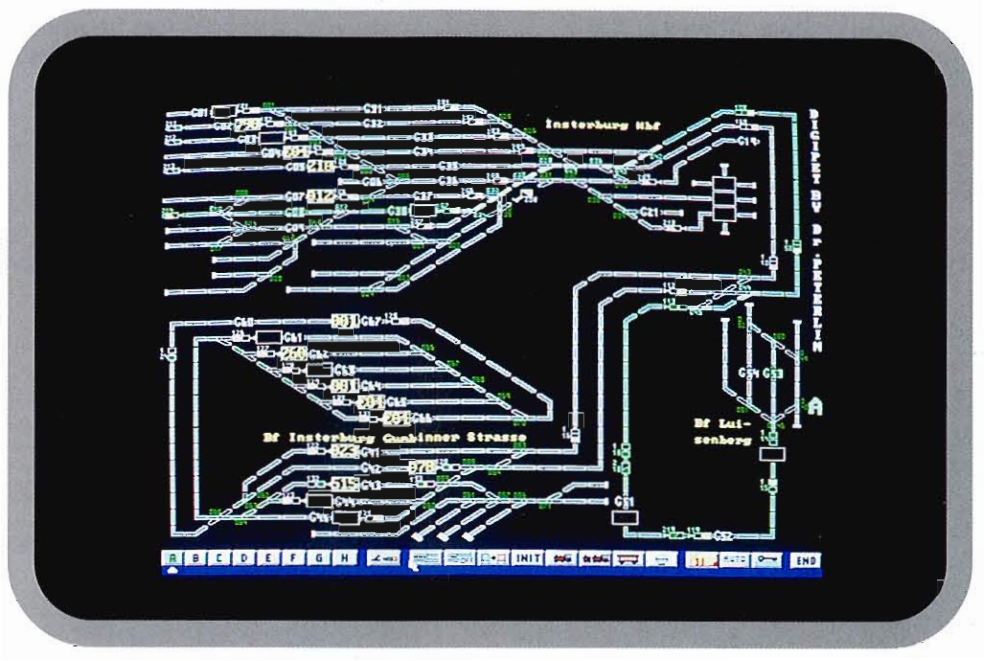
6043 Memory.
Route controller. Several solenoid accessories can be switched with the press of a button. Stores in each of 24 routes the position commands for up to 20 turnouts or signals. A maximum of 4 Memory units can be used with the Control Unit. Position commands are entered with a Keyboard, Switchboard or Interface. Operation is also possible without the accessory controllers. Routes currently called up indicated by LED's. The routes and the last current status for the unit remain in memory storage after the power is turned off. Suitable for automatic operation. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").

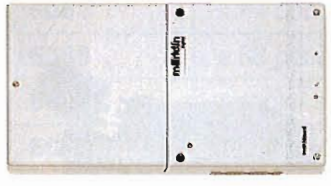
A Computer Game That Means Something

märklin digital

Digital is the language of the computer, and it is only logical that you be able to control a Märklin digital layout with a personal computer. The computer is connected to the 6051 Interface with a cable. All 80 locomotive addresses and/or 256 accessory addresses can be addressed. In addition, you can have feedback data generated by contacts and transmitted by the s 88 feedback module decoder.

The computer must be appropriately programmed so that it can be used to control a layout. If you are not a professional programmer or a computer enthusiast, there are special programs for model railroad control. They are offered by different companies for computer platforms such as DOS, Windows or Macintosh. The extent of their functions and the ease of operation with them varies: layout planning, computer supported track diagram control board, safeguard systems right on up to the generation of automated operating procedures. You can also assign the computer partial tasks and manually use it for operations. A diskette with an introduction to programming and a demo version of a program from Modellplan Company (authorized by Märklin) are included with the Märklin Interface.





6041 Switchboard.
Controller for 16 solenoid accessories. Can be connected to a track diagram control board for operating turnouts and signals. Connects to digital components with Adapter 180 or Adapter 60 or directly to another Switchboard. Memory storage for the last valid turnout and signal setting after power is shut off. Dimensions 210 x 110 x 32 mm (8-1/4" x 4-5/16" x 1-1/4").



6051 Interface.
Link to a computer. 80 locomotive addresses and 256 accessories can be controlled though this unit. Connector for s 88 (6088) feedback module decoder. Output features are the same as the previous 6050 Interface. A cable for a computer (RS-232-C, 9 pole connection) and a diskette with demo programs are included with this unit. Can be connected to Control Unit or Control 80 f. Dimensions 135 x 120 x 80 mm (5-1/2 " x 4-7/8 " x 3-1/2 ").

Digital Function Models

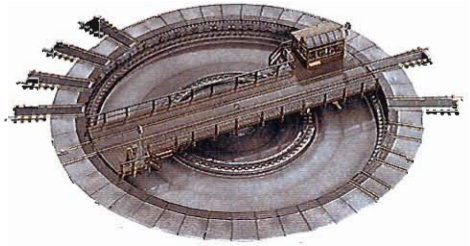
The icing on the cake for model railroad operations is the digital control of function models. When the 7051 rotary crane is equipped with the 7652 digital retrofit kit, the speed for lowering and raising the load and for rotating the cab and boom can be varied with a fine touch. This makes it possible to position the rotary crane very precisely.

When the 7286 turntable is converted with the 7687 digital retrofit set, each track can be selected directly with automatic indexing or the locomotive can be turned 180 degrees automatically, this in addition to the usual functions for the turntable.

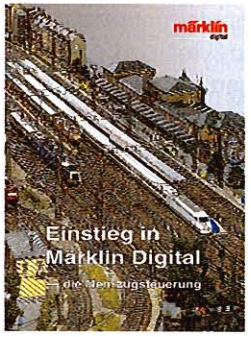
All of these models can be used with the 6021 Control Unit only.



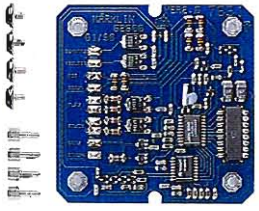
7051 Remote Control Rotary Crane.
The rotary crane in the conventional version (see page 279) can be equipped with the 7652 retrofit set for digital operation.



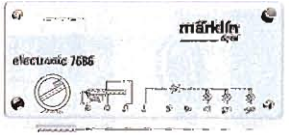
7286 Remote Control Turntable.
The turntable in the conventional version (see page 277) can be equipped with the 7687 retrofit set for digital operation.



0308 Book "Getting Started with Märklin Digital – the multi-train control system".
Complete description of the Märklin DELTA and Märklin Digital systems. Step-by-step presentation of the necessary components. Focal points are the uncomplicated setup and the easy-to-use manual control of a layout with this multi-train control system. 230 pages. Format 17.5 x 24.5 cm (6-7/8" x 9-5/8"). German text. Note: English text version to be available later.



7652 Digital Retrofit Kit for Rotary Crane.
Consists of crane decoder and all necessary hardware. For converting the 7051 remote control rotary crane to digital operation.



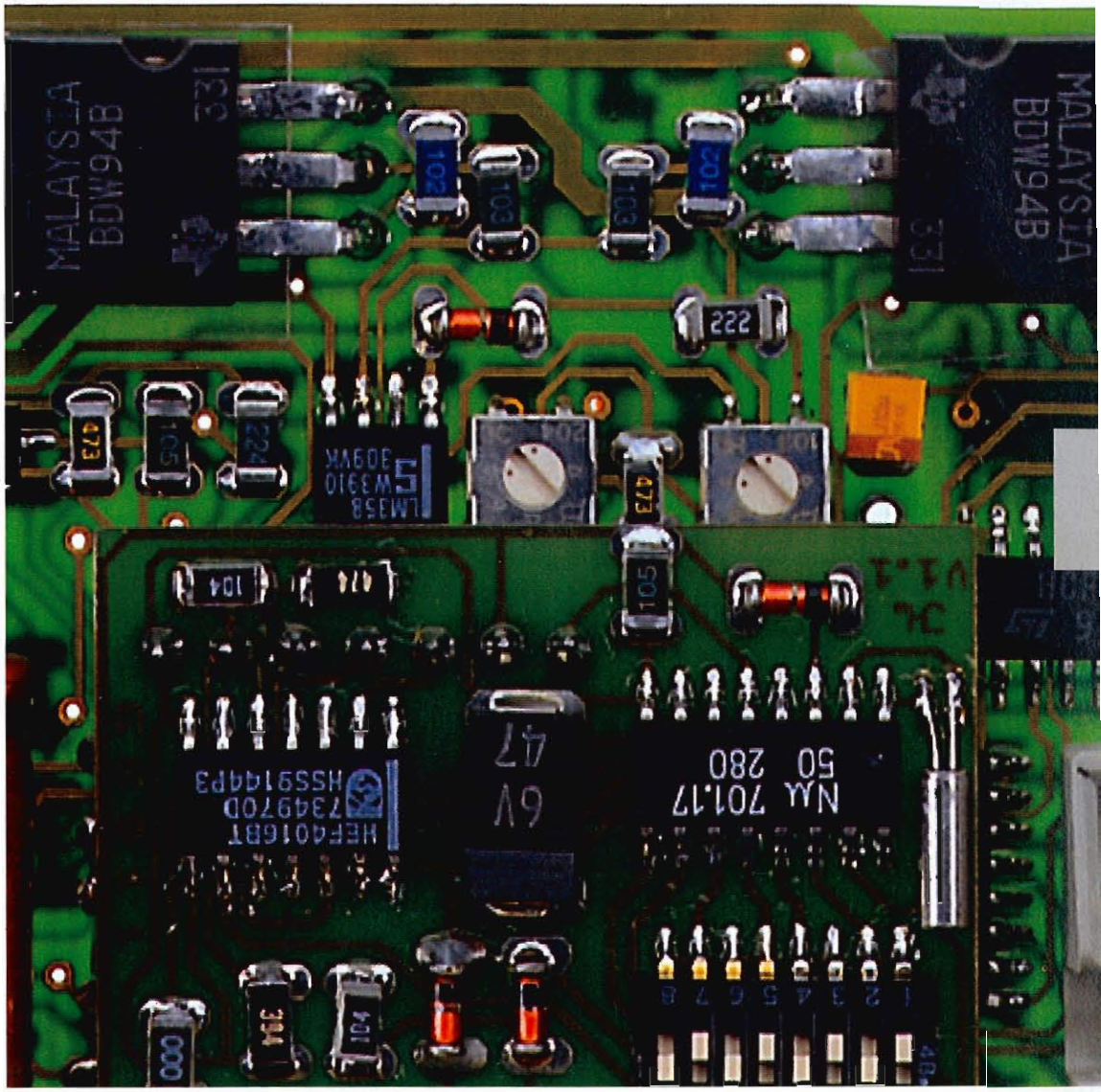
7687 Digital Retrofit Set for 7286 Turntable.
Enables easy control of the turntable with track indexing in the Digital system. Deck turns to the right/left in single steps and continuously. Consists of electronic control circuit with digital decoder, all necessary hardware and complete instructions.



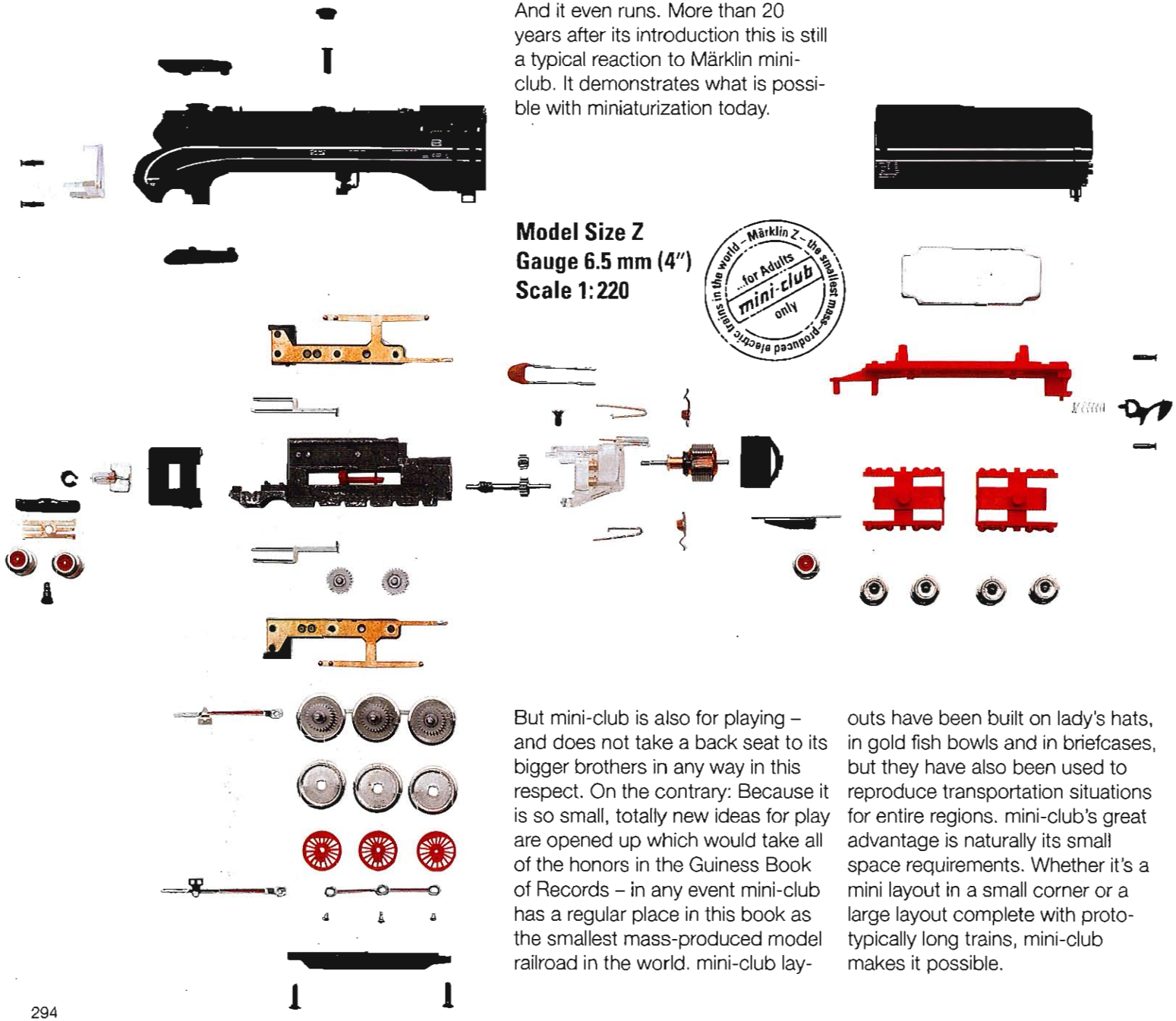
2604 Digital Turnout Set.
Contents: 1 pair of 5137 turnouts with built-in digital decoders. Expands the earlier 2602 digital starter set. Permanently coded for accessory buttons on the Central Control.

List Of Current Digital Components

Item no.	Description	H0 ≈	1
2604	Turnout set	•	
6001/6002	Transformer	•	•
6017	Booster	•	•
6021	Control Unit	•	•
6036	Control 80 f	•	•
6038	Adapter 180	•	•
6039	Adapter 60	•	•
6040	Keyboard	•	•
6041	Switchboard	•	•
6043	Memory	•	•
6051	Interface	•	•
6070	Infra Control 80 f	•	•
6071	IR Control	•	•
6072	IR extension cable	•	•
6073	k 73 decoder	•	•
6080	c 80 decoder	•	
6081	c 81 decoder	•	
6083	k 83 decoder	•	•
6083	k 84 decoder	•	•
6088	s 88 decoder	•	•
6089	Adapter s 88	•	•
6090	c 90 decoder	•	
6095	c 95 decoder		•
6603	DELTA module	•	



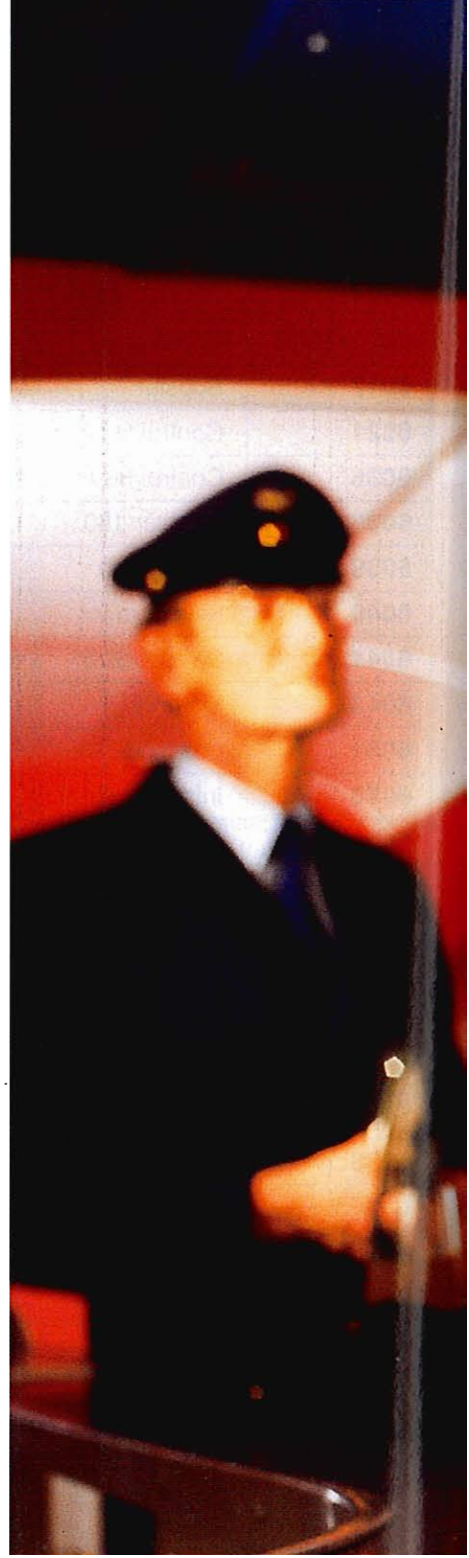
The unbelievable size of Z Gauge



And it even runs. More than 20 years after its introduction this is still a typical reaction to Märklin mini-club. It demonstrates what is possible with miniaturization today.

Model Size Z
Gauge 6.5 mm (4″)
Scale 1:220

But mini-club is also for playing – and does not take a back seat to its bigger brothers in any way in this respect. On the contrary: Because it is so small, totally new ideas for play are opened up which would take all of the honors in the Guiness Book of Records – in any event mini-club has a regular place in this book as the smallest mass-produced model railroad in the world. mini-club layouts have been built on lady's hats, in gold fish bowls and in briefcases, but they have also been used to reproduce transportation situations for entire regions. mini-club's great advantage is naturally its small space requirements. Whether it's a mini layout in a small corner or a large layout complete with prototypically long trains, mini-club makes it possible.

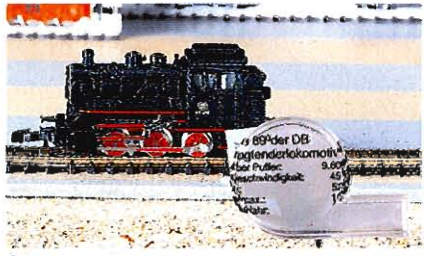




THE ORIGINAL *mini-club* MUSEUM



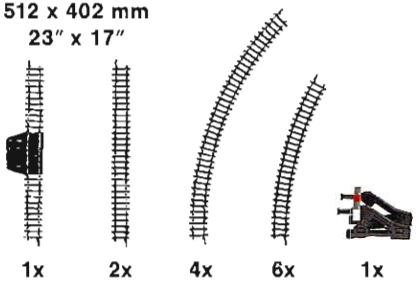
8150 230 volts
"Railroad Museum" mini club Starter Set.
Contents: 1 German Federal Railroad class 89 tank locomotive, 2 passenger cars, 2 straight tracks, 10 curved tracks, 1 feeder track, 1 track bumper, 1 locomotive controller, 1 baseboard, 2 backdrop panels, sheet of cutouts, lens and instruction brochure.

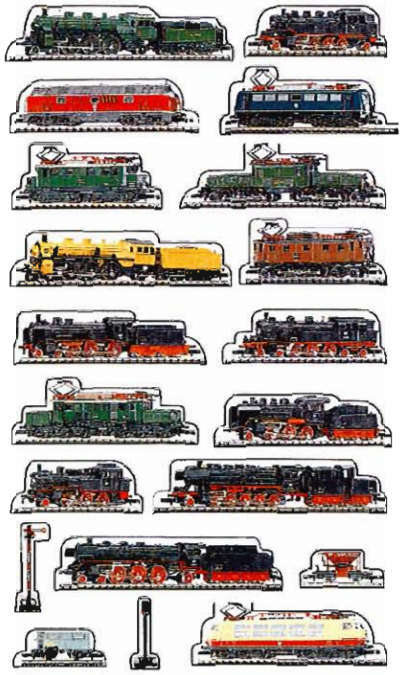


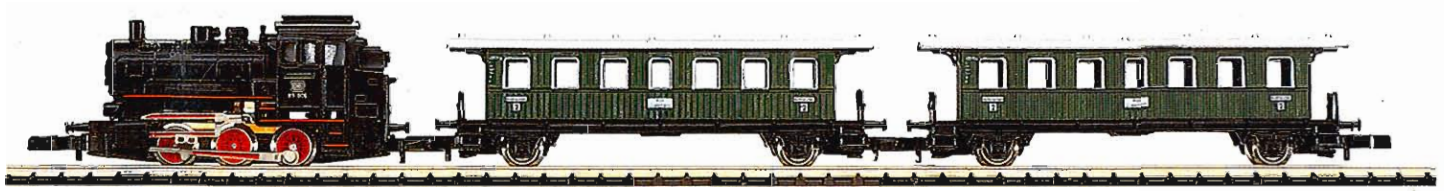




512 x 402 mm
23″ x 17″





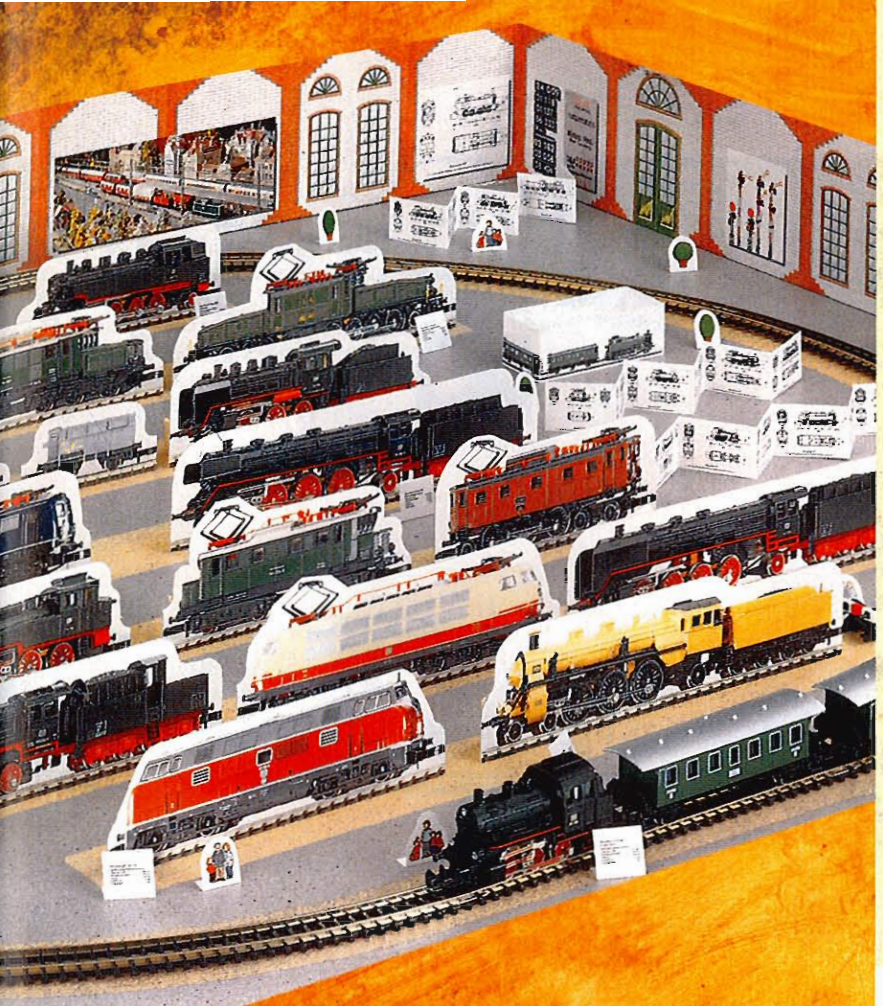


Masterpieces of technology you can touch. For lovers of perfect miniatures. True to the original. Complete working models. The starter set for a personal mini club museum. The original captured perfectly in a scale of 1: 220.

And here is what you get:

- Working locomotive with 2 passenger cars
- Complete oval of track and siding with track bumper
- Train controller, can be connected to 230 volt power supply
- Sturdy Toporama baseboard 58 x 42 cm (about 23″ x 17″)
- Backdrops, parts for appropriate special decorations
- Information signs and magnifying glass for 26 mini club locomotives
- Sheet of color cutouts for 17 museum locomotives





MUSEUM-TOUR

märklin Z

NEW ITEM



DB E 44

8813 Electric Locomotive.
German Railroad, Inc. (DB) class E 44 002 museum locomotive. Both trucks powered. Length over buffers 68 mm (2-11/16").

This locomotive is maintained in operating condition as it looked in Era III in its original green paint scheme.

It is still in use on the German Railroad, Inc. (DB) as a museum locomotive.



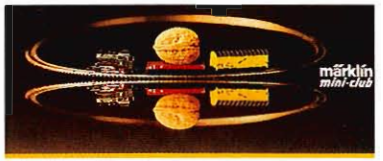
Die Museumslokomotive E 44002 der Deutschen Bahn AG

The 8813 locomotive is being produced in a one-time series only in 1995 and is already sold out at the factory. Your dealer has already placed orders for this unit.

A small brochure gives information on the origin of the class E 44 002 and its current use as a museum locomotive.

mini-club
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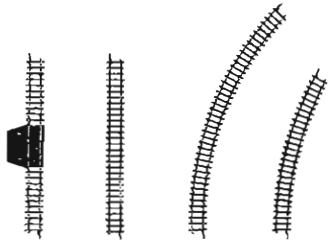
STARTER-SETS



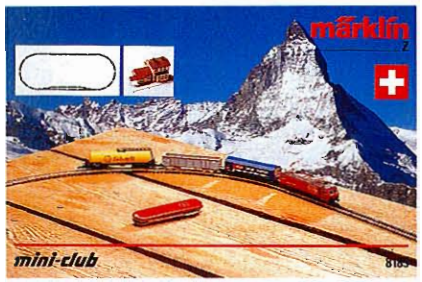


512 x 402 mm
21" x 16"





1x 1x 4x 6x





1062 x 402 mm/42" x 16"

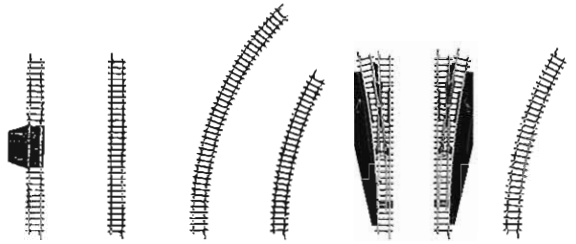






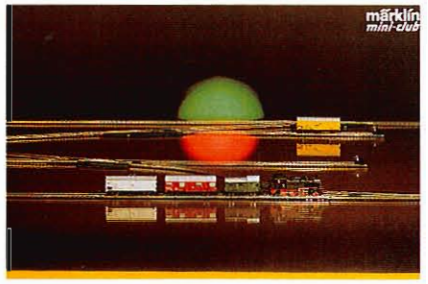
8185 230 volts
Freight Train with Power Pack.
Starter set with Swiss locomotive and cars. Contents: 1 Swiss Federal Railways (SBB) class Re 4/4^{IV} in the current color scheme, 1 Eaos gondola, 1 "Cargo Domizil" sliding wall boxcar, 1 "Shell" tank car, 12 straight tracks, 2 electric turnouts, 1 Wintersdorf station kit, control box, distribution strip, wire plugs, sockets and powerpack. Train length 290 mm (11-3/8"). Can be expanded with the SET sets 8192, 8193, and 8194 or as desired.





1x 11x 4x 6x 1x 1x 2x

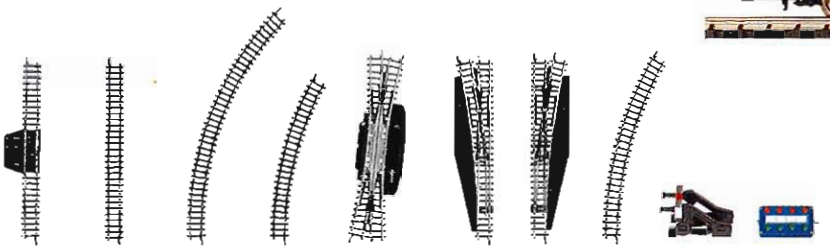






1062 x 402 mm/42" x 16"

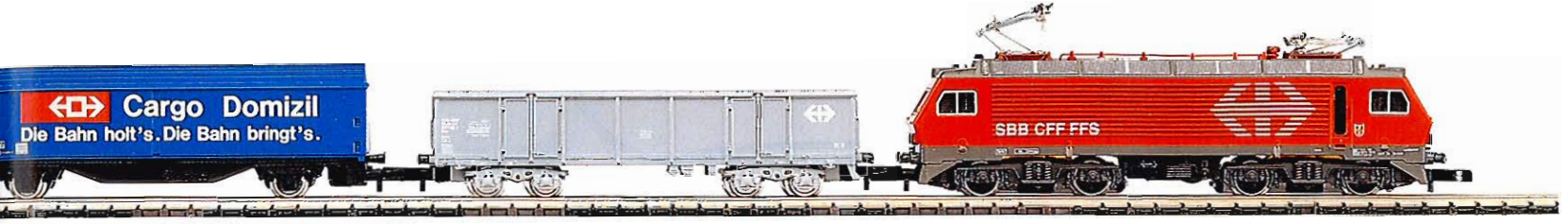




1x 19x 4x 6x 1x 1x 2x 2x 3x 1x

8180 S 230 volts
8181 S 100 volts Japan
8182 S 110 volts USA
Freight Train with Power Pack.
Contents: 1 German Federal Railroad class 89 tank locomotive, 1 boxcar, 1 lowside car, 2 straight tracks, 10 curved tracks and power pack. Train length 161 mm (6-3/8"). Can be expanded with the SET extension program or as desired.





Freight train models are illustrated full size

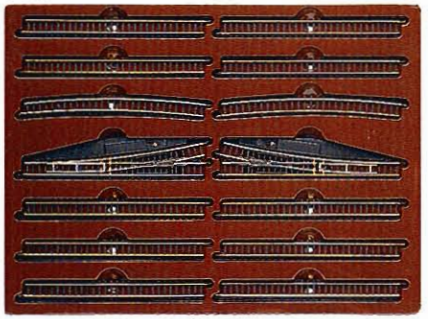


8158 230 volts
8159 100 volts Japan
8161 240 volts
Freight Train with Power Pack.
Contents: 1 German Federal Railroad class 74 tank locomotive, 1 boxcar, 1 refrigerator car, 1 banana car, 1 freight train baggage car, 20 straight tracks, 12 curved tracks, 1 double slip turnout, 3 electric turnouts, 3 track bumpers, water standpipe, control box, distribution strip, wire, plugs, sockets and power pack. Train length 273 mm (10-3/4"). Can be expanded with the SET sets 8192 and 8193 or as desired.

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SET EXTENSION PROGRAM

8190

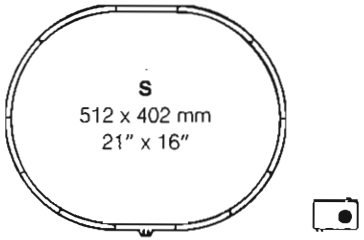


8191



8190 E Extension Set with Manual Turnouts.
Contents: 10 straight tracks, 2 curved tracks, 2 turnouts and instructions.

8191 E Extension Set with Electric Turnouts.
Contents: 10 straight tracks, 2 curved tracks, control box, distribution strip, wire, plugs and sockets, and instructions.

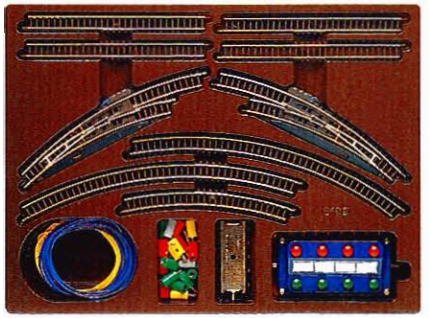




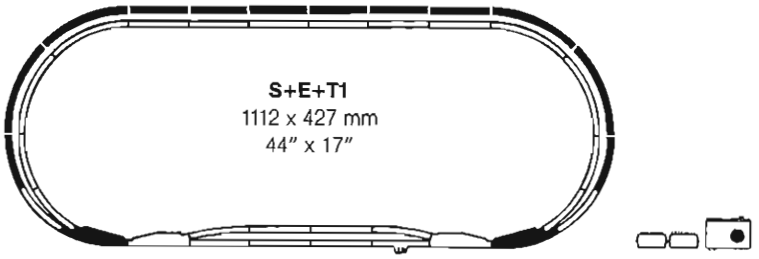
With the SET extension program you can expand the track from a starter set in steps. The 8180 S–8182 S starter set is expanded with the E 8190 or E 8191 track extension set. The T1 8192, T2 8193 and T3 8194 track extension sets can then be added to your layout in any order you wish.

The 8198 catenary set for S + E and 8199 set for T1 + T2 + T3 makes it easy to add working catenary operation in the SET program so that two trains can be controlled independently of each other on a track.

8192



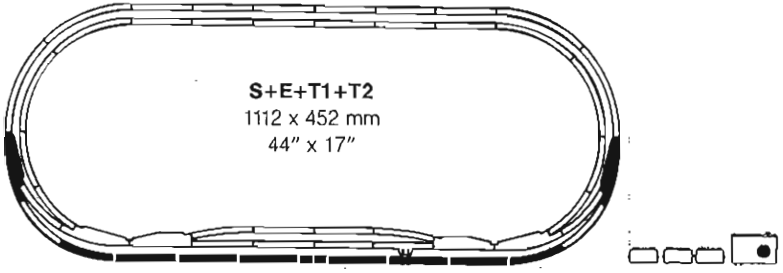
8192 Double Track Set T1.
Contents: 6 straight tracks, 6 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.

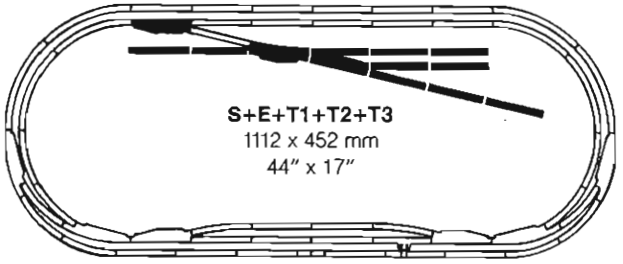


8193



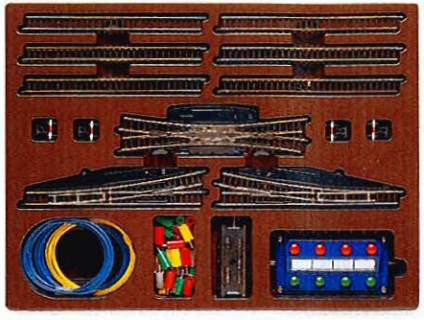
8193 Station Track Set T2.
Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.



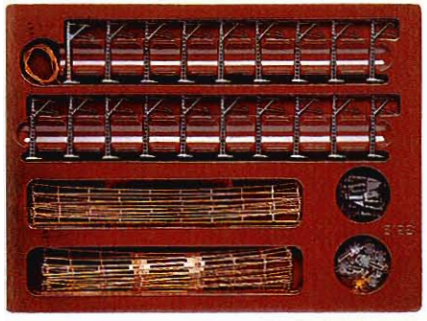


8194 Yard Track Set T3.
Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, control box, distribution strip, wire, plugs and sockets, and instructions.

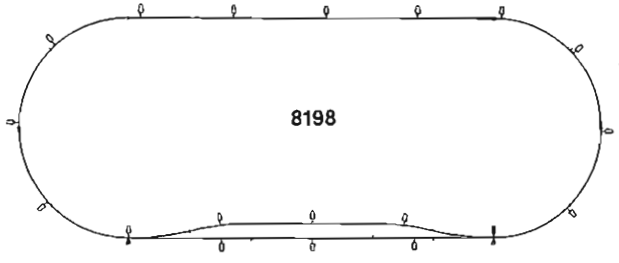
8194

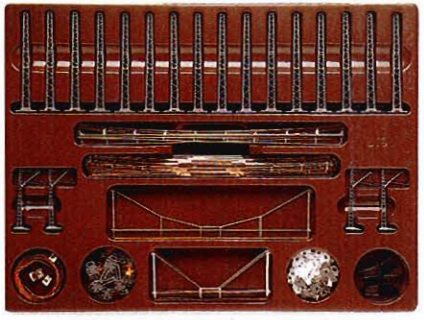


8198



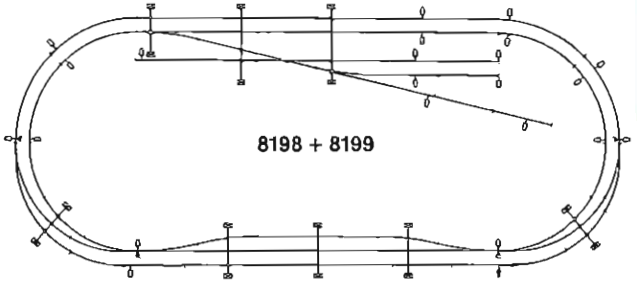
8198 Catenary Set for S + E.
Contains all parts needed to set up catenary on S + E layout. Contents: 19 catenary masts, 20 sections catenary wire, 8 insulators, 6 connecting springs and instructions.





8199 Catenary Set for T1 + T2 + T3.
Supplements 8198 for T1 to T3. Contents: 4 catenary masts, 16 tower masts, 30 sections catenary wire, 8 cross spans, 30 catenary wire insulators, 8 insulators, 6 connecting springs, 5 catenary terminal clips and instructions.

8199



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GEMS

Anyone wanting to enjoy mini-club the right way should always have a magnifying glass handy. This applies particularly to the locomotives. Because if you want to recognize all of the details and lettering in 45 millimeters (1-3/4") – the smallest mini-club locomotive is this "long" – then you have to look carefully.

Yet mini-club models are not built just for the jewelry box, they're made to run. A reliable propulsion system is concealed in that 45 millimeters. When more space is available, we have even put in prototypical headlights. Working catenary and signals expand the variety of possible operations.

STEAM LOCOMOTIVES

8805 Tank Locomotive.
German Federal Railroad class 89. Middle axle sprung. All axles powered. Length over buffers 45 mm (1-3/4").



DB 89

With a length of 9.6 meters (31 feet 6 inches) the class 89 locomotives were designed for light switching work and were the smallest standard design locomotives in Germany. This locomotive was first placed into service in 1934; for the first time many classes of locomotives were no longer riveted together, rather they were welded.

Models are illustrated full size

8895 Tank Locomotive.
German Federal Railroad class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16").



DB 74

8806 Passenger Train Locomotive.
German Federal Railroad (DB) class 78. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm (2-3/4").



DB 78

The class 78 of the former German State Railroad and the later German Federal Railroad came out of the Prussian T 18. It pulled passenger, fast passenger and D-Zug express trains. It was often used with push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same high speeds both forward and in reverse.

8896 Tank Locomotive.
German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8").



DB 86

K.Bay.Sts.B. S 3/6



8892 Express Train Locomotive with Tender.
Royal Bavarian State Railroad S 3/6. All driving axles powered. Length over buffers 106 mm (4-1/8")

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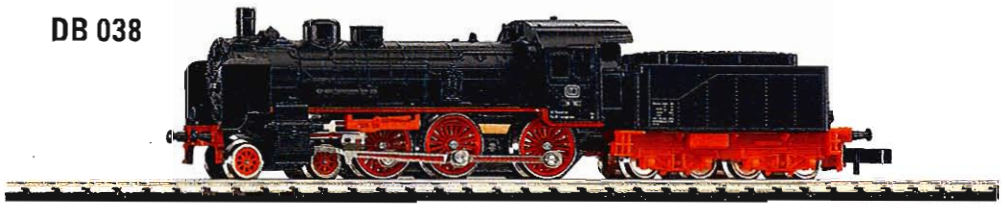
STEAM LOCOMOTIVES

8803 Passenger Train Locomotive with Tender.
German Federal Railroad class 24.
All driving axles powered. Equipped for installation of 8953 light insert. Length over buffers 82 mm (3-1/4").



DB 24

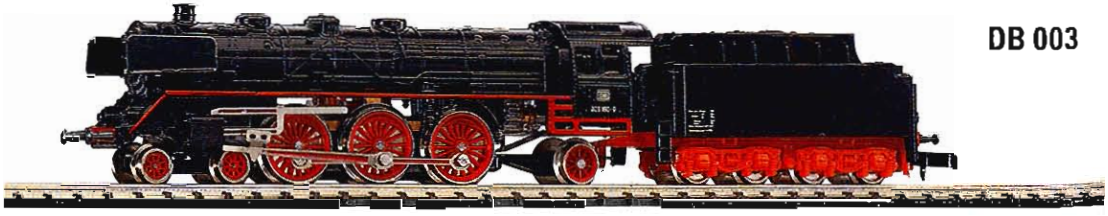
DB 038



8899 Express Train Locomotive with Tender.
German Federal Railroad class 038.
All driving axles powered.
Length over buffers 89 mm (3-1/2").

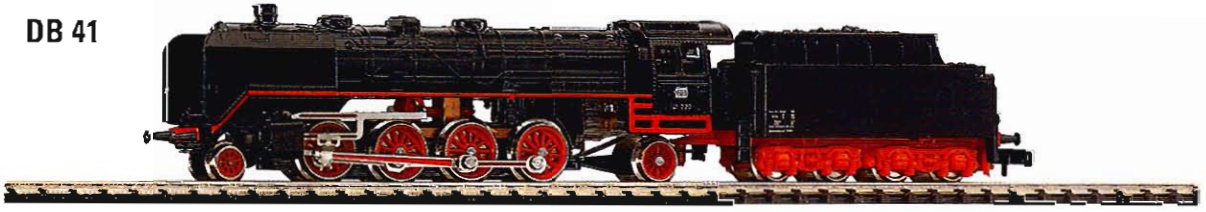
Until 1978 the world record for continuous running for model railroads in the famous "Guinnes Book of Records" was 440.7 km (275.44 miles) in about 300 hours. The 8885 mini-club locomotive with 6 passenger cars ran 720 km (450 miles) without stopping in 1,219 hours. This new record was set in an independent test facility.

8885 Express Train Locomotive with Tender.
German Federal Railroad class 003.
All driving axles powered.
Length over buffers 112 mm (4-1/2").



DB 003

DB 41



8827 Freight Locomotive with Tender.
German Federal Railroad class 41.
All driving axles powered.
Length over buffers 112 mm (4-1/2").

8884 Freight Locomotive with Tender with Brakeman's Cabin.
German Federal Railroad class 050.
All driving axles powered.
Length over buffers 109 mm (4-1/4").



DB 050

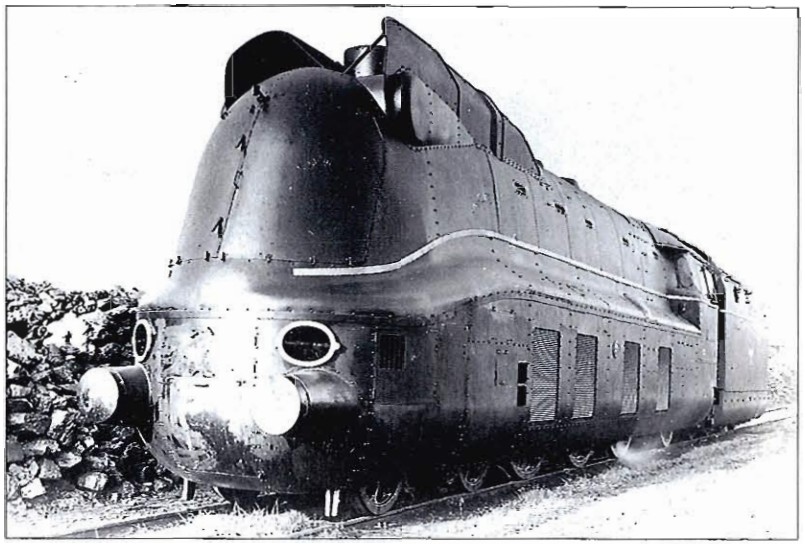


Photo: Bellingrodt/Sammlung Obermayer

03.10

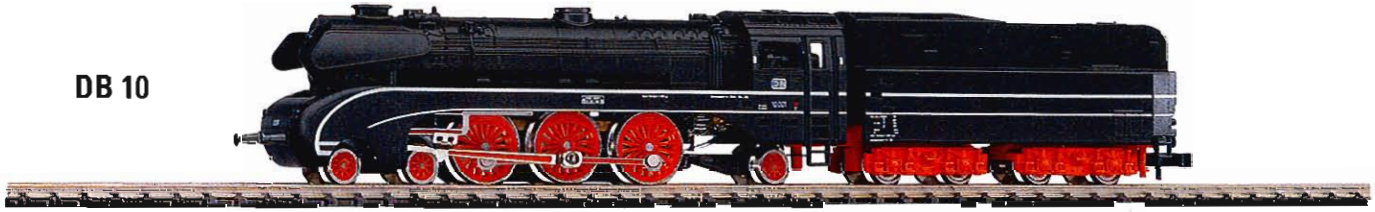


In 1938 the German State Railroad ordered 140 class 03.10 streamlined locomotives for express train use on routes with an axle load limit of 18 tons. After cancellations caused by the war only 60 units were still delivered. The locomotives delivered by Krupp and Krauss-Maffei were given full streamlining. On the locomotives from Borsig the driving gear had partial skirting with cutouts on the sides.

The Märklin model has as a prototype a locomotive with full driving gear skirting.

8886 Streamlined Express Locomotive with Tender.
Former German State Railroad (DR) class 03.10 in dark gray color scheme with full streamlining applied to the locomotive and tender. All driving axles powered. Length over buffers 113 mm (4-7/16").

DB 10



8889 Express Locomotive with Tender.
German Federal Railroad class 10 with partial streamlining. All driving axles powered. Length over buffers 120 mm (4-3/4").

The German Federal Railroad considered the procurement of a new class of locomotive as a replacement for their worn out express locomotives, and an attractive design study was done first for this new machine.
However, only two units of this new class 10 with partial streamlining were built by Krupp, the 10 001 with supplemental oil firing and the 10 002 with main oil firing. Both locomotives were taken out of active service in 1967 and 1968 after several instances of damage to the running gear. The 10 002 was used as a heating locomotive until 1971 and then scrapped. The 10 001 can be found in the German Steam Locomotive Museum in Neuenmarkt-Wirsberg in Germany.



Photo: H. J. Obermayer

mini-club locomotives will not disrupt television/radio reception

mini-club locomotives are to be operated only with a Märklin 6701 or 6727 power pack (maximum output 8 volts), or with the power pack included with a starter set.

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DIESEL LOCOMOTIVES

CUSTOM WORK

8864 Diesel Locomotive.
German Federal Railroad class 260. All axles powered. Length over buffers 49 mm (2″).



DB 260

The experiences from a development period of almost 15 years for the V 160 general purpose road diesel locomotive led in 1971 to the German Federal Railroad class 218. The output of these single motor units was increased to over 2,500 horsepower and offers sufficient reserves for all types of train services.

8878 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad (DB) class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3″).



DB 218

8879 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad (DB) class 218 in new paint scheme. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3″).



DB 218

DB 221



8820 Diesel Hydraulic Locomotive.
German Federal Railroad (DB) class 221. All axles powered. Length over buffers 84 mm (3-5/16").

Am 4/4



8833 Diesel Hydraulic Locomotive.
Swiss Federal Railways (SBB) class Am 4/4. All axles powered. Length over buffers 84 mm (3-5/16").

S.P. F 7



8809 Diesel Locomotive.
General Motors Electro-Motive Division F 7 in the Daylight colors of the Southern Pacific Coast Line. All axles powered. Lighted number boards. Front coupler interchangeable with pilot included with unit. Length 74 mm (3").

The Southern Pacific Railroad's Daylight streamliner with its typical orange and red color scheme was one of the comfortable, long-distance passenger trains on the West Coast of the United States. These trains were pulled by the F series diesel locomotives, also in double and multiple unit sets, such as the "Shasta Daylight" from San Francisco to Portland, Oregon. This route was 718 miles long, the longest of the Daylights.

AT & SF F 7



8860 Diesel Locomotive.
General Motors Electro-Motive Division F 7 in the colors of the Atchison, Topeka and Santa Fe Railway. All axles powered. Front coupler interchangeable with pilot included with unit. Length 74 mm (3").

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ELECTRIC LOCOMOTIVES



DR 254

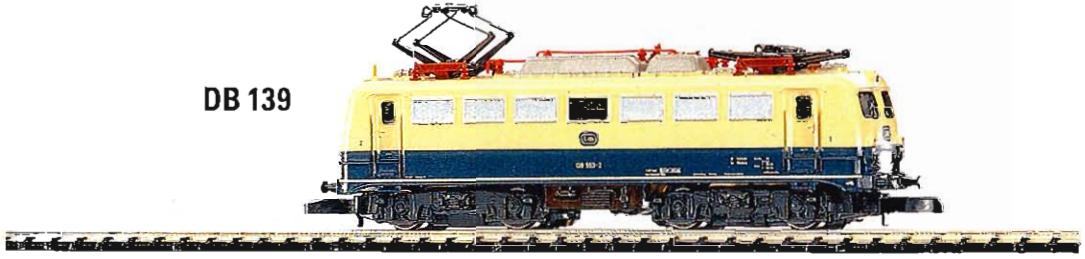
8812 Freight Locomotive.
Former German Democratic Republic German State Railroad (DR) class 254. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

DB 194



8822 Freight Locomotive.
German Federal Railroad (DB) class 194. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

DB 139



8838 Electric Locomotive.
German Federal Railroad class 139. Both trucks powered. Length over buffers 75.5 mm (3").

The German Federal Railroad class 140 is a "Jack-of-all-trades". Its range of uses extends from light express trains to freight trains. A special version of the class 140 – equipped with reinforced resistance brakes for steep grades – is designated as the class 139.

DB 110



8841 Express Locomotive.
German Federal Railroad class 110 in new color scheme. Both trucks powered. Length over buffers 75.5 mm (3").

DB 111



8855 Electric Locomotive.
German Federal Railroad class 111 in S-Bahn version. Both trucks powered. Length over buffers 76.8 cm (3").

The German Federal Railroad class 111 in the S-Bahn version is the appropriate locomotive for the 8779 S-Bahn car set with advertising covering the cars (see page 321). In real life this locomotive and S-Bahn cars are used in daily service in the Rhine-Ruhr area.

P

DB 103

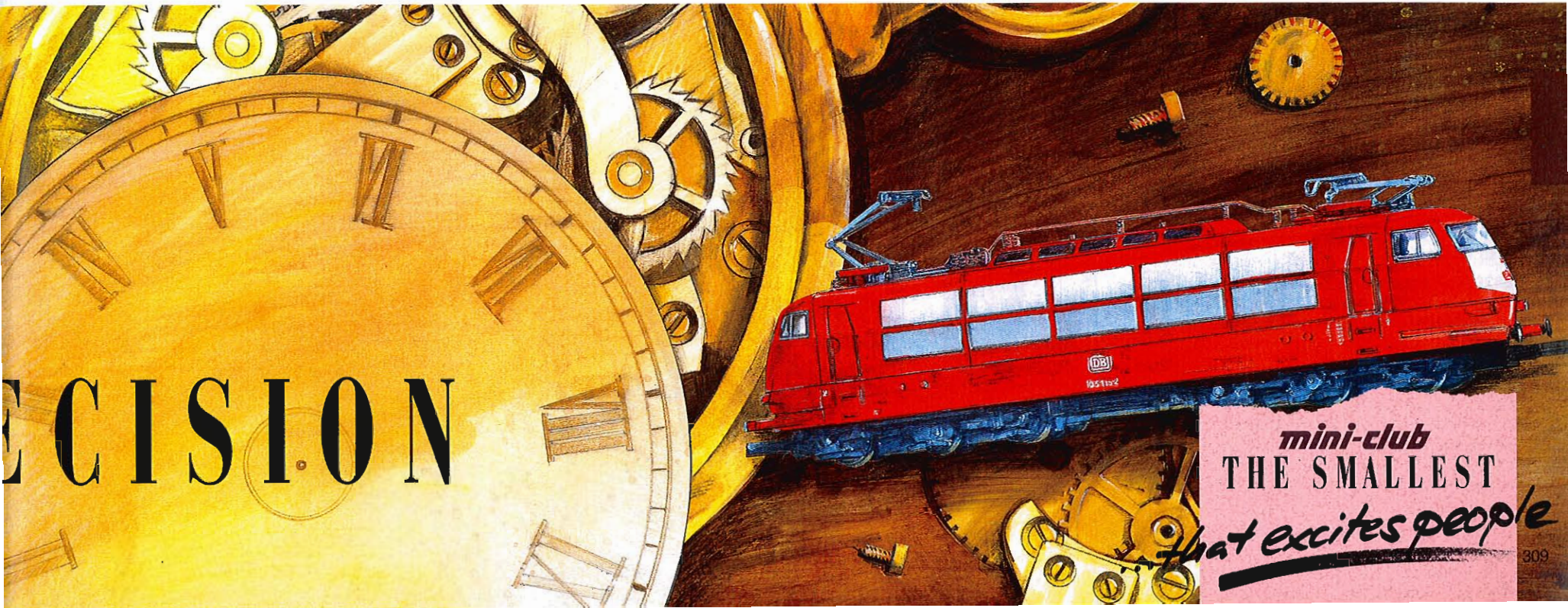


8854 Express Locomotive.
German Federal Railroad class 103. Both trucks powered. Length over buffers 88 mm (3-1/2").

DB 103



8867 Express Locomotive.
German Federal Railroad class 103 in new color scheme. Both trucks powered. Length over buffers 88 mm (3-1/2").



ELECTRIC LOCOMOTIVES

DB 120.1



8848 Express Locomotive.
German Federal Railroad class 120.1 in new color scheme. Both trucks powered. Length over buffers 87 mm (3-1/2").

The color scheme currently planned by the German Federal Railroad for all new and newly painted locomotives is both highly individual and brilliantly simple: red. A white surface on the ends of the units remains as an design element to improve recognizability.

DB 151



8826 Freight Locomotive.
German Federal Railroad class 151 in new color scheme. Both trucks powered. Length over buffers 88 mm (3-1/2").

As one of the last large classes of the German Federal Railroad, the electric 151 freight locomotives are being painted in the new red color scheme. They are used chiefly for heavy freight trains, sometimes even in multiple units.

ENVIRONMENTALLY FRIENDLY

Insider Model 1995

NEW ITEM

DB 120



8835 General Purpose Locomotive.
German Federal Railroad (DB) class 120. Experimental version lettered on the sides for "AEG - Der Umwelt zuliebe - Innovative Technik - AEG" ("AEG - For the sake of the environment - Innovative technology - AEG"). Both trucks powered. Length over buffers 87 mm (3-1/2").

The prototype of a new, high power, electric locomotive has been developed and built with the name "EuroSprinter" by the firms of Krauss-Maffei and Siemens. With an output of 6,400 kilowatts (approx. 8,582 horsepower) and a maximum speed of 230 km/h (approx. 144 m.p.h.) this general purpose locomotive can be used for heavy freight trains as well as express passenger trains. It is designed for cross border use and for the different European power systems.



Photo: H. J. Obermayer

The official presentation was in Bonn in March of 1993. Test runs and the the first scheduled runs followed in July of 1993. In addition, this locomotive was already on its way to test runs in several European countries.

With the "EuroSprinter" the German Federal Railroad and the European railroads have available a fast and elegant general purpose locomotive for the future.

The class 120 three-phase locomotive with the road number 120 002-1 from the pilot series has been newly equipped and is now being placed in regular service. The AEG has installed two new power converters. In addition, a new adhesion monitoring system with a microprocessor is being employed for the first time. After testing on the AEG's test track this locomotive should be rated for 200 km/h (125 mph). Now all 5 locomotives from the pilot series have a developmental "jump" on other locomotives, since they will be used for further developments for future generations of locomotives.

The 8335 locomotive is being produced in a one-time series only for Insider club members.

Please take note of the information about the Märklin Insider Club on page 32. Other Insider models for 1995 in H0 and 1 can be found on pages 33 and 392.

DB 127



8837 "EuroSprinter" General Purpose Locomotive.
Prototype of the Krauss-Maffei and Siemens Companies. Used on the German Railroad, Inc. (DB) as class 127 with road number 127 001-6. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm (3-1/2").

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ELECTRIC LOCOMOTIVES

8851 Express Locomotive.
Swiss Federal Railways (SBB) class Ae 3/6^{II}.
3 axles powered. Length over buffers 64 mm (2-1/2").



Ae 3/6^{II}

Be 6/8^{III}



8856 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8^{III}.
Both trucks powered. Length over buffers 91 mm (3-5/8")

The "Crocodiles" are among the most interesting locomotives in the world. Even in the mini-club gauge these massive units have a length of 91 mm (3-5/8"). With their articulated design they can master all of the mini-club curves with no difficulty.

8829 General Purpose Locomotive.
Swiss Federal Railways (SBB) class Ae 6/6.
City locomotive "Stadt Basel" in green color scheme with road number 11 437. Both trucks powered. Length over buffers 87 mm (3-1/2 ").

Ae 6/6



HU

S

8847 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4^{IV}.
Both trucks powered. Length over buffers 76 mm (3").



Re 4/4^{IV}

This locomotive has been employed by the Swiss Federal Railways since 1978, and its end shape and windowless side walls were developed in wind tunnel tests. In 1986 the differently painted units were repainted. The bodies were painted all red and provided with the poster-like lettering "Bahn 2000" ("Rail 2000").

RAILCARS

DB 798



8831 Railbus.
German Federal Railroad class 798 lettered for "Jägermeister". All axles powered. Length over buffers 62 mm (2-1/2").

DB 998

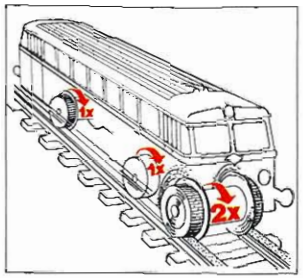


8817 Railbus Trailer.
German Federal Railroad class 998. Length over buffers 62 mm (2-1/2").

8802 Track Cleaning Car.
Two axles powered. Length over buffers 62 mm (2-1/2").

Two of the three axles on the track cleaning car are powered. The wheels on the rear and front axles are grooved. The cleaning wheels on the front axle turn faster than the wheels on the inner and rear axles. Regular use of this car will prevent dirt buildup on the rails of the track.



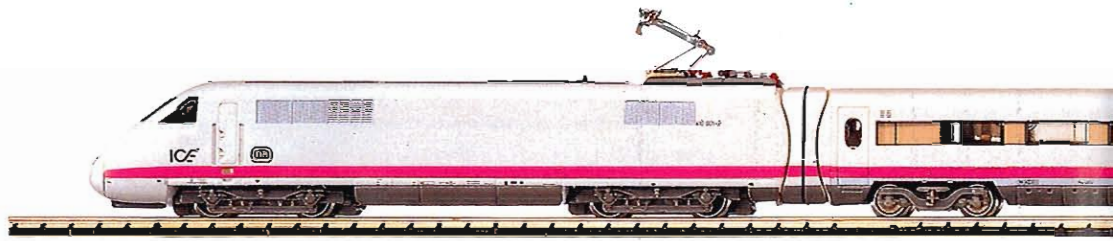




RAILCAR TRAINS



8871 ICE Railcar Train.
German Federal Railroad class 410 InterCity Experimental high speed train. 2 powered end cars. 2 open seating intermediate cars. Each powered end car with its own motor driving 4 axles. Special vestibule connections with special couplings give the train an almost seamless look. Train length 412 mm (15-1/4").



Starting in 1957 the German Federal Railroad created a new level of quality in traveling with the modern class VT 11.5 railcar trains for international TEE service. These comfortable trains came into being as a joint effort between the railroad's central office in Munich and the companies MAN, LHB and Wegmann.

A train consisted of a power car at both ends and, as a rule, five intermediate cars with different interiors and equipment. This provided 168 seats, of which 46 were in the bar and dining areas.

The power plant in each power end car was a diesel motor with an output of 1,100 horsepower. The power transmission was hydraulic. Two axles on the power end car were driven. A supplemental diesel motor with 296 horsepower in each end power car insured power for up to ten car compositions.

After being used for TEE service, these trains were operated until 1988 in InterCity service and for large travel agencies.



Photo: E. Piehn-Baumann



DB 410 ICE





8771 ICE Intermediate Car.
Goes with 8871 ICE railcar train. Special vestibule connections. Special couplings, only for ICE train. Length 110 mm (4-5/16").

DB VT 11.5



8873 Trans Europe Express (TEE) Diesel Railcar Train.
In the original version as VT 11.5 of the German Federal Railroad. 2 powered end units. 1 Aü compartment car 1st class. 1 WRy dining car with galley. Each powered end unit with separate motor powering four axles. Power end unit headlights and intermediate car interior lights with maintenance-free LEDs. Special couplings, only for the TEE train. Train length 350 mm (13-3/4").

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EXPORT MODELS



Export models by Märklin reproduce the typical look of international railroad operations and give a particular accent to a model railroad layout or collection. With their attractive visual qualities they provide a more international atmosphere to train operations.

8881 "Pacific" Locomotive with Tender and Caboose.
Contents: 1 steam locomotive with tender lettered for Baltimore and Ohio with the name "President Washington". All 3 driving axles powered. Single headlight at the front. Length 116 mm (4-1/2"). 1 caboose lettered for Baltimore and Ohio. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version.
Not available separately.



8882 "Pacific" Locomotive with Tender and Caboose.
Contents: 1 steam locomotive with tender lettered for Pennsylvania Railroad. All 3 driving axles powered. Single headlight at the front. Length 116 mm (4-1/2"). 1 caboose lettered for Pennsylvania Railroad. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version. Not available separately.



8138 Provincial Railroad Coal Train.
Contents: 1 class 89 tank locomotive, 4 coal transport cars. Freight Car Association designs. Cars in 4 different provincial railroad versions. Locomotive and cars in a special edition. Not available separately. Train length 197 mm (7-3/4″).



Models of the trains are illustrated full size

8137 RAG Freight Train.
Contents: 1 German Federal Railroad class 221 diesel locomotive, 4 Ruhrkohle AG (RAG) type Fals 176 hopper cars. Cars are weathered. Locomotive and cars in special edition. Not available separately. Train length 314 mm (12-3/8″).

The 8137 RAG freight train can be added to with the 8237 car set (see page 336).



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TRAINS

8108 Orient Express Train.
1 class 231 Pacific express locomotive with tender, 1 Fourgon baggage car, 1 Sud Express dining car, 1 type Côte d'Azur Pullman car, 1 type LX20 sleeping car. Locomotive and cars in special version. Not available separately. Train length 530 mm (20-7/8")





8133 "Rheingold" Train.
Contents: 1 class 18.4 express locomotive with tender of the former German State Railroad Company (DRG), 1 salon car SB 4ü 28 2nd class, 1 salon car SB 4ü K28 2nd class with galley, 1 salon car SA 4ü 28 1st class, 1 salon car SA 4ü K28 1st class with galley and 1 baggage car SPw 4ü 28. Locomotive and cars in special version. Not available separately. Train length 639 mm (25-5/32").



The first scheduled operation of the "Rheingold" on the route from Hook of Holland to Basle, Switzerland was on May 15, 1928.

Right from the start it was considered one of the leading deluxe trains in Europe and added to the offerings of deluxe trains which



In 1888 Constantinople, the gateway to the Orient, was linked with the European rail network. Five years previously the Belgian Georges Nagelmackers had placed an



elegant train in operation from Paris. It became a railroad legend directly afterward whose end has yet to be written: the Orient Express. Princes, diplomats, captains of industry and spies from all over the world traveled on the rails from Paris across the continent to the Bosporus. The train was a symbol for luxurious travel and at the same time a place where intrigue, and also business and political interests, came together in the closest of quarters.



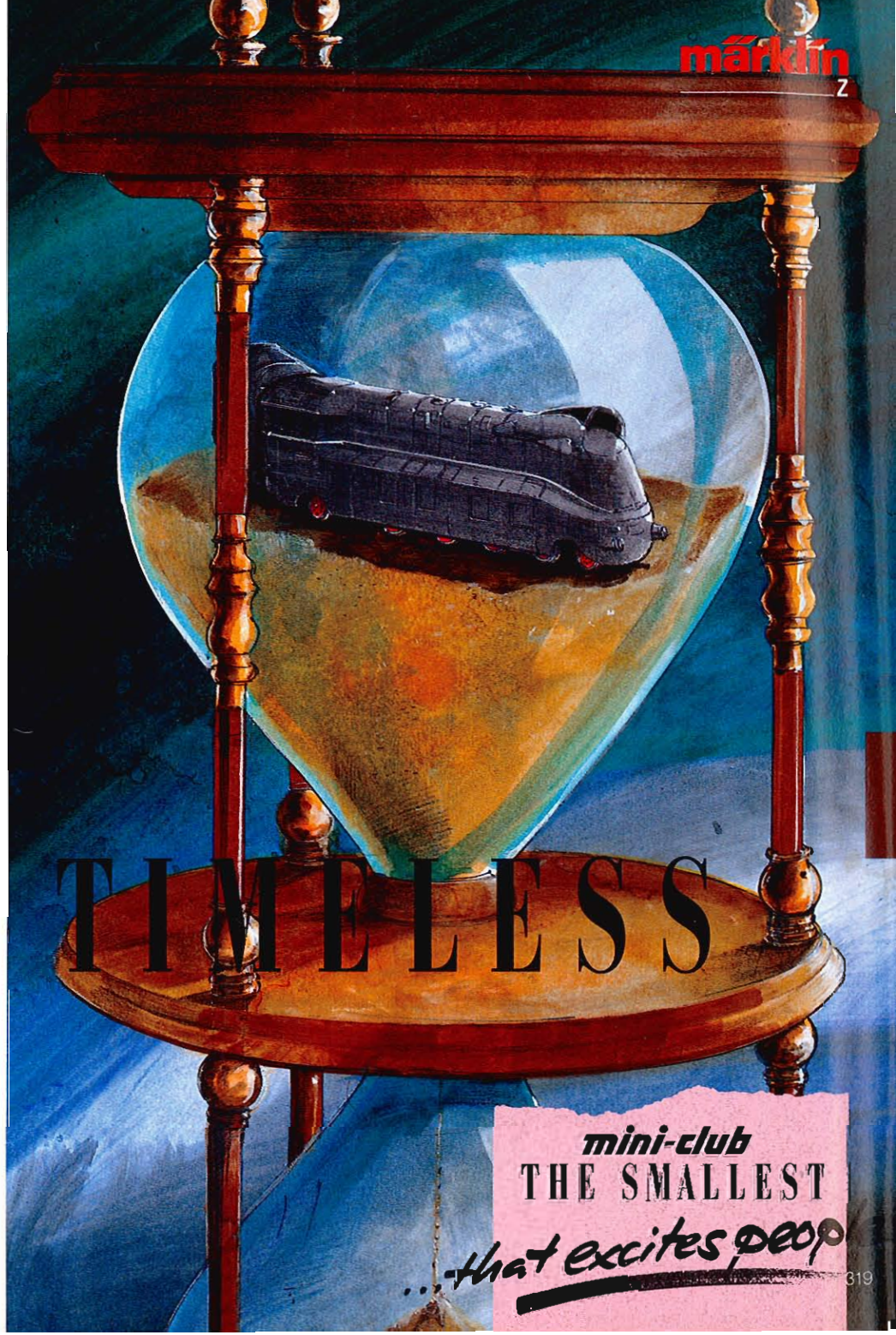
at that time bore such sonorous names such as "North Express", "Riviera Express" and of course the "Orient Express". As a total con-



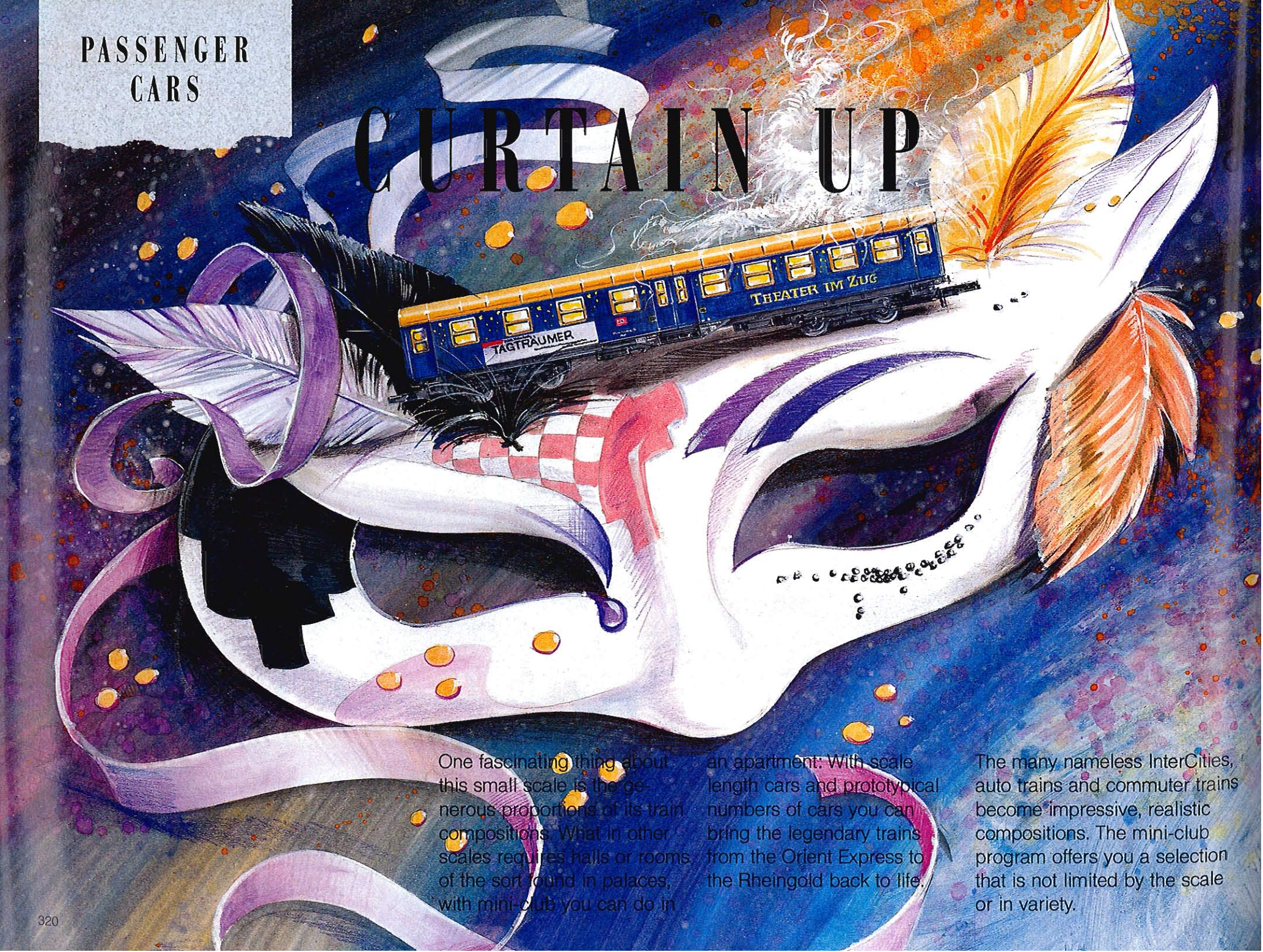
After the state railroads gave up the Orient Express in 1977, the Swiss Alby Glatt has continued the tradition of this luxury train with his company Intraflug. The mini-club locomotive and cars are exact reproductions of the rolling stock used in the Nostalgia Orient Express on trips through Europe.

cept the "Rheingold" cars stood out with their multi-color paint scheme and extraordinary lettering. Naturally, a characteristic feature of the "Rheingold" was the cars' interior decoration which was created by famous artists and designers.

Luxurious travel at high speed in an exclusive atmosphere was without a doubt quite a special experience at that time.



CURTAIN UP



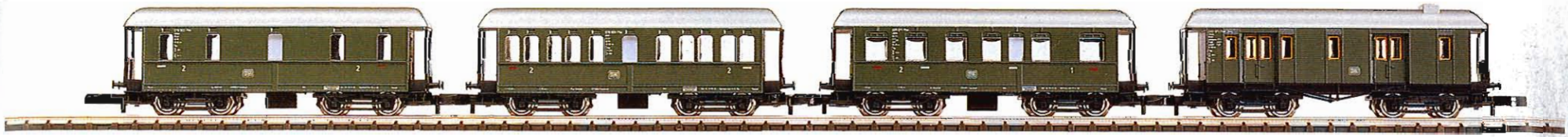
One fascinating thing about this small scale is the generous proportions of its train compositions. What in other scales requires halls or rooms of the sort found in palaces, with mini-club you can do in an apartment: With scale length cars and prototypical numbers of cars you can bring the legendary trains from the Orient Express to the Rheingold back to life.

The many nameless InterCities, auto trains and commuter trains become impressive, realistic compositions. The mini-club program offers you a selection that is not limited by the scale or in variety.

German Federal Railroad (DB)

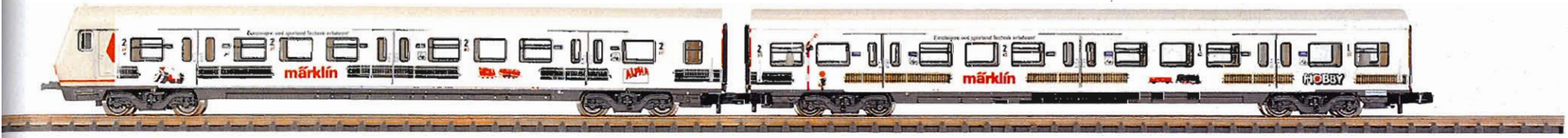
8768 "Langenschwalbach" Car Set.
Contents: 1 baggage car Lpw 4i, 1 passenger car Lab 4i 1st and 2nd class, 1 passenger car Lb 4i 2nd class and 1 passenger car Lb 4itr 2nd class with baggage compartment. All cars lettered in early German Federal Railroad version. Not available separately. Total length 233 mm (9-3/16").

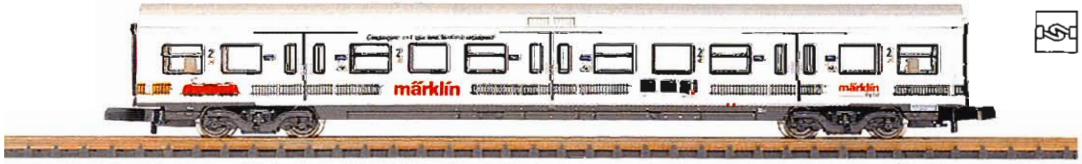
The 8806 locomotive (see page 303) is an appropriate locomotive for the 8768 "Langenschwalbach" car set.



These extremely short four-axle cars were in use as early as 1889. The only 21.5 km (about 13.5 miles) route from Wiesbaden to the elegant resort town of Langenschwalbach was traveled at that time chiefly by pampered resort guests. The light-weight design of these cars and their ability to negotiate curves made them especially suited for mountainous routes. The German Federal Railroad made use of these advantages and employed the "Langenschwalbacher" in the early DB period primarily on mountainous routes such as the Odenwald, Taunus, Westerwald or the Harz regions.

Models of the cars are illustrated full size





8779 "S-Bahn" Car Set.
With "Märklin" advertising along the car sides. Contents: 3 Rhine-Ruhr S-Bahn cars. 1 S-Bahn car ABx 791.1, 1st and 2nd class. 1 S-Bahn car Bx 794.1, 2nd class. 1 S-Bahn car with engineer's cab Bxf 796.1, 2nd class. All cars in special version. Not available separately. Total length 345 mm (13-1/2").

The 8855 locomotive (see page 308) in the S-Bahn version is the appropriate locomotive to add to the 8779 car set.

On September 28, 1991 at the so-called "closing of the gap" at the Sonneberg station Märklin presented an S-Bahn set for the first time with Märklin advertising. The three S-Bahn cars are entirely covered with advertising on their sides and are presently in daily service in the Rhine-Ruhr region.



When operated control car first, triple white headlights shine.

When operated control car last, dual red marker lights shine.

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PASSENGER CARS

Württemberg Provincial Railroad



8700 Passenger Car.
Length over buffers 60 mm (2-3/8").



8701 Passenger Car.
Length over buffers 60 mm (2-3/8").



8739 Passenger Car.
Length over buffers 60 mm (2-3/8").

Royal Bavarian State Railroad (K.Bay.St.B.)



8730 Express Passenger Car.
CCü. 3rd class. Length over buffers 87 mm (3-7/16").

Prussian Compartment Cars of the German Federal Railroad (DB)



8703 Bagage Car.
Former Pw3-pr02. Length over buffers 57 mm (2-1/4").



8704 Compartment Car.
Former BC3-pr03. Length over buffers 57 mm (2-1/4").



8705 Compartment Car.
Former B3-pr03 with brakeman's cab. Length over buffers 57 mm (2-1/4").

The Prussian compartment cars can be viewed as the original design for railroad passenger cars. The typical passenger train on the main lines of the Prussian State Railroad consisted of this type of car. Around 1920 there were 23,300 three-axle compartment cars versus 3,363 three-axle cars with vestibules The Prussian compartment cars were the backbone of the German Federal Railroad's passenger car fleet well into the 1950s.

"Thunder Boxes" – Standard Design Passenger Cars of the German Federal Railroad (DB)



8750 Passenger Car.
ABi 29. 1st and 2nd class. Length over buffers 63 mm (2-1/2").

The two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the class 29. By today's standards these German Federal Railroad cars are very loud and rumble a great deal. For this reason they were colloquially called "Donnerbüchsen" ("Thunder Boxes").



8751 Passenger Car.
Bi 29. 2nd class. Length over buffers 63 mm (2-1/2").

8752 Baggage Car.
D2ie. Length over buffers 63 mm (2-1/2").



STRIKINGLY BEAUTIFUL

märklin Z

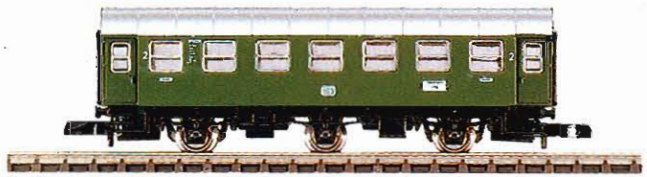
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PASSENGER CARS

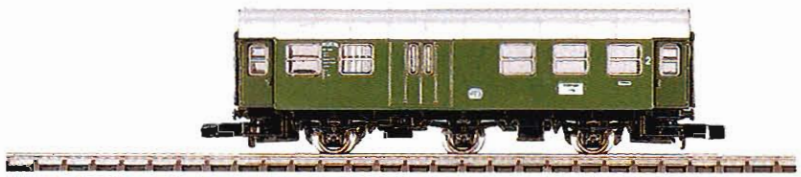
Three-Axle Rebuild Cars of the German Federal Railroad (DB)



8706 Passenger Car.
AB3yge. 1st and 2nd class. Length over buffers 61 mm (2-3/8").



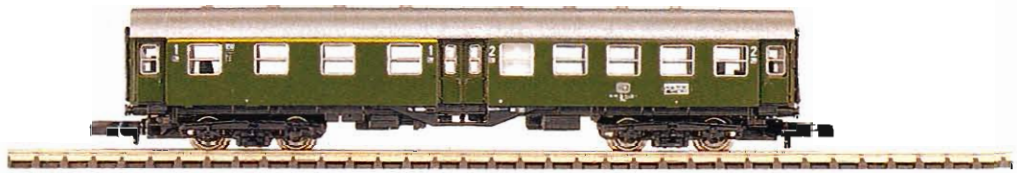
8707 Passenger Car.
B3yge. 2nd class. Length over buffers 61 mm (2-3/8").



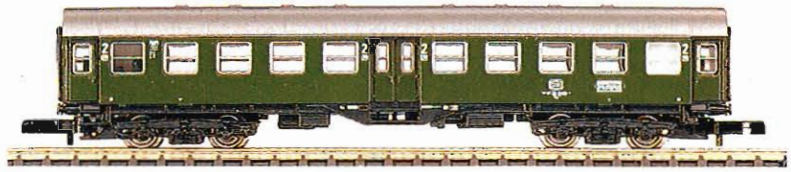
8708 Passenger Car.
BD3yge with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8").

At the start of the 1950s the German Federal Railroad had a large quantity of exceedingly old and more or less damaged 2- and 3-axle passenger cars. By modifying the original frames, thousands of these cars were rebuilt by 1958 into 3-axle passenger cars for mixed 1st and 2nd class, 2nd class, and 2nd class with baggage compartment.

Four-axle Rebuild Cars of the German Federal Railroad (DB)



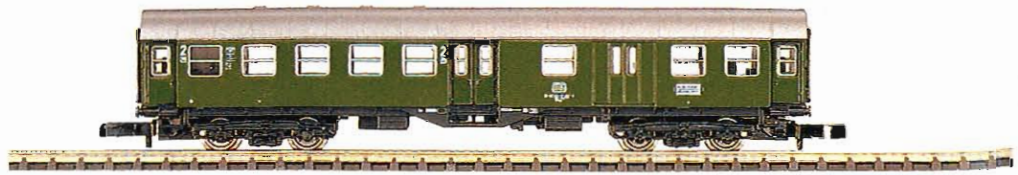
8753 Passenger Car.
AByg 503. 1st and 2nd class. Length over buffers 89 mm (3-1/2").



8754 Passenger Car.
Byg 515. 2nd class. Length over buffers 89 mm (3-1/2").

Starting in 1954 the German Federal Railroad rebuilt a large number of old two-, three- and four-axle passenger cars into modern units.

The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for the most part.

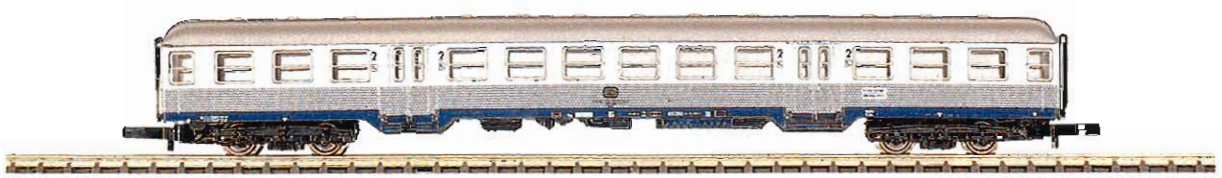


8755 Passenger Car.
BDyg 533 with baggage compartment. 2nd class. Length over buffers 89 mm (3-1/2").

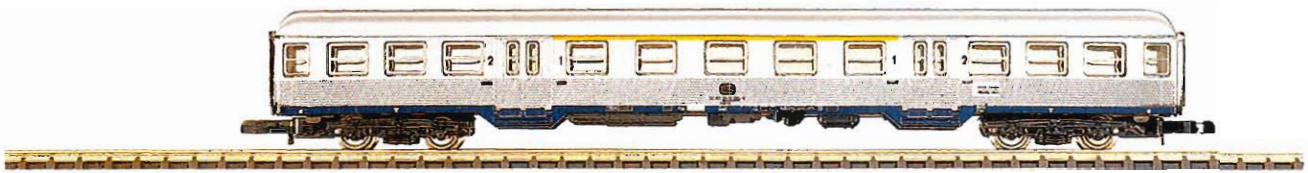
"SILBERLINGE" ("SILVER COINS")

Commuter Cars of the German Federal Railroad (DB)

märklin Z



8716 Commuter Car.
Bnb 719. 2nd class. Length over buffers 120 mm (4-3/4").



8717 Commuter Car.
Abnrzb 704. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



8718 Commuter Car with Control Cab.
BDnf 735 with baggage compartment. 2nd class. Length over buffers 120 mm (4-3/4").



When operated control car first, triple white headlights shine.



When operated control car last, dual red marker lights shine.

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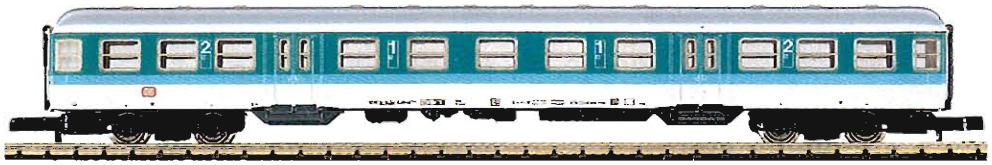
CITYBAHN CARS

Commuter Cars of the German Federal Railroad (DB)

8780 CityBahn Commuter Car.
Bnrzb 778.3 in new color scheme. 2nd class. Length over buffers 120 mm (4-3/4").



8781 CityBahn Commuter Car.
ABnrzb 772.5 in new color scheme. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



8782 CityBahn Commuter Car with Engineer's Cab.
BDnrzf 784.3 with baggage compartment, in new color scheme. 2nd class. Length over buffers 120 mm (4-3/4").





When operated control car first, triple white headlights shine.



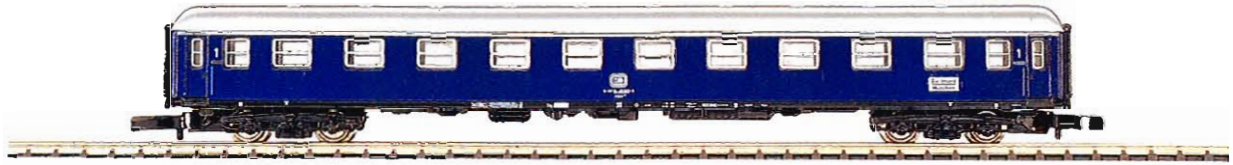
When operated control car last, dual red marker lights shine.

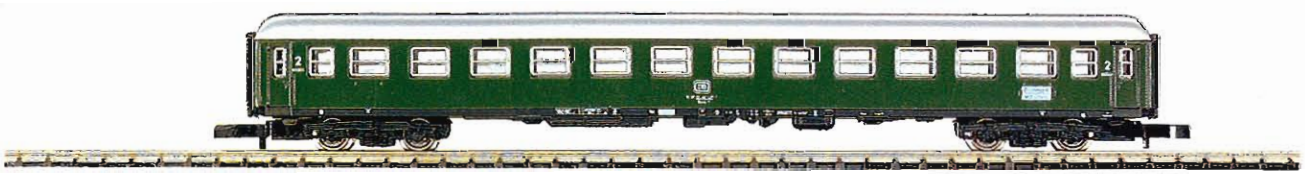
CUTE EARRINGS

EXPRESS TRAIN PASSENGER CARS

German Federal Railroad (DB)

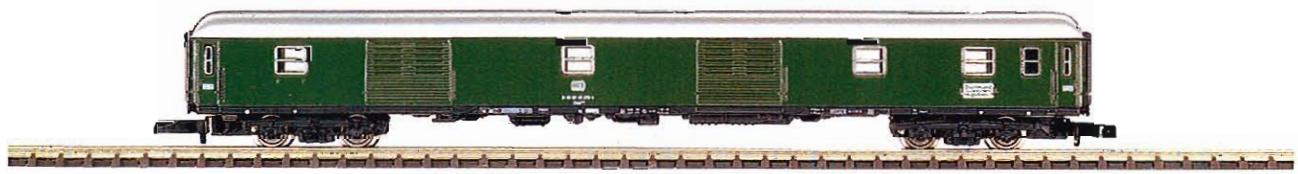
8710 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm (4-3/4").





8711 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm (4-3/4").

8712 Express Train Baggage Car.
Dm 902. Length over buffers 120 mm (4-3/4").



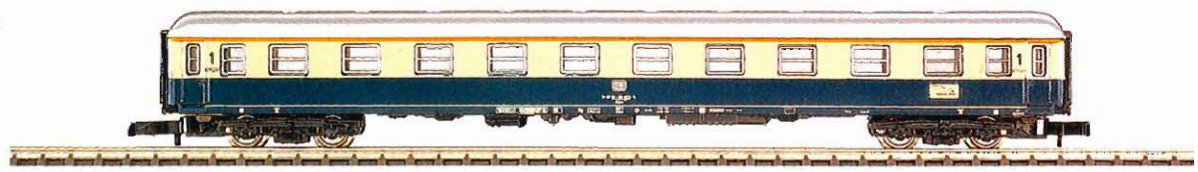
8713 Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").



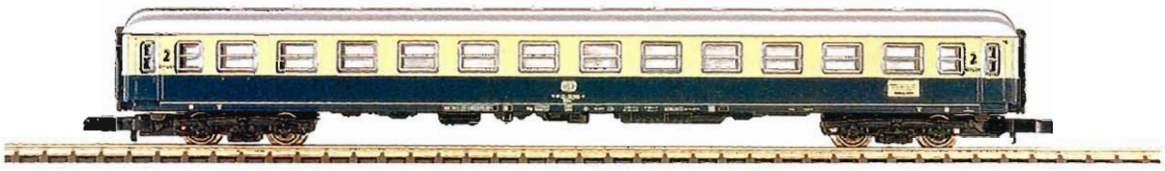
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EXPRESS TRAIN PASSENGER CARS

German Federal Railroad (DB)



8720 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm (4-3/4").



8721 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm (4-3/4").

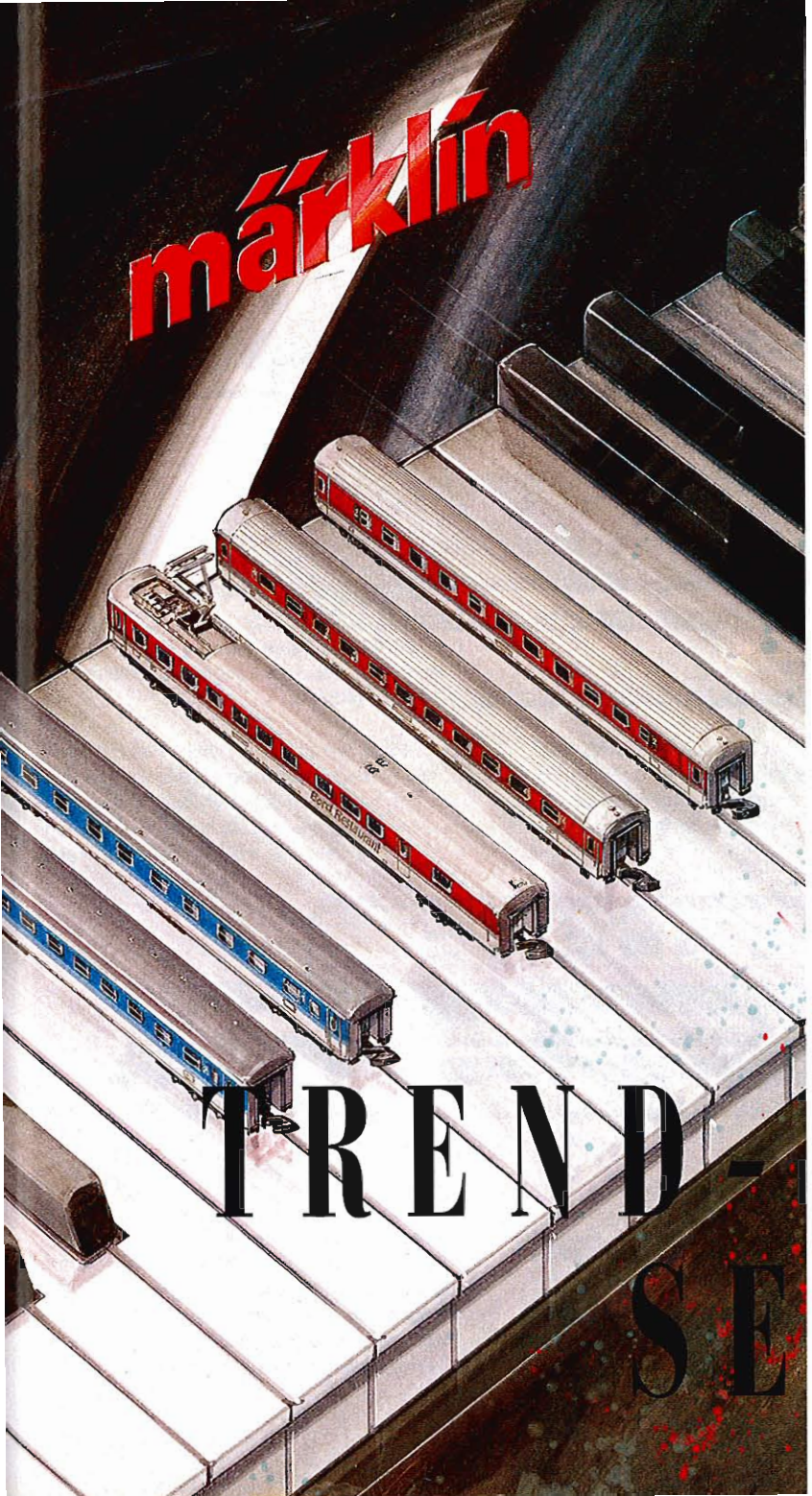


8722 Express Train Baggage Car.
Dm 902. Length over buffers 120 mm (4-3/4").



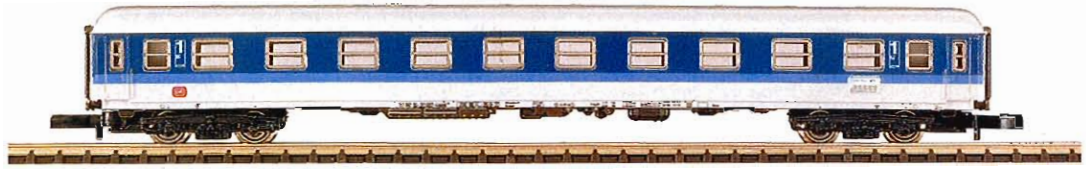
8757 Express Train Baggage Car.
Dm 902 in new color scheme. Length over buffers 120 mm (4-3/4").

The gray baggage car is also part of the German Federal Railroad's new color concept. Baggage cars are seen in passenger trains less and less; they are increasingly operated in unit trains of baggage cars and express freight cars. This means that the station stops for passenger trains are shorter and that shipments can be concentrated in lots.



German Federal Railroad (DB)

8743 InterRegio Car.
Aim. 1st class. Length over buffers 120 mm (4-3/4″).

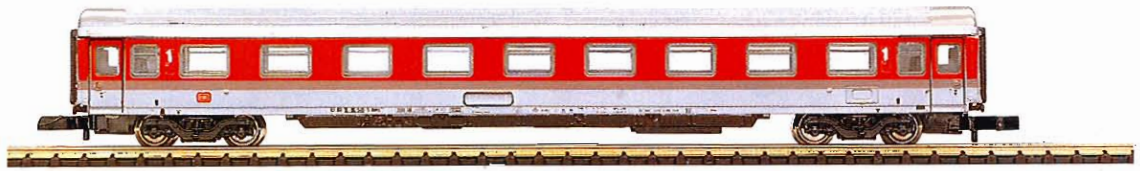


InterRegio (IR) trains will replace the classic express train network in the future. The first of 18 planned routes are already in operation. The cars are operated on these routes on regular schedules of every two hours and have been completely rebuilt inside as well as painted in the German Federal Railroad's new color scheme.



8744 InterRegio Car.
Bim. 2nd class. Length over buffers 120 mm (4-3/4″).

8734 Express Train Coach.
Avmz 207. (A9 EUROFIMA). 1st class. Length over buffers 120 mm (4-3/4″).



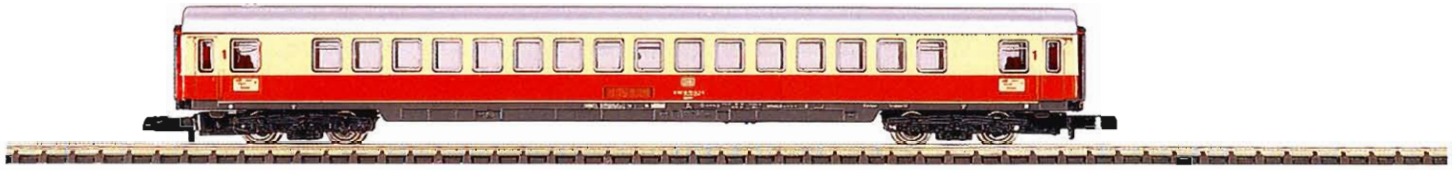
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INTERCITY CARS

German Federal Railroad (DB)



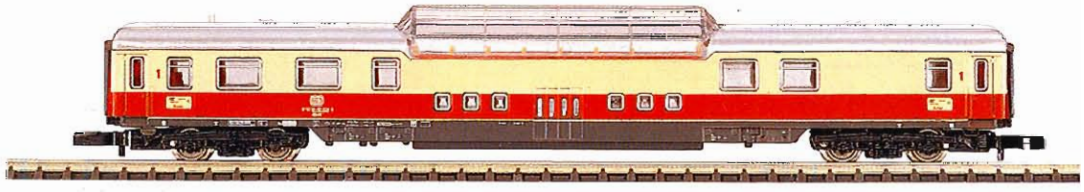
8724 TEE/IC Compartment Car.
Avmz 111. 1st class. Length over buffers 120 mm (4-3/4").



8725 TEE/IC Open Seating Car.
Apmz 121. 1st class. Length over buffers 120 mm (4-3/4").



8726 TEE/IC Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").



8728 TEE Vista Dome Car.
ADm 101. 1st class. Length over buffers 120 mm (4-3/4").

InterCity trains are the best that the German Federal Railroad has to offer in passenger train service. The IC trains with first class operate exclusively with air conditioned compartment and open seating cars of the highest level of comfort.

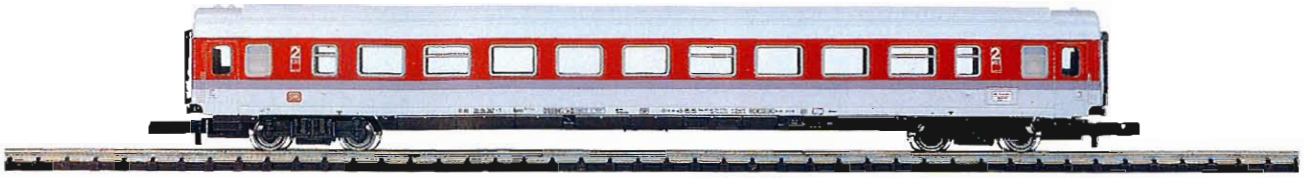
INTERCITY CARS/ SPECIAL CARS FOR PASSENGER TRAINS

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German Federal Railroad (DB)



8772 InterCity Open Seating Car.
Apmz 123 in new color scheme. 1st class.
Length over buffers 120 mm (4-3/4").



8773 InterCity Open Seating Car.
Bpmz 293 in new color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").

The German Federal Railroad's new color concept has already been introduced for the high quality InterCity (IC) and EuroCity (EC) network. Numerous cars are already operating in the red/gray paint scheme.

8774 Bord Restaurant.
WRmz 135 in new color scheme.
Sprung single-arm pantograph.
Length over buffers 120 mm
(4-3/4").





8715 Passenger Train Auto Transport Car.
DDm 915. Length over buffers 120 mm
(4-3/4"). Can be loaded with 8952 or 8904
miniature autos.

8952 Miniature Autos. 4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.



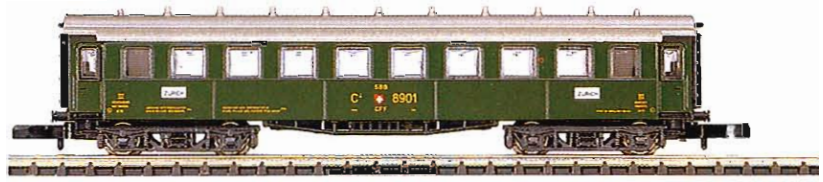
8709 Passenger Train Auto Transport Car.
DDm 915 in new color scheme. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature autos.



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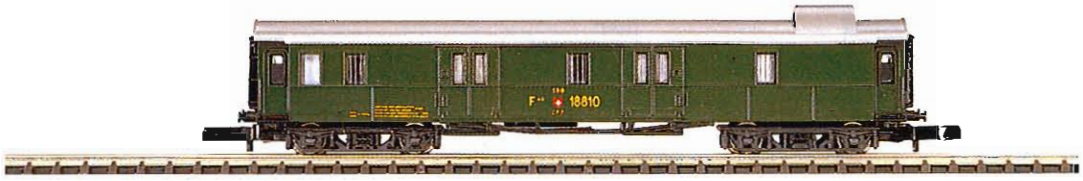
EXPRESS TRAIN PASSENGER CARS

Swiss Federal Railways (SBB)



8748 Express Train Passenger Car.
Older design C4ü. 3rd class. Length over buffers 87 mm (3-7/16").

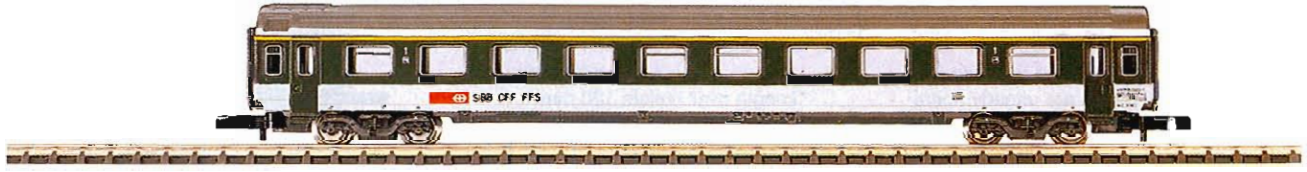
The Swiss Federal Railways car type C4ü was built with side corridors from 1913 to 1928 and was used for international service. From 1933 to 1948 the entire series was rebuilt to center aisle cars and used in domestic service.

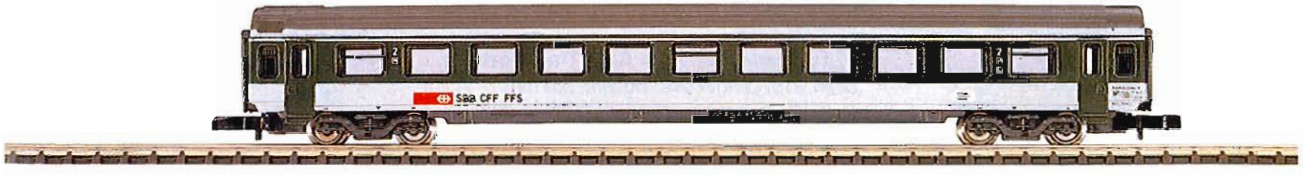


8749 Express Train Baggage Car.
Older design F4ü. Length over buffers 91 mm (3-9/16").

The F4ü baggage car was built in 1913 for the BLS (Bern-Lötschberg-Simplon Railroad). Around 1927 it was acquired by the Swiss Federal Railways and used in the Gotthard Pullman train.

8745 Express Train Passenger Car.
Standard design Mark IV A. 1st class.
Length over buffers 120 mm (4-3/4").





8746 Express Train Passenger Car.
Standard design Mark IV A. 1st class.
Length over buffers 120 mm (4-3/4").

8747 Express Train Dining Car.
Standard design Mark IV WR. Length over buffers 120 mm (4-3/4").



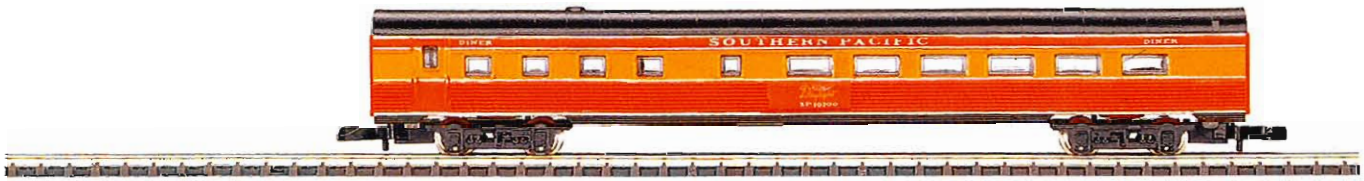
The Swiss Federal Railways purchased these new standard design Mark IV cars for use in express trains running between major cities. They are longer, higher, heavier, quieter and considerably more comfortable than their predecessors.

"DAYLIGHT" STREAMLINED PASSENGER CARS

Southern Pacific Railroad (USA)



8784 Coach.
Length 115 mm (4-1/2").



8785 Dining Car.
Length 115 mm (4-1/2").



8787 Vista Dome Car.
Length 115 mm (4-1/2").



8788 Baggage Car.
Length 98 mm (3-7/8").

Steam locomotives were used at first to pull Southern Pacific trains which consisted of coaches, dining car, vista dome car, baggage car and observation car. Musical names such as "Sunbeam", "Morning Daylight" or "Noon Daylight" quickly made the trains well known. Later the trains were hauled by F-type diesel locomotives.



8789 Observation Car.
Length 108 mm (4-1/4").

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PAPA'S FAVORITES

Everyone likes to have the loves of their life near by, if not in operation, then at least beautifully framed or in a display case. The mini-club freight cars give a good illustration of this. The crisp, often multi-color imprinting reproduces all of the essential details of the advertising surfaces and lettering.

The variety of models is the same as that of the rolling stock for a modern freight railroad, but historic cars from the provincial railroad period are also part of the assortment. And anyone discovering for the first time how working roof hatches or unloading hatches can be done in 33 millimeters (1-5/16") will become addicted to mini-club.

FREIGHT CARS

German Federal Railroad (DB)



8639 Boxcar.
G 10 with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



8609 Freight Train Baggage Car.
Pwg 012. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



8669 Beer Car.
Privately owned by Einbecker Brewery, Inc. Length over buffers 54 mm (2-1/8").



8600 Refrigerator Car.
Ichqs- u. 377. Length over buffers 54 mm (2-1/8").



8631 Beer Car.
Privately owned by Veltins Brewery. Length over buffers 54 mm (2-1/8").



8648 Beer Car.
Privately owned car of Dinkelacker. Length over buffers 54 mm (2-1/8").



8647 Beer Car.
Privately owned car of Staufen Bräu. Length over buffers 54 mm (2-1/8").

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CAR SETS

German Federal Railroad (DB)



8776 "Track Maintenance Train" Car
Set. Contents: 3 crew and equipment cars of various designs, 1 tank car, 1 low side car loaded with a work crew trailer. All cars in a special edition. Not available separately. Total length 290 mm (11-7/16").

Track maintenance trains generally consist of cars that have been retired from their original assignments. In addition, they are altered for the new work and are painted in the typical maintenance train blue. Windows are also welded shut in the crew cars according to need, such as for a sleeping compartment, or are provided with frosted glass.



8237 "RAG Ruhr Coal, Inc." Car Set.
Contents: 3 Ruhr Coal, Inc. (RAG) Fals 176 hopper cars with different car numbers. Cars are weathered. All cars in special version. Not available separately. Total length 165 mm (6-1/2").

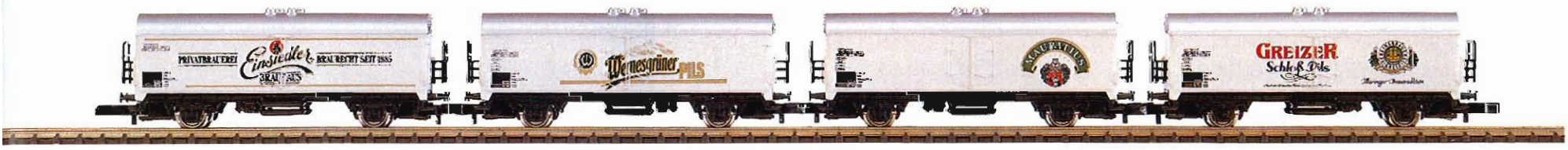
The 8237 car set supplements the 8137 RAG freight train (see page 317).



German State Railroad (DR) of the former German Democratic Republic



8208 "Breweries from the New Federal States" Car Set.
Contents: 4 beer cars for different breweries. 1 privately owned car for Mauritius Brewery, Zwickau, Germany. 1 privately owned car for Vereinsbrauerei, Greiz, Germany. 1 privately owned car for Wernesgrüner Brewery, Wernesgrün, Germany. 1 privately owned car for Einsiedler Brewery, Einsiedel, Germany. All cars in special version. Not available separately. Total length 227 mm (8-15/16").



Models of the freight cars are illustrated full size

8204 "Freight Cars of the former GDR" Car Set.
Contents: 1 two-axle gondola lettered "VEB Pechsiederei Eich/Sachs", 1 four-axle gondola, 1 boxcar, 1 powdered bulk freight car lettered "Plaste aus Schkopau" and 1 tank car. Cars are partially weathered. All cars in special version. Not available separately. Total length 263 mm (10-3/8").



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PROVINCIAL RAILROAD FREIGHT CARS

Royal Bavarian State Railroad (K.Bay.Sts.B.)



8633 Coal Gondola.
Omk(u) Association design. With brakeman's cab. Length over buffers 33 mm (1-5/16").



Royal Saxon State Railways

8601 Gondola with Hinged Covers.
Association design with brakeman's cab. Hinged covers that can be opened. Length over buffers 33 mm (1-5/16").

German State Railways Alsace-Lorraine



8602 Boxcar.
Association design with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



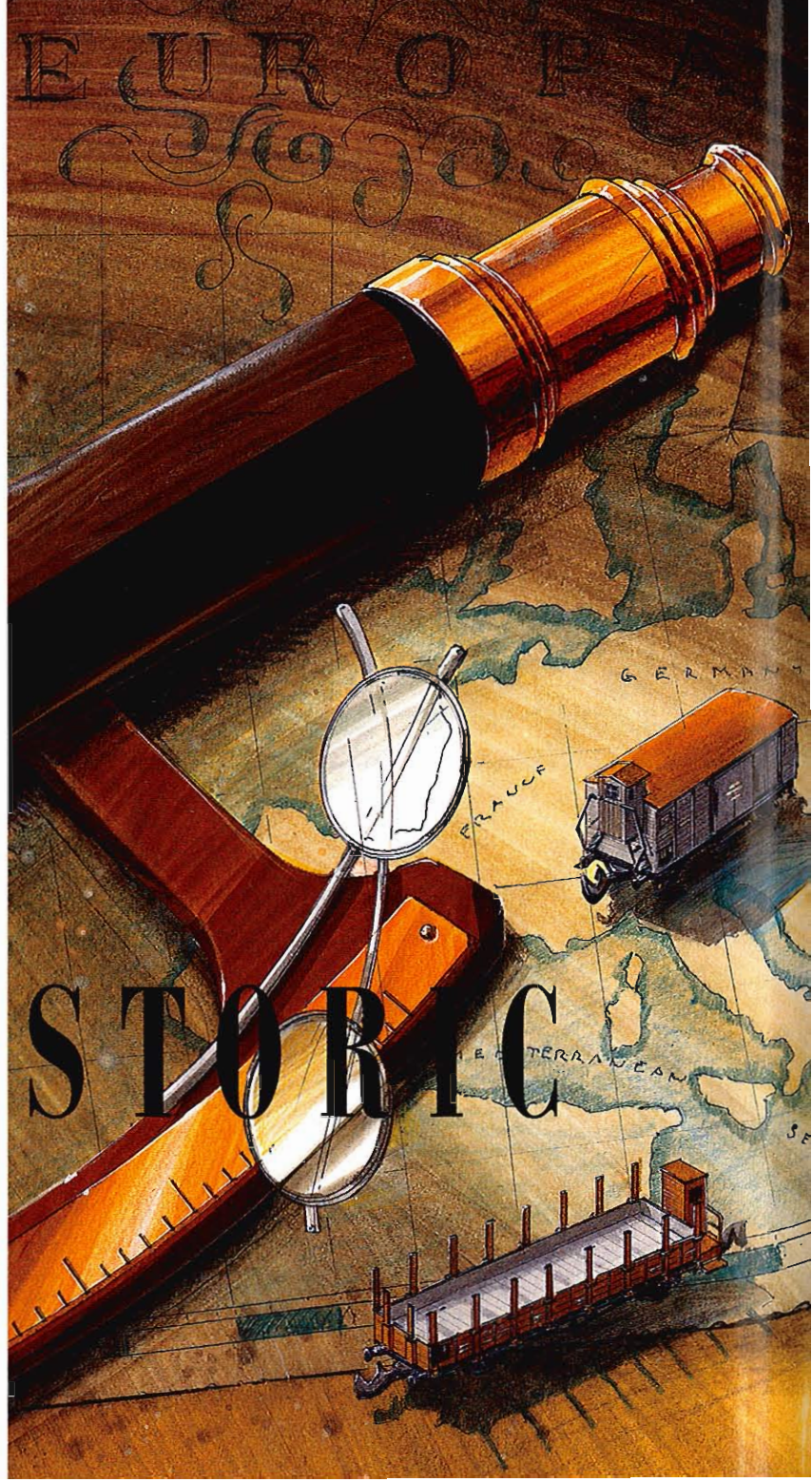
Grand Ducal Baden State Railways

8661 Beer Car.
Privately owned by Fürstlich Fürstenbergische Brewery, Donaueschingen. With brakeman's cab. Length over buffers 40 mm (1-9/16").



Grand Ducal Oldenburg State Railroad

8658 Stake Car.
Association design Rm with brakeman's cab. Spoked wheels. Length over buffers 56 mm (2-1/14").



HISTORIC

FREIGHT CARS

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German Federal Railroad (DB)



8610 Low Side Car.
Length over buffers 54 mm (2-1/8").



8665 Low Side Car with Tarp.
Klms 440. Tarp is removable insert. Length over buffers 54 mm (2-1/8").



8622 Gondola.
E 037. Length over buffers 54 mm (2-1/8").



8605 Boxcar.
Gos-u 253. Length over buffers 54 mm (2-1/8").



8650 Gondola.
Eaos 106. Length over buffers 63 mm (2-1/2").

The piggyback flatcars are used for environmentally friendly combinations of freight traffic between rails and the roads. These cars are loaded vertically and are designed for the transport of truck trailers, interchangeable containers and standard containers.





8662 Piggyback Flatcar.
Sdkms 707. Loaded with a removable semi trailer for Stiebel Eltron Company. Tractor included. Length over buffers 78 mm (3-1/16").

8617 Container Car.
With Märklin container. Length over buffers 54 mm (2-1/8").



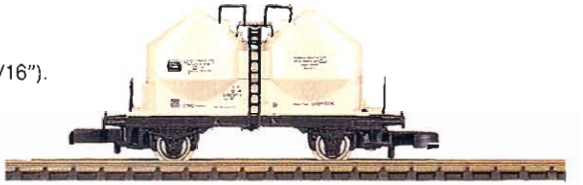
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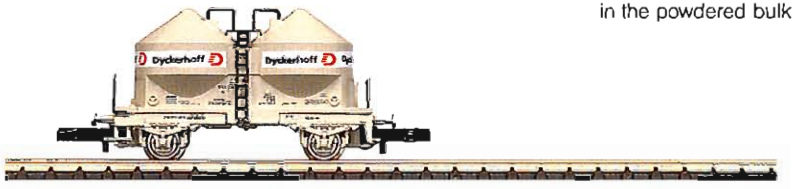
FREIGHT CARS

German Federal Railroad (DB)

8666 Powdered Freight Silo Car.
Ucs 908. Length over buffers 40 mm (1-9/16").

Fine grained materials of all types and powdered materials are transported in the powdered bulk freight car.





8632 Powdered Bulk Freight Car.
Type Ucs 908 for Dyckerhoff Company. Length over buffers 40 mm (1-9/16").



8685 Covered Hopper Car.
Tad-u 961. Length over buffers 53 mm (2-1/8").



8630 Hopper Car.
Fals 176. Length over buffers 53 mm (2-1/8").



8635 Flat Car with Telescoping Covers.
Shimms 708. Length over buffers 55 mm (2-1/8").



8623 Sliding Roof/Sliding Wall Boxcar.
Tbis 870. Length over buffers 64 mm (2-1/2").



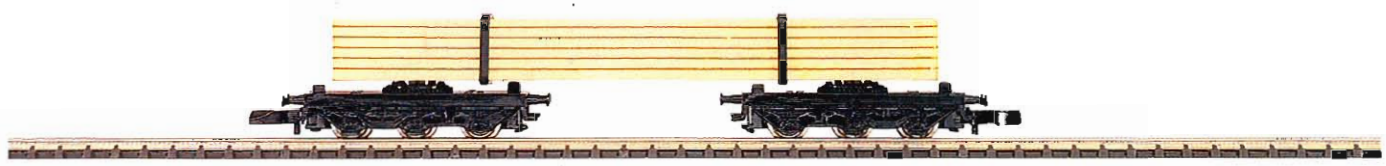
8624 Ballast Car.
Talbot self-unloader for DB maintenance work. Unloading hatches that can be opened. Length over buffers 33 mm (1-5/6").

SPECIAL DESIGN FREIGHT CARS

German Federal Railroad (DB)



8657 Crane Car Set.
Contents: 1 low side car and 1 crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with hand crank. Total length 93 mm (3-5/8").



8619 Lumber Car.
2 part car. Loaded with lumber. Length over buffers 93 mm (3-5/8").



8655 Stake Car.
Spns 719. Length over buffers 95 mm (3-3/4").

This car is used on the German Federal Railroad chiefly to transport pipe, lumber, steel matting and similar freight.

NEW ITEM



8226 Stake Car.
Spns 719. Loaded with logs. The tension bands on the stakes can be prototypically reproduced with the 8 black rubber bands included with the car. Length over buffers 95 mm (3-3/4").

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TANK CARS

German Federal Railroad (DB)



8629 Oil Tank Car.
Privately owned by DEA Petroleum, Inc.
Length over buffers 40 mm (1-9/16").

German State Railroad (DR) of the former German Democratic Republic

8202 Oil Tank Car.
Tank car lettered for Minol Petroleum Oil Distribution, Inc., Berlin. Length over buffers 75 mm (3").





8203 Oil Tank Car.
Tank car lettered for Minol Petroleum Oil Distribution, Inc., Berlin. Length over buffers 40 mm (1-9/16").

German Federal Railroad (DB)



8625 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 75 mm (3").



8611 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 40 mm (1-9/16").

8626 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 75 mm (3").



8612 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 40 mm (1-9/16").



German Federal Railroad (DB)

8613 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 40 mm (1-9/16").



8627 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 75 mm (3").





8614 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 40 mm (1-9/16").



8628 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 75 mm (3").



8607 Gas Tank Car with Heat Shield.
Privately owned by VTG, Company. Length over buffers 75 mm (3").

8608 Gas Tank Car with Heat Shield.
Privately owned by EVA Company. Length over buffers 75 mm (3").





8667 Gas Tank Car with Heat Shield.
Privately owned by ETRA Company. Length over buffers 75 mm (3").

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FREIGHT CARS

Swiss Federal Railways (SBB)

NEW ITEM



N **8220 Powdered Freight Tank Car.**
Uacs. Length over buffers 75 mm (2-15/16").

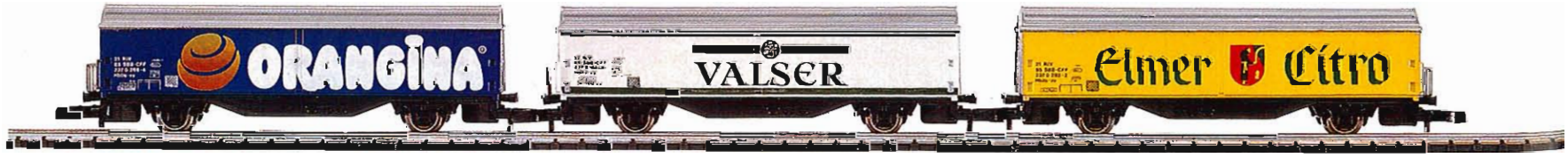
8656 Sliding Wall Boxcar.
Hbis. Less-than-carload car "Cargo Domizil" with dual language lettering in German and French. Length over buffers 64 mm (2-1/2"). These sliding wall boxcars are used in the SBB's Less-than-carload freight. The large surfaces of their side walls are used for advertising this new transportation concept called "Cargo Domizil".



8210 "MIGROS" Car Set.
Contents: 3 Hbils sliding wall boxcars with different lettering for the MIGROS wholesale and retail company. 1 sliding wall boxcar lettered for "Biscuits Glaces". 1 sliding wall boxcar lettered for "Bischofszell". 1 sliding wall boxcar lettered for "Chocolat Frey". All cars in special version. Not available separately. Total length 198 mm (7-3/4").



8201 "Swiss Mineral Waters" Car Set.
Contents: 3 Hbils sliding wall boxcars with different lettering. 1 sliding wall boxcar lettered for "Orangina", 1 sliding wall boxcar lettered for "Elmer Citro", 1 sliding wall boxcar lettered for "Valser". All cars in special version. Not available separately. Total length 198 mm (7-3/4").



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Z

PLANNING GAMES



Extensive main lines with corresponding station platforms and wide radii go hand in hand with long trains. With mini-club they are right in their element. With three track radii, working catenary and signals with train control functions, the technology offers all of the prerequisites for varied operations. And even with the maintenance facility and the freight yard you don't have to make any compromises in scale; you will find a large selection of realistic, working models for them.

In contrast to this stands the appeal of the mini mini-club layout. You can give your creativity free rein in the smallest of spaces – the smallest track radius is just 145 mm (5-3/4").

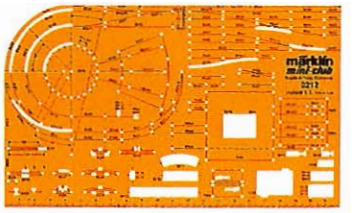
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LAYOUT PLANNING/ OVERVIEW OF TRACK



0232 Track Planning Game.
For planning and setting up mini-club layouts in a scale of 1:2. Enough material for a medium size layout. All track sections provided with catalog numbers. Arranged in 5 colors (3 radii, straight sections and turnouts). The track sections can be snapped together quickly and firmly.

Layouts can be planned in a reduced scale almost like a game without prior knowledge of the track geometry. Departures from the geometry are immediately recognizable thanks to the different colors of the track radii.



0212 Track Planning Stencil.
For planning your own track layout. All track sections in the stencil are in a scale of 1:5. Extensive instructions included.

Overview of Track

With a gauge of 6.5 mm (1/4"), the total width of the track is 11.5 mm (29/64"), the height 2.5 mm (approx. 3/32"). Rail joiners are used to connect sections of track, and an additional lug/socket feature built into the tie strip reinforces the track joint. The mini-club track system has an easy-to-understand geometry.

With the 3 track radii 145 mm (5-3/4"), 195 mm (7-11/16") and 220 mm (8-11/16") as well as turnouts with a 13° angle, it is possible to have a wide variety of track configurations.

Straight Track/Function Tracks



8504
25 mm
(1")



8503
55 mm
(2-3/16")



8587
55 mm
(2-3/16")



8588
55 mm
(2-3/16")



8589
55 mm
(2-3/16")

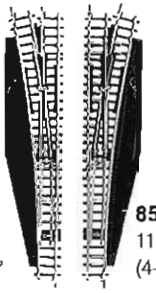
Crossings and Turnouts

Radius
490 mm
(19-1/4")



8562 L
110 mm
(4-3/8") / 13°

8563 R
110 mm
(4-3/8") / 13°

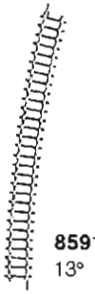


8565 L
110 mm
(4-3/8") / 13°

8566 R
110 mm
(4-3/8") / 13°

Curved Track

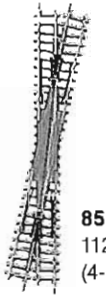
Radius
145 mm
(5-3/4")



8591
13°



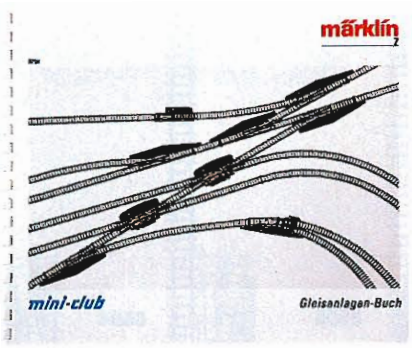
8560
112,8 mm
(4-7/16") / 13°
r = 323 mm
(12-3/4")



8559
112,8 mm
(4-7/16") / 13°



8510
45°



0296 Track Plan Book.
Illustrated instructions for the setup of track layouts and catenary, how to connect up power packs and accessories, constructing bridges, with tips for building layouts. Contents 72 pages. Format 22 x 26.4 cm (8-21/32" x 10-3/8").



8500
110 mm
(4-3/8")



8506
108,6 mm
(4-1/4")



8590
110 mm
(4-3/8")



8507
112,8 mm
(4-7/16")



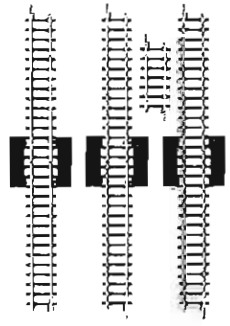
8592
100 to 120 mm
(3-15/16"
to 4-3/4")



8505
220 mm
(8-13/16")



8594
660 mm
(26")



8993
3 x 110 mm
(4-3/8")
1 x 25 mm (1")



8931
16 mm
(5/8")



8991
15 mm
(19/32")

Radius
195 mm
(7-11/16")



8520
45°



8521
30°



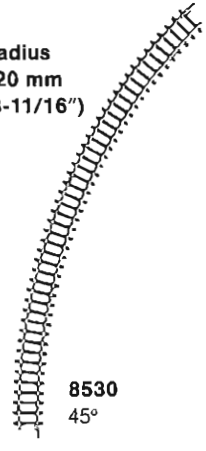
8529
30°



8568 L
125 mm
(4-5/16") /30°

8569 R
125 mm
(4-5/16") /30°

Radius
220 mm
(8-11/16")



8530
45°



8531
30°



8539
30°

mini-club
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STRAIGHT AND CURVED TRACK


8500


8503


8504


8592


8505


8594

Curved Track

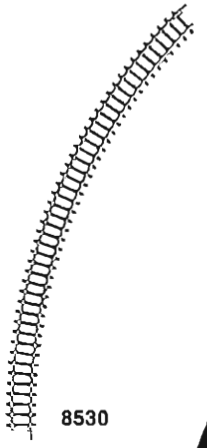
8510 Curved Track.
Radius 145 mm (5-3/4″). 45°.

8520 Curved Track.
Radius 195 mm (7-11/16″). 45°.

8530 Curved Track.
Radius 220 mm (8-11/16″). 45°.


8510


8520


8530

Straight Track

8500 Straight Track.
Length 110 mm (4-3/8″).

8503 Straight Track.
Length 55 mm (2-3/16″).

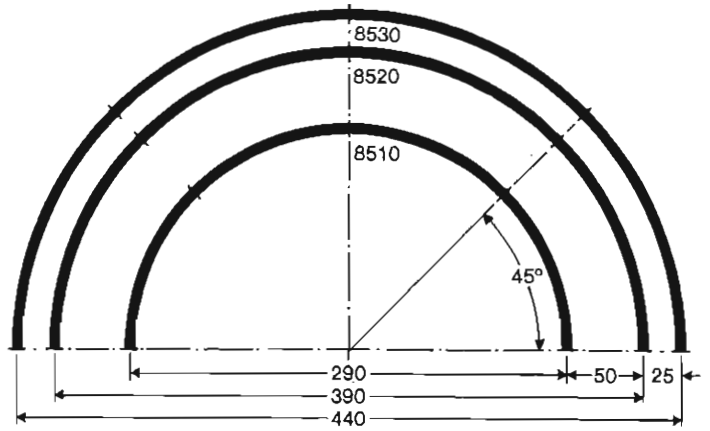
8504 Straight Track.
Length 25 mm (1″).

8505 Straight Track.
Length 220 mm (8-13/16″).

8592 Adjustment Track.
Adjustable in length from 100 to 120 mm (3-15/16″ to 4-3/4″) for situations where a standard section will not fit.

8594 Flex Track.
Length 660 mm (26″). Can be made flexible by cutting the tie strip. Cut rails and tie strip to desired length and install new rail joiners (8954).

8954 Package with 10 Insulated and 20 Regular Rail Joiners. For electrically separating rails or for creting an electrical rail joint.



The 3 Track Radii
8510 circle = 8 sections
8520 circle = 8 sections
8530 circle = 8 sections

E

TURNOUTS

8562 L Left Electric Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

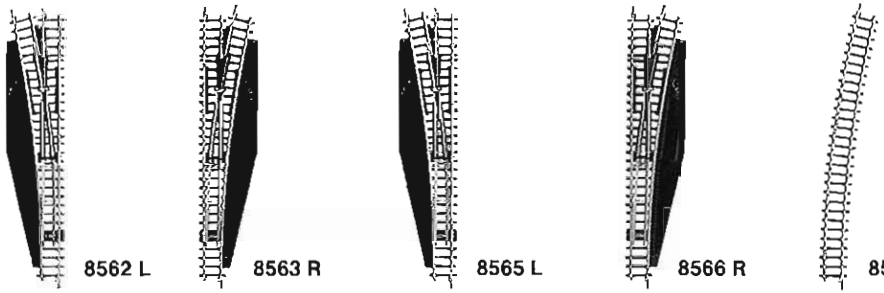
8563 R Right Electric Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

The 8562 left turnouts and the 8563 right turnouts have double solenoid mechanisms and hand levers. They can be activated with the 7072 or 7272 control box or with circuit tracks.

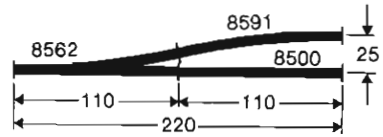
8565 L Left Manual Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

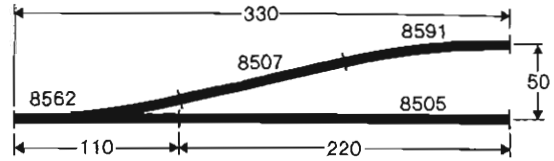
8566 R Right Manual Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

8591 Curved Track.
Complementary curve for turnouts. 13°. Radius 490 mm (19-1/4"). Same curve as branch on the 8562 L, 8563 R, 8565 L and 8566 R turnouts.



Turnouts 8562 L, 8563 R, 8565 L and 8566 R







CURVED TURNOUTS/ CROSSINGS



8568 L



8569 R

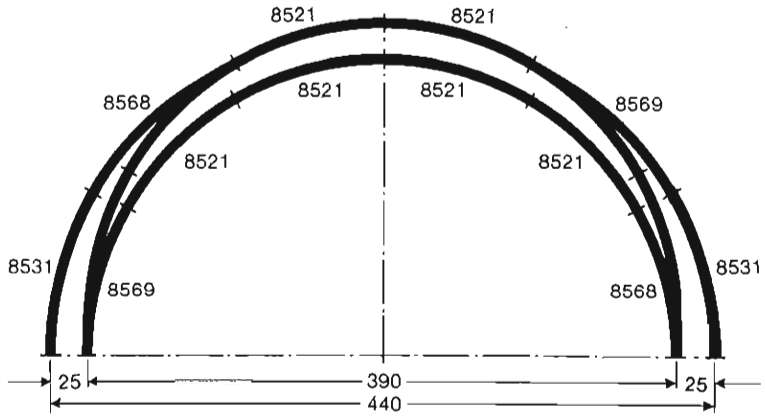


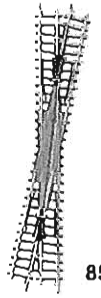
8521



8531

8568 L and 8569 R Curved Turnouts





8559



8560



8506



8507

Curved Turnouts

8568 L Electric Left Curved Turnout.
Radius 195 mm (7-11/16"). 30° (same as 8521). Main track length 125 mm (4-5/16").

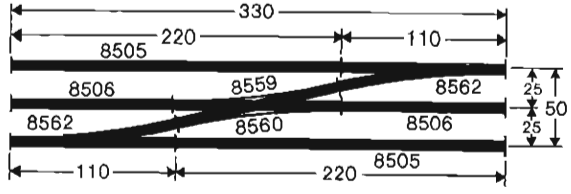
8569 R Electric Right Curved Turnout.
Radius 195 mm (7-11/16"). 30° (same as 8521.) Main track length 125 mm (4-5/16").

8521 Curved Track.
Radius 195 mm (7-11/16"). 30°.

8531 Curved Track.
Radius 220 mm (8-11/16"). 30°.

The 8568 curved left turnouts and the 8569 curved right turnouts as well as the 8560 double slip turnout have double solenoid mechanisms and hand levers. They can be activated with the 7072 or 7272 control box or with circuit tracks.

8559 and 8560 Crossings



Crossings

8559 Crossing.
Length 112.8 mm (4-7/16"). 13°.

8560 Double Slip Turnout.
Length 112.8 mm (4-7/16"). 13°.
Radius 323 mm (12-3/4").

8506 Straight Adjustment Track.
Length 108.6 mm (4-1/4"). For adjusting length on the 8559 crossing and 8560 double slip turnout.

8507 Straight Adjustment Track.
Length 112.8 mm (4-7/16"). Same length as the straight length of 8559 crossing and 8560 double slip turnout.

FUNCTION TRACKS/ ACCESSORIES

märklin Z


8587

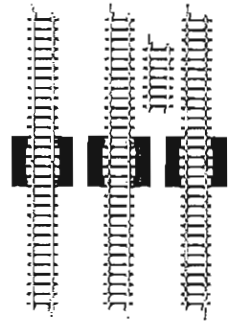

8588


8589


8590


8529


8539


8993

Straight Function Tracks

8587 Straight Uncoupler Track.
Has hand lever or can be operated by remote control with the 7072 or 7272 control boxes. Length 55 mm (2-3/16″).

8588 Straight Isolating Track.
Length 55 mm (2-3/16″). With terminal clips. One rail is gapped in the middle.

8589 Straight Circuit Track.
Length 55 mm (2-3/16″). With terminal clips. Passing train activates function.

8590 Straight Feeder Track.
With capacitor for preventing radio/television reception interference. Length 110 mm (4-3/8″). With 2 terminal clips for connecting wires included with the unit.

Curved Function Tracks

8529 Curved Circuit Track.
Radius 195 mm (7-11/16″). 30°. With terminal clips. Passing train activates function.

8539 Curved Circuit Track.
Radius 220 mm (8-11/16″). 30°. With terminal clips. Passing train activates function.


8931


8991

Accessories

8931 Track Bumper.
Has LED for lighted lantern. Length 16 mm (5/8″). Can be screwed to the end of the track. Wood screw included.

8991 Track Bumper.
Length 15 mm (19/32″). Can be clipped to the rails.

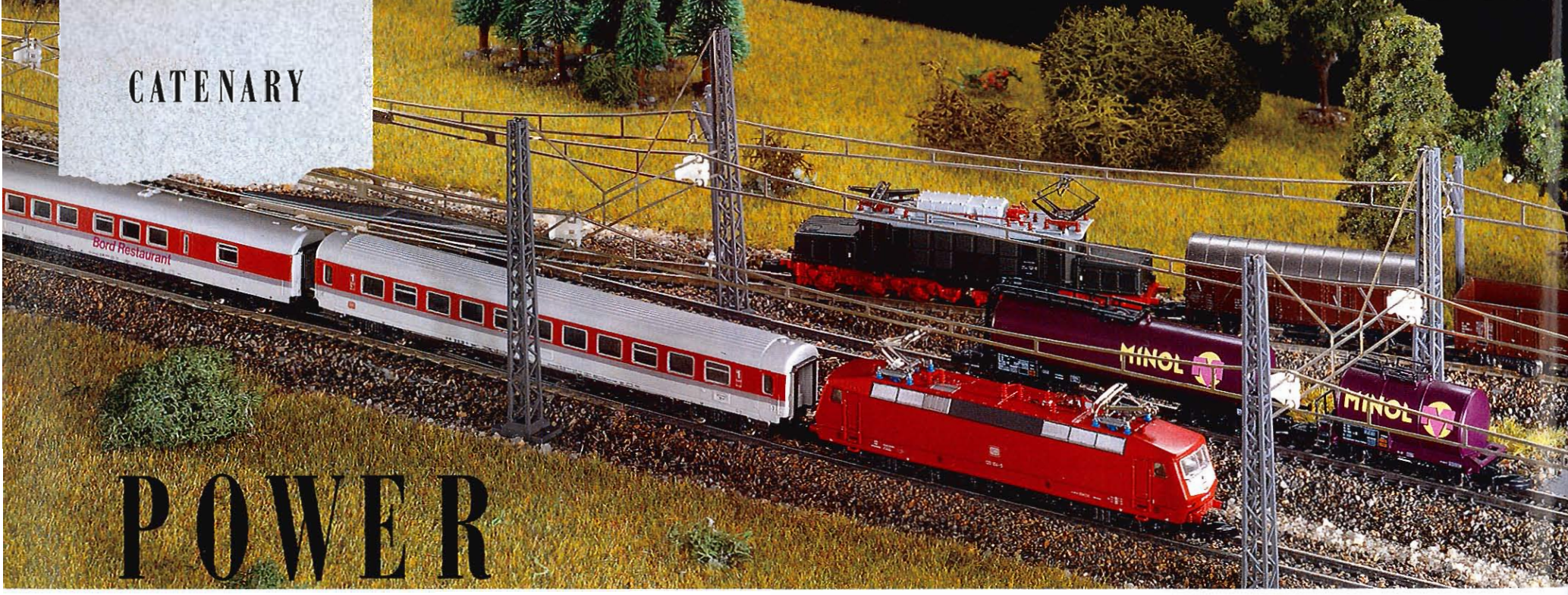
8993 Reverse Loop Set.
Trains can traverse reverse loops in one direction when reverse loop set tracks are installed in order according to their markings.

8999 Track Nails.
0.5 x 8 mm (approx. 0.02″ x 0.32″).
100 pieces.

LAYOUT SECTIONS



CATENARY POWER CONDUCTOR



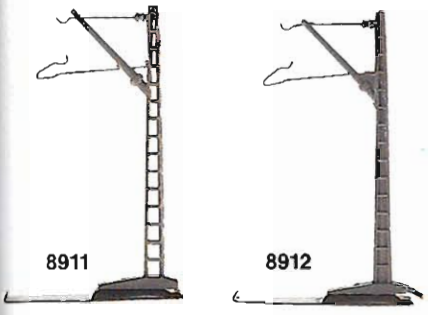
mini-club catenary functions and supplies power just like catenary in the prototype. All electric locomotives can easily be set for catenary operation by adjusting the selector switch. This increases the operating enjoyment considerably, because now 2 locomotives can be operated independently of each other on the same track with 2 power packs.

Tower masts and cross spans are used over three or more tracks (station and yard areas). Catenary circuits can be separated using the catenary insulators.



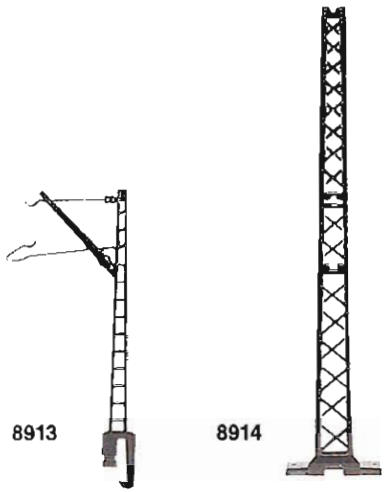


The standard masts are sufficient for single or double track lines. For double track lines they are placed on the outside of each track. The sprung catenary arms guarantee reliable contact for the wire sections.



8911 Catenary Mast.
Standard mast with base plate. Height 38 mm (1-1/2").

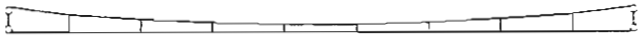
8912 Feeder Mast.
For supplying power. Has base plate and wires. Height 38 mm (1-1/2").



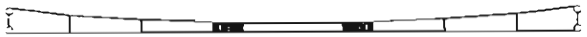
8913 Bridge Mast.
Can be clipped to the sides of bridges and ramps. Height 41 mm (1-5/8").

8914 Tower Mast.
With notches for attaching 8924 and 8925 cross spans. Base 7 x 13 mm (9/32" x 1/2"). Height 61 mm (2-3/8").

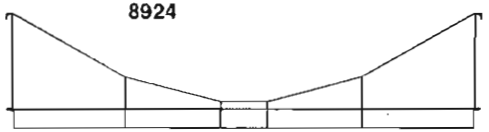
8922



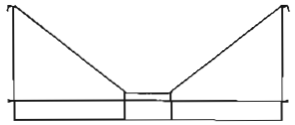
8923



8924



8925



8922 Wire Section.
For straight and curved track. Length 165 mm (6-1/2").

8923 Wire Section.
Adjustable in length from 150 to 180 mm (5-7/8" x 7-1/8").

8924 Cross Span.
For attaching to tower mast. Spans 5 tracks. Span width about 123 mm (4-7/8").

8925 Cross Span.
For attaching to tower mast. Spans 3 tracks. Span width about 72 mm (2-7/8").

Accessories

8921 Package of Catenary Insulators.
For insulating catenary wire sections from the cross spans. Contains 8 white and 2 gray insulators. The white insulators connect 2 and the gray connect 3 wire sections together.



8926 Package of 8 Separater Clips and 6 Connecting Springs.
Units are used to create separation points in the catenary and are used at branches above turnouts.

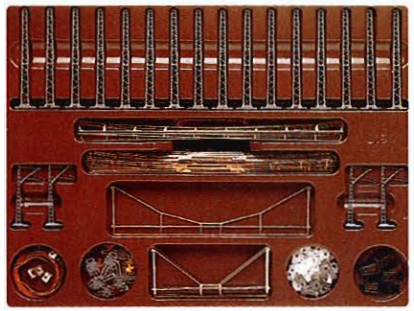


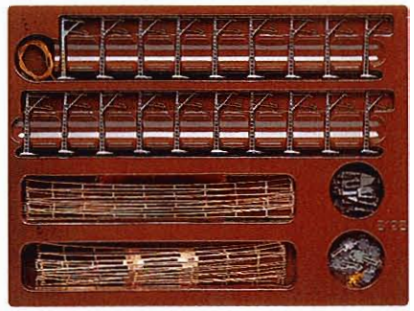
8927 Package of Catenary Terminal Clips.
Contains 2 set screw clips with and 3 without wires. For feeding power to catenary of for holding wire sections together over crossings, for example.



Catenary Sets

8198 S + E Catenary Set.
For SET extension program (pages 300/301). Contains all of the parts for setting up catenary for S + E. Contents: 19 catenary masts, 20 wire sections, 8 separater clips, 6 connecting springs and instructions.

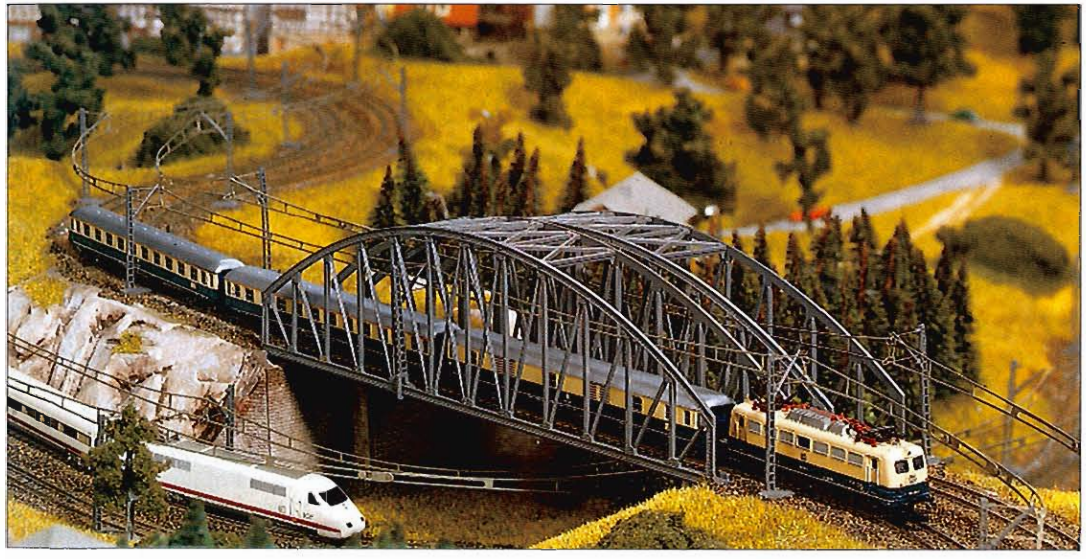




8199 T1 + T2 + T3 Catenary Set.
For SET extension program (pages 300/301). Supplements 8198 for T1 to T3. Contents: 4 catenary masts, 16 tower masts, 30 wire sections, 8 cross spans, 30 catenary insulators, 8 separater clips, 6 connecting springs, 5 catenary terminal clips and instructions.

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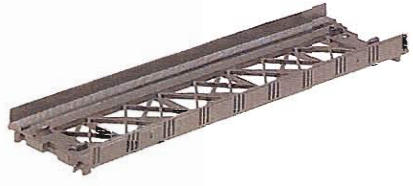
BRIDGES AND RAMPS



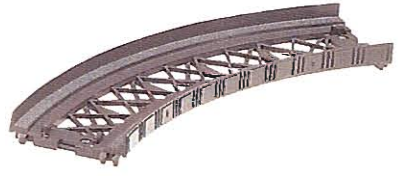
Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the mini-club accessory program offers the right solution for each task.



8975 Arched Bridge.
Length 220 mm (8-13/16").



8976 Straight Ramp.
Length 110 mm (4-3/8").



8977 Curved Ramp.
Radius 145 mm (5-3/4"). Track curve 45°.



8978 Set of Approach Pillars.
Contains 10 pillars. Height 4, 8, 12, 16, 20, 24, 28, 32, 36 and 40 mm (5/32" to 1-5/8").



8979 Set of Bridge Pillars.
Contains 5 pillars. Height 40 mm (1-5/8").

7599 Wood Screws.
200 pieces 1.4 x 10 mm (approx. 1/16" x 3/8"), size 00. For mounting bridge sections on bridge pillars.



RAILROAD CROSSING GATES AND SIGNALS

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8939 Color Light Home Signal.
Light changes from red (Hp0) to green (Hp1). 2 light bulbs. Can be operated by 8945 universal relay or by the 8946 manual signal controller. Height 34.5 mm (1-3/8").



8940 Home Signal with 1 Semaphore.
Light changes from red (Hp0) to green (Hp1). Double solenoid mechanism. Has train control function. Can be activated with the 7072 or 7272 control box or with circuit tracks. Height 45 mm (1-3/4").



8992 Railroad Crossing Gates with Half Gates.
Set consists of 2 solenoid activated gates, each with 2 red warning lights which go on when the gates descend. Dimensions for each base 96 x 37 mm (3-3/4" x 1-1/2").

The following are required for the railroad crossing gates:
- for manual operation: 1 manual signal controller 8946.
- for automatic operation by a passing train: 1 each 8945 universal relay and 2 circuit tracks (8529, 8539 or 8589 according to the layout) per track.

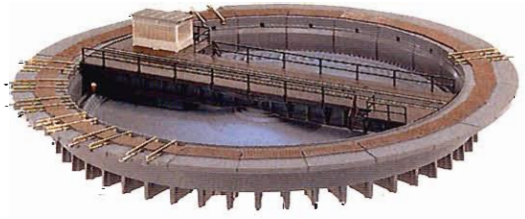
FULL SPEED AHEAD



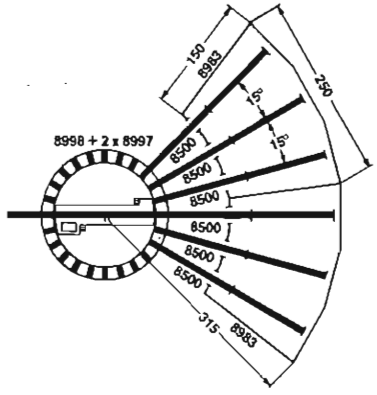
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TURNTABLE

8998 Turntable.
Turntable pit requires sunken installation for flush mount on layout. 8 spoke tracks on outer edge. Can be expanded to 24 spoke tracks with 8997 extension set. Extensive details and prototypical paint work. Turntable operated by remote control using control box included with unit. Electric motor mechanism. Automatic shutoff of power to all tracks not in contact with the deck. External turntable diameter 170 mm (6-11/16"). Deck length 132 mm (5-3/16"). Flush mount installation requiring 145 mm (5-3/4") diameter hole. Can be used with 8983 locomotive shed.



8997 Extension Set for 8998 Turntable.
8 spoke tracks that can be snapped onto turntable edge. The turntable can be expanded to 24 spoke tracks with 2 extension sets.



This illustration shows how 2 of the 8983 locomotive sheds can be set up with the 8998 turntable.

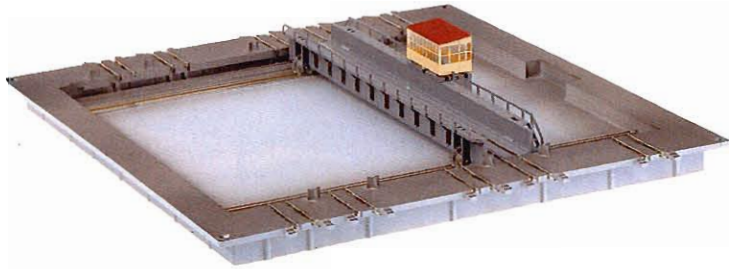
8983 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 3 locomotive stall tracks. 3 special track sections included to automatically stop locomotives. Base dimensions 150 x 250 mm (5-29/32" x 9-7/8"). For use with 8998 turntable.



TRANSFER TABLE

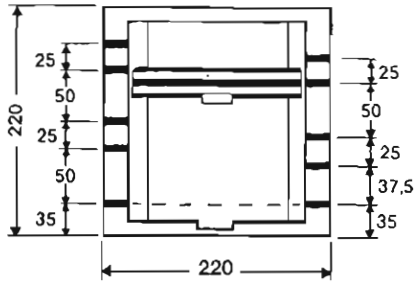
märklin Z

8994 Transfer Table.
2 approach tracks and 8 stall tracks. Transfer table pit requires sunken installation for flush mount on layout. Controller for remote control of deck and locomotives. Electric motor mechanism. Automatic shutoff of power to all tracks not in contact with the deck. Width and length each 220 mm (8-5/8"). Can be used with 8980 locomotive shed.

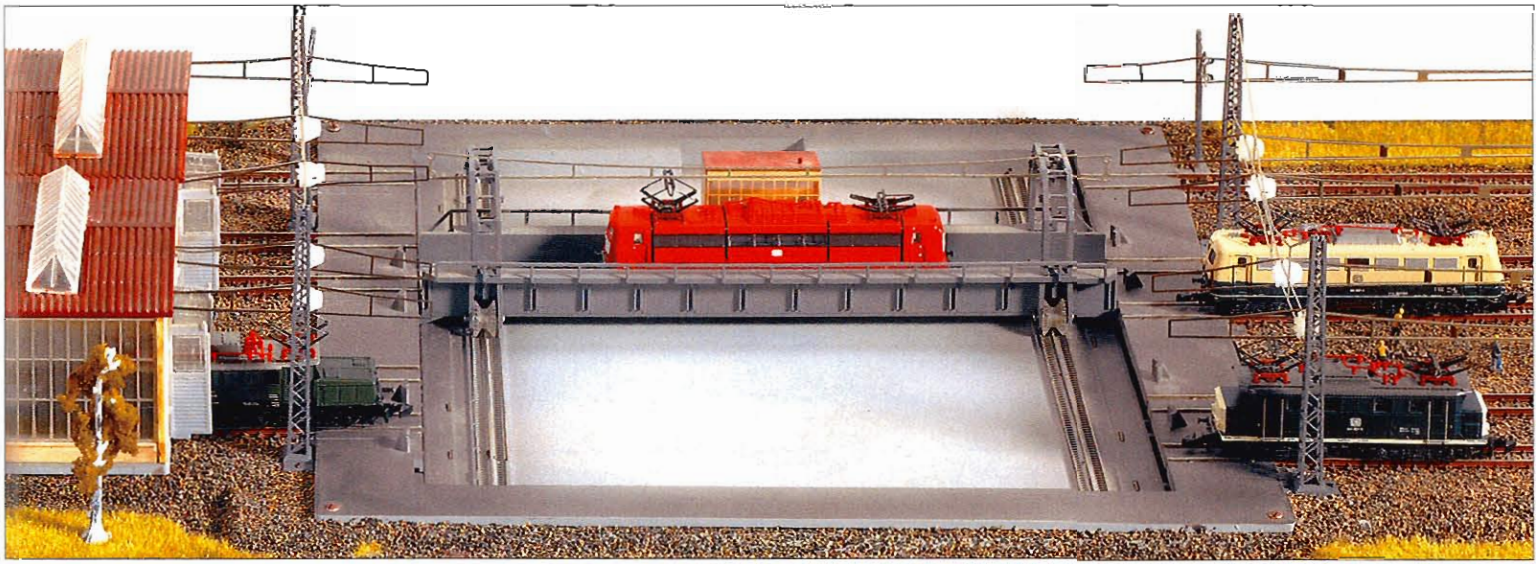




8995 Catenary Set for Transfer Table.
2 catenary gantry masts. 1 no. 8922 wire section with wire soldered to it. 10 short catenary wire sections.



8980 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 2 locomotive stall tracks (center-to-center track spacing 25 mm/1") and catenary. Length 152 mm (6"). Width 74 mm (2-7/8"). Height 51 mm (2"). 2 special track sections included to automatically stop locomotives. For use with 8994 transfer table.



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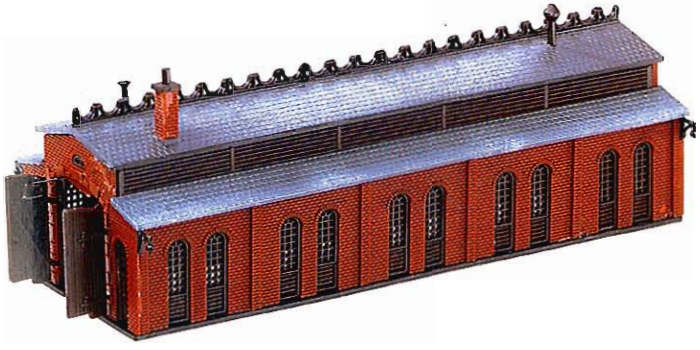
LAYOUT ACCESSORIES



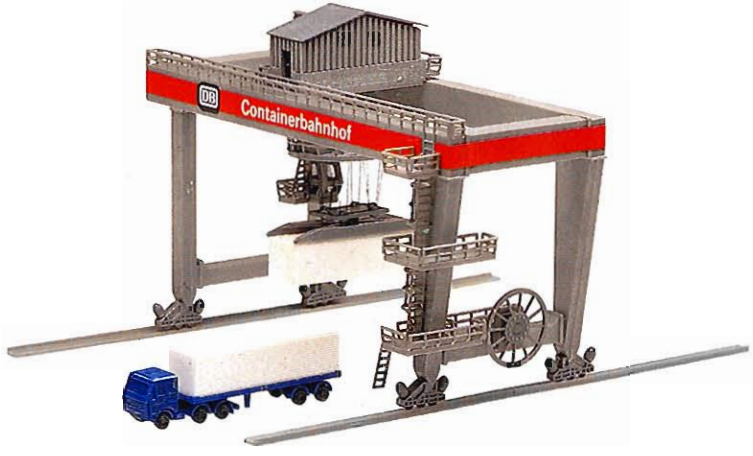
8986 Lineside Detail Set.
Contents: 2 turnout tension levers, 4 grade crossing warning signs, 4 sets of 3 grade crossing approach signs, 1 telephone hut and 1 footbridge.

8982 Coaling Station Kit.
With crane, coal bunker, water tower, sand tower and separate water standpipe. Base dimensions 167 x 45 mm (6-9/16″ x 1-3/4″).





8981 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 1 locomotive stall track. 1 special track section included to automatically stop locomotives. Base dimensions 150 x 50 mm (5-29/32″ x 2″).



8952 Miniature Autos. 4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.



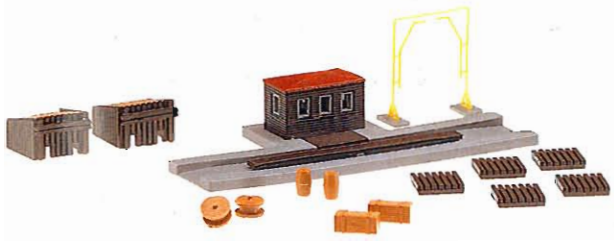
8917 Fire Truck Set.
Contents: 1 fire truck with ladder, 1 crash truck and 1 DB 508 fire truck with fire fighting equipment.



8972 Container Terminal Kit.
Gantry crane with movable crane carriage, containers and truck. Base dimensions 135 x 65 mm (5-5/16″ x 2-9/16″).

8916 Truck Set.
Contents: 1 semi truck tractor with trailer for Silit Company and 1 semi truck tractor with trailer for Villeroy & Boch Company.





8985 Freight Shed Accessory Set.
Contents: loading gauge, track scales with hut (does not work), 2 track bumpers, 5 stacks of cross ties, 2 cable reels, 2 boxes and 2 barrels.

FOCAL



8957 Street Light. Height 46 mm (1-3/4″).
Base 8 x 14 mm (5/16″ x 35/64″).

8958 Station Light. Height 46 mm (1-3/4″).
Base 8 x 14 mm (5/16″ x 35/64″).

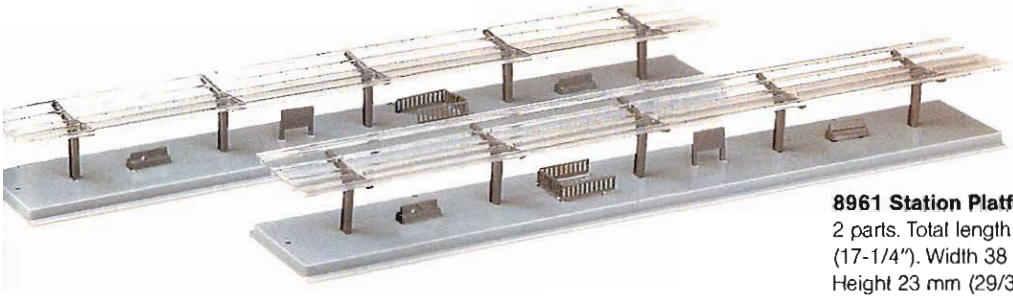
8959 Park Light. Height 25 mm (1″).
Base 8 x 14 mm (5/16″ x 35/64″).



8970 Wintersdorf Station Kit.
Main and annex building with roofed passage-way. Can be used by itself and with 8971 freight shed. Base dimensions 72 x 112 mm (2-7/8″ x 4-3/8″). Height 54 mm (2-1/8″).

8996 Water Tower Kit.
With water standpipe. Base dimensions 52 x 52 mm (2″ x 2-1/2″). Height 75 mm (3″).





8961 Station Platform Kit.
2 parts. Total length 440 mm (17-1/4″). Width 38 mm (1-1/2″). Height 23 mm (29/32″).



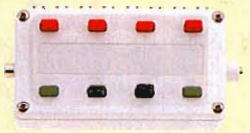
8971 Freight Shed Kit.
Warehouse, loading ramp and tool shed. Can be used by itself and with 8970 station. Base dimensions 53 x 130 mm (2-1/8″ x 5-1/8″). Height 38 mm (1-1/2″).



CONTROL BOXES

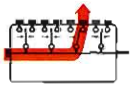
For remote-control operation

NEW ITEM



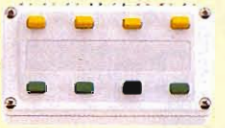
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7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7072 control box.



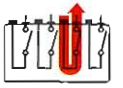
Schematic of 7272
(Button 3 pushed)

NEW ITEM



N

7273 Control Box.
For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7211 control box.



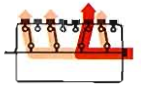
Schematic of 7273
(Button 3 pushed)

NEW ITEM



N

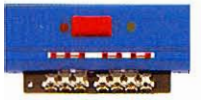
7274 Control Box.
For dividing or switching a track or accessory circuits into 4 different circuits. For example, 4 accessory circuits for building illumination can be turned on or switched over. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7210 control box.



Schematic of 7274



8945 Universal Relay.
With two single-pole switches and one double-throw switch for various circuits. Unit can perform a wide variety of tasks automatically (up to 3 functions simultaneously). Operating current 10 volts. Double solenoid mechanism. Can be activated with circuit tracks, the 7072, the 7272 control box or with the hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").



8946 Manual Signal Controller.
With two single-pole switches and one double-throw switch for controlling the light changeover on the 8939 signal and track current, for example. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").



8947 Double-Pole Reverse Switch.
(Polarity switch). Operating current 10 volts. Double solenoid mechanism. Can be activated with circuit tracks, the 7072, the 7272 control box or with the hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").

8950 Light Socket for Buildings.

8953 Light Insert.
Has 10 volt light bulb. For use with 8950 light socket, 8939 and 8940 signal, 8992 railroad crossing gate, in all lighted locomotives and ICE intermediate car.

26906 Light Bulb.
For 8871 ICE power car.

60210 Light Bulb.
For 8851 and 8896 (rear) locomotives and 8957, 8958 and 8959 lamps.

8987 Pair of Brushes.
For locomotives 8803, 8805, 8864, 8895 and 8897.

8988 Pair of Brushes.
For locomotives 8802, 8826, 8829, 8831, 8854 and 8867.

8989 Pair of Brushes.
For locomotives 8806, 8809, 8810, 8812, 8813, 8820, 8822, 8827, 8833, 8835, 8836, 8837, 8838, 8841, 8847, 8848, 8851, 8855, 8856, 8860, 8871, 8873, 8878, 8879, 8881, 8882, 8883, 8884, 8885, 8886, 8889, 8892, 8896 and 8899.



8955 Scheren Pantograph.
With mounting screw. For locomotives 8812, 8813, 8822, 8826, 8829, 8838, 8841, 8851, 8854 and 8856.



8956 Single-Arm Pantograph.
With mounting screw. For locomotives 8835, 8837, 8847, 8848, 8855, 8867 and 8871.

8974 Rerailer.
Facilitates placing locomotives and cars on the track.

7149 Oiler with Narrow Applicator Opening.
Contains 10 ml (0.0338 oz.) special oil for lubricating locomotives and cars.

POWER PACKS



6701 230 volts
mini-club Electronic 08 Power Pack.
The diode circuit enables a fine, interruption-free adjustment of the half wave, mixed wave and full wave current. This results in an extremely gradual acceleration, consistent slow speed operation and a powerful increase in speed up to maximum speed. Single knob operation for setting track current (direct current) from 0 to 8 volts and for determining the direction of travel by turning the speed control knob from the center position. Up to 8 VA available power in the track circuit, 8 VA at 10 volts (alternating current) in the accessory circuit. Brown plastic housing. Dimensions 85 x 117 x 70 mm (3-3/8" x 4-5/8" x 2-3/4").



6720 100 volts Japan.
6727 110 volts USA. UL/CSA tested.
6729 240 volts.
mini-club Power Pack.
12 VA available power. Track current (direct current) adjustable from about 2 volts to 8 volts. Polarity switch for setting the direction of travel. Accessory circuit 10 volts (alternating current). Blue plastic housing. Dimensions 125 x 135 x 75 mm (4-15/16" x 5-5/16" x 3").

Spare Parts

Wire

The copper conductor in this wire consists of 24 separate strands each 0.10 mm (0.0004") in diameter with a total cross section of 0.19 sq. mm (0.008 sq. in.). This cross section of wire will withstand a short circuit.

After the track has been laid, it's time for wiring. This is no problem with the Märklin wiring system.

Operating Trains

The adjustable track voltage (DC) is carried to the track with the red (power to the track) and brown (ground return) wires.

Accessories

The accessory circuit (AC) is completed with the yellow wire to the user and with the gray wire (ground return) back to the power pack.

Solenoid Accessories

The blue wries on the solenoid accessory always go to a contact generator, either to the 7072 or 7272 control box or to an 8529, 8539 or 8589 circuit track. The gray wire goes from the control box to the power pack.

Wire

7100 Wire. Single conductor. Gray. 10 m (33')
7101 Wire. Single conductor. Blue. 10 m (33')
7102 Wire. Single conductor. Brown. 10 m (33')
7103 Wire. Single conductor. Yellow. 10 m (33')
7105 Wire. Single conductor. Red. 10 m (33')



Sockets. Bag with 10 pieces.
7111 Sockets. Brown.
7112 Sockets. Yellow.
7113 Sockets. Green.
7114 Sockets. Orange.
7115 Sockets. Red.
7117 Sockets. Gray.



Plugs with Side Socket.
Bag with 10 pieces.
7131 Plugs. Brown.
7132 Plugs. Yellow.
7133 Plugs. Green.
7134 Plugs. Orange.
7135 Plugs. Red.
7137 Plugs. Gray.



7000 Staples.
Bag of 50 pieces. For mounting wire on wood base boards.



7209 Distribution Strip.
Has 11 elecrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 1-1/16").

mini-club
THE SMALLEST
...that excites people

The enjoyment grows with the size of the gauge

Märklin has redefined the hobby of model railroading in 1 Gauge. For the sheer enjoyment of playing there is Maxi, the metal railroad system for all sorts of experiences. And for the demanding model railroader there is Märklin's standard 1 Gauge program. Here are two programs that are technically compatible with each other and that complement each other ideally in a philosophic sense:

With Maxi we are continuing the Märklin tradition of high-quality toys made of sheet metal. The latest methods for processing metal from automobile body building make Maxi locomotives and cars almost indestructible, even when playing outdoors. The standard 1 Gauge program is fascinating because of its precise detailing and high-quality propulsion technology. This gives the models excellent operating characteristics and high collector values.

The fascinating thing about the idea: both railroad systems are built to the scale for 1 Gauge, run on the same weather-proof, sturdy track, have identical couplers and compatible propulsion technology. Maxi is the railroad for the beginner, for your backyard, for the family. Märklin 1 is the railroad with the big prototypical accuracy and superior operating characteristics.

Model Size 1
Gauge 45 mm (1-3/4")
Scale 1:32





Playing like it used to be. With the technology of today.

Maxi is a railroad for people in search of the experience, and it's the railroad you can really play with. Ideal in size, easy to set up and take down, with a sturdy, weather-resistant track system for indoors and outdoors, with the latest model railroad technology for all sorts of action.

Maxi is a play experience right from the start. Unpack, set it up, ready to go – and the world around you becomes a fantasy land. Because Maxi does not need a table or a board; with a scale of 1:32 Maxi is just the right size. Big enough to play with on any flat surface, on the floor, the carpet or the patio. Small enough to create a world rich in experiences, even in a child's playroom. The technology is appropriately sturdy: Maxi locomotives and cars are made entirely of metal, the wheels are diecast metal, the bodies are made of strong, precisely formed sheet metal given a high quality paint finish. The heavy weight improves pulling power and operating characteristics, and the metal rattling of the wheels over the rails creates a real railroad atmosphere.

Of course, Maxi has the European Community label for toys.





Headlights just like the real railroad.



Thick sheet metal, precisely formed and given a high-quality finish.



Wheels made of nickel-plated diecast metal.



Sturdy couplers for Maxi and for the standard 1 Gauge.



Built-in smoke generator for the right live steam atmosphere.



Built-in receiver component for DELTA multi-train operation and the Digital system.

Playing right from the start.

This starter set contains all of the necessary parts to get started in the world of the big Märklin 1. The passenger car and the freight car have a lot of play value. The instruction book included with the set contains many tips for expanding and setting up the track layout.



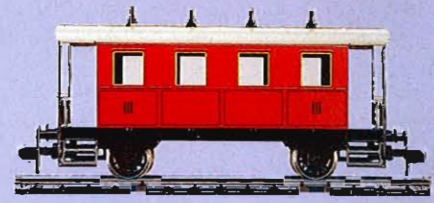


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0333 Model Railroading Enjoyment in the House and in Your Yard – The Maxi Railroad for the Experience.
Introduction to the Maxi metal toy railroad. The many ways to use Maxi indoors and outdoors are presented. The explanations in the text are supplemented by many pictures. The many tricks and hints presented also represent a wealth of information for the operator of standard 1 Gauge. Contents 160 pages. Format 21 x 29.7 cm (8-1/4" x 11-11/16"). German text only.

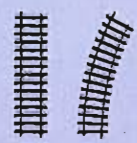


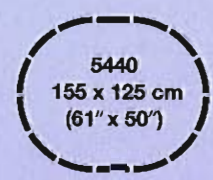




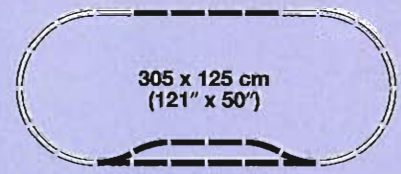
5440 230 volts
5441 110 volts
"Maxi" Starter Set.
Contents: 1 Swabian tank locomotive, 1 passenger car 3rd class, 1 low side car, 12 each 5922 curved track, 2 each 5903 straight track, 1 each 32 VA transformer (30 VA in 5441), 1 locomotive engineer, 1 fireman figure, 1 each 5654 feeder clip set. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronics for operation with AC power or Märklin DELTA. Electronic circuit plate included in the set for operating the locomotive with DC power. Locomotive has headlight at the front.



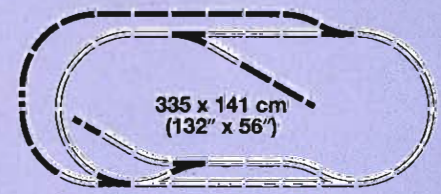




Expansion possibilities with the 5440/5441 Maxi starter set



Expand with
10 x 5903 straight tracks
2 x 5922 curved tracks
1 x 5965 left turnout
1 x 5966 right turnout

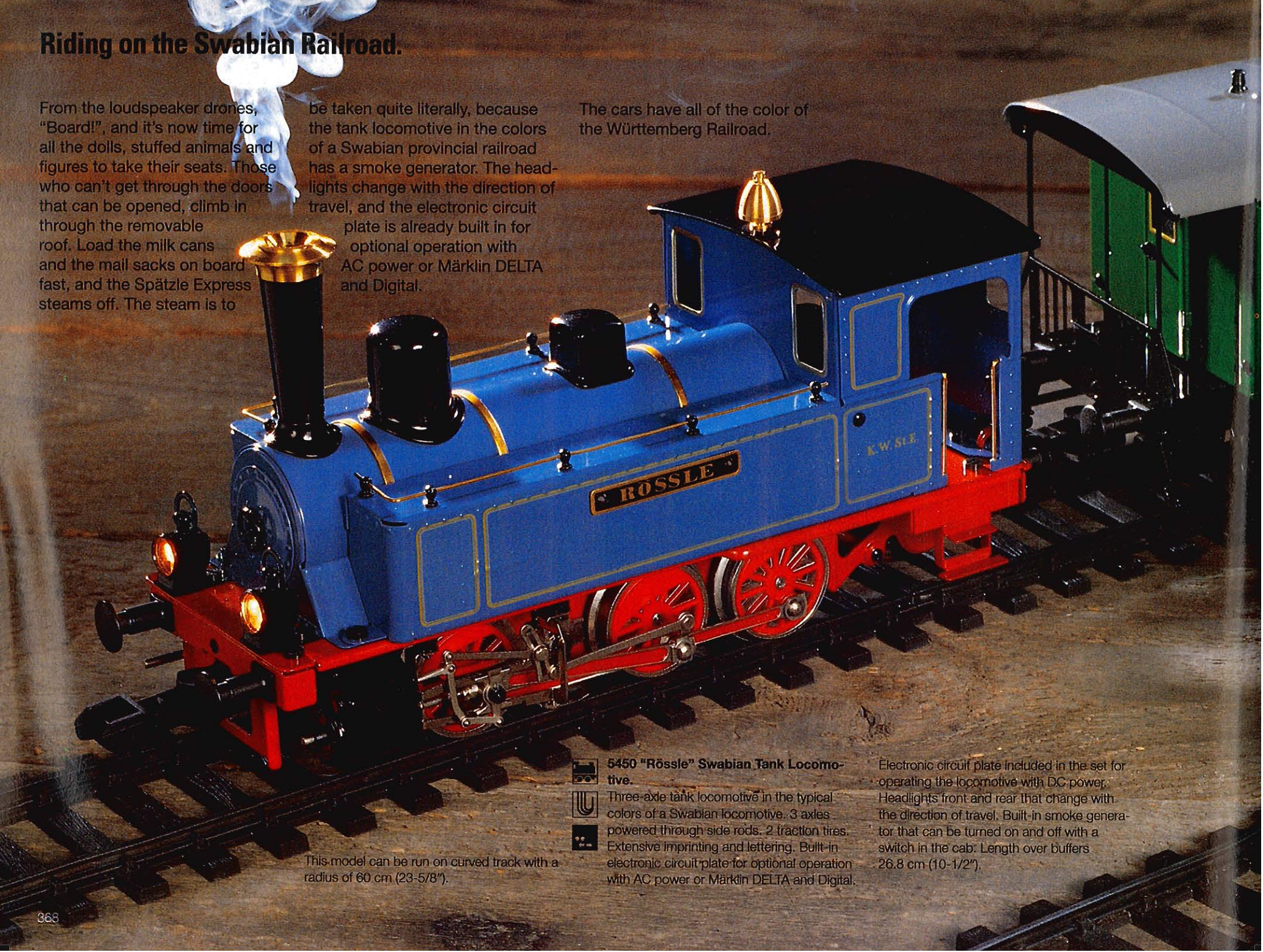


Expand with
7 x 5903 straight tracks
2 x 5904 straight tracks
1 x 5917 straight track
6 x 5922 curved tracks
1 x 5965 left turnout
3 x 5966 right turnouts
2 x 5602 track bumpers

Riding on the Swabian Railroad.

From the loudspeaker drones, "Board!", and it's now time for all the dolls, stuffed animals and figures to take their seats. Those who can't get through the doors that can be opened, climb in through the removable roof. Load the milk cans and the mail sacks on board fast, and the Spätzle Express steams off. The steam is to be taken quite literally, because the tank locomotive in the colors of a Swabian provincial railroad has a smoke generator. The headlights change with the direction of travel, and the electronic circuit plate is already built in for optional operation with AC power or Märklin DELTA and Digital.

The cars have all of the color of the Württemberg Railroad.



This model can be run on curved track with a radius of 60 cm (23-5/8″).

5450 "Rössle" Swabian Tank Locomotive.
Three-axle tank locomotive in the typical colors of a Swabian locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital.

Electronic circuit plate included in the set for operating the locomotive with DC power. Headlights front and rear that change with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 26.8 cm (10-1/2″).

5485 Baggage Car.
Two-axle Württemberg Railroad baggage car. Sliding doors on the sides and doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").



5481 Low Side Car.
Royal Württemberg State Railways (K.W.St.E.) two-axle low side car. Side walls on the sides of the car are removable. Length over buffers 27.5 cm (10-13/16").



5482 Gondola.
Two-axle car lettered for a Swabian fuel dealer. Doors in the side walls that can be opened. Length over buffers 27.5 cm (10-13/16").



5483 Boxcar.
Two-axle boxcar lettered for VIVIL A. Müller & Co., Offenburg, Germany. Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16").

5470 Swabian Passenger Car.
Württemberg Railroad two-axle passenger car. 2nd class. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").

MAXI

Bavarian Delicacies.

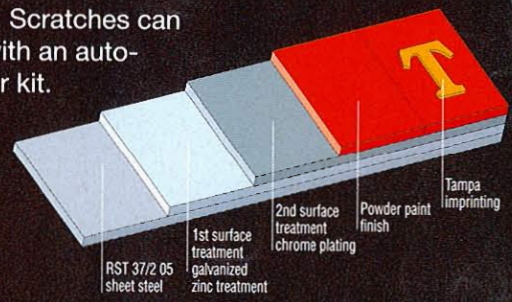
How wonderful it was, the good old days, when there were still kings and the railroad was so colorful. Especially in Bavaria, where the railroad achieved its greatest tradition and variety in the German lands. The Maxi models reflect this too:

The locomotive in the typical colors of the provincial railroad period, with smoke generator, three-axle tender, two headlight lanterns front and rear, which are on according to the direction of travel. The electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital is already built in. A circuit plate for operation with DC power is included.

To go with it, Bavarian cars with doors that open, roof or side walls that are removable. The wheels are also entirely of metal.

Robust quality and lasting value from painstaking manufacturing.

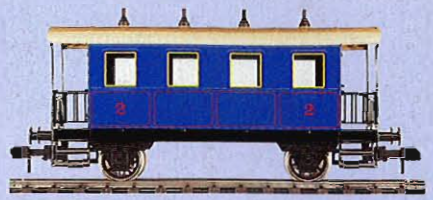
The painstaking finish can be compared to modern automotive car body building. Scratches can be fixed quickly with an automotive paint repair kit.



This model can be run on curved track with a radius of 60 cm (23-5/8″).

märklin

5452 "Aloisius" Bavarian Locomotive with Tender.
Three-axle steam locomotive with tender in the typical colors of a Bavarian locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included in the set for operating the locomotive with DC power. Headlights front and rear that change with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 46.0 cm (18-7/8").



5471 Bavarian Passenger Car.
Bavarian Railroad two-axle passenger car. 2nd class. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").



5480 Low Side Car.
Two-axle low side car lettered for a Bavarian wood products company. Side walls on the sides of the car are removable. Length over buffers 27.5 cm (10-13/16").



5484 Boxcar.
Two-axle boxcar lettered for "Maxi". Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16").

MAXI

Like it was in the Wild West.

The striking smokestack comes puffing into view, the cow catcher slowly slides directly up to the observer – high point of many a Western, because the railroad played a leading role in spanning the North American continent.

The Maxi models of the Central Pacific express this railroad romanticism perfectly, supported by an equally perfect technology with a smoke generator, large lighted lanterns front and rear as well as a four-axle tender.

Also typical are the long, four-axle passenger and freight cars with doors or sliding doors that can be opened. Naturally the end of a real Western train is not missing: the caboose – with fine railings on the ends, doors that can be opened and the characteristic cupola.

A locomotive named Jimmy. Or Aunt Hilda.

A big feature of Maxi is the personal locomotive nameplate: whether as a gift, souvenir or for fun – for a small fee we can provide two locomotive nameplates (can be attached with screws) with a personalized name of your choice for your Maxi locomotive.



5492 Boxcar.
Four-axle boxcar with American lettering.
2 trucks. Sliding doors that can be opened.
Length 36.0 cm (16-3/8″).

5454 "General Grant" Central Pacific Locomotive.
Four-axle steam locomotive with tender in the colors of the Central Pacific Railroad. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included in the set for operating the locomotive with DC power. Headlights front and rear that change with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 49.0 cm (19-1/4").

This model can be run on curved track with a radius of 60 cm (23-5/8").





5473 American Passenger Car.
Central Pacific Railroad four-axle passenger car. 2 trucks. Doors at the ends that can be opened. Removable roof. Length 41.0 cm (16-3/8").



5487 Boxcar.
Four-axle boxcar with American lettering. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (16-3/8").



5488 Caboose.
Central Pacific Railroad four-axle caboose. 2 trucks. Doors at the ends that can be opened. Length 25.0 cm (9-27/32").

MAXI

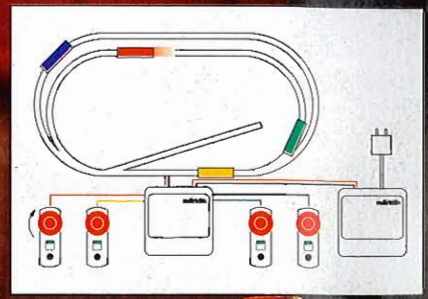
Fun for family and friends: Everyone controls his own train.

Typically Märklin: With the DELTA multi-train system you can simultaneously control four locomotives independently of each other. Please take note: with only one track circuit and without extensive wiring. The necessary receivers are already built into the Maxi locomotives. All that you need is a DELTA Station which you connect to as many as 4 hand controllers.

Then Grandma toddles along with "Aloisius" through the neighborhood, Nicole flees with "Henriette" from Klaus's "Sitting Bull", while Dad quietly switches cars with his little "Max". Fun and excitement. In the interest of reliability we must mention one more time the sturdy characteristics of the heavy sheet metal construction ...



Maxi locomotives are compatible with the Märklin Digital system (Motorola format); they can be called up and controlled with the 6021 digital Control Unit without the need for conversion work.



DELTA multi-train system: With a hand controller each of the four locomotives can be addressed one after the other, or with 4 hand controllers 4 different locomotives can be simultaneously controlled independently of each other.

All sorts of freedom for operating trains and for playing with them.

Whether you run the express route to the refrigerator in comfort from the rocking chair or get right down where the action is to control switching maneuvers in the yard, whether you're the dispatcher or the engineer, whether you're alone or with the entire family – the DELTA multi-train system guarantees all sorts of freedom. Up to four hand controllers can be connected to a DELTA station. And each hand controller can control any of the four locomotive addresses.

The receiver components in the Maxi locomotives are compatible with the Märklin Digital system (Motorola format).



The Maxi toy train railroad is controlled with the Märklin 6647 transformer (in North America 6627).

6645 100 volts Japan. 32 VA.
6647 230 volts. 32 VA.
Transformer 32 VA.
Track current adjustable between 4 and 16 volts. Accessory power 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4″ x 5-1/2″ x 3-1/8″).

DELTA

On pages 62/63 you will find three other items for the Maxi toy railroad:
1511 "1 Gauge Freight Car" Theme Set
5629 "Bridge" Gift Set
5640 Figures Set

DELTA
6607 DELTA station.
Newly developed DELTA electronic unit for individual control of locomotives with built-in DELTA modules. The output of this DELTA station is designed for the new Maxi locomotives. When connected to a transformer (6001/6002) a maximum power of approximately 45 VA (approx. 35 VA with the 6001) is available. Up to 4 DELTA mobil (6608) hand controllers can be connected to this unit. 1 DELTA mobil is included with this unit. The DELTA station can control 4 different locomotives individually. These 4 locomotive addresses can be addressed from any hand controller connected to the station. The DELTA station can also be used outdoors to control Maxi locomotives. Dimensions 135 x 120 x 80 mm (5-1/2″ x 5-1/2″ x 3-1/8″).



DELTA
6608 DELTA mobil.
Hand controller for use with the DELTA station (6607). The 4 different addresses for the DELTA station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. Emergency stop button with LED indicator. Dimensions 130 x 50 x 37 mm (5-1/8″ x 2-11/64″ x 1-3/8″).

Tip: The DELTA Pilot (6605) **cannot** be used with the DELTA station (6607). The DELTA mobil hand controller (6608) is **not** suitable for use with the DELTA Control (6604).



The Maxi toy railroad can be expanded with the entire track system and accessory program for the standard Märklin 1 (see pages 398–407).

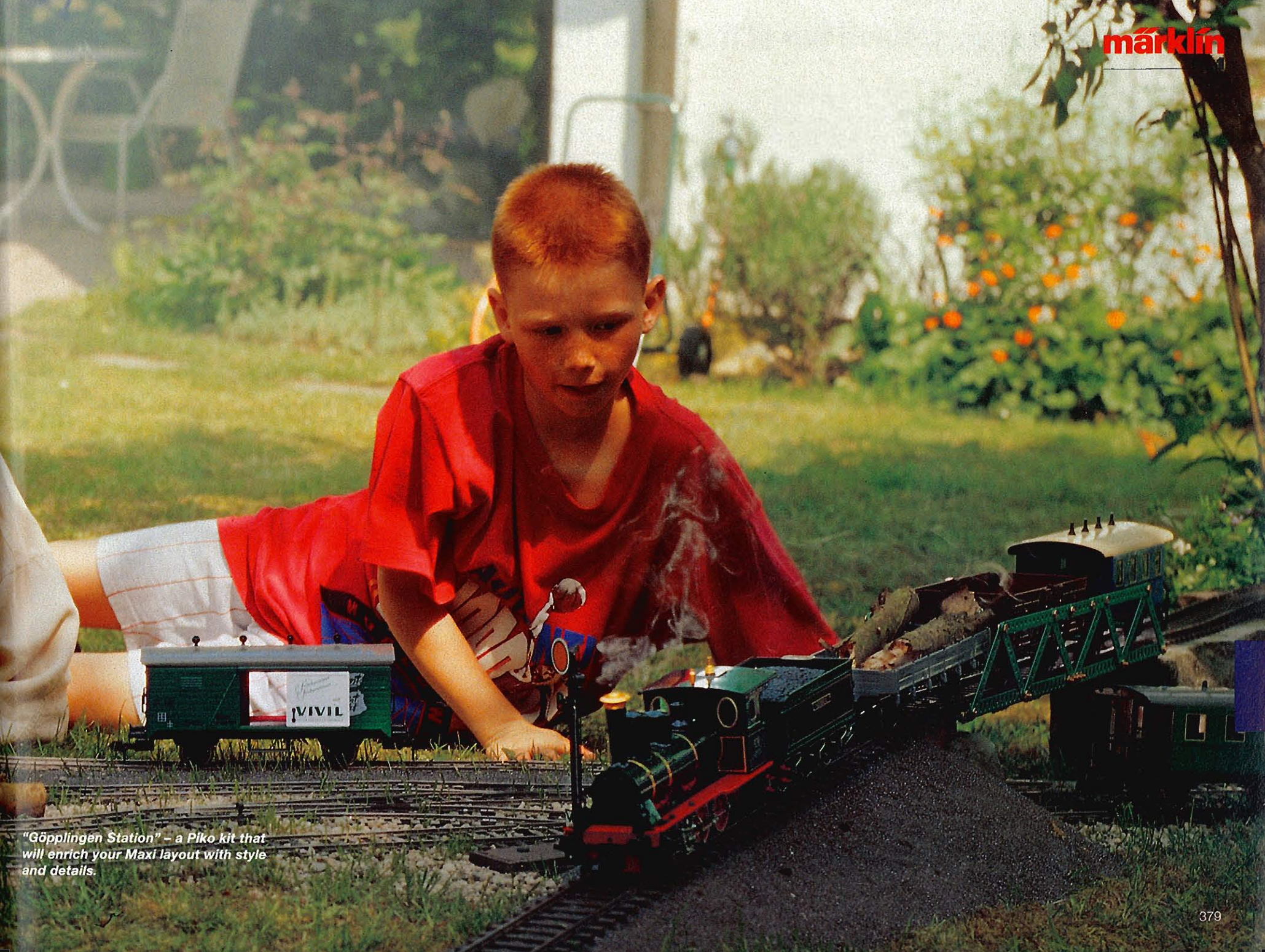
MAXI

The right railroad also operates outdoors.

With Maxi you can also go outdoors the entire year. The terrace, patio and garden will be a new meeting point for the family – fresh air, nature and the railroad.

Outdoor layouts, regardless of whether they are stationary or temporary, have their own special appeal – and their special rules. For example, regular care, because only clean, dry track and wheels guarantee trouble-free operation. The maintenance you do on valuable Maxi locomotives and cars can be as much fun as running them. And, don't forget and leave them outdoors in the rain or over night.





"Göpplingen Station" – a Piko kit that will enrich your Maxi layout with style and details.

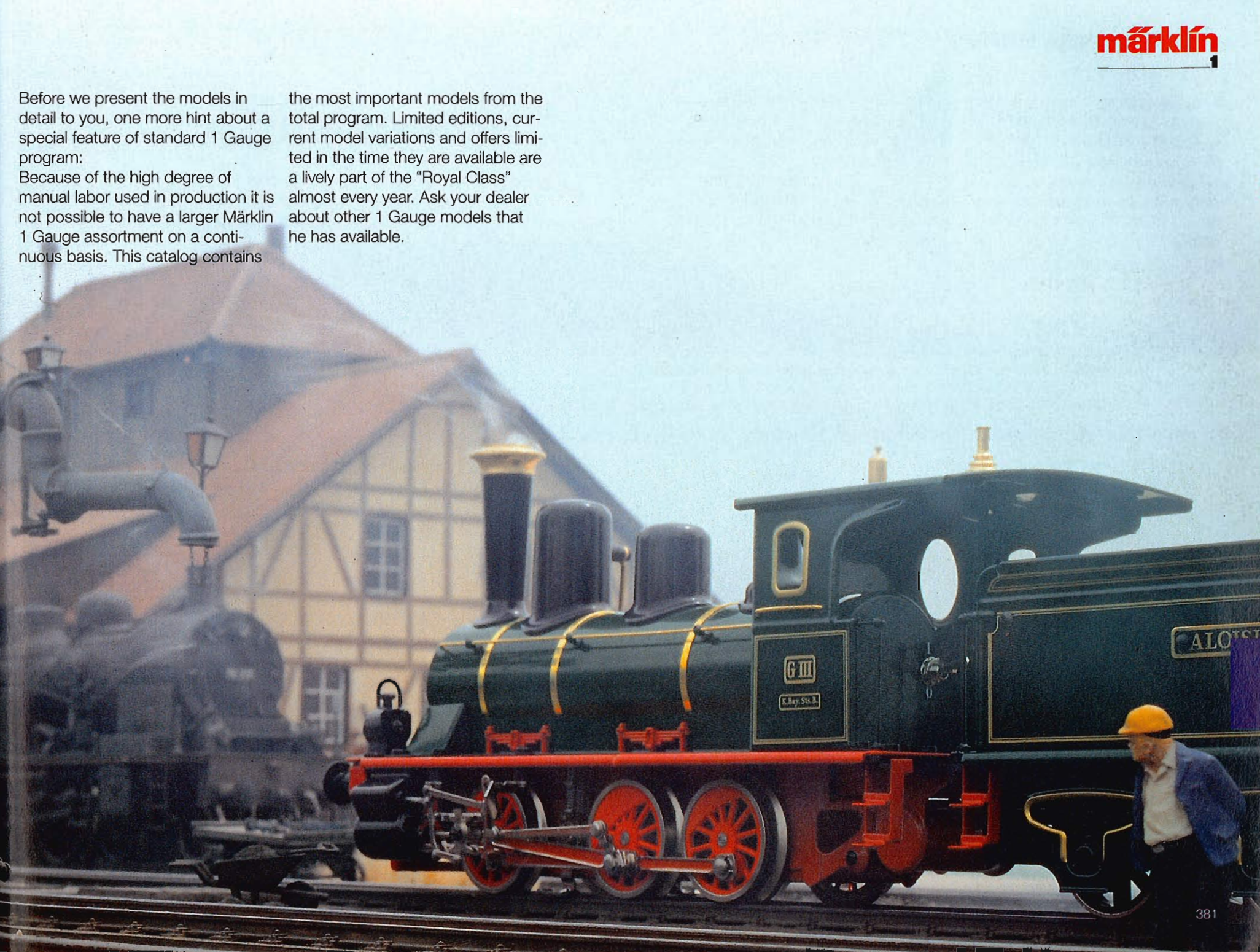
Now it gets serious. Have fun at the same time.

Dear 1 Gauge enthusiasts. On these pages Maxi, the toy railroad with the big technology, and standard 1 Gauge, the model railroad with perfect detailing, cross each other – on the same track. "To each his own", said Cicero, and that's exactly how it is.

This also holds true for the "philosophical question" in model railroading, namely running or display? The fact that about a third of our standard 1 Gauge customers keep their Märklin models on display speaks for the visual qualities of our locomotives and cars. And if two thirds actually run their trains, it has more to do with than just an enviable amount of space, it underscores the functional features of 1 Gauge technology. Running and display – this is typical for our 1 Gauge.



Before we present the models in detail to you, one more hint about a special feature of standard 1 Gauge program:
Because of the high degree of manual labor used in production it is not possible to have a larger Märklin 1 Gauge assortment on a continuous basis. This catalog contains the most important models from the total program. Limited editions, current model variations and offers limited in the time they are available are a lively part of the "Royal Class" almost every year. Ask your dealer about other 1 Gauge models that he has available.

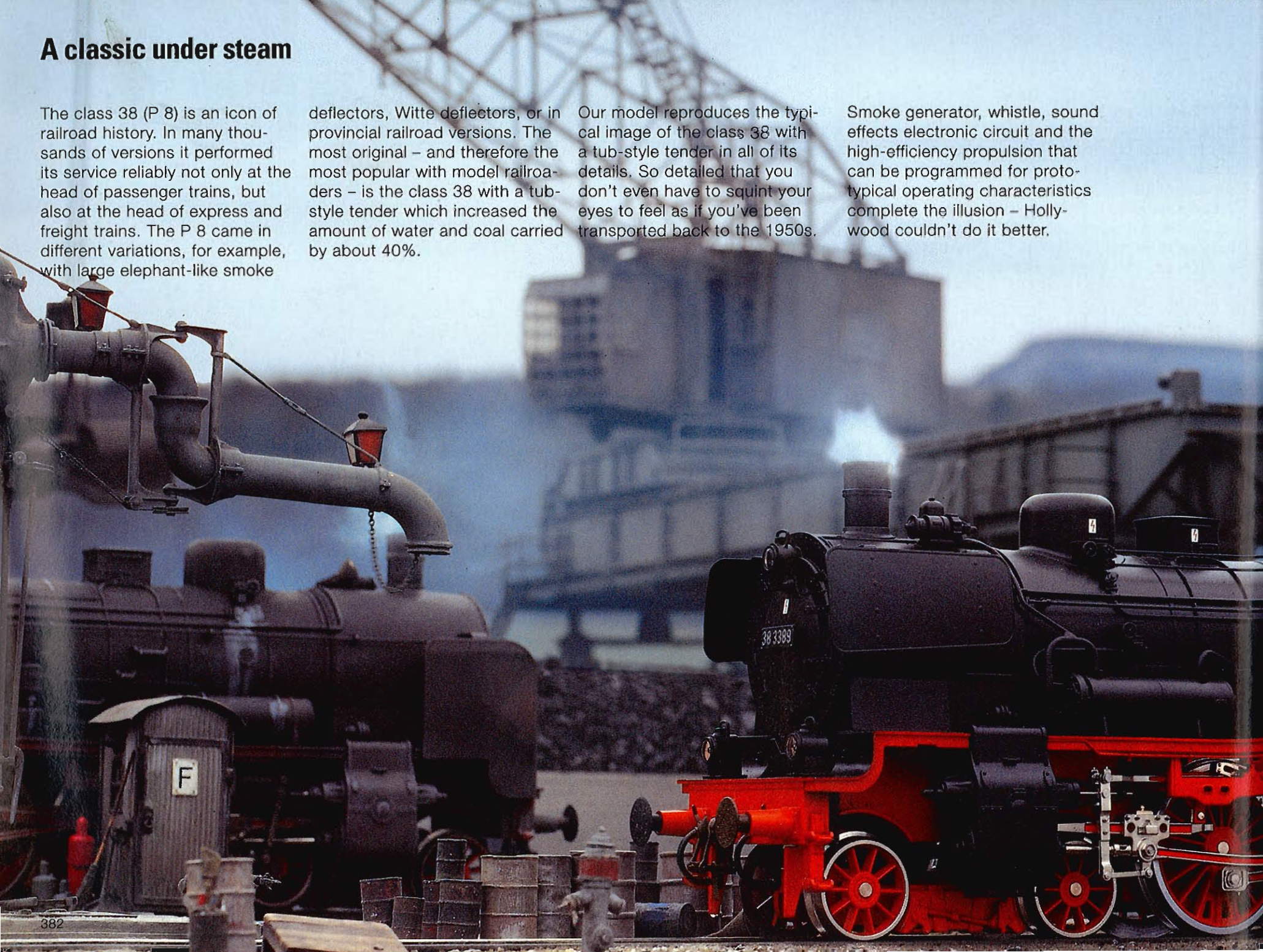


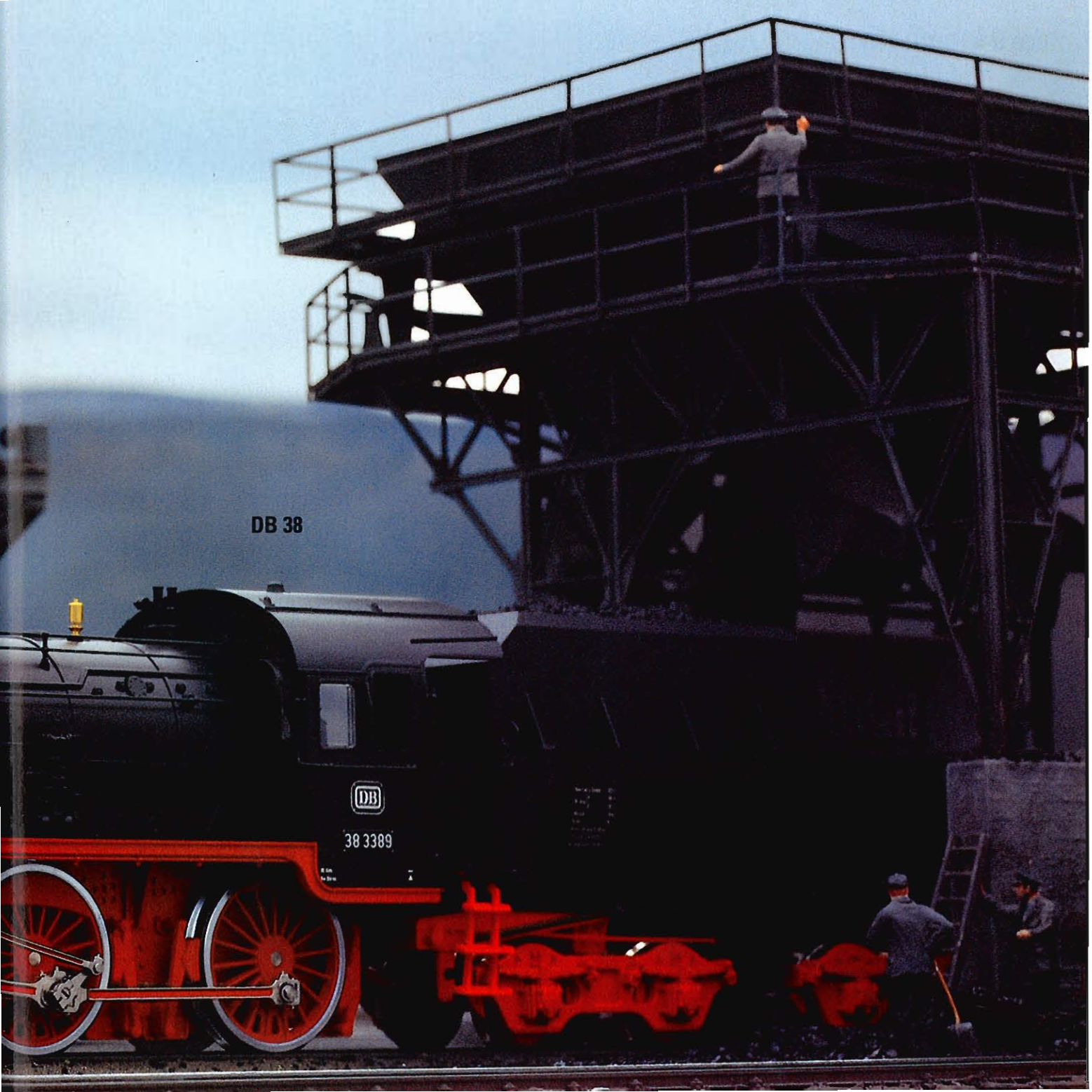
A classic under steam

The class 38 (P 8) is an icon of railroad history. In many thousands of versions it performed its service reliably not only at the head of passenger trains, but also at the head of express and freight trains. The P 8 came in different variations, for example, with large elephant-like smoke deflectors, Witte deflectors, or in provincial railroad versions. The most original – and therefore the most popular with model railroaders – is the class 38 with a tub-style tender which increased the amount of water and coal carried by about 40%.

Our model reproduces the typical image of the class 38 with a tub-style tender in all of its details. So detailed that you don't even have to squint your eyes to feel as if you've been transported back to the 1950s.

Smoke generator, whistle, sound effects electronic circuit and the high-efficiency propulsion that can be programmed for prototypical operating characteristics complete the illusion – Hollywood couldn't do it better.





5597 Passenger Locomotive with Tub-Style Tender.

German Federal Railroad (DB) class 38. 3 axles powered via side rods. Built-in electronic circuit for operation with AC power, DC power or Märklin Digital (Motorola format). Adjustable maximum speed. Adjustable acceleration rate and braking delay (braking delay effective only in digital operation). Built-in load compensation for ascending and descending grades (only partially effective with AC or DC operation). Headlights can also be turned off in digital operation. Built-in smoke generator (can be turned off in digital operation). The electronic circuit built into the tender produces realistic steam sounds. A whistle sound can be activated at any spot on a layout with 2 track magnets included with the unit. The whistle sound can also be activated in digital operation from a locomotive controller. Detailed cab with movable doors. The locomotive is delivered with automatic Märklin 1 claw couplers that can be replaced with the prototype reproduction couplers and brake hoses included with this locomotive. Figures of locomotive engineer and fireman included. Length over buffers 64.0 cm (25-3/16").

This model will not operate on curves with a radius less than 1 meter (39").



What is meant here by standard locomotive?

For anyone who has ever heard its 2,500 HP roar or has seen it thunder by with a heavy freight train the class 218 is more than a standard locomotive for the modern railroad. The 12 cylinder motor makes the display of power, preferably quiet and unnoticeable for the electrical traction, into a spectacular scene that pulls more than just the hard-boiled railroad fan into its orbit. Thanks to it long history – the first V 160 of the pilot series was in operation as early as 1960 – and different design variations, it is quite suitable for making up passenger and freight trains in the eras from the 1960s to the present.

Our model of the class 218 is in no way inferior to its prototype. Massive and dynamic in its proportions as well as meticulous in detail, it reproduces the best of railroading in the present.





DB 218

Since 1963 the German Federal Railroad has purchased different versions of the V 160. Based on the experience acquired with this locomotive class, the more powerful versions of the class 218 were designed at the end of the 1960s. In 1971 series production of this more powerful locomotive was started. At about 1,840 kilowatts (2,500 horsepower) it is approximately 30% more powerful than its predecessors. The maximum allowable speed for this unit is 140 km/h (88 mph.), up to 20 km/h (13 mph.) more than the maximum speed of the predecessor units. The class 218 is still the standard locomotive on non-electrified routes of the German Federal Railroad.

5571 Diesel Locomotive.
German Federal Railroad (DB) class 218. 1 motor powers all 4 axles. Built-in electronic circuit plate for optional operation with AC, DC power or Märklin Digital. Adjustable maximum speed. Adjustable acceleration rate and braking delay (braking delay effective only in digital operation). Built-in load compensation for ascending and descending grades (only partially effective with AC or DC operation). Headlights can also be turned off in digital operation. Automatic Märklin 1 claw couplers at both ends, interchangeable with reproduction prototype couplers included with unit. Ready for installation of a diesel sound effects circuit plate. Length over buffers 51.5 cm (20-1/4").

This model can be operated on track with a minimum radius of 1 meter (39 inches).

85571 Diesel Locomotive.
Same as 5571, but with different road number and without exhaust shields on the roof. This model is lightly weathered.

The 85571 locomotive is sold out at the factory. Your dealer has already placed orders for this unit.

Railroad history experienced.

In the summer your thighs would stick to the red plastic seat upholstery, if you were wearing shorts. But the seats were at least upholstered – and now you could walk through the entire train. What an improvement compared to the old compartment cars with their wooden benches, the loud rattling and the clattering ash tray covers.



The perfect detailing of our passenger car models awakens memories: the cozy romanticism of travel on the winding branchline railroads, the Sunday excursions to the lake or the daily commute to work.

With freight cars the range extends from oldtimers from the provincial railroad period to modern flatcars of the present. There are also freight loads and working details such as sliding doors or removable stakes. This enables you to change loading scenes or develop switching and train operations.



Freight Cars

German Federal Railroad (DB)

5434 Baggage Car.
The Württemberg Pwi Wü 09/13 is the prototype. Sliding doors on the sides and doors on the ends that can be opened Partition walls in the car interior. Length over buffers 31.5 cm (12-3/8″).

Royal Prussian State Railways

5838 Gondola.
Omk. With separately applied brakeman's cab, older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).



Grand Ducal Mecklenburg Friedrich-Franz Railroad

5837 Insulated Boxcar.
With brakeman's cab. Detailed car roof with vents. Sliding doors that can be opened. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 30.0 cm (11-13/16").

The prototype came from design A 2 (G 10) of the State Railroads Car Association, but was given double insulation. Three Grove vents on the roof provided air circulation.

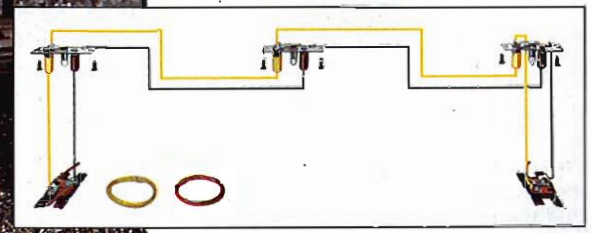


Royal Württemberg State Railways (K.W.St.E.)



5831 Beer Car.
"Schwabenbräu" car privately owned by Robert Leicht Brewery, Inc., Stuttgart, Germany. Used on the Royal Württemberg State Railways. With brakeman's cab. With older design buffers and spoked wheels. Extensive, prototypical imprinting and lettering. Numerous, separately applied details. Detailed frame. Length over buffers 30.0 cm (11-13/16").

5605 Interior Lighting Kit.
For all earlier three-axle passenger cars (compartment or rebuild cars). Consists of 2 wheel pickups and 3 lighting inserts with wire and plugs.

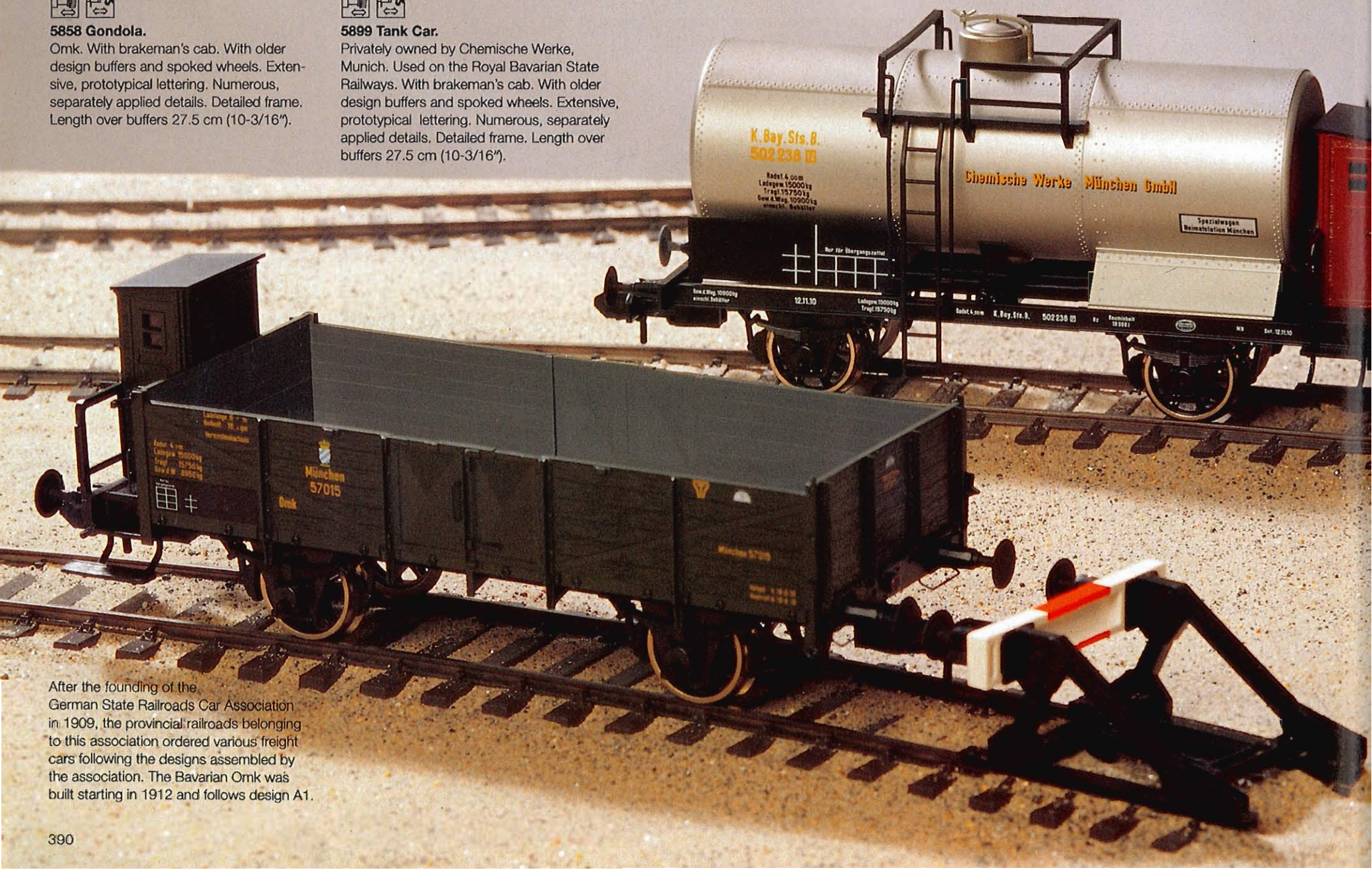


Freight Cars

Royal Bavarian State Railways

5858 Gondola.
Omk. With brakeman's cab. With older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).

5899 Tank Car.
Privately owned by Chemische Werke, Munich. Used on the Royal Bavarian State Railways. With brakeman's cab. With older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).



After the founding of the German State Railroads Car Association in 1909, the provincial railroads belonging to this association ordered various freight cars following the designs assembled by the association. The Bavarian Omk was built starting in 1912 and follows design A1.



German Federal Railroad (DB)

5854 Wine Transport Car.
Privately owned by the German Wine Tank Car Company, Inc., Kitzingen, Germany. Used on the German Federal Railroad. Wine barrels turned from wood. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16").

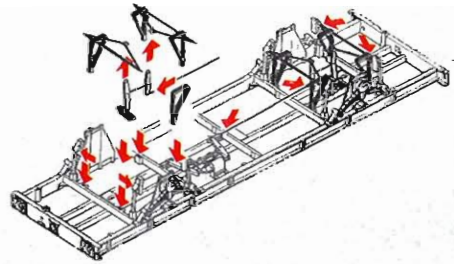
5836 Maintenance Car.
Type X. With brakeman's platform. Prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16").

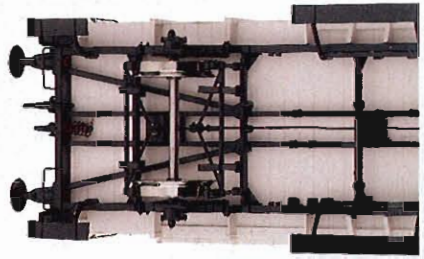
Railroad management has produced and still builds maintenance cars from freight cars retired from regular service. For example, the frame for this type X cars was derived from an O 10 Freight Car Association car.

5627 Brake Rigging Kit.
Contents: 2 sets for 2 cars with 2 each brake cylinder levers, 8 each brake hangers, 4 each brake beams and 1 each brake rod.

For retrofitting the following cars with brake rigging parts: 5421, 5831, 5840, 5849, 5895 and variations of these designs.

With a little bit of adaptation work this kit is also suitable for 5836, 5854, 5858, 5896 and variations of these designs.





N

85837 "Köllnflocken" Car Set.
Privately owned "Köllnflocken" ("Kölln Flakes" (oat flakes)) car for Peter Kölln Company, Elmshorn, Germany, used on the German State Railroad Company (DRG). The basis for this car is a ventilated car to protect against heat, with spoked wheels. Sliding doors that can be opened. Extensive imprinting and lettering. Numerous separately applied details. Detailed frame. This car is delivered with a MAN flatbed truck with a tarpaulin, the truck is a model from the 1920s in the colors of Peter Kölln Company. Tarpaulin and hood are removable. Working steering mechanism. Car and truck available only in this set. Length of the freight car over the buffers 30 cm (11-13/16"). Length of the truck 18 cm (7-3/32").

The 85837 car set is being produced in a one-time series only for Insider members.



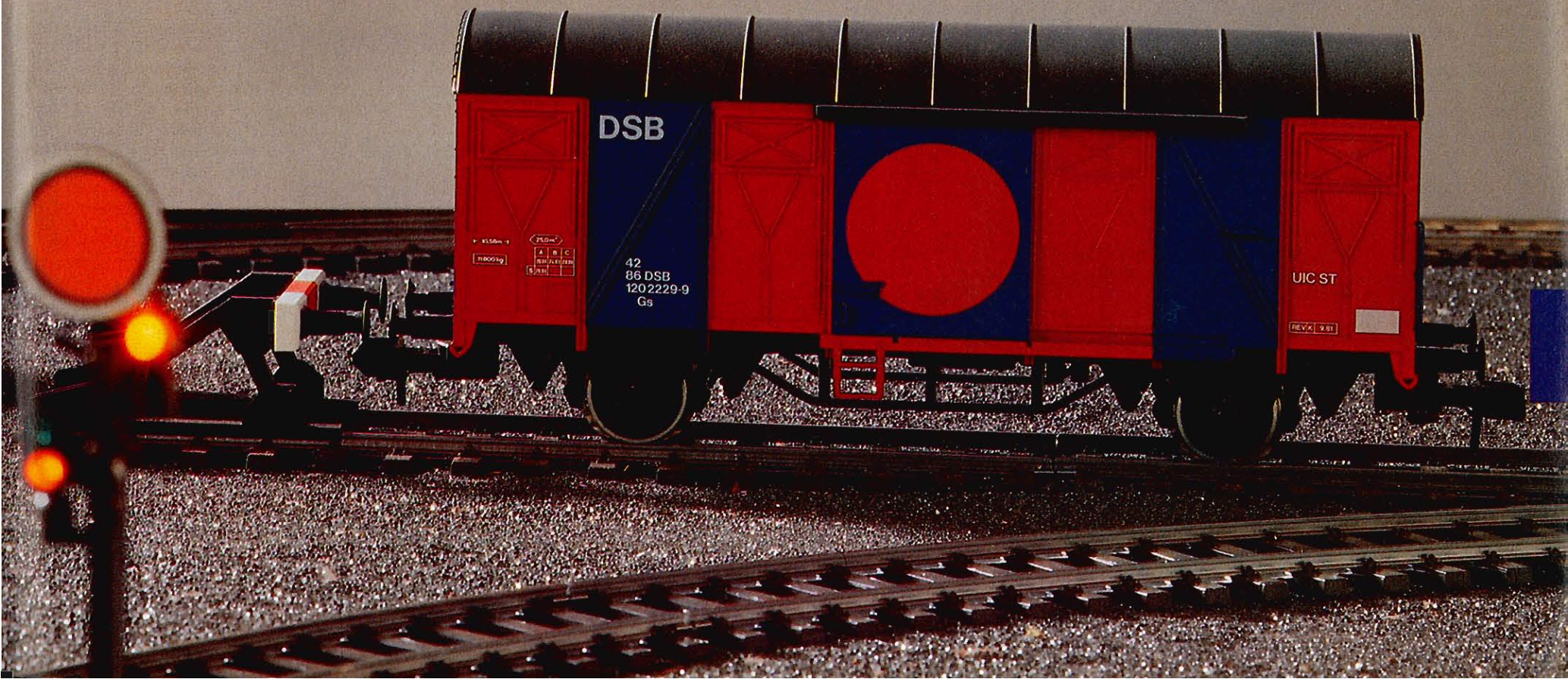


Insider Model 1995

Please note the information on the Märklin Insider Club on page 32. Additional Insider models for 1995 in H0 and Z can be found on pages 93 and 311.

Danish State Railways (DSB)

5425 Boxcar.
Color scheme as a design study. Doors that can be opened. Standard Märklin 1 frame with truss rods. Length over buffers 31.5 cm (12-3/8").



German Federal Railroad (DB)



5411 Container Car.
Loaded with a 20 foot "Märklin" container, imprinted with an old Märklin catalog design from the 1930s. Extensive, multicolor imprint. Container removable. Doors at one end can be opened. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8").

The container on the 5410, 5411 and 5412 flatcars is a completely new design. The prototype is a 20 foot container commonly seen in use today.

5420 Stake Car with Load.
Maintenance car loaded with ties, rails and 1 bumper for constructing a track spur with a length of 15 cm (6″). Also included with this car is a tool chest with a hinged cover. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8″).



German Federal Railroad (DB)



5410 Container Car.
Loaded with a container for Oskar Desoi Vineyards, Bad Kreuznach/Nahe, Germany. Extensive, multicolor imprint. Container removable. Doors at one end can be opened. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8″).

The Oskar Desoi Vineyards is a traditional family enterprise in Bad Kreuznach on the Nahe River. At present red wine grapes are increasingly being cultivated in addition to the traditional white wine grapes.



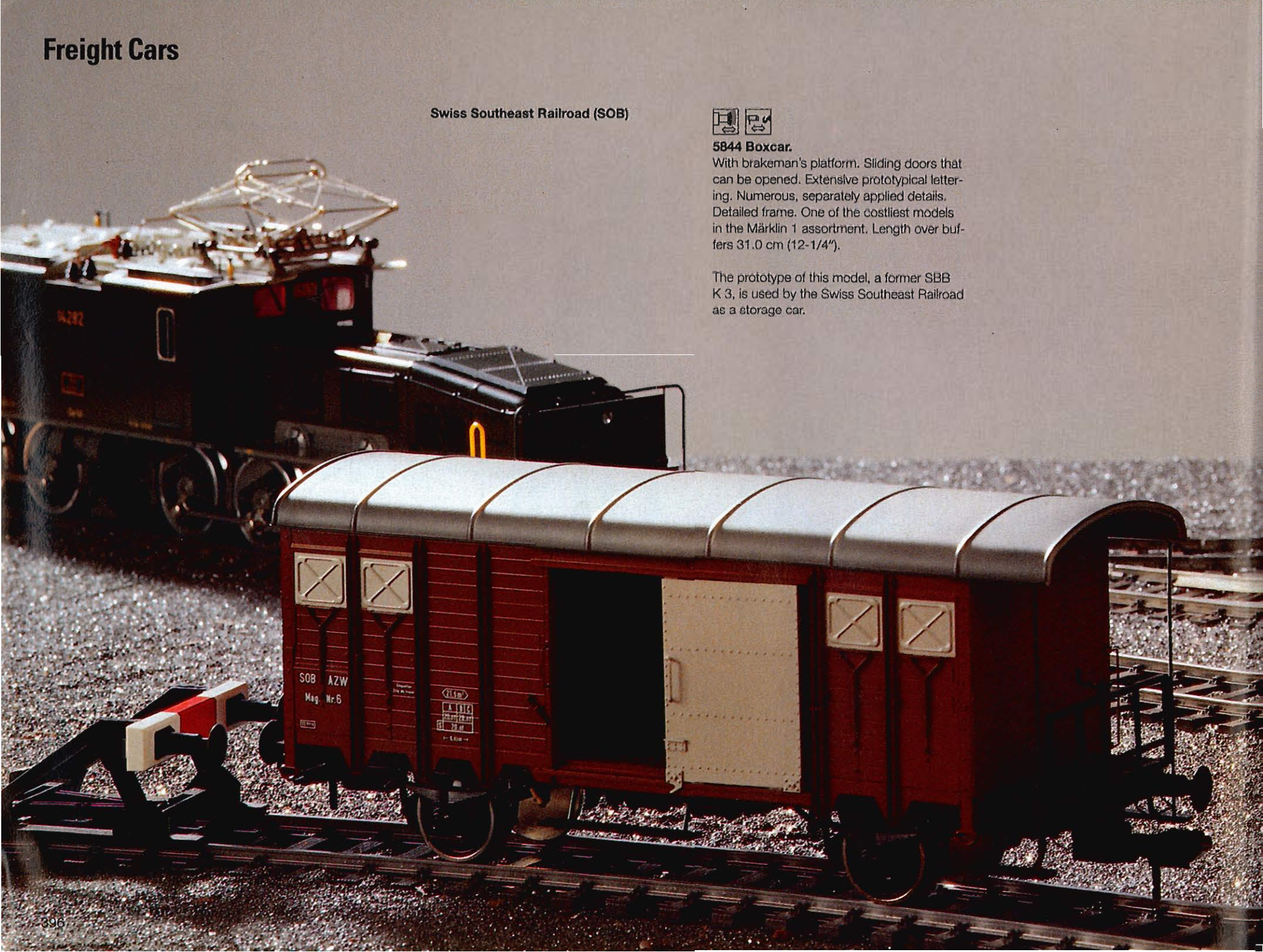
5412 Container Car.
Loaded with an "Eberspächer" container for the J. Eberspächer Company, Esslingen, Germany. Prototypical imprint. Container removable. Doors at one end can be opened. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8″).

In addition to being a supplier to the automobile industry, the Eberspächer Company is also known as a manufacturer of heating and air conditioning equipment for trucks and cars.

Swiss Southeast Railroad (SOB)

5844 Boxcar.
With brakeman's platform. Sliding doors that can be opened. Extensive prototypical lettering. Numerous, separately applied details. Detailed frame. One of the costliest models in the Märklin 1 assortment. Length over buffers 31.0 cm (12-1/4").

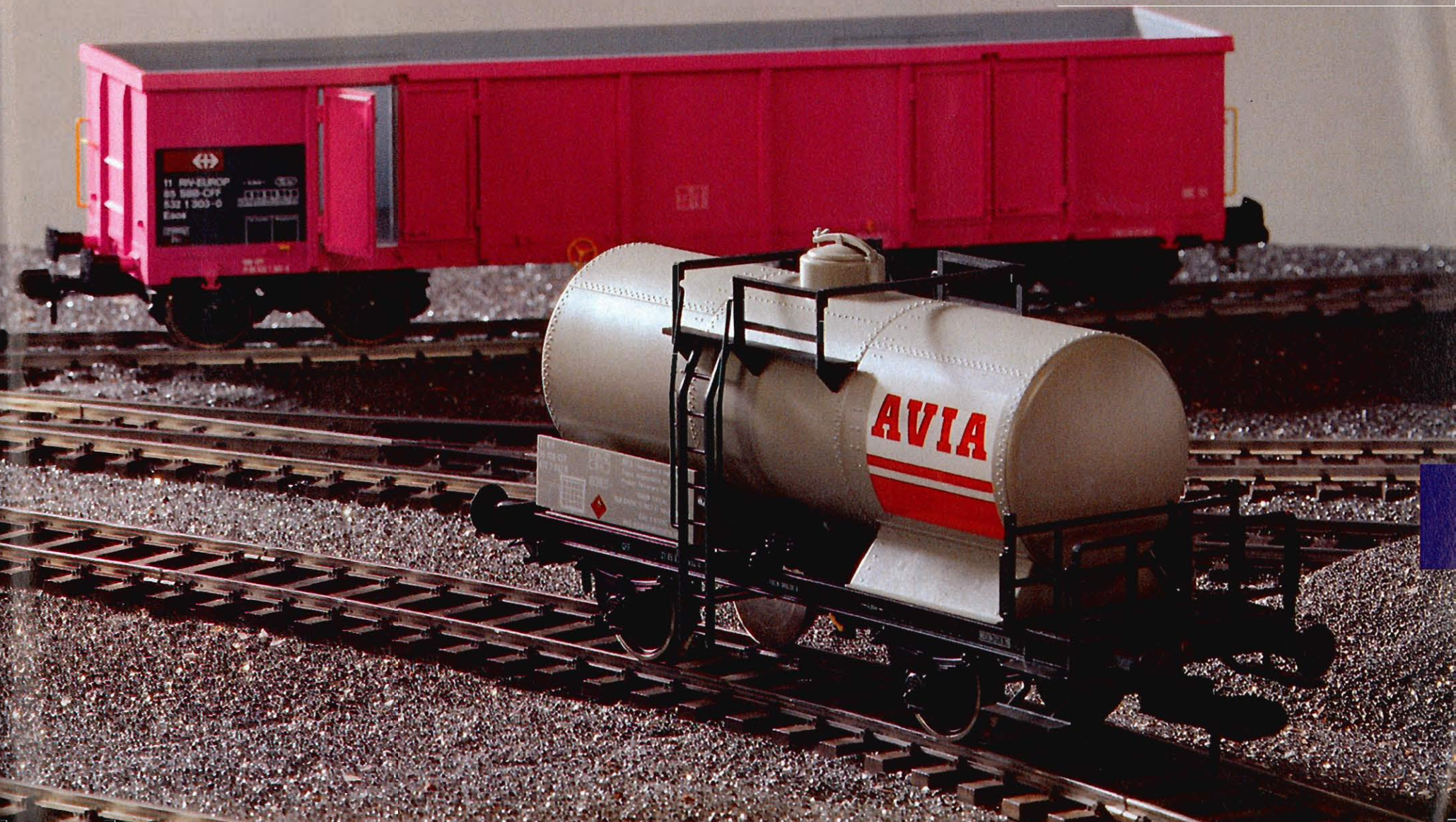
The prototype of this model, a former SBB K 3, is used by the Swiss Southeast Railroad as a storage car.



Swiss Federal Railways (SBB)

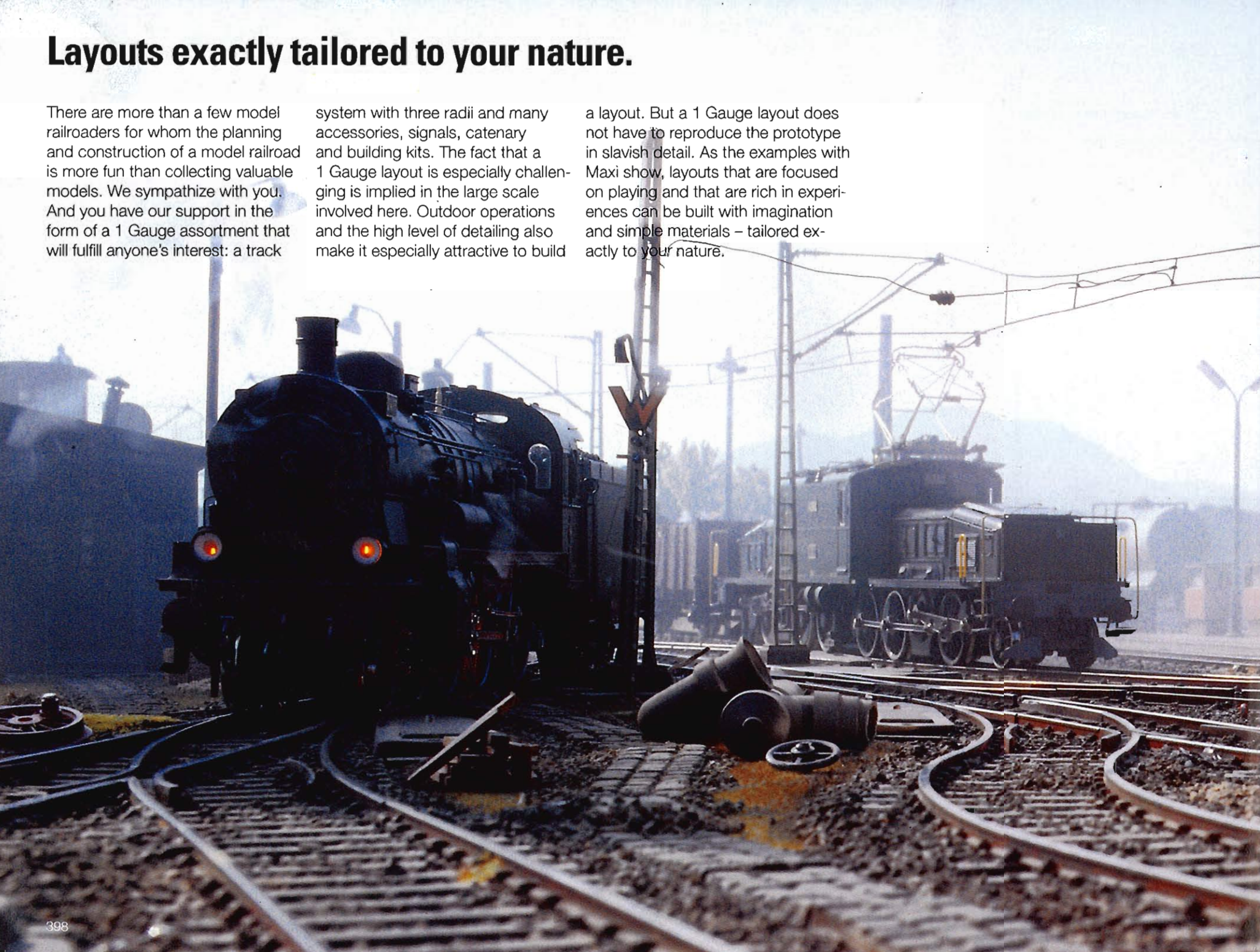
5892 Gondola.
Eaos. Side doors that can be opened. Extensive prototypical lettering. Numerous, separately applied details. Detailed metal truck side frames. Length over buffers 43.8 cm (17-1/4").

5894 Tank Car.
Privately owned by "AVIA", used on the Swiss Federal Railways. Extensive prototypical imprinting and lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-13/16").



Layouts exactly tailored to your nature.

There are more than a few model railroaders for whom the planning and construction of a model railroad is more fun than collecting valuable models. We sympathize with you. And you have our support in the form of a 1 Gauge assortment that will fulfill anyone's interest: a track system with three radii and many accessories, signals, catenary and building kits. The fact that a 1 Gauge layout is especially challenging is implied in the large scale involved here. Outdoor operations and the high level of detailing also make it especially attractive to build a layout. But a 1 Gauge layout does not have to reproduce the prototype in slavish detail. As the examples with Maxi show, layouts that are focused on playing and that are rich in experiences can be built with imagination and simple materials – tailored exactly to your nature.





All about circles, track and accessories.

The geometry of our 1 Gauge track system allows for playing rich in experiences as well as for extensive operations similar to the prototype. The small radius 600 mm (23-5/8″) with curved track and turnouts can fit even in small playrooms or can snake its way like a serpent through the formal garden. It is specially intended for Maxi. Most of the locomotives in standard 1 Gauge require the standard radius of 1,020 mm (40-5/32″).

The track can be stepped on and is weather-resistant; it has shiny rails of stainless steel. The turnouts have a manual lever that can be mounted on the right or left side or can be replaced by the 5625 electromagnetic turnout mechanism.



Straight Track

5903 Straight Track.
Length 300 mm (11-3/4″).

5917 Straight Track.
Length 150 mm (5-7/8″).

5904 Straight Track.
Length 80.4 mm (3-5/16″).

5905 Straight Isolating Track.
Length 80.4 mm (3-5/16″).

5916 Straight Track.
Length 59.5 mm (2-3/8″).

Curved Track

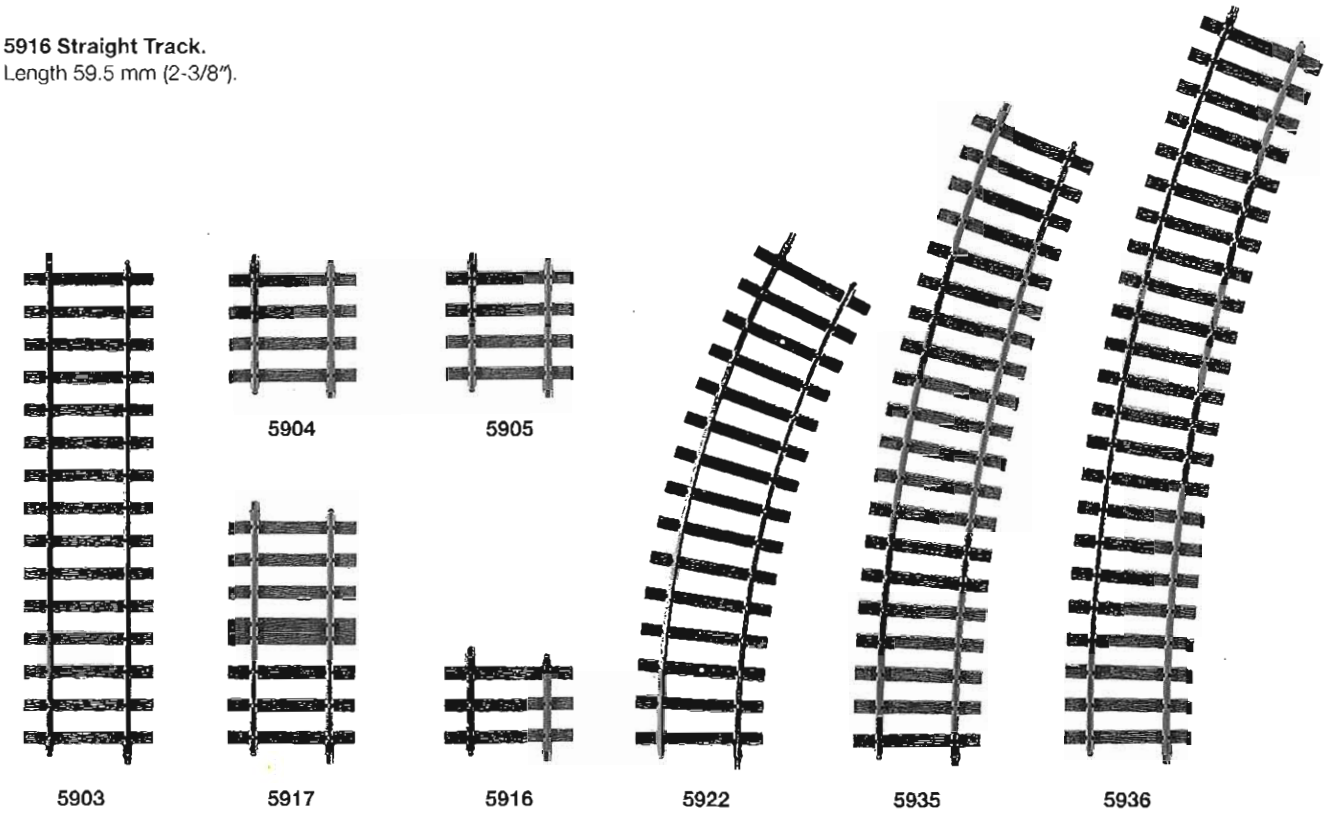
5922 Curved Track.
Radius 600 mm (23-5/8″). 30°.

5935 Curved Track.
Radius 1,020 mm (40-5/32″).
22° 30′.

5936 Curved Track.
Radius 1,176 mm (46-1/4″).
22° 30′.

The 5936 track has a spacing of 156 mm (6-1/8″) with the 5935 track. This is the same track spacing as when two 5976 or 5977 turnouts are put together to make a crossover or when a 5976 or 5977 turnout and a 5935 curved track are combined.

All Maxi locomotives and cars can be used on the 5965 and 5966 turnouts as well as the 5922 curved track with a radius of 600 mm (23-5/8″). Some of the other Märklin 1 locomotives require a minimum radius of 1,020 mm (40-5/32″). Please note the appropriate information about these products in the Märklin full-line catalog or in the instructions.



Turnouts

5965 Left Turnout

5966 Right Turnout

With hand lever. Sprung points. Turnout angle 30°. Branch radius 600 mm (23-5/8″). Length of the straight side 300 mm (11-3/4″).

The hand lever 5965, 5966, 5976 and 5977 can be mounted on the right or left side or can be replaced by the 5625 electromagnetic turnout mechanism.

5976 Left Turnout

5977 Right Turnout

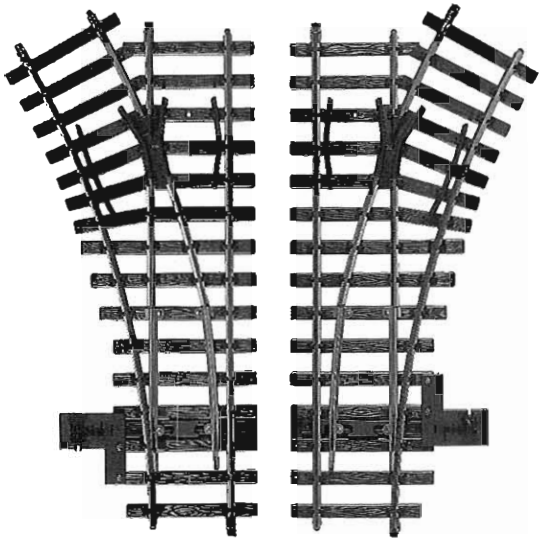
With hand lever. Sprung points. Turnout angle 22°30′. Branch radius 1,020 mm (40-5/32″). Length of the straight side 390.5 mm (15-3/8″). Can be extended to 450 mm with the 5916 straight track included with the unit.

5625 Turnout Mechanism.
Double solenoid mechanism with feedback contacts, end position shutoff and locking feature. Can be mounted on the 5965, 5966, 5976 and 5977 turnouts. Can be operated by remote control using the 7072, 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation). 3 hookup wires included. Dimensions 67 x 41 x 17 mm (2-5/8″ x 1-5/8″ x 5/8″).

5998 Track Kit.
Contents: 2 rails 900 mm (35-1/2″) long, 45 ties with different wood patterns and 6 rail joiners. The connecting notches on the ties are so designed that curved track with almost any radius or straight track can be built.

5994 Uncoupler Module.
Mounted on 5903 track. Designed to be joined with straight track at almost any location desired. Solenoid mechanism. Can be operated by remote control using the 7072, 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation).

5602 Track Bumper.
Reproduction of a bolted steel design. Can be slid over the rails. Length 98 mm (3-7/8″).



5965

5966



5976



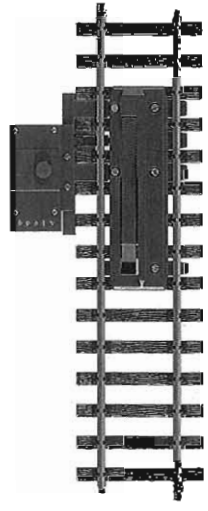
5977



5625



5998



5994



5602

Track / Accessories

5654 Feeder Clip Set.
For supplying power to any spot on a track layout. Reliable contact with set screw connections.

5655 Track Clips.
For reliable mounting with screws of all Märklin 1 track. Contents 20 pieces.

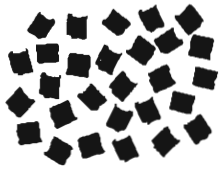
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5603 Track Clips.
Bag with 28 pieces. For safeguarding the 1 Gauge track joint connections.

5609 Insulated Rail Joiners.
Package of 10. For separating track circuits at any location on a layout. Replaces regular rail joiner at the desired point of isolation.

0323 Märklin 1 Handbook.
Handbook for anyone owning or interested in Märklin 1 Gauge. Useful knowledge about developing a layout, layout building, operation, collecting and maintenance. Ring binder format contains chapters on history, presentation, track laying, layout building and motive power technology. Chapters on indoor and outdoor layouts, electronic technology and electronic circuits, maintenance, collecting and other topics are in preparation. Contents 158 pages. Format 35.0 x 25.5 cm (13-3/4" x 10"). German text.

0319 Supplement to the Märklin 1 Handbook.
First supplement to the 0323 Märklin 1 handbook. The focal points are layout building and scenery for layouts. Approximately 48 pages. German text.



5603



5655



5654



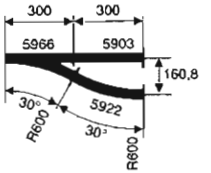
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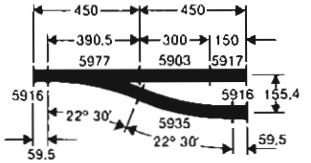


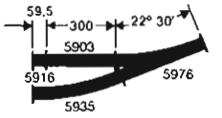
0323

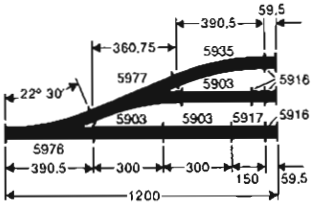
Track Geometry

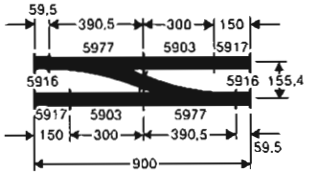
The 3 track radii
5936 circle = 16 sections
5935 circle = 16 sections
5922 circle = 12 sections

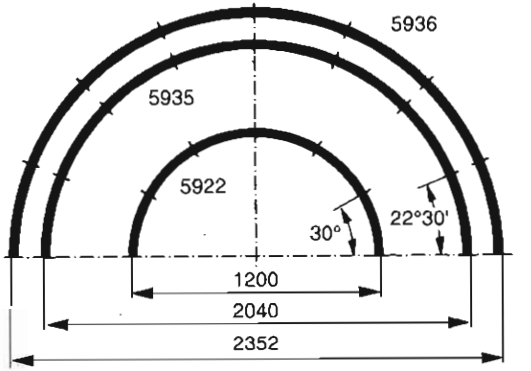


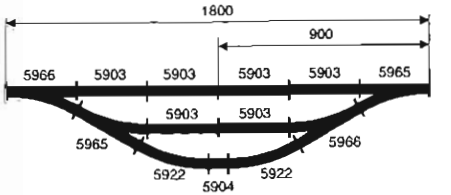


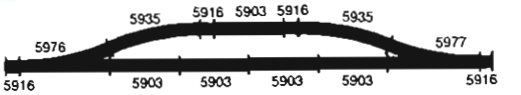


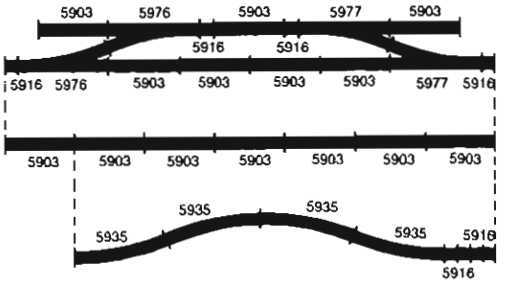


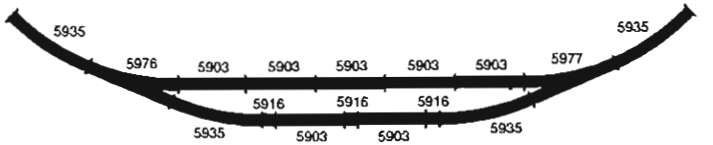












Signals / Catenary

Signals

5613 Home Signal.
With a semaphore arm. Solenoid mechanism with end position shutoff and feedback contacts. Can be used to control train movements. Light changes from red to green. Can be operated by remote control using the 7072, 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation). Height 26.5 cm (10-1/2").

5614 Distant Signal.
Complements 5613 home signal. Solenoid mechanism. Light changes from yellow/yellow to green/green. Height 19.3 cm (7-5/8").

Catenary

The masts and wires for the catenary are weather-proof and fully functional.

5630 Catenary Mast.
Reproduction of a mast for the Swiss Federal Railways (SBB). Metal mast and arm. Height 25.5 cm (10").

5631 Feeder Mast for Power Supply.
SBB version. 25.5 cm (10").

5632 Catenary Mast.
Reproduction of a mast for the German Federal Railroad standard Re 160 catenary. Metal mast and arm. Height 25.5 cm (10").

5633 Feeder Mast for Power Supply.
DB version. 25.5 cm (10").

5635 Catenary Wire.
Length 67 cm (26-3/8").

5636 Catenary Wire.
Length 45 cm (17-3/4").



5635



5636



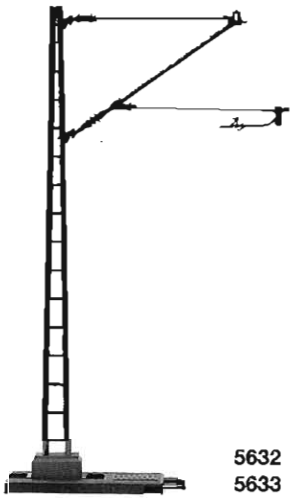
5613



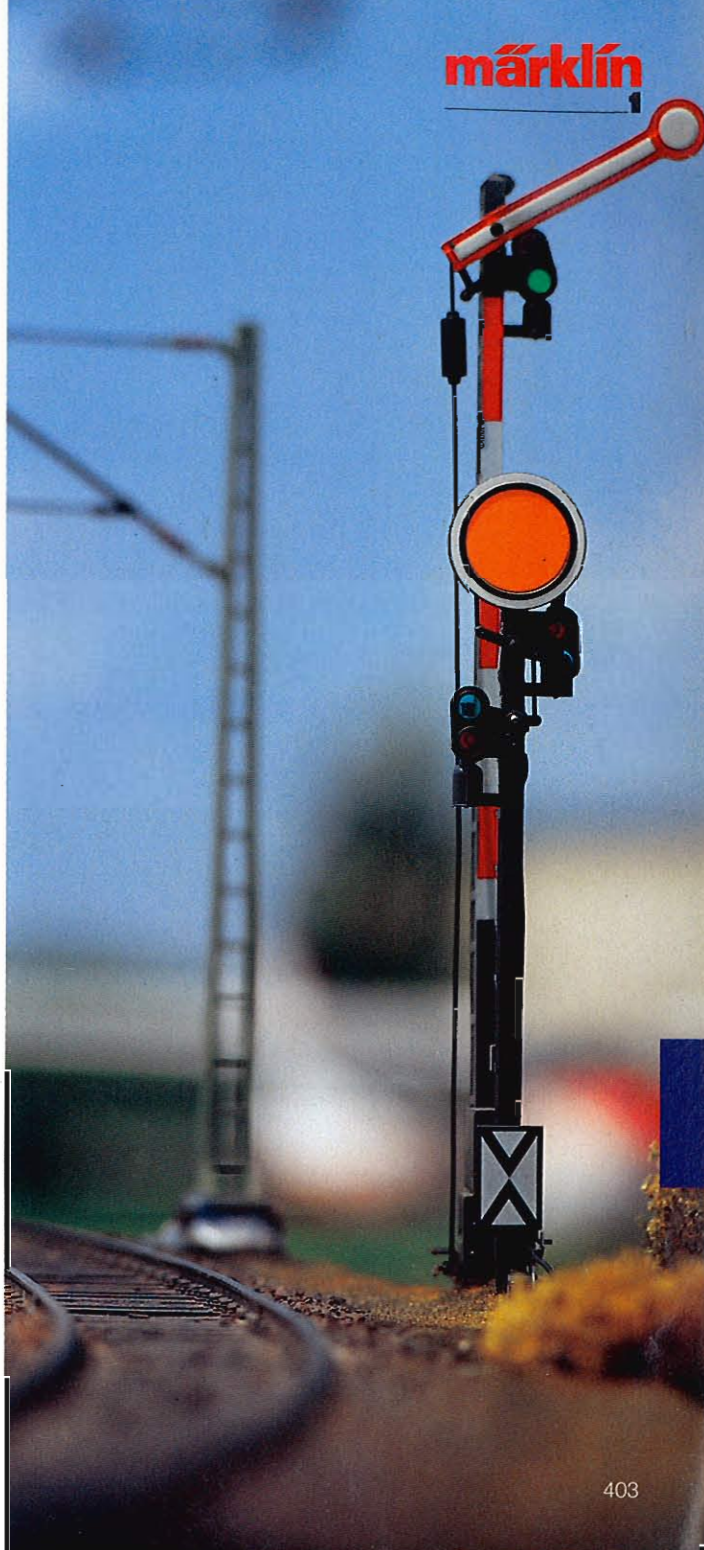
5614



5630
5631



5632
5633

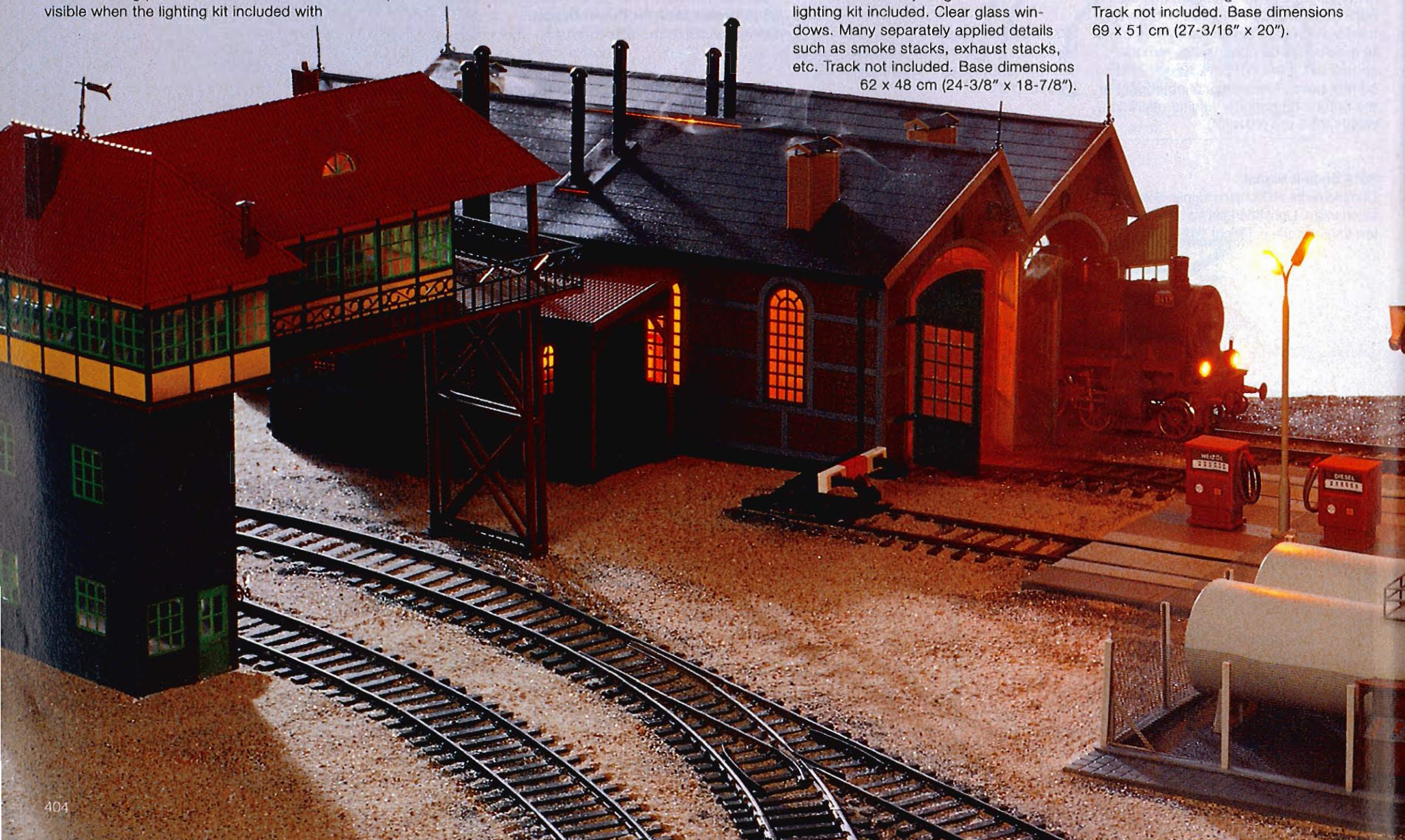


Building Kits

5616 Gantry-Style Signal Tower Kit. Model of weather-resistant plastic. The older architectural style of this model makes it suitable for use on a layout of almost any era. Interior details consisting of interlocking plant controls that are visible when the lighting kit included with this kit is used. Clear glass windows. This gantry-style signal tower has clearance for two tracks. The maximum clearance height is 20 cm (7-7/8″). Base dimensions 41 x 24 cm (16-1/8″ x 9-1/2″).

5617 Locomotive Shed Kit. Model of weather-resistant plastic. The older architectural style of this model makes it suitable for use on a layout from the provincial railroad period to the present. 4 individually hinged doors. Interior lighting kit included. Clear glass windows. Many separately applied details such as smoke stacks, exhaust stacks, etc. Track not included. Base dimensions 62 x 48 cm (24-3/8″ x 18-7/8″).

5621 Diesel Fueling Station Kit. Model of a diesel fueling facility with pumps for diesel and heating oil, storage tanks and two working lights. Made of weather-resistant plastic. Suitable for installation on a length of double track. Track not included. Base dimensions 69 x 51 cm (27-3/16″ x 20″).



5618 Coaling Station Kit.
Model of a small coaling facility for steam locomotives, consisting of coal bunker, two coal carts and a movable crane. The crane can be turned manually and the load hook can be raised and lowered with a hand crank. Genuine coal and sand included to fill the bunker. The boards on the coal bunker are removable. Made of weather-resistant plastic. Base dimensions 40 x 18 cm (15-3/4" x 7-1/8").

5615 Altmühlhof Station Kit.
Model of a small town station with waiting room and freight shed. Clear glass windows. Interior lighting kit included. Decals and small accessories such as crates, etc. Station platform extension with railing (length 31 cm / 12-1/4"). Made of weather-resistant plastic. Base dimensions 60 x 29 cm (23-5/8" x 11-1/2").

The new 5640 figure set to liven up your 1 Gauge layout can be found on page 63.



Conventional Train Operation

All Märklin 1 locomotives will operate with no problems on conventional layouts. Transformer, locomotive controller, two wires and some track – this is all that's needed to get started.



6000 100 volts Japan. 50 VA
6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA
6003 240 volts. 52 VA
Transformer. Transformer for powering the 6606 locomotive controller. LED pilot light. 2 pairs of terminal clips. 52 VA/42 VA output. 16 volt AC output. Plastic housing. Weight 1.6 kilograms (3-1/2 pounds). Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2"). VDE/UL/CSA approved.

The 6000, 6001, 6002 and 6003 transformers cannot be set up outdoors. They must be protected from moisture.



6606 Locomotive Controller. For indoor and outdoor operation. Connect to a Märklin 6000/6001/6002/6003 transformer or to the accessory terminals/sockets of a Märklin transformer with a 30/32 VA output. Accessory current 16 volts. Locomotive voltage can be controlled steplessly. Plastic housing. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").

7107 Extension Cable. This 10 meter (32 feet 6 inches) cable is recommended when the transformer is set up indoors and the locomotive controller is set up outdoors.

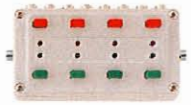


6645 100 volts Japan. 32 VA
6647 230 volts. 32 VA
Transformer 32 VA.
Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/2").

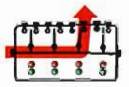
This 32 VA transformer (6647) is suitable for operation of a Märklin 1 layout indoors only. The 6606 locomotive controller together with a 6000/6001/6002/6003 transformer can be used for operation outdoors.



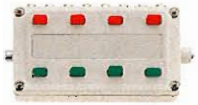
6627 110 volts USA. 30 VA. UL/CSA tested.
6629 240 volts . 30 VA.
Transformer. 30 VA output. Track current adjustable from 4 to 16 volts. Accessory current 16 volts. Plastic housing. Red pilot light. Dimensions 158 x 135 x 75 mm (6-1/4" x 5-5/16" x 3").



7271 Control Box with Feedback Function.
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LED's when the 5625 turnout mechanism is used. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").

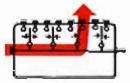


Schematic of 7271 (button 3 pushed)



N

7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7072 control box.



Schematic of 7272 Button 3 pushed)



N

7273 Control Box.
For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7211 control box.

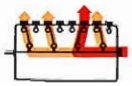


Schematic of 7273 (Button 3 pushed)



N

7274 Control Box.
For dividing or switching a track or accessory circuits into 4 different circuits. For example, 4 accessory circuits for building illumination can be turned on or switched over. Length 80 mm (3-1/8"). Width 40 mm (1-9/16"). Replaces the 7210 control box.



Schematic of 7274



7209 Distribution Strip.
Has 11 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 1-1/16").

Wire
The copper conductor in this wire consists of 24 separate strands each 0.10 mm (0.004") in diameter with a total cross section of 0.19 sq. mm (0.008 sq. in.).

7100 Wire. Single conductor. Gray. 10 m (33').
7101 Wire. Single conductor. Blue. 10 m (33').
7102 Wire. Single conductor. Brown. 10 m (33').
7103 Wire. Single conductor. Yellow. 10 m (33').
7105 Wire. Single conductor. Red. 10 m (33').

Sockets. Bag with 10 pieces.
7111 Sockets. Brown.
7112 Sockets. Yellow.
7113 Sockets. Green.
7114 Sockets. Orange.
7115 Sockets. Red.
7117 Sockets. Gray.

Plugs with Side Socket.
Bag with 10 pieces.
7131 Plugs. Brown.
7132 Plugs. Yellow.
7133 Plugs. Green.
7134 Plugs. Orange.
7135 Plugs. Red.
7137 Plugs. Gray.

0241 Smoke Fluid.
This smoke fluid is used with the smoke unit built into many Maxi or Märklin 1 steam locomotives to produce smoke. Follow the instructions for use included with each locomotive.

7149 Oiler with Narrow Applicator Opening. Contains 10 ml (0.0338 oz.) of special oil for lubricating locomotives and cars.



6000 100 volts Japan. 50 VA
6001 110 volts USA. 42 VA UL/CSA tested.
6002 230 volts. 52 VA
6003 240 volts. 52 VA
Transformer. Transformer for supplying power to the 6021 Control Unit or 6017 Booster. LED pilot light. 52 VA output (42 VA for 6001).
The 6000, 6001, 6002 and 6003 transformers are not to be set up outdoors. They must be protected against moisture.



6021 Control Unit.
Central unit with built-in locomotive controller for Märklin H0 and Märklin 1 layouts. Supplies power and control commands to the layout.



N

6017 Booster.
Power output component for large digi-tally controlled Märklin H0 and Märklin 1 layouts.



6036 Control 80 f.
Locomotive controller. Access to 80 locomotive and function addresses.



6040 Keyboard.
Controller for 16 solenoid accessories. LED's show settings for turnouts and signals.



6041 Switchboard.
Controller for 16 solenoid accessories. Can be connected to a track diagram control board for operating turnouts and signals.



6043 Memory.
Route controller. Several solenoid accessories can be switched with the press of a button. Stores in each of 24 routes the position commands for up to 20 turnouts or signals. Maximum of 4 Memories can be connected to the Control Unit.



6051 Interface.
Link to a computer. 80 locomotive addresses and 256 accessory addresses can be controlled through this unit.





6070 Infra Control 80 f.
Infrared receiver for transmitting control commands from the IR Control. Access to 80 locomotive addresses.



6071 IR Control.
Infrared hand sender for controlling locomotives. Access to 80 locomotive addresses.



6095 c 95 Decoder.
Decoder for standard design single motor Märklin 1 locomotives. Can be controlled with the Control Unit (6021). Up to 5 controllable locomotive functions. Can be coded for 80 different digital addresses. Adjustable maximum speed, acceleration and braking delay. Built-in load-dependent speed control. Dimensions 98 x 49 x 13 mm (4" x 1-31/32" x 3/8").
In addition to the c 95 decoder (6095) in the standard program, the 86095 decoder is offered as a spare part for converting double motor Märklin 1 locomotives. The smaller Märklin 1 locomotives (such as the Köf or T3) with special electronic circuits can be converted by the Märklin Service Department to digital operation with the Control Unit (6021). All of the current Märklin 1 digital decoders can be used only with the Control Unit (6021) and not with the older Central Control 1 (6030).



6083 k 83 Decoder.
Decoder panel for controlling turnouts, signals or uncoupler tracks.



6084 k 84 Decoder.
Decoder panel for tuning on/off continuous current for lighting circuits or motors in accessories.



6088 Decoder s 88.
Feedback module for contact generators on digital model railroad layouts.

6038 Adapter 180
6039 Adapter 60
6072 Extension Cable
6089 Adapter s 88
See pages 288/290 for illustrations and descriptions.

The complete Digital system is shown in its entirety on pages 284-293.

Track Structure

hübner

SPIELWARENTECHNIK GMBH

1 Gauge

1 : 32

For more than 30 years we have been specialists for scale detailed, exclusive model railroads. Our railroad products and their accessories are collector's pieces because they are not mass-produced, but rather genuine hand crafted products. Hübner uses only high quality materials. Using loving hand labor we bring the world of railroading to you. This quality and the low volume produced have their price, however.

Setting the turnouts correctly - with our fully developed track structure, so that you don't end up tomorrow on a deadend siding. The precise reproduction of the wood ties with track fasteners of plastic for the inner area of the track as well as the S 54 nickel silver rail leave hardly anything to be desired.

The electrical conductivity of the rail is very good due to the very high proportion of copper and nickel, and this conductivity is not affected by the light to dark brown oxidation that will develop over time. This oxidation will give your track a very realistic appearance.

The geometry of our track does not place any limits on your creativity. And if you should own track from the Märklin Company - no problem: we're compatible. In addition there are also practical add-on accessories for 1 Gauge and 1e Gauge (meter narrow gauge in 1 Scale): our "Kursbuch der Spur 1" ("1 Gauge Schedule Book") will show you our entire collection for a very low price. Your dealer has a copy waiting for you and would be happy to talk to you about our products.

Item no. T 1002
Straight track
Length 15 cm (5-7/8")
Package = 5 pieces

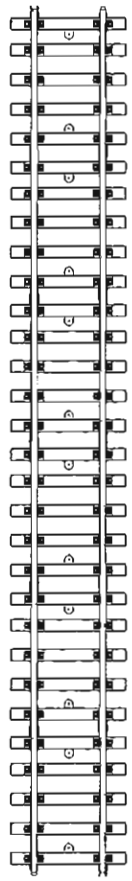
Item no. T 1003
Adjustment track
Length 15.22 cm (6")
Package = 2 pieces

Item no. T 1004
Straight track
Length 20 cm (7-7/8")
Package = 5 pieces

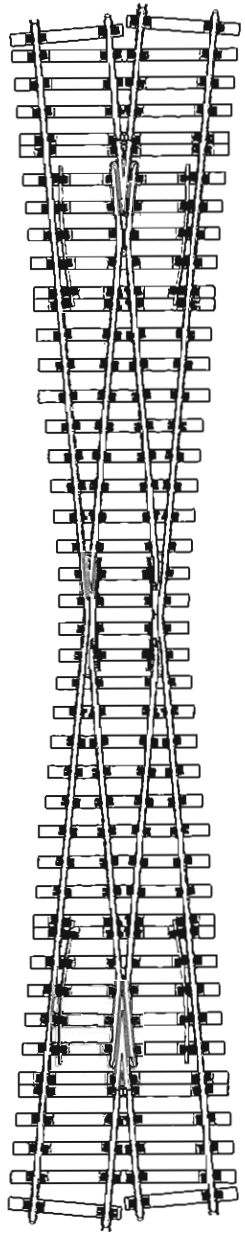
Item no. T 1005
Straight track
Length 30 cm (11-13/16")
Package = 5 pieces

Item no. T 1006
Straight track
Length 60 cm (23-5/8")
Package = 5 pieces

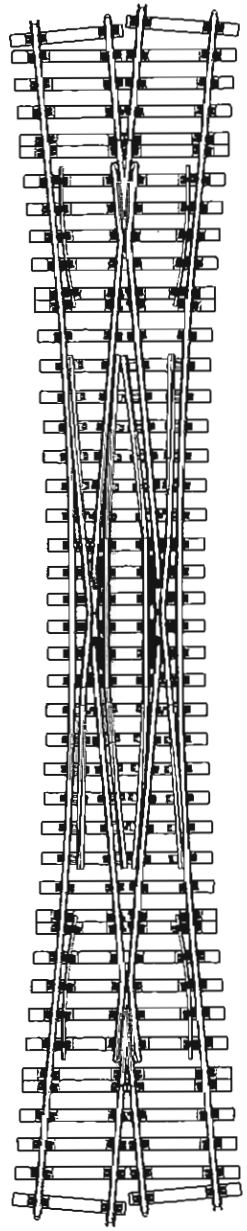
Item no. T 1026
Adjustment track
Length 5.95 cm (2-11/32")
Package = 1 piece



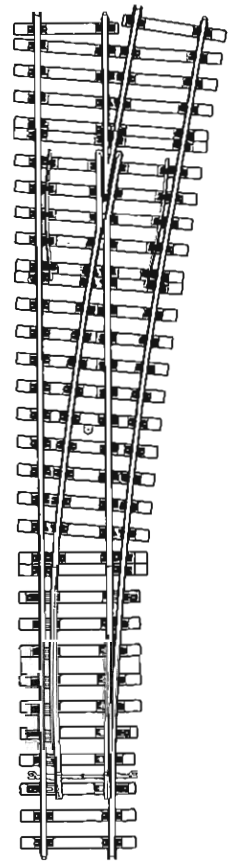
Item no. T 1042
Right crossing 10°,
Length 80 cm (31-1/2")
Package = 1 piece
Item no. T 1043
Left crossing 10°,
Length 80 cm (31-1/2")
Package = 1 piece

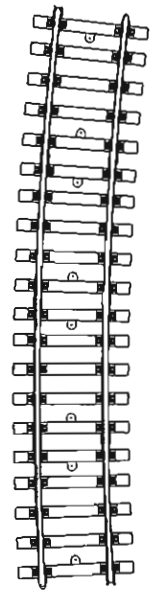


Item no. T 1024
Right double slip turnout 10°,
Radius 302.2 cm, (118-63/64")
Length 80 cm (31-1/2")
Package = 1 piece
Item no. T 1025
Left double slip turnout 10°,
Radius 302.2 cm, (118-63/64")
Length 80 cm (31-1/2")
Package = 1 piece



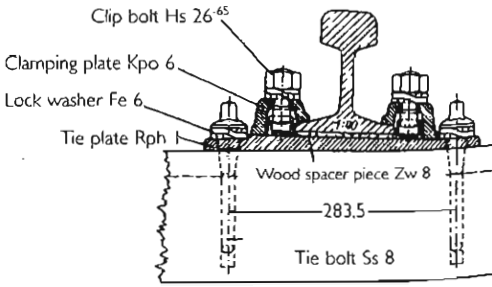
Item no. T 1000
Right turnout 10°,
Radius 232.1 cm, (91-3/8").
Length 60 cm (23-5/8")
Package = 1 piece
Item no. T 1001
Left turnout 10°,
Radius 232.1 cm, (91-3/8").
Length 60 cm (23-5/8")
Package = 1 piece





Item no. T 1008
Curved track 10°, Radius 232.1 cm, (91-3/8").
Package = 9 pieces

German Federal Railroad type K on wood ties



Track Accessories



Item no. T 1010
Nickel silver rail,
length 1 meter (39")
Package = 15 pieces, enough for
7.5 meters (approx. 24')

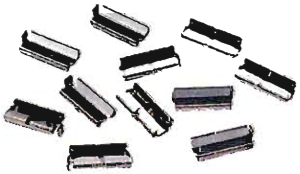


Item no. T 1014
Basalt roadbed ballast
Container with approx. 1.6 kg (3-1/2 lb.)
enough for approx. 4 meters (approx. 13')
Package = 1 piece



Item no. T 1022
Border markers Ra 12
Package = 25 pieces

Item no. T 1015
Nickel silver rail joiners
Package = 50 pieces

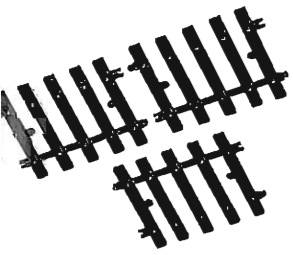




Item no. T 1016
Plastic insulated rail joiners
Package = 50 pieces

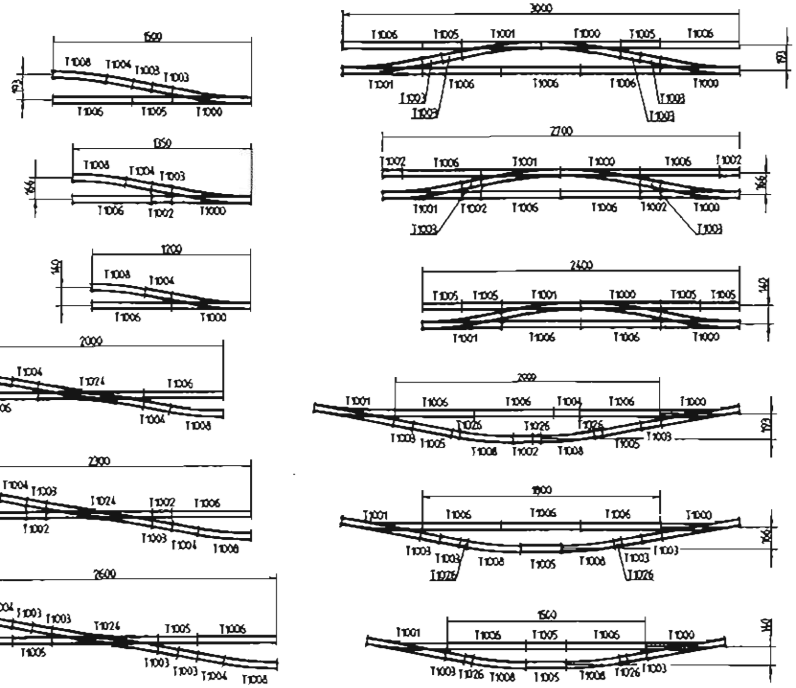


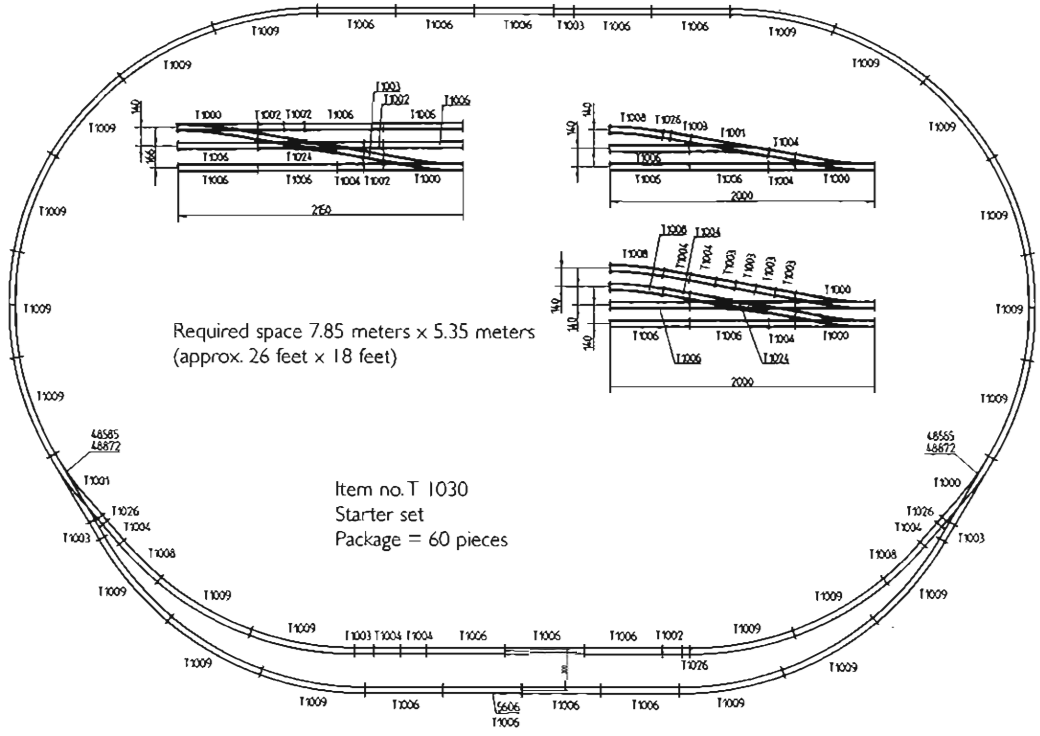
Item no. T 1048
Concrete tie kit
Type B 58, enough for 7.5 meters
(approx. 24')
Package = 400 pieces
(T 1010 also needed for this)



Item no. T 1011
Tie strip, enough for 7.5 meters
(approx. 24')
Package = 75 pieces
(T 1010 also needed for this)

Geometry





Required space 7.85 meters x 5.35 meters
(approx. 26 feet x 18 feet)

Item no. T 1030
Starter set
Package = 60 pieces

hübner
TRANSMITTED INK 2 HIS

1 Gauge
1 : 32

Accessories

Item no. T. 4000
Freight car truck Y 25
Type Csm for SBB and SNCF, without wheel sets
Package = 1 piece

Item no. T 4001
Freight car truck Y 25
Type CM for DB, ÖBB, and B, without wheel sets
Package = 1 piece

Item no. T 4002
Load of concrete ties type B 58 glued in a pile
Package = 2 pieces

Item no. T 4003
Ballasted display board
Length 60 cm (approx. 24")
for standard gauge track
Package = 1 piece

Item no. T 4005
Track planning stencil
Package = 1 piece

Item no. T 1020
Guide to 1 Gauge
Package = 1 piece

Item no. T 1018
Fine scale wheelset, 31.25 mm (1-1/4") dia., fits all Märklin cars
Package = 2 pieces

Item no. T 4044
NEM wheelset, nickel-plated, 30 mm (1-3/16") dia., fits all Märklin cars
Package = 2 pieces

Item no. T 1017
Reproduction prototype coupler with compression spring
Package = 10 parts

Item no. T 4014
Retrofit kit prototype coupler + brake hoses
Package = 8 parts

Item no. T 4019
Train marker signal set
Package = 6 parts

Item no. T 4010
Signal sign set
Decal lettering included (2 ea. "P" sign, 2 ea. "LP" sign, 2 ea. "L" sign, 4 ea. "H" sign)
Package = 10 parts

Item no. T 4013
Retrofit kit for Maxhütte set (item no. 5875)
RAG set (item no. 85875)
Consists of 6 truss rods, 3 styrofoam filler pieces with black surfaces and 1 bag of genuine coal sufficient for 1 set
Package = 1 piece

Item no. T 4007
Tarp cover with support
fits Märklin items 5405, 5739 and 5740
Package = 2 parts

Item no. 4004
Track maintenance crew with tools, goes with Märklin 5739 and 5740
Package = 29 parts

Item no. 4009
Inductive signal magnet set, 2 different types
Package = 6 parts

Item no. 4008
Wire junctions, 3 different types with reproduction concrete rings
Package = 22 parts

Item no. 4006
Set of acetylene welding tanks with unpainted figure
Package = 7 parts

Item no. 4018
Freight dolly with unpainted figure, without wood boxes
Package = 2 parts

Item no. 4020
Line telephone
Package = 1 piece

Item no. 4011
Set of figures
Package = 6 pieces, unpainted

Narrow Gauge 750 mm (29-1/2")

Item no. T 1028
Straight track, length 7.0 cm (2-3/4")
Package = 2 pieces

Item no. T 1029
Straight track, length 8.2 cm (3-7/32")
Package = 2 pieces

Item no. T 1031
Straight track, length 8.7 cm (3-7/16")
Package = 2 pieces

Item no. T. 1039
Straight track = length 14.0 cm (5-1/2")
Package = 5 pieces

Item no. T 1044
Straight track, length 15.3 cm (6")
Package = 2 pieces

Item no. T 1045
Narrow gauge right turnout, 10°, Radius 81.5 cm (32"), length 42 cm (16-1/2")
Package = 1 piece

Item no. T 1046
Narrow gauge left turnout, 10°, Radius 81.5 cm (32"), length 42 cm (16-1/2")
Package = 1 piece

Item no. T 1047
Oak wood tie kit enough for 2 meters (78") of narrow gauge track
Package = 300 pieces
(T 1010 also needed for this)

Item no. T. 1049
1e plastic tie strip
enough for 7.5 meters (approx. 24")
Package = 75 pieces
(T 1010 also needed for this)

Item no. T 1051
Straight track, length 42.0 cm (16-1/2")
Package = 5 pieces

Item no. T 1052
Straight track, length 17.4 cm (6-27/32")
Package = 2 pieces

Item no. T 1053
Curved track, 10°, radius 81.5 cm (32"), 1/36 circle
Package = 3 pieces

Item no. T 1054
Curved track, 30°, radius 81.5 cm (32"), 1/12 circle
Package = 6 pieces

Item no. T 1055
Right turnout kit, same as ite no. T 1045
Package = 1 piece

Item no. T 1056
Left turnout kit, same as iten no. T 1045
Package = 1 piece

Item no. T 1057
Adapter for Scharfenberg coupler + coupler link
Package = 1 piece

Item no. T 1058
Straight track, length 28.0 cm (11")
Package = 5 pieces

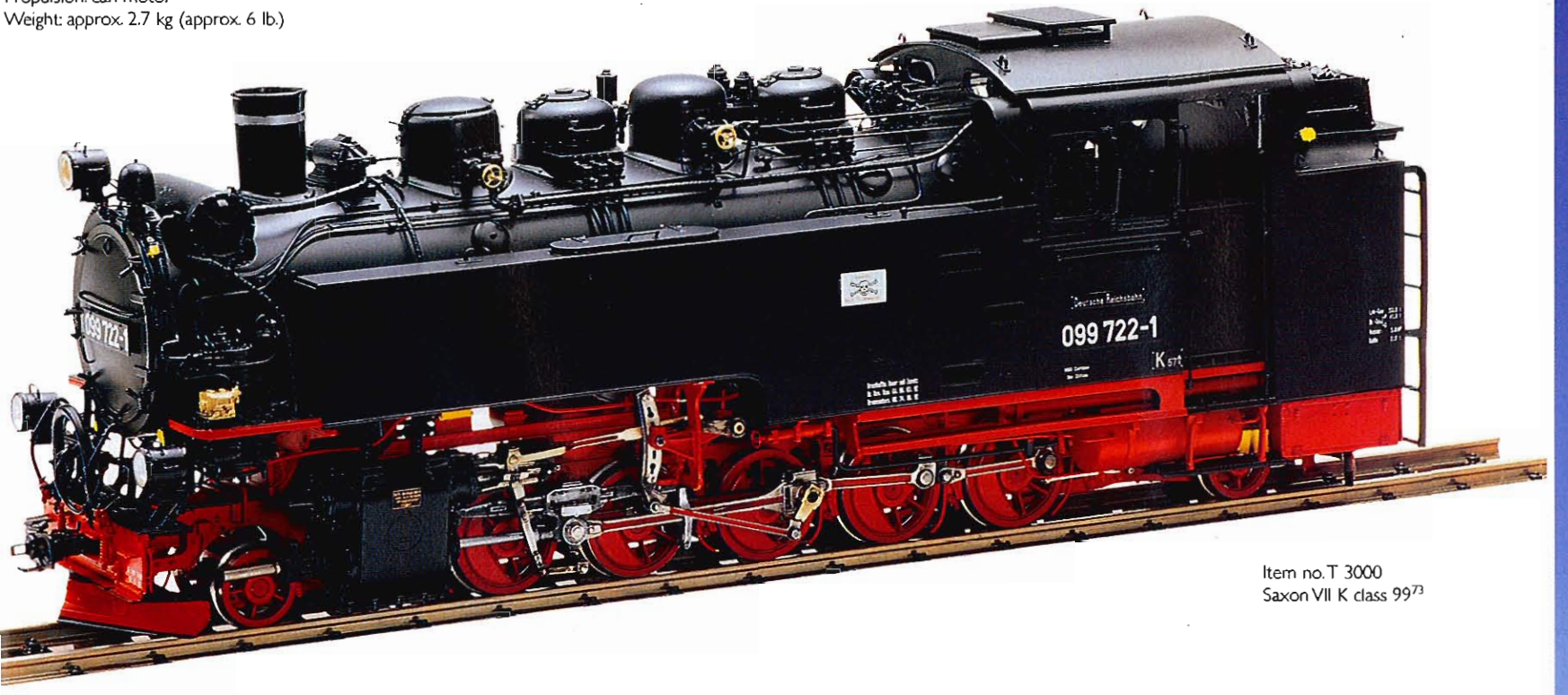
Item no. T 4012
Display board for narrow gauge
Length 45 cm (17-3/4")
Package = 1 piece

Narrow Gauge 750 mm (29-1/2")

Handmaded and limited

The first of the class 99^{73-76} were delivered from 1928-29. At present this powerful narrow gauge locomotive is still in operation on German rails.
Handmade, true-to-scale, brass model.
Limited series.
Length over buffers: 32 cm (12-1/2")
Minimum radius: 80 cm (31-1/2")
Propulsion: can motor
Weight: approx. 2.7 kg (approx. 6 lb.)

To be able to dream – in today's hectic times.
We want to help you with this. Create your own little world with our narrow gauge railroad equipment, can be used on a 1 Gauge layout. Wouldn't it be nice to talk and to build models with like-minded people? With people for whom model railroading is more than an investment: namely a hobby in which individual skill is combined with imagination. This handmade collection is a high point in your hobby. Here your dreams come true.



Item no. T 3000
Saxon VII K class 99^{73}

Included in T 3000:
1 locomotive
1 engineer
1 fireman
etched brass plates
paint and brush
adapter for roll car operation
literature (German text) on the Saxon VII K

hübner
FEINWERKTECHNIK GMBH

1e Gauge
1 : 32

Track Gauge 23.5 mm (59/64")

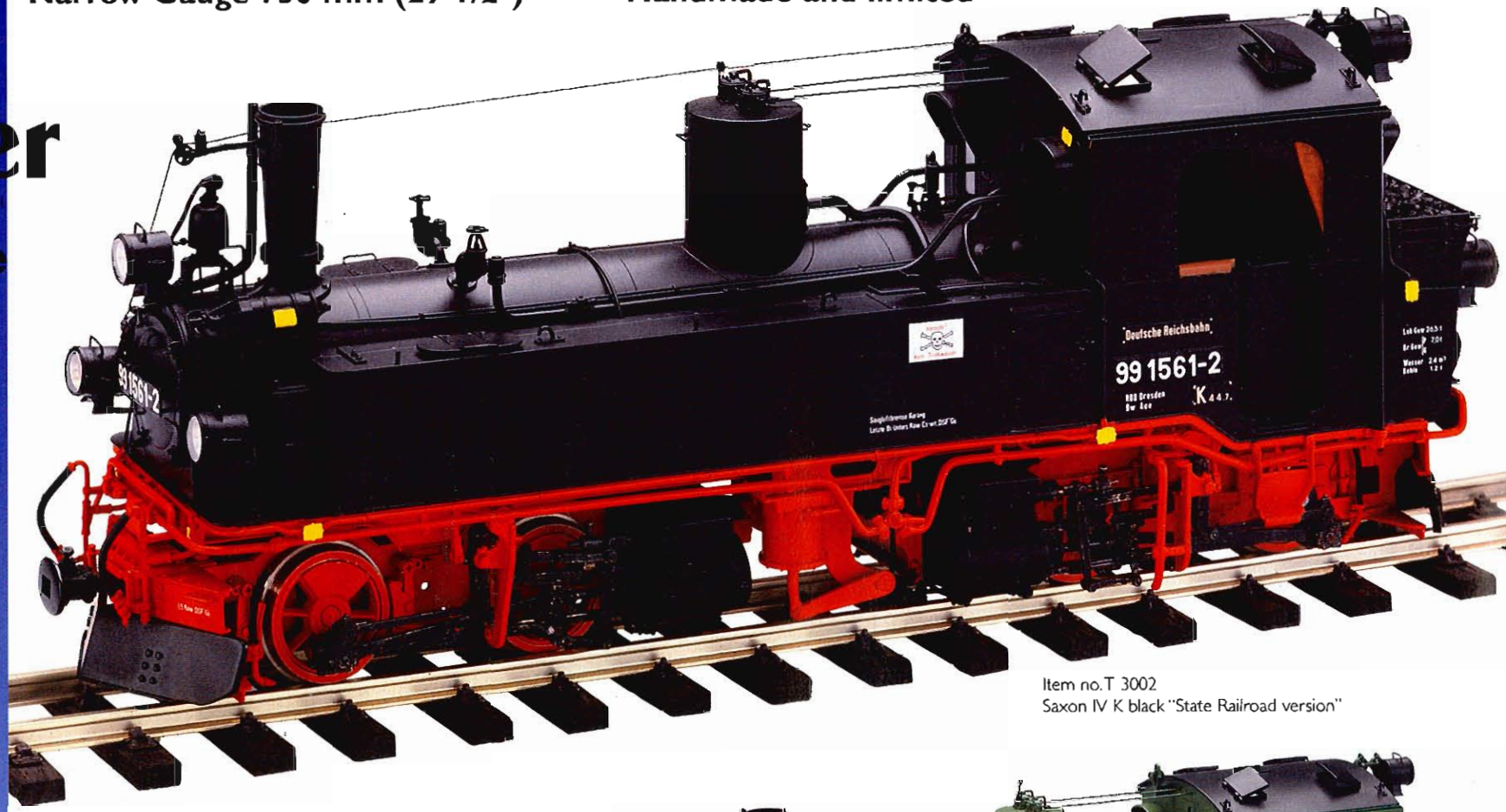
hübner
FEINWERKTECHNIK GMBH

1e Gauge
1 : 32

Track Gauge 23.5 mm (59/64")

Narrow Gauge 750 mm (29-1/2")

Handmade and limited



Item no. T 3002
Saxon IV K black "State Railroad version"

One of the most popular German narrow gauge locomotives. Model of the locomotive legend in 1 : 32 scale (1e Gauge). A faithful reproduction of the Reko version down to the smallest detail.
Length over buffers: 28.1 cm (11-1/16")
Minimum radius: 80 cm (31-1/2")
Propulsion: 2 Faulhaber can motors
Weight: approx. 2 kg (approx. 6 lb.)

Included in T 3002 and T 3003:
1 locomotive
1 engineer
1 fireman
etched brass plates (except item no. T 3004)
paint and brush
literature (German text) on the Saxon IV K



Item no. T 3004
Saxon IV K green color scheme "museum locomotive"

Both KD 4 baggage cars for freight and passenger trains have a conductor's compartment. Handmade brass model. Limited series. Equipped with working Scharfenberg couplers, lighting and Diamond trucks. One-time series.
Weight: approx. 0.940 kg (approx. 2 lb.)
Minimum radius: 80 cm (31-1/2")
Length: 35.7 cm (14-1/16")

Item no. T 2000
KD 4 baggage car, original version

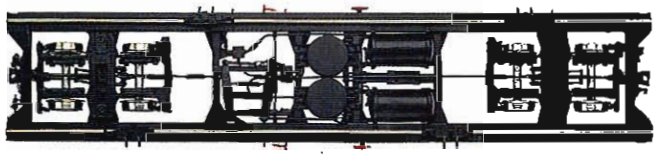
Item no. T 2003
KD 4 baggage car, Reko version



Switch for lighting on the underside of the roof

Adapter for roll car operation included

Handmade and limited



The roll cars serve to transport standard gauge cars on narrow gauge lines. True-to-scale reproduction of the highest quality.
Handmade brass model.
Limited series.
Weight: approx. 0.4 kg (approx. 14 oz.)
Minimum radius: 80 cm (31-1/2 ")

Item no. T 2001
8 meter roll car, 25 cm (9-27/32"), without load
Item no. T 2002
9 meter roll car, 28.1 cm (11-1/16"), without load



hübner
FEINWERKTECHNIK GMBH

1e Gauge
1 : 32

Track Gauge 23.5 mm (59/64")

The toy phenomenon

märklin
metall

For more than 80 years the Märklin metal construction set has been fascinating more and more new generations of enthusiasts. The explanation for this phenomenon is quite simple: because it is so simple.

The Märklin metal construction set consists of easy to understand basic elements, braces, plates, brackets, wheels, rods and bolts and nuts as the most important connecting elements. The metal construction set makes technology transparent. Instead of pre-produced functions we're talking here about discovering the technology itself: testing, changing, improving, varying until you've found the best working solution. Mechanics, statics, kinetics, different principles of energy and leverage are learned on their own. "Trial and error" is the American expression for this method which places more emphasis on natural curiosity and enjoyable experiences than on dry theory.

Märklin has continued to expand the metal construction set program with a steady stream of new products and has adapted the metal construction set to today's standards. The basic sets of various sizes are supplemented by extension, theme and gift sets. This allows you to construct particular vehicles or technical themes such as solar models, mechanical models or robots.



Basic and Extension Sets

märklin metall

Everything goes together and can be combined easily:

Basic Sets
Extension Sets
Theme Sets

The Märklin Metall construction sets are not suitable for children under the age of 3.

1015 Extension Set E 10.
The E 10 extension set expands the m 10 starter set up to the level of the m 30 basic set.

1016 Extension Set E 30.
The E 30 extension set expands the m 30 basic set up to the m 50 basic set.

1004 Basis Set m 30.
The starter set with complete instructions for 30 different, fully working models. 342 parts.

1003 Basic Set m 10.
The new starter set with complete instructions for building 10 different models. 208 pieces.

Basic and Extension Sets



1005 Basic Set m 50.
The larger starter set with very detailed instructions for 50 different models. 458 parts.

1080 Basic Set m 100.
The large construction set invites you to construct completely new designs for metal construction set models such as a rotary crane, different machines, carrousels, etc. In size and the selection of parts this construction set goes back to the old tradition of the large Märklin metal construction sets. Extensive instructions explain the individual construction steps. This construction set is quite suitable for developing models of your own design. 1469 parts.

1081 Extension Set E 60.
The E 60 extension set expands the m 60 basic set to the contents of the m 100 basic set. Includes the instructions for the m 100 basic set. 808 parts.

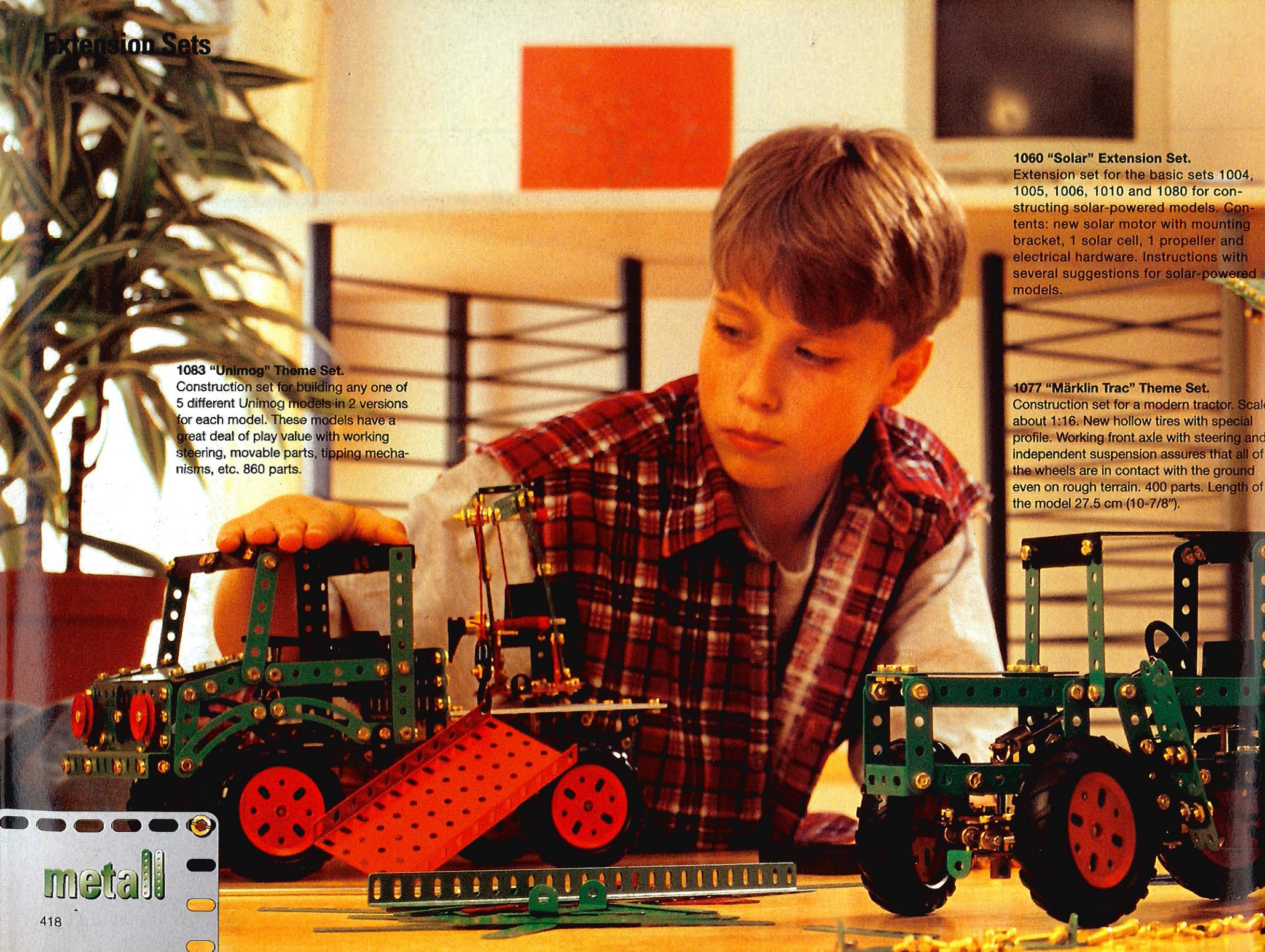


1017 Extension Set E 50.
The E 50 extension set expands the m 50 basic set up to the m 60 basic set.

The Märklin Metall construction sets are not suitable for children under the page of 3.

1010 Basic Set M-Start.
Large basic set with complete instructions for building different models such as airplanes, cars, trucks, etc. 537 pieces.

1006 Basis Set m 60.
This large starter set with detailled instructions has interesting ideas for 60 different models. 664 parts.



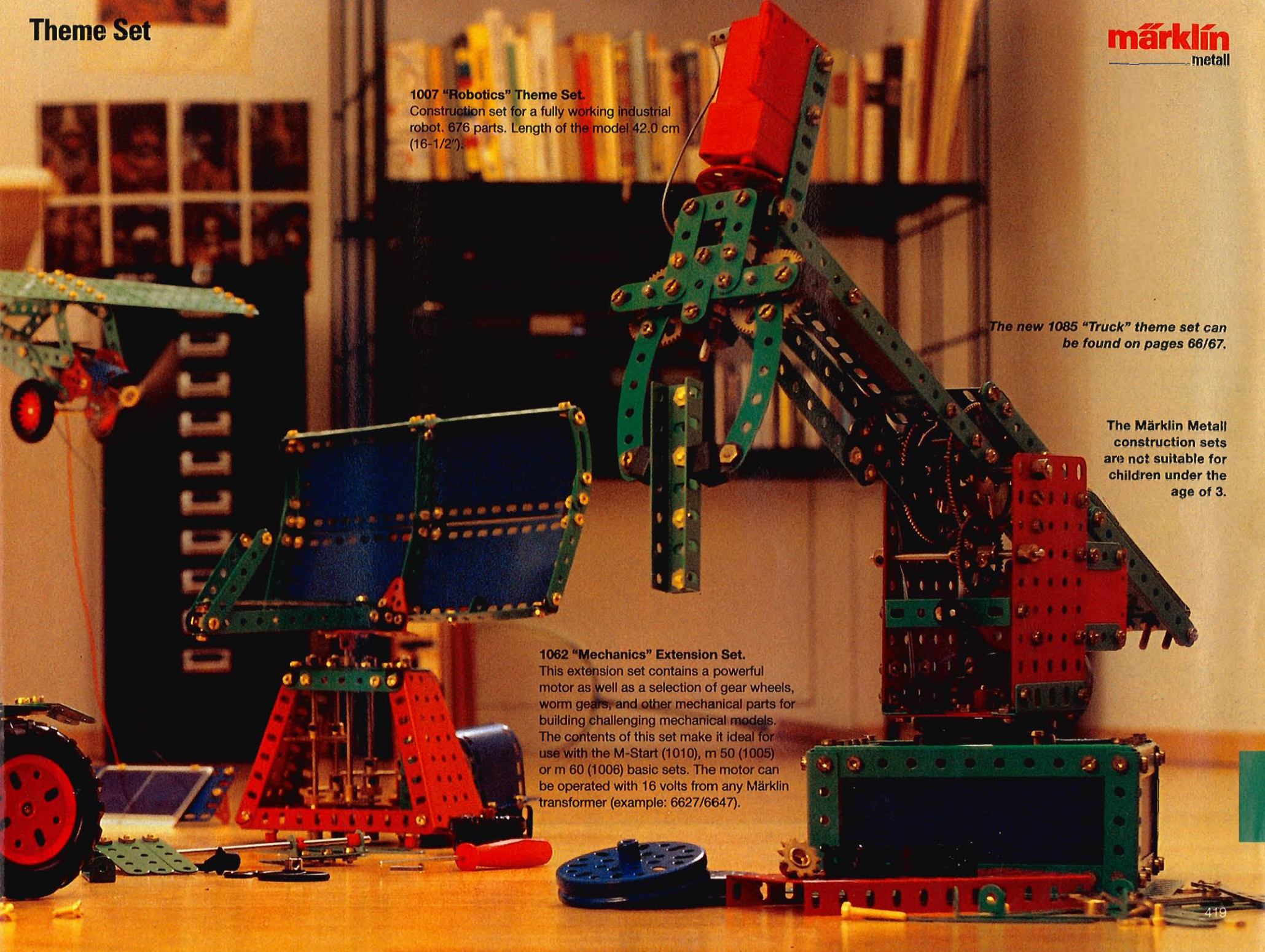
1060 "Solar" Extension Set.
Extension set for the basic sets 1004, 1005, 1006, 1010 and 1080 for constructing solar-powered models. Contents: new solar motor with mounting bracket, 1 solar cell, 1 propeller and electrical hardware. Instructions with several suggestions for solar-powered models.

1083 "Unimog" Theme Set.
Construction set for building any one of 5 different Unimog models in 2 versions for each model. These models have a great deal of play value with working steering, movable parts, tipping mechanisms, etc. 860 parts.

1077 "Märklin Trac" Theme Set.
Construction set for a modern tractor. Scale about 1:16. New hollow tires with special profile. Working front axle with steering and independent suspension assures that all of the wheels are in contact with the ground even on rough terrain. 400 parts. Length of the model 27.5 cm (10-7/8").

märklin metall

1007 "Robotics" Theme Set.
Construction set for a fully working industrial robot. 676 parts. Length of the model 42.0 cm (16-1/2").

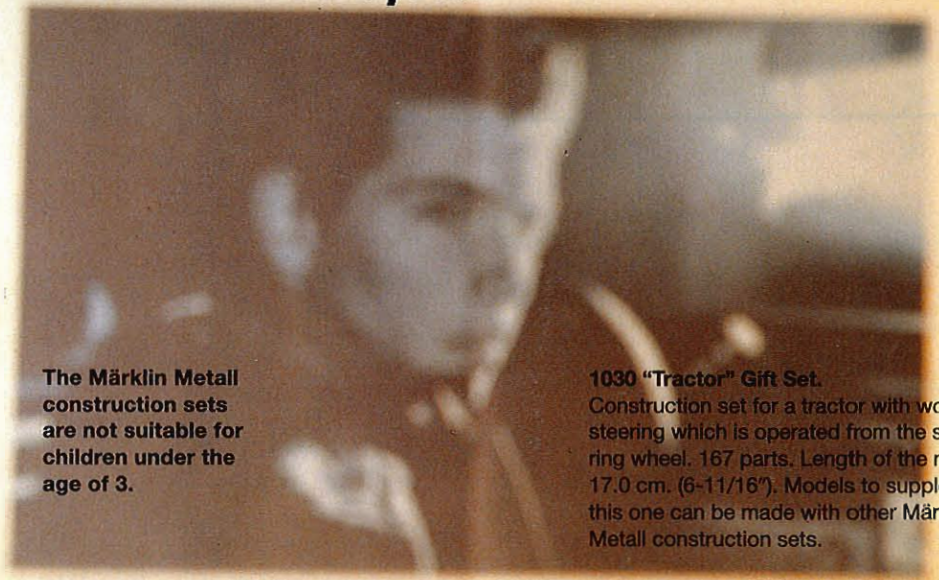


The new 1085 "Truck" theme set can be found on pages 66/67.

The Märklin Metall construction sets are not suitable for children under the age of 3.

1062 "Mechanics" Extension Set.
This extension set contains a powerful motor as well as a selection of gear wheels, worm gears, and other mechanical parts for building challenging mechanical models. The contents of this set make it ideal for use with the M-Start (1010), m 50 (1005) or m 60 (1006) basic sets. The motor can be operated with 16 volts from any Märklin transformer (example: 6627/6647).

Gifts that are always fun



Models suitable for operation with a motor are marked in the instructions with this symbol.

The Märklin Metall construction sets are not suitable for children under the age of 3.

1030 "Tractor" Gift Set.
Construction set for a tractor with working steering which is operated from the steering wheel. 167 parts. Length of the model 17.0 cm. (6-11/16″). Models to supplement this one can be made with other Märklin Metall construction sets.

1037 "Helicopter" Gift Set.
An old favorite brought back, the "Helicopter". Model with rotating main and tail rotors. 113 parts. Model length 18.5 cm (7-1/4″).

1031 "Tractor with Trailer" Gift Set.
Construction set for a tractor with a single-axle trailer. Tractor is the same model as that of set 1030. Gate on trailer can be swung down for loading. 315 parts. Length of the model 39.0 cm (15-3/8″).

1033 "Chopper" Gift Set.
Construction set for a chopper motorcycle. Working steering and sprung suspension on the front axle. Simulated 2 cylinder V-type motor. 117 parts. Length of the model 27.0 cm (10-5/8″).

Everything is better with a motor

1022 Motor.
The diameter of the drive shaft on this motor is designed for the current Märklin metal construction set program. By adding gear wheels, pullies, etc., all types of custom gear drives can be set up and adapted to models. This motor leads naturally into the fun of mechanics.

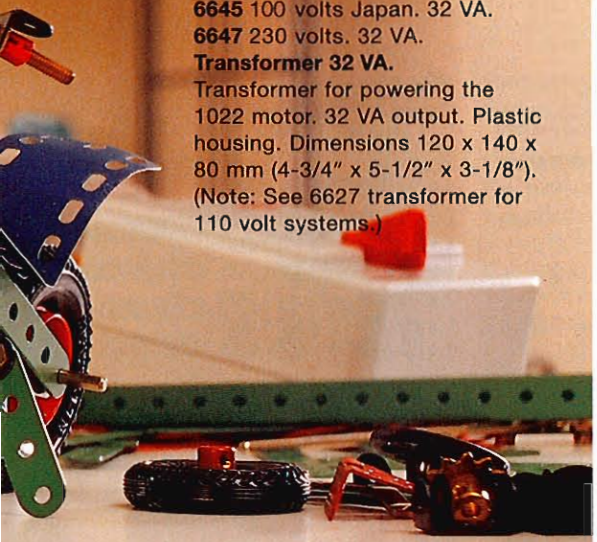
Technical Data

Power supply:
9-16 volts AC

Power transformer:
6627/6647 is recommended (suitable for two 1022 motors).

r. p. m. at 12 volts:
6.000 r. p. m. with load
7.200 r. p. m. without load

Current draw at maximum efficiency:
0.96 amps



6645 100 volts Japan. 32 VA.
6647 230 volts. 32 VA.
Transformer 32 VA.
Transformer for powering the 1022 motor. 32 VA output. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/8"). (Note: See 6627 transformer for 110 volt systems.)

Basic and Extension Sets

märklin metall



1003 + 1015 = 1004



1004 + 1016 = 1005

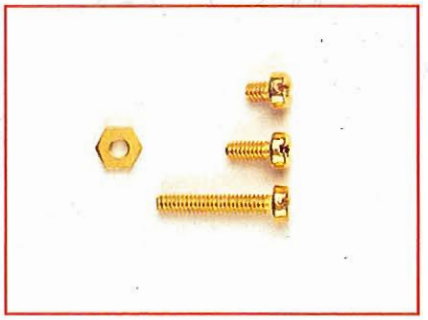


1005 + 1017 = 1006



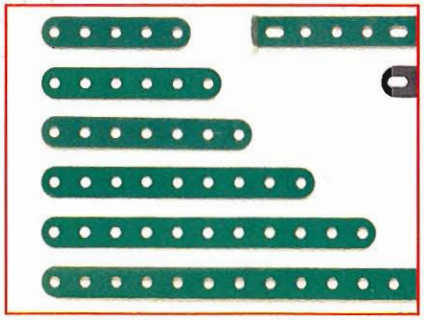
1006 + 1081 = 1080

Extension Sets



1040 Extension Set.
Bolts in various lengths and nuts.

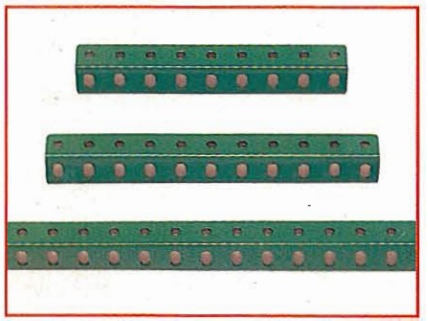
Contents:
100 x 14 010
70 x 14 202
15 x 14 203
5 x 14 204



1041 Extension Set.
Flat braces, angle brackets, flat strips and C braces in various lengths.

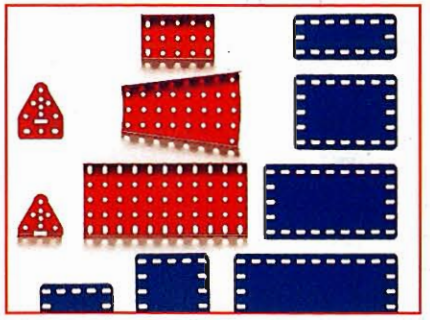
Contents:

6 x 10 000	2 x 10 007
10 x 10 002	2 x 10 009
2 x 10 003	4 x 10 011
2 x 10 004	2 x 10 017
4 x 10 005	4 x 10 067
2 x 10 006	



1042 Extension Set.
Angle girders in various lengths.

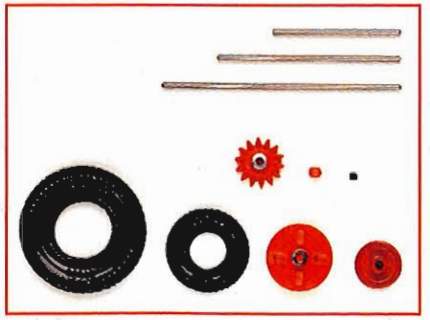
Contents:
4 x 10 105
2 x 10 107
2 x 10 109
4 x 10 111
4 x 10 117



1043 Extension Set.
Various versions of base plates and cover plates.

Contents:

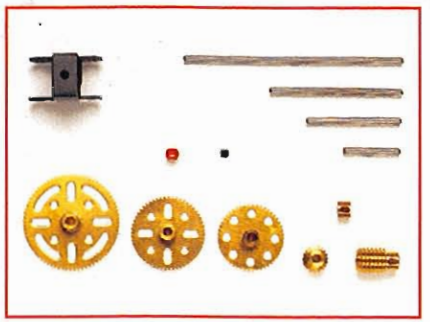
1 x 11 305	1 x 11 417
1 x 11 320	2 x 11 419
1 x 11 340	2 x 11 421
2 x 11 405	2 x 11 631
1 x 11 407	2 x 11 632
2 x 11 415	



1044 Extension Set.
Various wheels and shafts.

Contents:

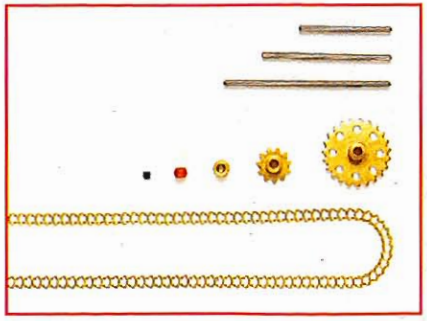
2 x 10 207	2 x 10 914
2 x 10 210	10 x 12 400
2 x 10 213	4 x 14 025
2 x 10 325	2 x 14 036
2 x 10 336	8 x 14 223



1045 Extension Set.
Various gear box parts.

Contents:

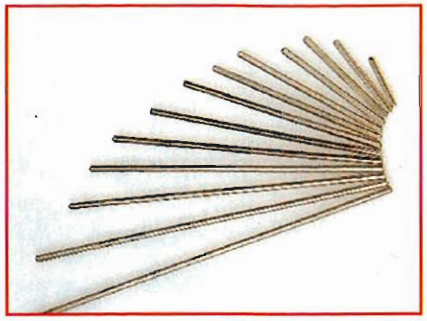
2 x 10 203	1 x 10 720
2 x 10 205	1 x 10 911
1 x 10 207	2 x 11 060
1 x 10 211	1 x 11 720
1 x 10 450	10 x 12 400
1 x 10 457	8 x 14 223
1 x 10 575	



1047 Extension Set.
Parts for building a chain drive.

Contents:

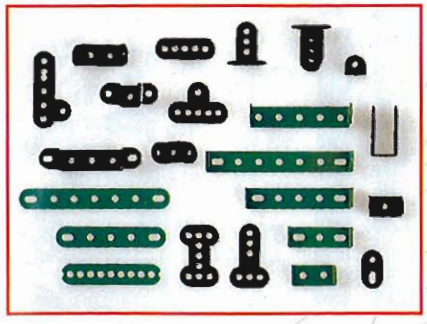
2 x 10 205	1 x 11 223
2 x 10 207	1 x 11 747
2 x 10 209	10 x 12 400
4 x 11 060	8 x 14 223
2 x 11 211	



1067 Extension Set.
Shafts in various lengths.

Contents:

2 x 10 203	2 x 10 215
2 x 10 205	2 x 10 216
2 x 10 206	2 x 10 217
2 x 10 207	2 x 10 220
2 x 10 209	2 x 10 221
2 x 10 210	5 x 11 060
2 x 10 211	10 x 12 400
2 x 10 213	5 x 14 223



1068 Extension Set.
Various types of connecting elements.

Contents:

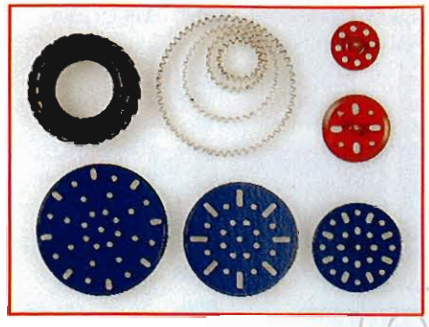
5 x 10 000	2 x 10 047	2 x 11 721
5 x 10 001	2 x 10 055	2 x 11 762
5 x 10 002	2 x 10 057	2 x 11 763
2 x 10 040	2 x 10 059	2 x 11 764
2 x 10 042	2 x 10 064	2 x 11 765
2 x 10 044	2 x 10 065	2 x 11 766
2 x 10 045	2 x 10 067	1 x 11 767
2 x 10 046	2 x 10 069	



1069 Extension Set.
Various types of mechanical elements.

Contens:

2 x 10 312	2 x 10 901	1 x 11 545
1 x 10 338	6 x 11 060	1 x 11 704
1 x 10 350	1 x 11 148	1 x 11 713
1 x 10 726	1 x 11 501	1 x 11 717
1 x 10 731	1 x 11 515	10 x 12 400
2 x 10 900	4 x 11 520	10 x 14 223



1070 Extension Set.
Wheels, tires and ring gears.

Contens:

4 x 10 350	1 x 10 925
1 x 10 365	1 x 10 940
1 x 10 380	1 x 10 957
1 x 10 395	1 x 11 036
1 x 10 918	2 x 14 026

From girders to gears ...



... spare parts that can be ordered

märklin metall

ill. no.	catalog no.	description	
1	10 000	brace	
2	10 001	C bracket	
3	10 002	angle bracket	
		Flat Braces:	
4	10 003	3 hole,	35 mm
5	10 004	4 hole,	50 mm
6	10 005	5 hole,	60 mm
7	10 006	6 hole,	75 mm
8	10 007	7 hole,	90 mm
9	10 009	9 hole,	110 mm
10	10 011	11 hole	140 mm
11	10 017	17 hole,	215 mm
12	10 025	25 hole,	320 mm
13	10 040	double angle brace	
14	10 042	double angle brace	
15	10 044	double yoke	
16	10 045	bearing yoke	
17	10 046	bearing yoke	
18	10 047	bearing yoke	
19	10 055	5 hole brace,	65 mm
20	10 057	7 hole brace,	95 mm
21	10 059	adjustment brace	
22	10 064	4 hole C brace	
23	10 065	5 hole C brace	
24	10 067	7 hole C brace	
25	10 069	9 hole C brace	
		Angle Girders:	
26	10 105	5 hole,	60 mm
27	10 107	7 hole,	90 mm
28	10 109	9 hole,	110 mm
29	10 111	11 hole,	140 mm
30	10 117	17 hole,	215 mm
31	10 125	25 hole,	320 mm
32	10 159	9 hole double brace	
33	10 165	15 hole double brace	
34	10 203	shaft,	30 mm, 4 mm dia.
35	10 205	shaft,	50 mm, 4 mm dia.
36	10 206	shaft,	63 mm, 4 mm dia.
37	10 207	shaft,	70 mm, 4 mm dia.
38	10 209	shaft,	90 mm, 4 mm dia.
39	10 210	shaft,	101 mm, 4 mm dia.
40	10 211	shaft,	115 mm, 4 mm dia.
41	10 213	shaft,	130 mm, 4 mm dia
42	10 215	shaft,	150 mm, 4 mm dia
43	10 216	shaft,	163.5 mm, 4 mm dia
44	10 217	shaft,	173 mm, 4 mm dia
45	10 220	shaft,	200 mm, 4 mm dia
46	10 221	shaft,	213.5 mm, 4 mm dia
47	10 226	shaft,	266 mm, 4 mm dia
48	10 230	shaft,	300 mm, 4 mm dia.
49	10 312	pulley,	12 mm dia.
50	10 325*	pulley wheel,	25 mm dia.
51	10 336*	pulley wheel,	36 mm dia.
52	10 338*	pulley wheel,	38 mm dia.
53	10 350*	pulley wheel,	50 mm dia.
54	10 365*	wheel,	65 mm dia.
55	10 380	wheel,	80 mm dia.
56	10 395	wheel,	95 mm dia.
57	10 450*	gear, 50 teeth,	35 mm dia.
58	10 457*	gear, 57 teeth,	39 mm dia.
59	10 575*	gear, 75 teeth,	51 mm dia.
60	10 595*	gear, 95 teeth,	65 mm dia.
61	10 625*	crown gear, 25 t.	19 mm dia.
62	10 650*	crown gear, 50 t.	38 mm dia.
63	10 720*	pinion gear, 19 t.	14 mm dia.
64	10 726*	pinion gear, 25 t.	18 mm dia.
65	10 731*	pinion gear, 30 t.	22 mm dia.
66	10 831*	bevel gear, 30 t.	21 mm dia.
67	10 860*	bevel gear, 60 t.	42 mm dia.
68	10 900	small ratchet	
69	10 901	large ratchet	
70	10 911*	worm gear,	14 mm dia.
71	10 914*	universal gear	
72	10 918	ring gear for 10 325,	18 t.
73	10 925	ring gear for 10 338,	25 t.
74	10 940	ring gear for 10 365,	40 t.
75	10 957	ring gear for 10 395,	57 t.
76	10 992	ring gear for 11 015,	112 t.
77	11 015	wheel,	150 mm dia.
78	11 034*	wheel weight	
79	11 036*	disc wheel,	36 mm dia.
80	11 060*	set collar	
81	11 095	ring,	195 mm dia.
82	11 105	5 hole railing,	60 mm
83	11 111	11 hole railing,	140 mm
84	11 125	25 hole railing,	320 mm
85	11 138	seat	
86	11 148*	steering wheel,	36 mm dia.
87	11 211*	sprocket wheel, 11 t.,	20 mm dia.
88	11 223*	sprocket wheel, 23 t.,	38 mm dia.
89	11 305	plate,	60 x 40 mm
90	11 320	plate,	140 x 60 mm
91	11 330	plate,	60 x 85 mm
92	11 340	flanged plate	
93	11 351	plate,	60 x 60 mm
94	11 352	plate,	110 x 60 mm
		Cover Plates:	
95	11 405	3 x 5 hole,	35 x 60 mm
96	11 407	3 x 7 hole,	35 x 90 mm
97	11 409	3 x 9 hole,	35 x 110 mm
98	11 411	3 x 11 hole,	35 x 140 mm
99	11 415	5 x 5 hole,	60 x 60 mm
100	11 417	5 x 7 hole,	60 x 90 mm
101	11 419	5 x 9 hole,	60 x 110 mm
102	11 421	5 x 11 hole,	60 x 140 mm
103	11 425	5 x 25 hole,	60 x 320 mm
104	11 430	7 x 25 hole,	90 x 320 mm
105	11 435	half circle plate,	60 mm dia.
106	11 437	half circle plate,	90 mm dia.
107	11 501	string,	4 meters
108	11 515	spiral transmission wire,	150 mm
109	11 520	compression spring,	12.5 mm dia.
110	11 545	spiral transmission wire,	450 mm
111	11 605	curved girder	65 mm
112	11 607	curved girder	90 mm
113	11 631	flat bearing plate	
114	11 632	curved bearing plate	
115	11 704*	crank arm	
116	11 706*	aluminum propeller	
117	11 712	sliding lug	
118	11 713	hook	
119	11 714	windmill vane	
120	11 717*	hand crank	
121	11 719*	coupling sleeve	
122	11 720	worm gear housing	
123	11 721	bearing retainer	
124	11 722	disengagement fork	
125	11 727**	washer	
126	11 728	spacer, 3 mm	
127	11 730	flat bearing bracket	
128	11 731	curved bearing bracket	
129	11 745	connecting piece	
130	11 747	drive chain, 1 meter	
131	11 762	flat connecting bracket	
132	11 763	curved connecting bracket	
133	11 764	flat connecting piece	
134	11 765	curved connecting piece	
135	11 766	connecting piece	
136	11 767	connecting fork	
137	11 776*	crank with counterweight	
138	11 785	angle strap	
139	11 786	butt strap	
140	11 787*	cam	
141	11 792	shaft retainer	
142	11 793*	universal joint	
143	11 800	box for small parts	
144	12 400**	friction sleeve	
145	14 006	Allen head screwdriver for 14 223	
146	14 007	wrench	
147	14 010**	nut for all bolts	
148	14 018	Allen head screwdriver for 14 202, 14 203 and 14 204	
149	14 025	tire for 10 325, 10 914	
150	14 026	tractor tire for 10 350	
151	14 036	tire for 10 336	
152	14 050	tire for 10 350	
153	14 200	Allen head screwdriver	
154	14 201	flat screwdriver for plugs and sockets	
155	14 202**	bolt,	8.5 mm
156	14 203**	bolt,	12.0 mm
157	14 204**	bolt,	25.0 mm
158	14 223**	set screw	
	65 742	instructions for 1003, 1004,1005, 1006	
	65 866	instructions for 1080, 1081	

Many of these spare parts are assembled in the extension sets 1040-1047 and 1067-1070 (see pages 422/423) in combinations most often required in the course of constructing models.

* without set screw

** comes only in packages of 10 pieces

Miniature Cars in 1:43

Since the 1930s Märklin has offered miniature cars of diecast metal in the same scale as the former line of 0 gauge trains. They were constantly developed further and refined until the high level of detailing reached in the 1970s. Cars from the RAK series of that time are highly sought after collector pieces, especially since their prototypes have become classics.

Selected models from this series are being produced again as replicas – using the reworked original tooling and with the same loving care that the experts treasure – so that fans of small and large cars will have the chance to come to know these vehicles and their precise model reproductions.



1813 RAK Auto Set.
2 metal Mercedes Benz car models: 1 350 SL hardtop sports car (10.3 cm/4-1/16"), 1 C 111 prototype sports car (9.9 cm/3-7/8"). Doors and hood, trunk line (350 SL) and headlights (C 111) that open. Interior details and windows with glass. Both car models in special version.

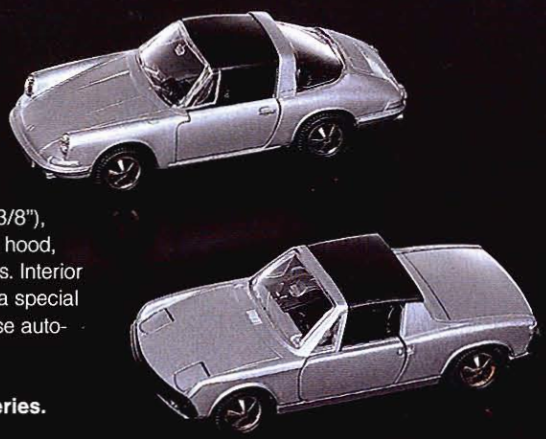
The 1813 auto set was produced in a one-time series.





1840 RAK Auto Set.
4 metal Porsche automobile models: 1 Porsche 910 race car (9.5 cm / 3-3/4"), 1 Porsche 914 sports car (9.2 cm / 3-5/8"), 1 Porsche 907 race car (11.1 cm / 43/8"), 1 Porsche 911 T sports car (9.6 cm / 3-25/32"). Doors, hood, trunk lid and headlights that can opened on the models. Interior details and glazed windows. All automobile models in a special version. A certificate documents the authenticity of these automobile models.

The 1840 auto set was produced in a one-time series. Available exclusively at the Märklin Museum.





1818 RAK Auto Set.
2 metal General Motors car models: 1 Chevrolet Corvette sports car (10.6 cm/4-3/16"), 1 Opel Manta car (10.2 cm/4"). Doors, hood and trunk lids that open. Interior details and windows with glass. Both car models in special version.

The 1818 auto set was produced in a one-time series.





1803 RAK Auto Set.
2 metal Ford car models: 1 Ford Capri 2300 sports car (10.0 cm/3-15/16"), 1 Ford OSI 20 M TS car (10.5 cm/4-1/8"). Doors, hood and trunk lids that open. Interior details and windows with glass. Both car models in special version.

The 1803 auto set was produced in a one-time series.

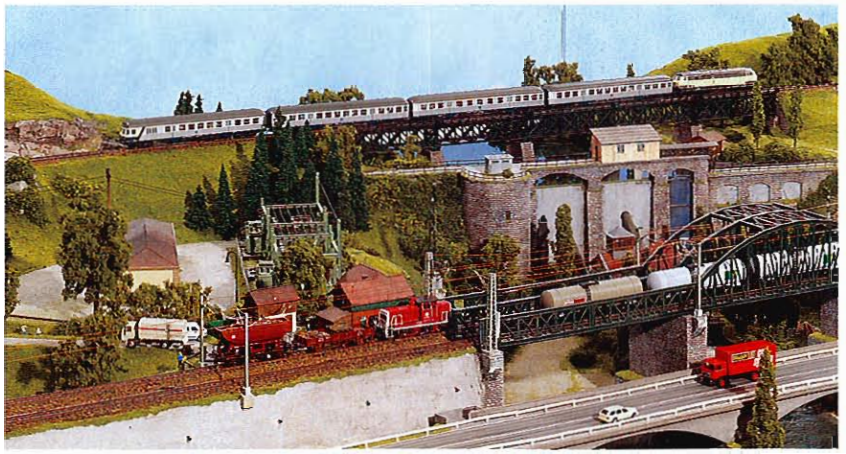


Where others go on vacation ...

märklin

... Märklin locomotives provide service day after day and tirelessly pull their trains on almost 400 meters (1,300 feet) of track.





Pfarrkirchen Model Railroad Center
Franz-Stelzenberger-Straße 6
D-84347 Pfarrkirchen, Germany
Telephone 0 85 61 / 83 48
Telefax 0 85 61 / 7 14 99

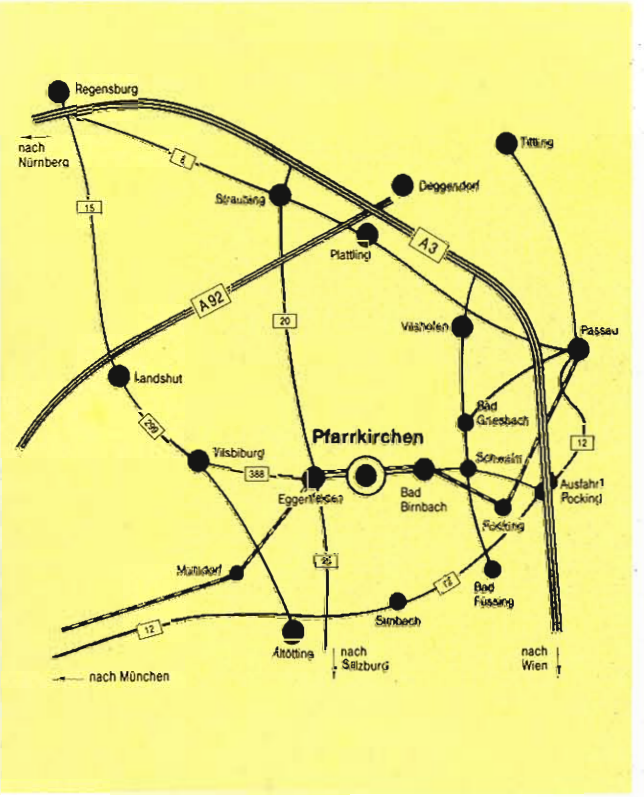
Hours of operation:
Tuesday through Sunday
from 10:00 AM to 6:00 PM.
Closed Mondays
(holidays excepted).

In addition to this large layout, the Model Railroad Center also has constantly changing display layouts as well as a selection of very beautiful railroad models in a display area of 600 square meters (approx. 6,458 square feet). Alpha and Maxi railroads are available for children to play with. Seminars and guided tours all year round complete this program in Pfarrkirchen.

We're talking here about the Model Railroad Center in Pfarrkirchen (County Rottal-Inn in Germany), whose centerpiece is a 30 meter (97' 6") large Märklin H0 layout, built by the famous layout builder, Bernhard Stein. This impressive layout is controlled with Märklin Digital in conjunction with a computer, but the really exciting part of the layout are the small details such as the vineyard, the grain field and an imposing gravel pit.







So, if you should find yourself on the way to the Rottal region, **stop by for a visit. It's worth it!**



MAXI



You will find ...

Item No.	Page
0209	243
0210	251
0211	263
0212	346
0226	200
0230	245
0231	253
0232	346
0241	116
0276	241
0277	241
0296	347
0308	292
0319	402
0323	402
0329	240
0333	367
0336	241
0337	240
0342	267
0368	269
0702	240
0716	283
0733	155
1003	415
1004	415
1005	416
1006	417
1007	419
1010	417
1015	415
1016	415
1017	417
1022	421
1030	420
1031	420
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1037	420
1040	422
1041	422
1042	422
1043	422
1044	422
1045	422
1047	423
1060	418
1062	419
1067	423
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1069	423
1070	423
1077	418
1080	416
1081	416
1083	418
1085	67
1511	63
1601	68
1611	69
1803	426
1813	426
1818	426
1840	426
1883	7
1947	78
1996	2
2001	90
2006	90
2019	90
2021	90
2026	90
2031	90
2062	90
2063	90
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2203	251
2204	251
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2206	250
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2217	21
2218	21
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2916	99
2960	16
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2965	95
2976	96
2977	102
2983	101
2986	102
2995	18
3000	106
3001	126
3003	108
3013	23
3016	146
3032	106
3033	132
3034	130
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3304	106
3306	108
3308	109
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3310	114
3315	115
3318	109
3322	127
3326	136
3331	130
3335	127
3340	131
3341	28
3343	133
3348	133
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3352	137
3353	133
3355	131
3356	28
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3360	131
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3374	124
3375	124
3376	142
3377	121
3378	72
3380	123
3384	39
3387	107
3390	114
3391	112
3392	115
3395	113
3397	113
3411	5
3412	4
3415	117
3416	37
3417	38
3420	33
3422	27
3425	4
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3439	26
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3442	134
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3618	109
3654	133
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3681	122
3684	115
3686	107
3696	107
3701	25
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3703	108
3709	109
3710	114
3715	117
3720	33
3722	127
3734	29
3738	135
3740	26
3742	134
3743	134
3747	25
3748	128
3750	71
3751	140
3752	141
3756	137
3760	138
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3790	114
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3795	113
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3798	111
3809	109
3882	122
4018	146
4026	176
4027	179
4028	146
4032	179
4035	159
4038	156
4039	158
4044	177
4051	176
4052	176
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4055	179
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4084	184
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4087	178
4089	178
4090	178
4091	180
4092	180
4093	180
4094	180
4104	30
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4106	30
4107	158
4108	158
4111	177
4112	177
4125	192
4130	177
4131	171
4132	171
4133	171
4157	182
4181	125
4183	175
4184	175
4185	175
4186	22
4188	178
4191	22
4200	162
4201	162
4202	162
4203	162
4210	160
4211	160
4212	161
4213	160
4214	161
4215	192
4216	192
4217	192
4218	191
4219	191
4225	186
4226	186
4227	186
4228	169
4229	161
4232	230
4233	184
4234	184
4235	158
4238	190
4239	135
4240	184
4251	188
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4259	173
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4266	193
4269	43
4272	188
4273	188
4275	166
4276	166
4277	166
4278	166
4280	182
4281	183
4282	183
4283	183
4284	187
4285	187
4286	187
4287	187
4289	74
4291	181
4292	181
4293	181
4295	185
4296	185
4297	185
4298	185
4299	77
4301	164
4302	164
4303	164
4304	44
4305	44
4306	44
4307	163
4308	163
4309	163
4313	165
4314	165
4315	165
4316	165
4317	170
4318	170
4319	170
4327	182
4335	158
4348	182
4362	43
4365	195
4366	193
4368	194
4369	194
4370	144
4371	144
4372	145
4373	145
4374	97
4375	167
4376	167
4377	189
4378	189
4379	167
4384	183
4389	174
4394	45
4410	213
4411	213
4413	220
4414	213
4415	212
4416	212
4417	212
4418	210
4419	212
4420	212
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4422	23
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4424	218
4425	23
4426	215
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4432	206
4439	212
4440	226
4441	226
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4443	226
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4465	217
4471	224
4473	218
4474	218
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4478	225
4479	225
4485	213
4507	209
4510	6
4516	76
4602	217
4608	46
4610	220
4612	225
4613	225
4617	224
4618	224
4623	46
4624	220
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4631	220
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4665	218
4671	224
4678	31
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4690	217
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4693	216
4694	219
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4698	232
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4736	214
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4752	228
4753	229
4754	228
4756	228
4757	229
4758	228
4767	221
4768	223
4769	223
4771	221
4773	234
4774	234
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4776	234
4777	234
4795	209
4796	231
4797	231
4830	47
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4835	232
4836	46
4838	46
4841	220
4848	229
4849	37
4850	222
4851	222
4852	47
4853	34
4856	228
4864	235
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4866	31
4867	208
4868	47
4869	47
4870	208
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4877	209
4878	211
4879	210
4880	211
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4882	206
4883	210
4885	206
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4888	31
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4893	210
4895	206
4896	210
5004	249
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5100	242
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5102	242
5103	242
5106	242
5107	242
5108	242
5109	242
5110	243
5111	242
5112	242
5113	249
5114	243
5115	243
5116	243
5120	242
5128	243
5129	242
5131	242
5137	242
5138	242
5139	242
5140	243
5141	243
5142	243
5145	243
5146	242
5147	242
5160	242
5166	242
5167	243
5190	100

Item No.	Page
5191	100
5192	100
5193	100
5194	100
5200	242
5201	242
5202	242
5203	242
5204	242
5205	242
5206	242
5207	243
5208	243
5210	243
5211	243
5213	242
5214	243
5215	243
5221	242
5222	242
5223	242
5260	242
5266	242
5410	395
5411	394
5412	395
5414	60
5415	61
5419	237
5420	395
5424	58
5425	393
5426	60
5427	59
5434	388
5440	367
5441	367
5450	368
5452	371
5454	373
5470	369
5471	371
5473	371
5480	371
5481	369
5482	369
5483	369
5484	371
5485	369
5487	373
5488	373
5492	372
5524	10
5530	57
5571	385
5597	383
5602	401
5603	402
5605	389
5609	402
5613	403
5614	403
5615	405
5616	404
5617	404
5618	405
5621	404
5625	401
5627	391
5629	63
5630	403
5631	403
5632	403
5633	403
5635	403
5636	403
5640	63
5654	402
5655	402
5831	389
5836	391
5837	389
5838	388
5844	396
5854	391
5858	390
5892	397
5894	397
5899	390
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5904	400
5905	400
5916	400
5917	400
5922	400
5935	400
5936	400
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5998	401
6000	288
6001	288
6002	288
6003	288
6017	288
6021	287
6036	288
6038	288
6039	288
6040	290
6041	291
6043	290
6051	291
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6088	290
6089	290
6090	289
6095	289
6603	98
6604	98
6605	98
6606	406
6607	377
6608	377
6627	283
6629	283
6645	283
6647	283
6701	361
6720	361
6727	361
6729	361
7000	281
7001	155
7003	263
7004	263
7005	262
7006	263
7009	262
7010	262
7012	262
7013	264
7014	264
7015	264
7016	264
7017	264
7018	264
7019	264
7021	263
7022	264
7023	264
7036	266
7038	266
7039	266
7040	266
7041	266
7042	266
7046	280
7047	280
7048	280
7051	279
7054	279
7074	196
7077	196
7100	281
7101	281
7102	281
7103	281
7105	281
7107	406
7111	281
7112	281
7113	281
7114	281
7115	281
7117	281
7130	281
7131	281
7132	281
7133	281
7134	281
7135	281
7137	281
7149	155
7171	249
7187	267
7188	267
7190	249
7191	249
7192	274
7193	274
7194	155
7195	249
7198	196
7201	262
7203	155
7204	200
7205	155
7207	155
7209	282
7224	155
7226	116
7230	269
7234	272
7236	268
7237	268
7238	268
7239	268
7240	268
7241	268
7242	269
7244	269
7245	269
7247	155
7250	272
7251	272
7252	272
7253	272
7262	270
7263	270
7267	270
7268	270
7269	270
7271	282
7272	282
7273	282
7274	282
7277	264
7278	264
7280	280
7281	280
7282	280
7283	280
7284	280
7286	277
7287	277
7288	277
7289	278
7292	274
7293	274
7294	278
7295	278
7299	249
7316	197
7317	196
7318	196
7319	200
7320	197
7322	197
7323	196
7329	197
7330	197
7333	196
7335	197
7339	267
7389	257
7390	274
7391	257
7500	257
7501	262
7504	257
7505	262
7509	262
7510	262
7511	263
7512	262
7522	257
7525	263
7547	259
7548	259
7549	259
7555	249
7556	249
7557	249
7558	249
7569	270
7592	275
7593	275
7595	257
7599	257
7652	279
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61008	281
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83468	42
84126	42
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84235	201
84866	237
85571	385
85837	392
87288	277
88608	236

The Märklin Club of North America



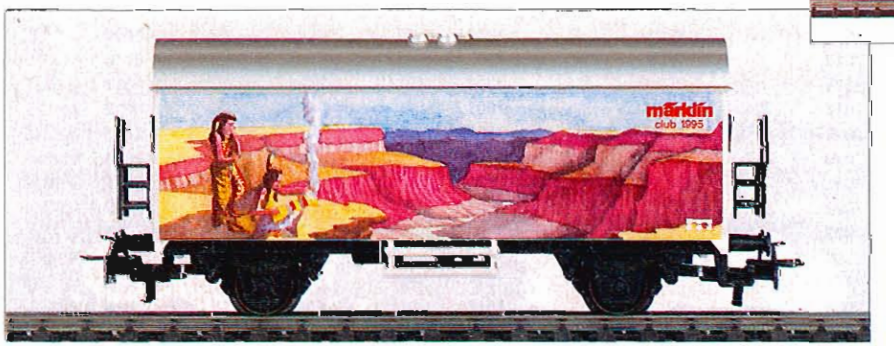
All Aboard The Märklin Club!

Besides getting your hobby started on the right track with valuable technical and product information, a Märklin Club membership gives you many other exclusive benefits.

***Insider* – The Club Newsletter**

The club newsletter, ***Insider,*** provides full-color detailed help with building layouts; maintaining your trains, new product updates, historical perspectives and many other topics to make training with Märklin more enjoyable. In addition to Insider, the Märklin Depot is also received exclusively by club members. This small catalog offers books and videos on all kinds of train subjects, as well as unusual gift items such as tool kits, apparel, prints and posters.





Collectible Annual Club Cars

Club cars are available each year for purchase by club members only. News and availability about other Märklin collectible cars are always made available to club members on a timely basis.

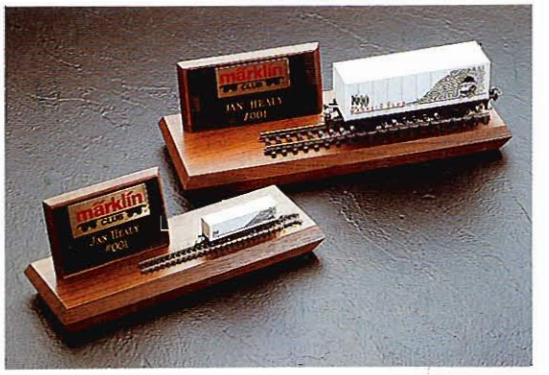
To find out how to join the Märklin Club, call or write us at:
Märklin, Inc.
P.O. Box 51559
New Berlin, WI 53151-0559
414-784-0717





Special Gift Items
You can purchase many special gift items through the club including coffee mugs, caps, apparel, magazines, videos and books. New items are continuously added.

Personalized Display Plaques
To display your club cars or other collectible cars. The Märklin Club offers, high-quality personalized display plaques of natural black walnut in both H0 and Z Gauge.





Display Cases
Display the detail and beauty of your Märklin train collection in a high-quality custom oak display case. Cases may be purchased through the club in your choice of H0 or Z gauge.

Posters and Prints
These large, full-color prints and posters are always produced utilizing photographs or illustrations of model trains or historical scenes with an explanation of their special significance in Märklin train history.





The Märklin Digital Club
Dedicated specifically to Digital, this separate club provides members with indepth knowledge and insight into Märklin's most technologically advanced multi-train control system. Members receive a bi-monthly newsletter edited by Dr. Tom Catherall, Märklin's digital consultant. This newsletter is designed to help members better understand the Digital System and the host of personal computers that connect to the interface.



Explanation of Symbols

New item 1995

New version 1995

Hobby Assortment

Multi-train operation

Metal locomotive frame

Metal locomotive frame and body

Metal car frame

Metal car frame and body

Locomotive with high-efficiency propulsion:
- Five-pole high-efficiency motor
- Electronically controlled propulsion
- Adjustable maximum speed
- Adjustable acceleration rate
- Anti-slip control with overload protection

Suitable for universal train control on conventional layouts, in the DELTA multi-train control system and on digital layouts.

Locomotive in Digital version:
- Built-in digital decoder
- Electronic reversing
- Multi-train operation with up to 80 locomotive addresses
- Digitally controlled auxiliary function
- For all Märklin H0 layouts with and without the Digital system

Digital locomotives can also be used on conventional layouts.

Digital locomotive with high-efficiency propulsion:
- Five-pole special motor
- Load-dependent motor control
- Adjustable maximum speed
- Adjustable acceleration delay
- Adjustable braking delay

Dual headlights front

Dual headlights front and rear

Dual headlights which change over with the direction of travel

Simple headlights which change over with the direction of travel

Triple headlights front

Triple headlights front and rear

Triple headlights which change over with the direction of travel

One red marker light

Dual red marker lights

Triple headlights and dual red marker lights which change over with the direction of travel

Triple headlights and white marker light which change over with the direction of travel

Märklin close couplers with privot point

Märklin close couplers in standard coupler pocket with privot point

Märklin close couplers in standard coupler pocket with guide mechanism

Built-in interior lighting

Interior lighting can be installed (example: with **7330**)

Built-in interior details

Power supply can be switched to operate from catenary

Locomotive/car has automatic mini-club couplers.

Locomotive/car is equipped with sprung buffers.

Automatic claw couplers can be replaced with reproduction prototype couplers.

Märklin *exclusiv* special models – produced in a one-time series

Visit these international model railroad shows for 1995/96:

Germany

September 23 – 24, 1995
4. Internationales mini-club-Treffen, Speyer

November 1 – 5, 1995
13. Internationale Modelleisenbahn-Ausstellung, Stuttgart

Belgium

September 9 – 24, 1995
Foire d'automne, Liège

September 30 – October 1, 1995
Euromodelbouw 95, Genk

Great Britain

October 7 – 8, 1995
Warley Exhibition, NEC Birmingham

Italy

September 29 – October 1, 1995
Model Expo-Novegro, Milan

Austria

October 25 – 29, 1995
Modellbau '95 International, Vienna

Switzerland

October 7 – 15, 1995
Eisenbahn-Modellbau-Tage, Verkehrshaus Lucerne

Spain

November 17 – 19 and 24 – 26, 1995
Salòn del Modelismo, Maquetismo y Radiocontrol, Barcelona

USA

October 28 – 29, 1995
National Model & Hobby Show, Rosemont Exposition Center, Rosemont (Chicago), Illinois

Germany

June 29 – 30, 1996
7. Internationales Spur 1-Treffen, Sinsheim

September 28 – 29, 1996
5. Internationales mini-club-Treffen, Speyer

November 14 – 18, 1996
14. Internationale Modelleisenbahn-Ausstellung, Cologne

Belgium

March 2 – 10, 1996
Lentebeurs / Foire de Printemps Flanders, Expo Gent

France

April 6 – 14, 1996
Salon International de la Maquette et du Modèle Réduit, Paris

Great Britain

February 16 – 18, 1996
Model Railway Exhibition, The Brighton Centre

February 23 – 25, 1996
Model Railway Exhibition, Glasgow Exhibition Centre

Netherlands

September 27 – 29, 1996
RAIL '96, 's-Hertogenbosch

Switzerland

September 25 – 29, 1996
Modell + Hobby 1996, Bern

Spain

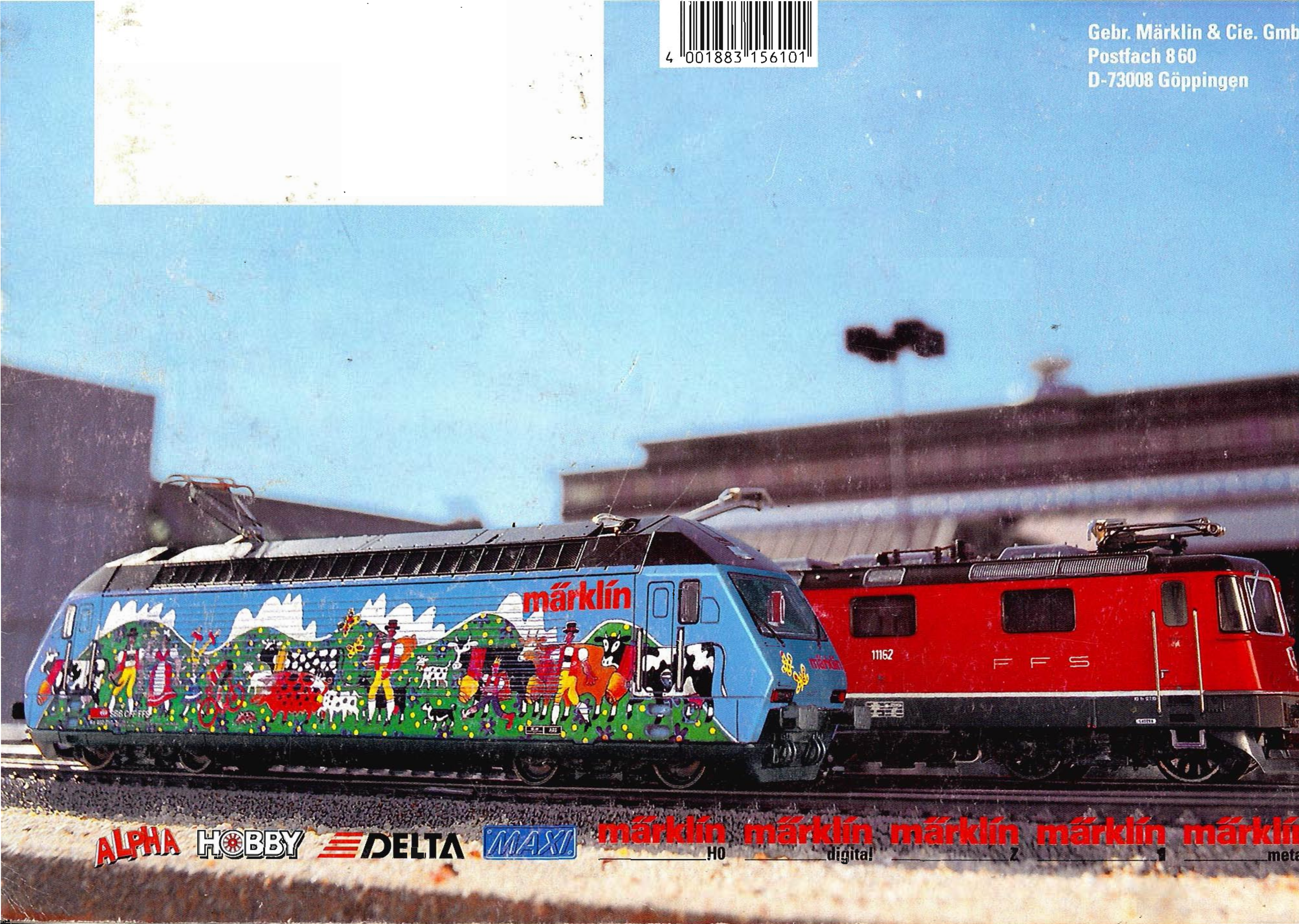
February 23 – 26, 1996
Inter-Hobby, Madrid

USA

July 19 – 21, 1996
NMRA National Convention, Long Beach Convention Center, Long Beach, California

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Gebr. Märklin & Cie. GmbH
Postfach 860
D-73008 Göppingen



ALPHA HOBBY DELTA MAXI. märklin HO märklin digital märklin Z märklin 1 märklin meta