
märklin
LUDWIG
K.Bay.Sts.B.
CIII
Complete Program
1996 / 97 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. The regular production models may differ slightly from the models illustrated.

This Märklin full line catalog supercedes all previous Märklin catalogs.

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D-73008 Göppingen

Dear Märklin Enthusiast,

Our hobby of model railroading is moving and expanding its horizons to both male and female, young and old. The old cliche "Technology is only for the young" no longer holds true either in real life or when playing. Women as well as men are interested in model railroading, metal construction sets, digital and computers. At the same time the success of our reproductions such as the cook stove, doll carriage or the Ju 52 airplane prove that Märklin appeals to people of all ages and both genders. This is not explained by just nostalgia, but rather above all by the traditional play value and collector value of high quality sheet metal toys.



This philosophy is being continued in our expansion of the Maxi metal assortment with models to expand your enjoyment and learning such as the crane car and horse transporter, as well as realistic models that will enable you to reenact, for example, the adventure of America in a way full of action and imagination. And, you can do it out in the backyard, because Maxi's robust all-metal construction is made for it.

The most important new items for us this year is the C Track system for H0 that we are offering in the starter sets. The overall positive reaction from the dealers, the press, and last but not least, the first consumers, was, after almost ten years of development, a great relief for us. For although we were convinced of the play and model qualities of the new C Track, every introduction to the market has a certain risk attached to it. This great acceptance spurs us on to expand the C Track assortment quickly.

Märklin enthusiasts will already have noticed an "administrative new item": the introduction of five-digit item numbers for all new items starting in 1996. This step was unavoidable to prevent the double use of item numbers for collector pieces, for example. The significance of the first four digits of each new item number relates back to the previous numbering system. We will keep the latter for our existing assortment to enable you to understand the assortment structure in the future.

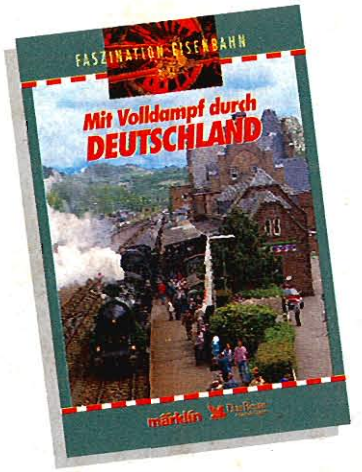
Märklin has also committed itself in 1996 to the real life railroad. The UNICEF 12X was presented at the Nürnberg Toy Fair. The auction of the models autographed by prominent people as well as a portion of the sales of this model will be donated to the Children's Aid section of the United Nations. The Swiss metal construction set locomotive also garners much good will for Märklin. The high point of 1996 was undoubtedly the German tour with the Bavarian S 3/6 that was restored with Märklin's support. With the population, a minister president and the press showing great interest, this steam train traveled for twelve days in May all across Germany.



We would like to express our sentiments about the modern and the historic railroad with these activities and win new friends for our beautiful hobby.

Your Märklin Team

märklin



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02701
Full Steam Ahead Through Germany.
Video and accompanying book with the highlights of the Märklin "Germany Tour 1996". VHS (European system only) video 55 minutes duration. Book 96 pages, all in color. German text only. See page 423 for a complete description.

N

1997
Märklin Calendar for 1997
with the best photos from the contest on the occasion of the Märklin "Germany Tour 1996" with the Bavarian S 3/6. Format 29.7 x 42.0 cm (approx. 11-3/4" x 16-1/2"). German text only.



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märklin H0

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märklin metall

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märklin metall

Art and Tradition

A toy is a mirror of its time. Anyone who has followed the history of sheet metal toys from the first simple tinsmith's work to the present day Maxi mass-produced model, learns a great deal about the technical and commercial development of that era.

With over 130 years of tradition as a manufacturer of the finest metal toys Märklin can illustrate this development with the most beautiful examples of such work. Märklin produced sheet metal toys with all sorts of functions for girls and boys, finely painted, decorated and equipped with a wide variety of accessories according to the price range. The originals still preserved today are proof of the quality and great durability of Märklin sheet metal toys. They are highly prized by collectors.

A relatively new Märklin tradition is the manufacture of reproductions of specially beautiful and beloved historic Märklin models. The tooling for this is recreated on the basis of the originals. We also use the same raw materials as on the original model as much as possible. The models are assembled, painted and decorated with extensive hand labor that is many times more expensive today than it was then.

Märklin reproductions are authentic, but they are purposely different in some details to distinguish them from the historic original.









Märklin as an Investment in Value

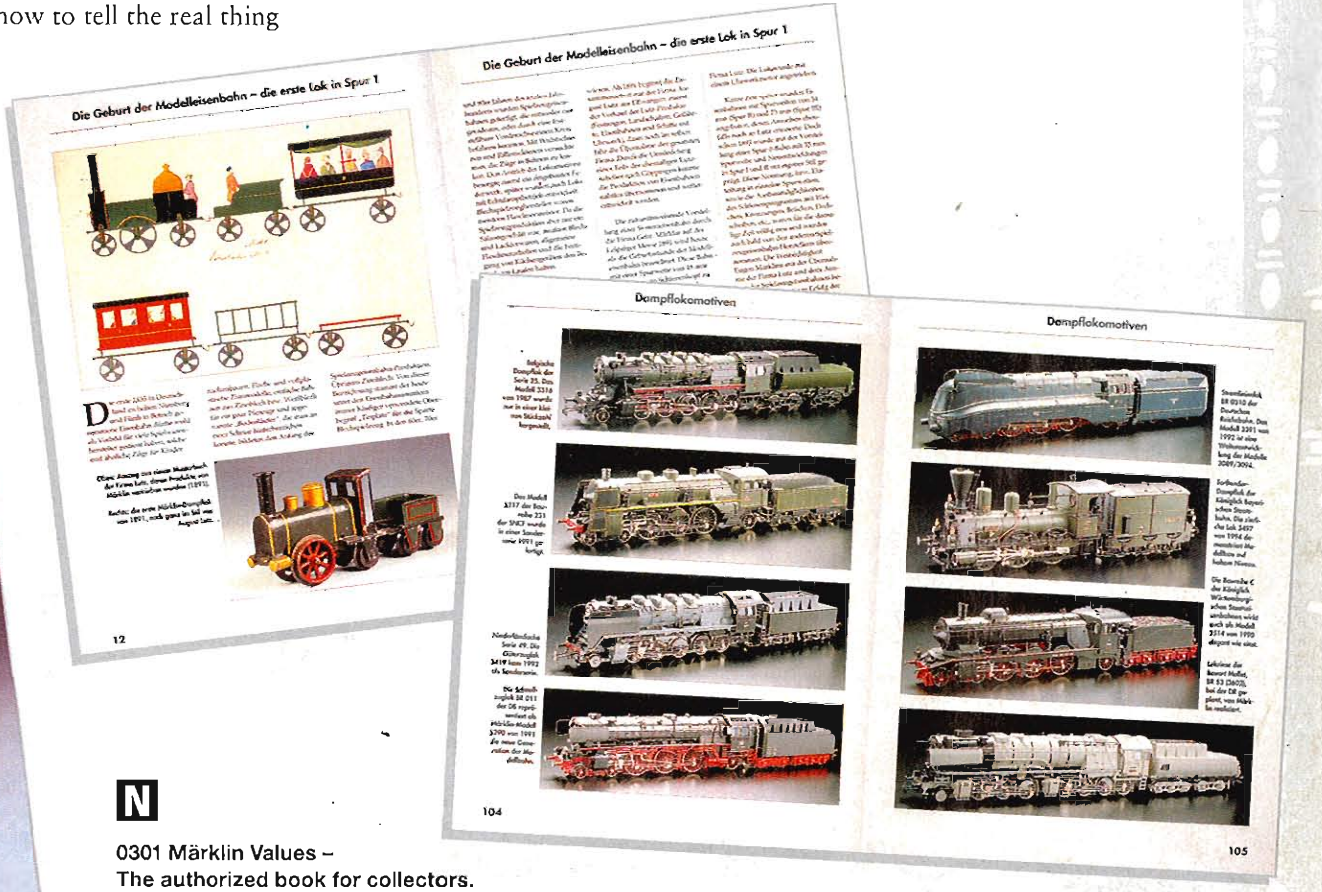
märklin

You often hear someone heave a deep sigh at auctions or collector meets and say "You know, I once had a locomotive like that." This is usually followed by an expression of disbelief, "You mean it's worth that now?" Then there's the search through the closets and the attic for the Märklin train set from our childhood.

This often how people get started into collecting, usually by chance and seldom with spectacular individual pieces. Reinhard Schiffmann and Joachim Koll describe how to set up a collection systematically with Märklin models, what you should be aware of, how to tell the real thing

from counterfeits. This book deals with Märklin railroad models of all eras and gauges. It is an indispensable aid for collectors and for investing purposes. (German text only)





N

0301 Märklin Values –
The authorized book for collectors.
This book contains everything about Märklin electric trains. Locomotives and cars from every period and gauge, station buildings, signalling systems and accessories are all considered here under the heading "Collecting as an investment in value". This instructional book gives a unique overview of the entire spectrum of collecting. Contents 160 pages. Over 500 color photographs. Format 21.0 x 29.7 cm (8-1/4" x 11-11/16"). German text only.

Childhood Dreams from the Turn of the Century.

This reproduction falls under the heading of "unfulfilled childhood dreams" for only a small part of our readers, because Märklin was producing the historical original of this doll carriage as early as the turn of the century. All the more reason that these models uncover unfulfilled collector dreams, because their execution with rich materials and loving details using extensive hand work makes them the equal of their prototypes in many respects.

A certificate documents the authenticity of the doll carriage and doll. This doll carriage and doll come in a gift box and are available only as a unit.





märklin

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16111 Historic Doll Carriage with Doll.
Reproduction of a doll carriage from the Märklin program shortly after the turn of the century. Metal doll carriage frame and wheels.
Nickel-plated frame. Wheels done in two colors. Doll carriage frame with embossed decorations and imprinted ornamentation. The historically correct Märklin emblem is embossed in the rear end wall. Multi-part handle of wood and metal. Collapsible carriage hood in several colors, covered and lined on both sides with satin. Collapsible carriage hood with imitation fur trim. With cushions and eiderdown in materials and color that equal that of the exterior of the carriage hood.

This doll carriage is being delivered with a doll manufactured by Heidi Ott exclusively for this doll carriage. The doll has a typical summer dress from a model of the turn of the century, decorated with high-quality lace and apricot colored bows. The outer material of the skirt is made of real silk, the petticoat of pure cotton. The doll has a hat to go with its dress and is also made of silk and lace. Hand-knitted cotton stockings and handmade shoes complete the doll's costume. This doll is made mostly by hand and has a face with very realistic coloring, framed with real, curly hair.

The size of the doll carriage with closed hood: 23.0 cm (9-1/16") long, 11.5 cm (4-17/32") wide, 21.0 cm (8-9/32") high. Size of the Heidi Ott doll: 32.0 cm (12-19/32").

A certificate documents the authenticity of this doll carriage and doll. The doll carriage and doll are not available separately.

This doll carriage and doll are being produced in a one-time series. These models are produced chiefly by hand and the production capacity for them is limited.

märklin Insider

Exclusive for Insider-members.

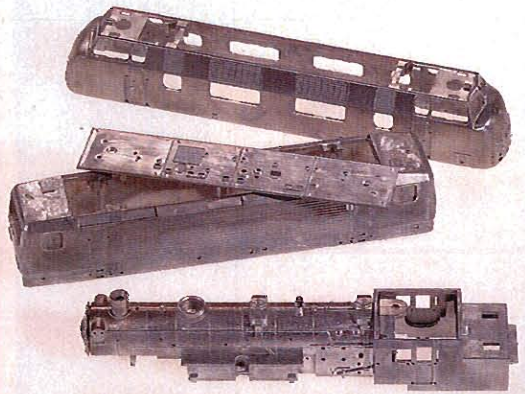
Märklin Technology

Märklin technology has above all this one goal: It should promote the experience of playing with or operating the product. It should constantly rejuvenate the joy of model railroading with reliability, all sorts of action and a wide variety of different ways to set up trains. Two examples of this are Märklin Digital and the new C Track for H0:

Since its introduction more than 10 years ago, we have developed Märklin Digital into a mature system with a modular concept that ensures you can still use it in the future with new products. It offers you practical advantages such as simpler wiring and reliable current conduction. More important is the greater degree of opportunity to play with or operate the product as provided by independently controlled locomotives with prototypical operating characteristics and auxiliary functions such as turning headlights on and off, TELEX couplers and sound effects such as with Märklin 1. Using a PC to control the trains with a track diagram control board on the computer screen expands the opportunity to play with or operate the product – model railroading with Märklin Digital and computers as the perfect partners.

It isn't exaggeration to say that the new C Track system is our "new item of the decade". With C Track we have further developed our proven and reliable center conductor system of track. The easy click – plug together system, the mechanically protected electrical connections, the realistic appearance, and its modular expansion make C Track an ideal solution for beginners as well as experienced model railroaders.

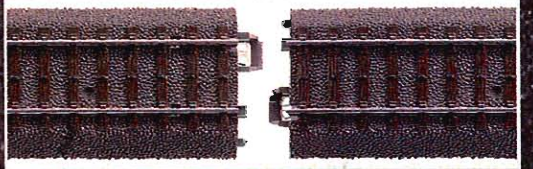
Manufacturing at its finest with metal



Powerful propulsion technology



Patented C Track plug connection



Digital control

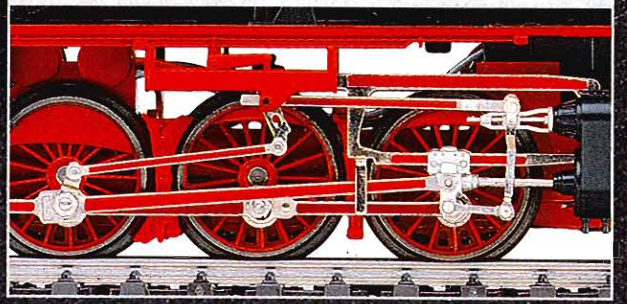


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H0 locomotive assembly – modern production methods and experienced hand work



Exact detailing



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

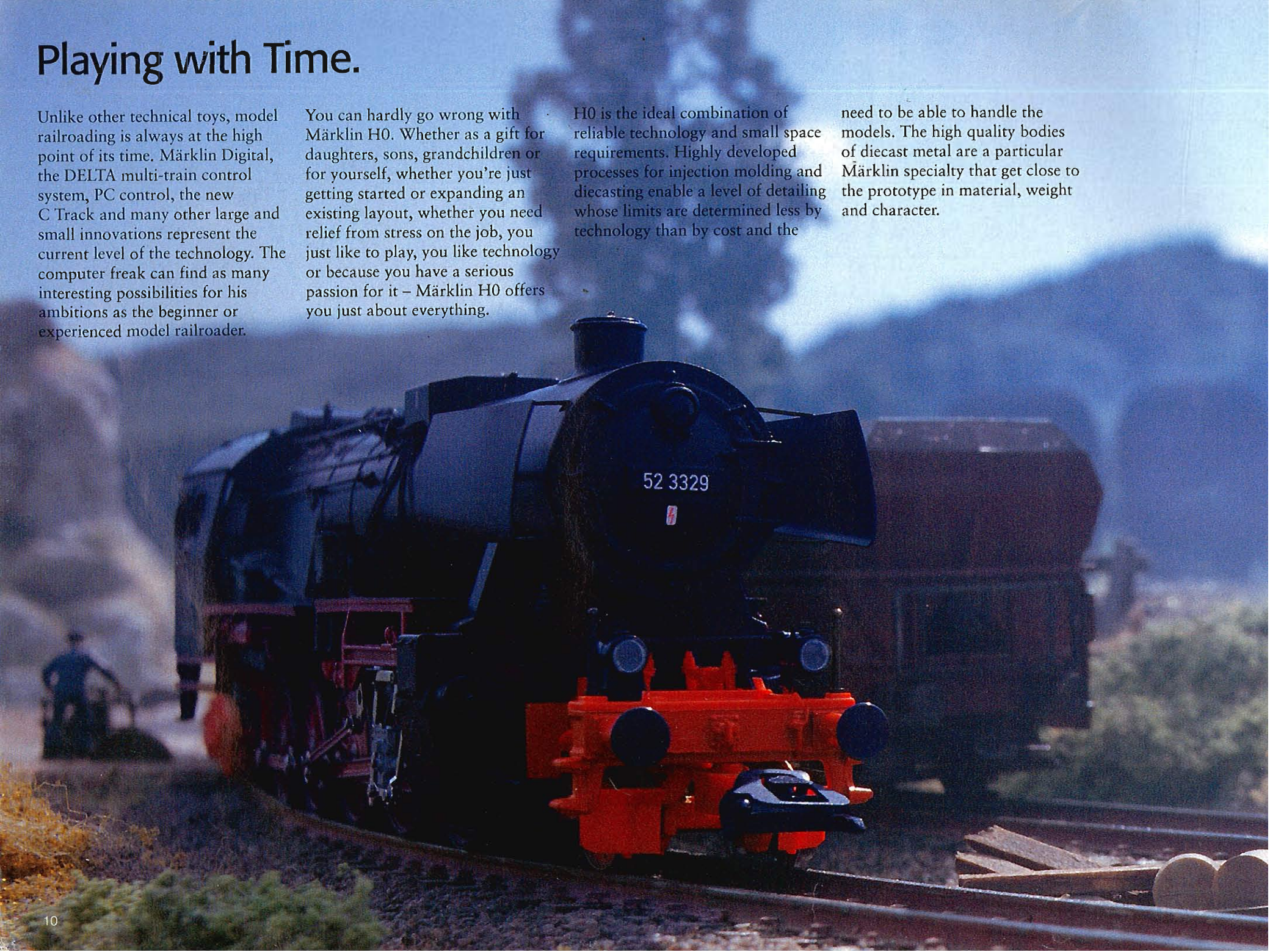


Playing with Time.

Unlike other technical toys, model railroading is always at the high point of its time. Märklin Digital, the DELTA multi-train control system, PC control, the new C Track and many other large and small innovations represent the current level of the technology. The computer freak can find as many interesting possibilities for his ambitions as the beginner or experienced model railroader.

You can hardly go wrong with Märklin H0. Whether as a gift for daughters, sons, grandchildren or for yourself, whether you're just getting started or expanding an existing layout, whether you need relief from stress on the job, you just like to play, you like technology or because you have a serious passion for it – Märklin H0 offers you just about everything.

H0 is the ideal combination of reliable technology and small space requirements. Highly developed processes for injection molding and diecasting enable a level of detailing whose limits are determined less by technology than by cost and the need to be able to handle the models. The high quality bodies of diecast metal are a particular Märklin specialty that get close to the prototype in material, weight and character.



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



The Märklin H0 System

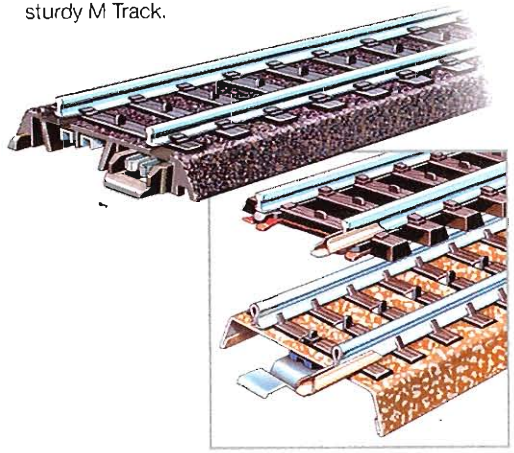
The truth lies in the center

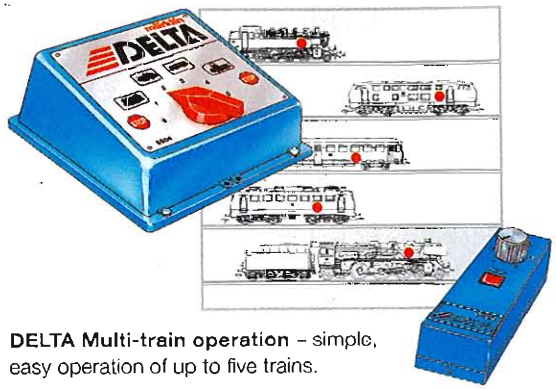
Even after 60 years the Märklin H0 system has remained in principle a simple, reliable system. Locomotives take their power through the center pickup shoe, and the polishing effect of the latter keeps the center studs clean. The current returns through the wheels into both outer rails. This potentially large contact area makes the system operationally reliable, even with dirty track, during slow running and with Digital operation. The second advantage of the center conductor system is its uncomplicated current flow. You can set up crossings, reverse loops and the most complicated track patterns – the polarity will always be the same in the track; the hot conductor in the center, the ground in the two outer rails.

We have improved these advantages even more with the new C Track. It meets all of the mechanical, electrical and visual requirements of a modern track system. There are a good many other aspects of the Märklin H0 system at work here, too. For example, working catenary, signals with train control functions and many working models. The couplers allow easy switching with the preuncoupler feature. Close couplers, with guide mechanism according to the type of car, allow you to run cars buffer to buffer. Current-conducting couplers provide flicker-free lighting in passenger trains, and with the Märklin TELEX coupler a locomotive can be uncoupled from a car anywhere on the layout by remote control.

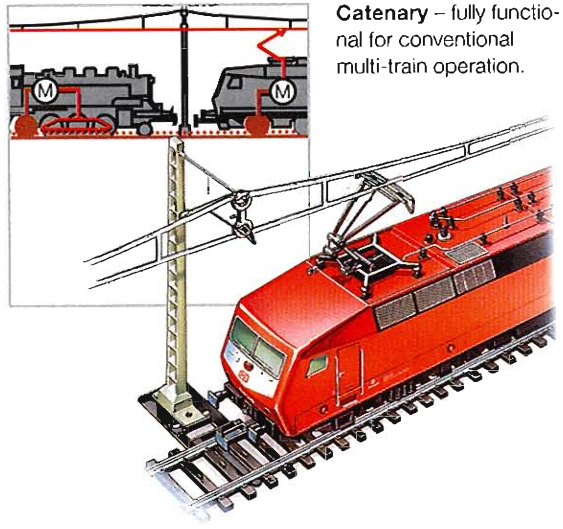
The DELTA multi-train control system and Märklin Digital offer you even more ways to play with or operate your trains. Up to five trains can be run independent of each other on a track power circuit with the DELTA system. Even up to 80 with Märklin Digital, and for locomotives with high-efficiency propulsion you can set prototypical operating characteristics and control auxiliary functions by remote control.

Märklin H0 Track Systems – the new C Track, the prototypical K Track and the sturdy M Track.

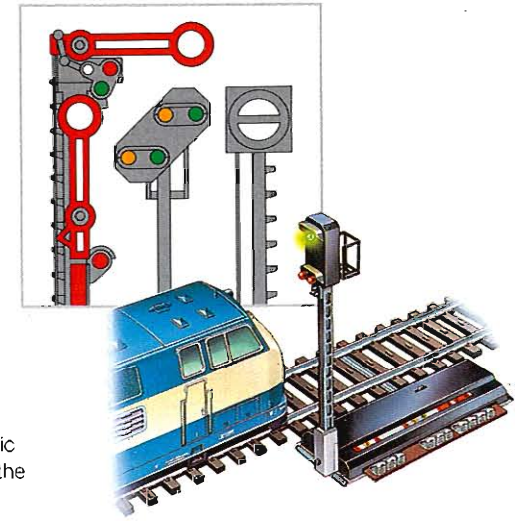




DELTA Multi-train operation – simple, easy operation of up to five trains.

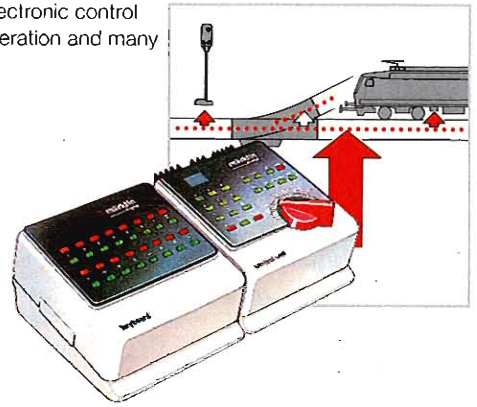


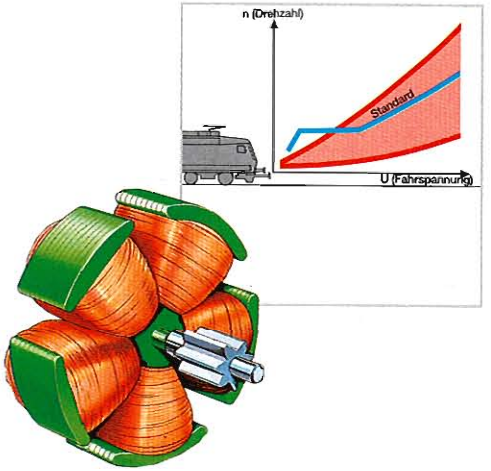
Catenary – fully functional for conventional multi-train operation.



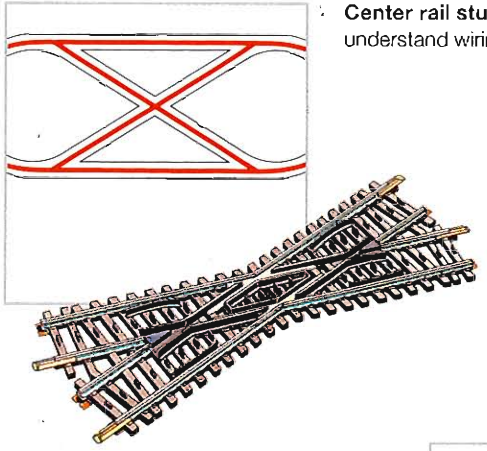
Signals – for realistic operations just like the prototype.

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

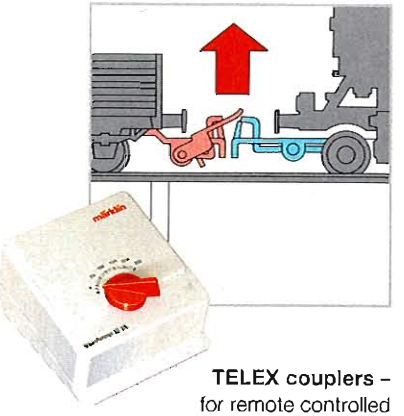




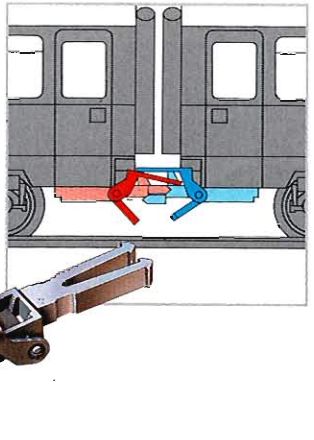
6090 Digital Propulsion Set – professional model railroad operation with locomotive speeds adjusted to that of the prototype.



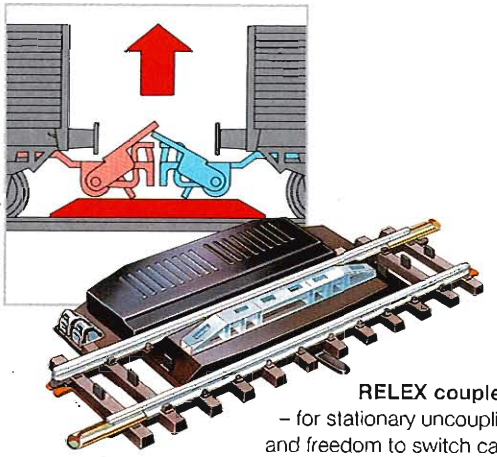
Center rail stud system – for easy-to-understand wiring and reliable electrical flow.



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



Close couplers – for protoypically realistic close spacing between cars.



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

These drawings show the principles of the Märklin system.

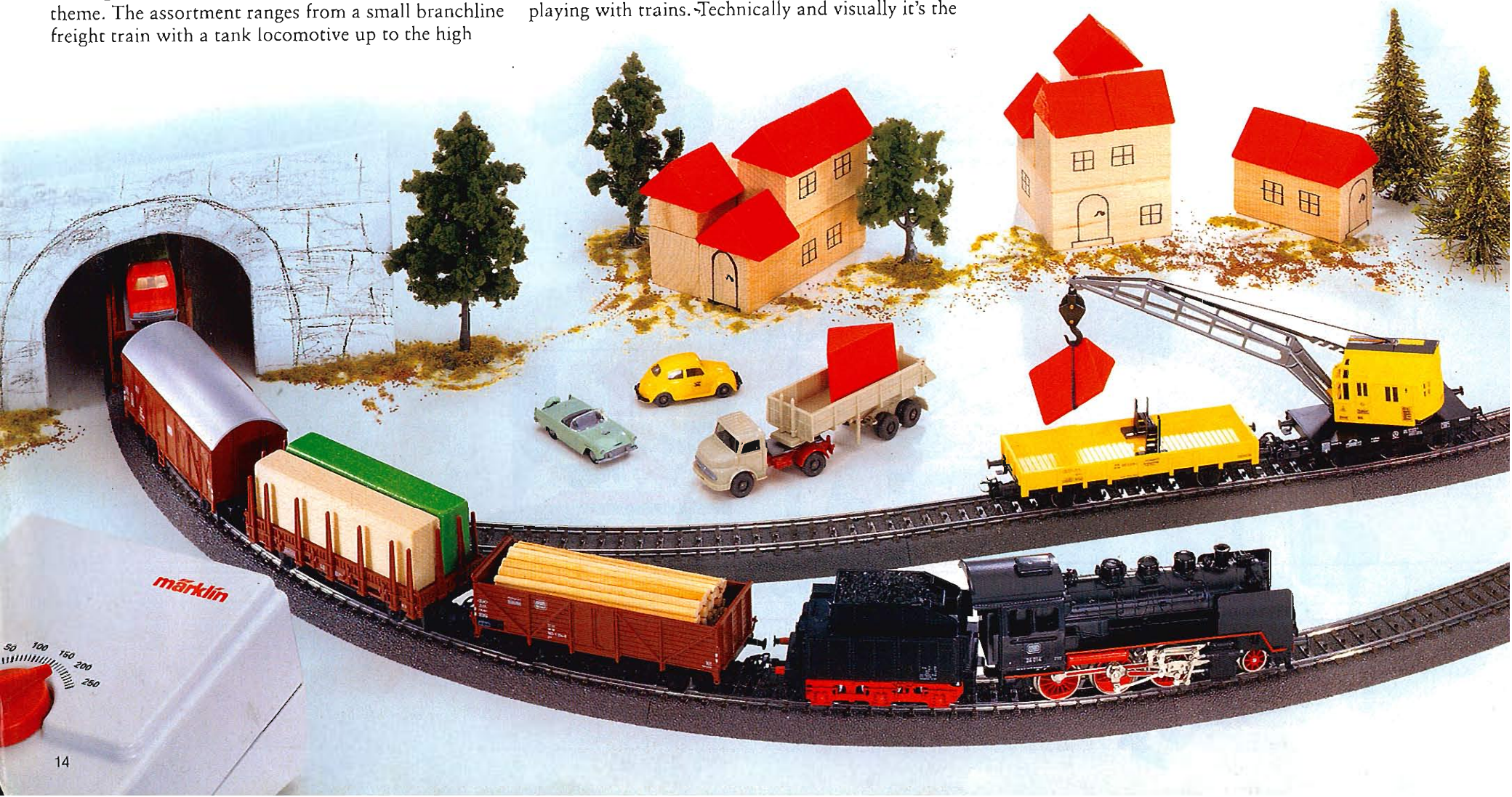
The Start of Something New

Getting started is easy, because every Märklin starter set has everything that the eager model railroader needs to start running trains: transformer, track, wire, locomotive and cars. Anyone who wants to get out of the humdrum routine of daily life and into a new hobby is well advised to buy a Märklin starter set.

You will, however, be faced with the slight agony of making a choice, because starter sets vary in size and theme. The assortment ranges from a small branchline freight train with a tank locomotive up to the high speed ICE. Freight or passenger train, nostalgic or modern, steam, diesel or electric locomotive – the choice is up to you. Many starter sets come with locomotives for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts as well as with C or K Track.

You can't go wrong deciding on the new C Track system. It is both a model track and a track for just playing with trains. Technically and visually it's the tops. For designing your layout closer to real life K Track offers you more flexibility with large radius curves or with custom-built roadbed, for example.

For Märklin starter sets with K Track there is the "K+O+M+B+I" extension set program with 4 different track extension sets to enable you to expand your track layout in steps.



Starter Set

märklin
HO



HOBBY N

29201 230 volts
Freight Train Set with C Track Oval and Transformer.
Contents: 1 no. 3000 German Federal Railroad (DB) class 89 tank locomotive, 1 no. 4413 dump car, 1 no. 4430 gondola, 1 no. 4423 low side car, 1 no. 4038 baggage car, 12 no. 24130 curved track, 2 no. 24188 straight track, 2 no. 24172 straight track, feeder set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the entire C Track program. Can be converted to Digital.



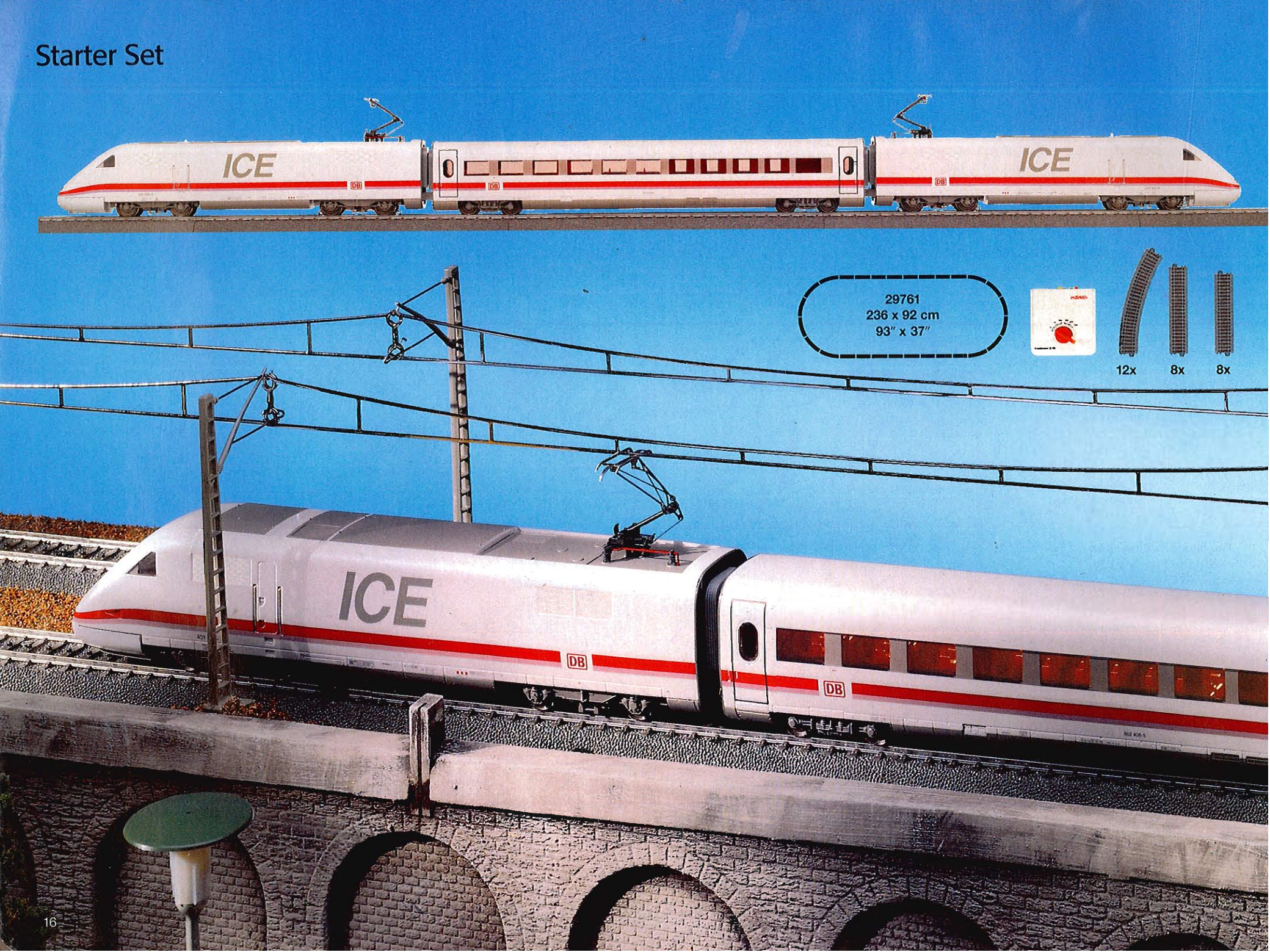




The transformer in the starter sets has connections for the track and for electric accessories. Other locomotives and also turnouts and signals can be operated with this transformer.

The layout accessories illustrated here are not included in the 29201 starter set.

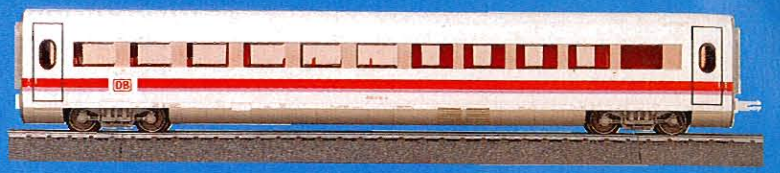
Starter Set



HOBBY N

29761 230 volts
ICE Railcar Train with Large C Track Oval and Transformer.
Contents: 1 German Railroad, Inc. ICE power car with motor, 1 ICE power car without motor, 1 intermediate car, 12 no. 24230 curved track, 8 no. 24188 straight track, 8 no. 24172 straight track, feeder set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the entire C Track program. Can be converted to Digital.

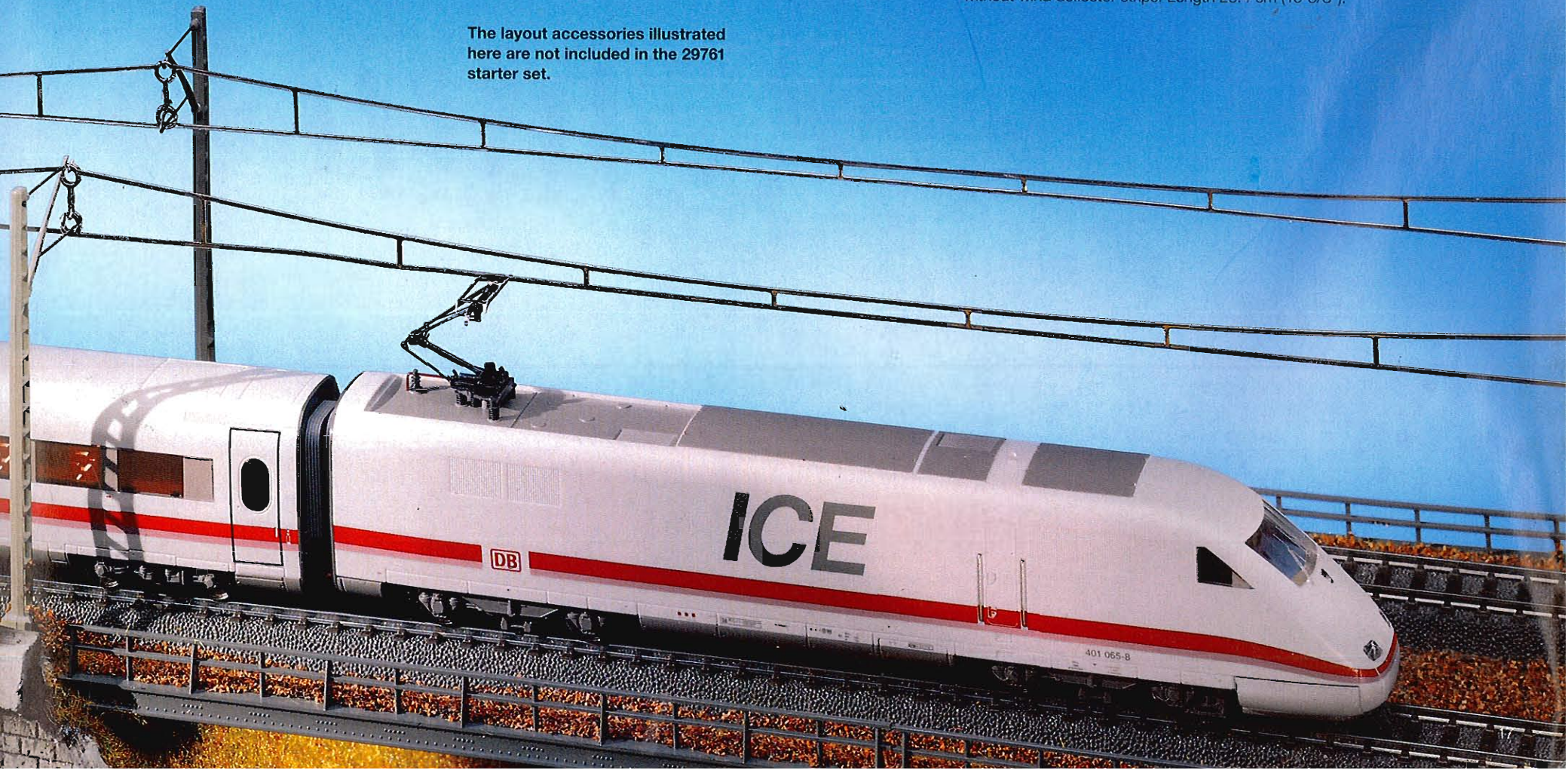
The transformer in the starter sets has connections for the track and for electric accessories. Other locomotives and also turnouts and signals can be operated with this transformer.



HOBBY N

43741 ICE Open Seating Coach.
Intermediate car for the ICE railcar train in the **HOBBY version (from 29761).** Not suitable for the 33701 and 37701 ICE trains. Special close couplers with guide mechanisms. Car diaphragms without wind deflector strips. Length 26.4 cm (10-3/8").

The layout accessories illustrated here are not included in the 29761 starter set.



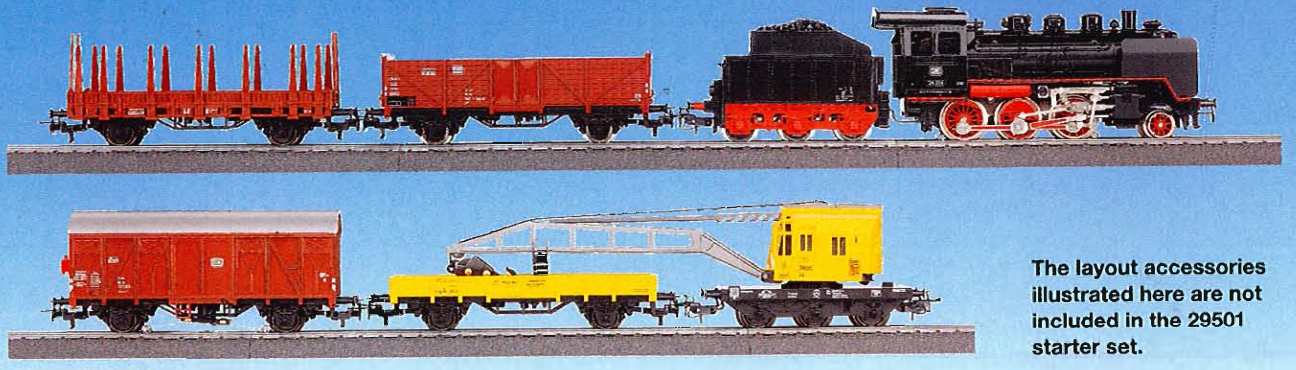
Starter Set

HOBBY N

29501 230 volts

Freight Train Set with Large C Track Layout and Transformer.

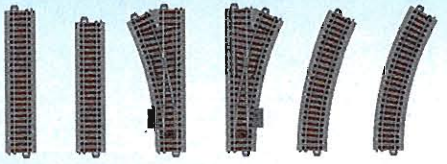
Contents: 1 German Federal Railroad (DB) class 24 locomotive with tender, 1 no. 4671 crane car, 1 no. 4471 crane boom support car, 1 no. 4459 stake car, 1 gondola, 1 no. 4411 boxcar with lighted marker light, 12 no. 24130 curved track, 2 no. 24224 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 1 no. 24611 turnout, 1 no. 24612 turnout, feeder set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism. Can be converted to Digital.



The layout accessories illustrated here are not included in the 29501 starter set.

29501
184 x 76 cm
73" x 30"





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 262 and in the 308 A Digital book (see page 265).



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

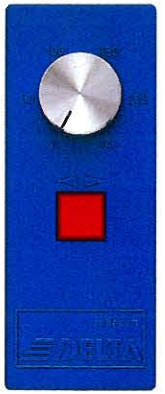
6604 DELTA Control.

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 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. 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.

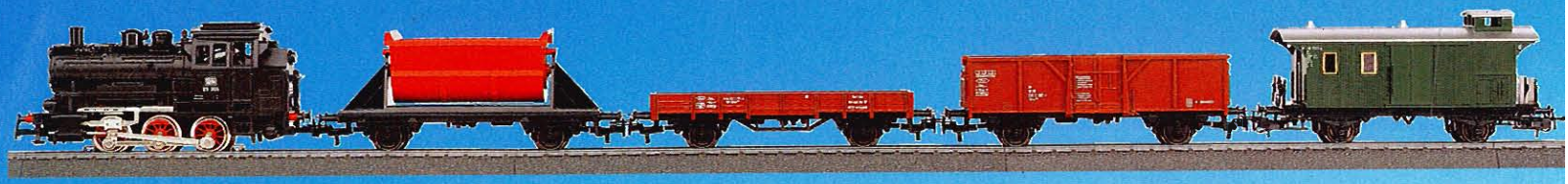
Hand controller for connection to the DELTA Control. With this hand controller a digital locomotive can be controlled simultaneously and independently of the 4 locomotive types on the DELTA Control. The digital locomotive must be set for an address of "80". Rotary knob for speed control. Direction reversing 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 92–102).

Starter Sets

DELTA N

29205 230 volts
29206 120 volts
Freight Train Set with C Track Oval and Transformer.
Contents: 1 no. 3000 German Federal Railroad (DB) class 89 tank locomotive with built-in DELTA module, 1 no. 4413 dump car, 1 no, 4430 gondola, 1 no. 4423 low side car, 1 no. 4038 baggage car, 12 no. 24130 curved track, 2 no. 24188 straight track, 2 no. 24172 straight track, feeder set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the entire C Track program.



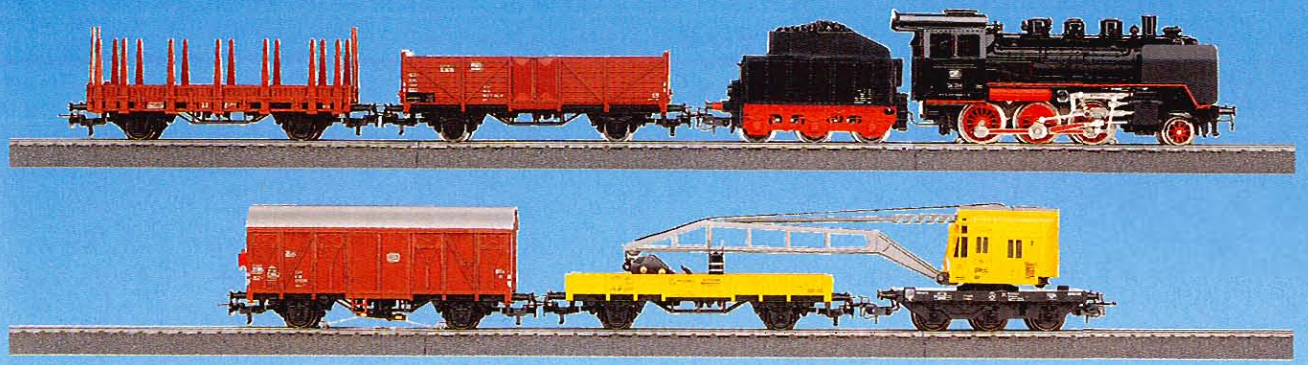
29205/29206
112 x 76 cm
45" x 36"





12x 2x 2x

The layout accessories illustrated here are not included in the 29205/29206 starter set.

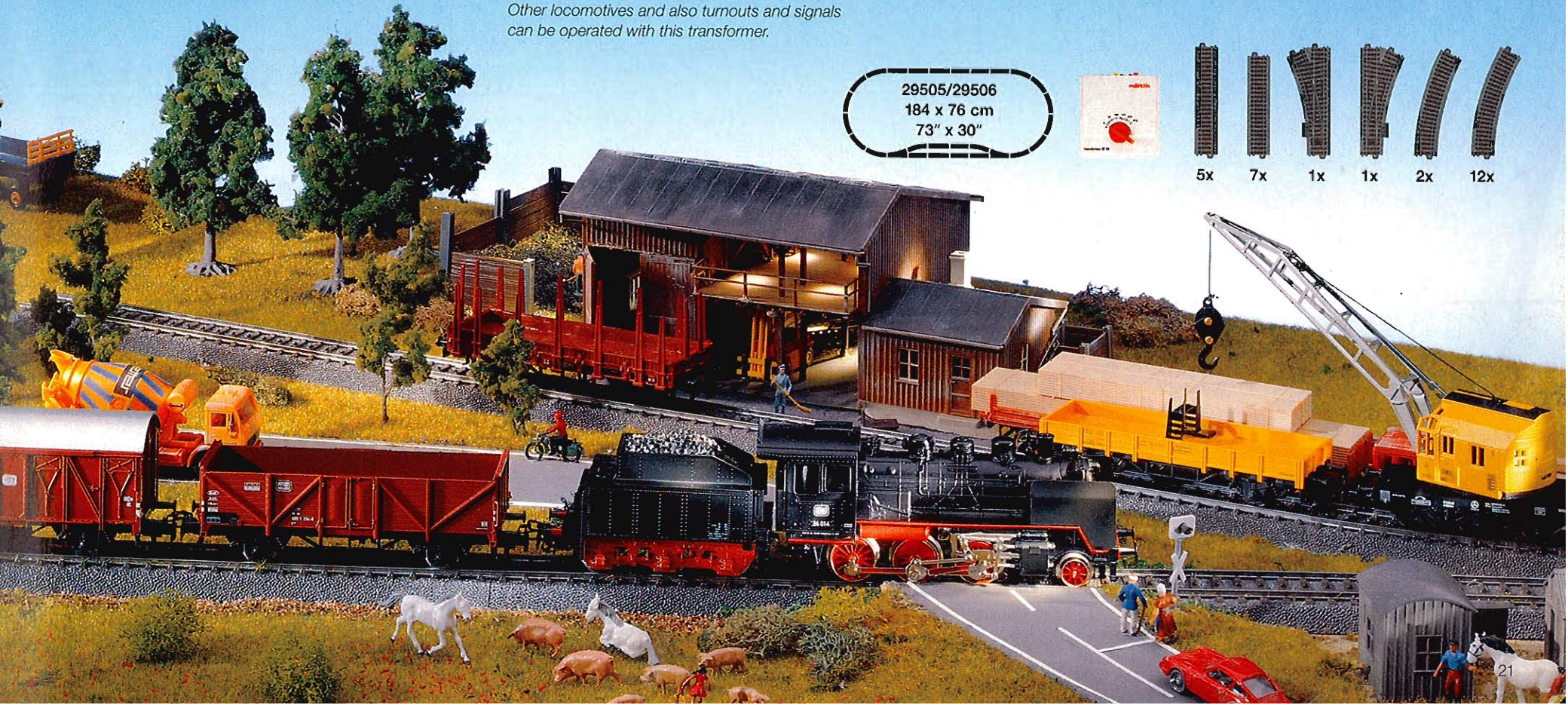


DELTA N

29505 230 volts
29506 120 volts
Freight Train Set with Large C Track Layout and Transformer.
Contents: 1 German Federal Railroad (DB) class 24 locomotive with tender. With built-in DELTA module. 1 no. 4671 crane car, 1 no. 4471 crane boom support car, 1 no. 4459 stake car, 1 gondola, 1 no. 4411 boxcar with lighted marker light, 12 no. 24130 curved track, 2 no. 24224 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 1 no. 24611 turnout, 1 no. 24612 turnout, feeder set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.

The layout accessories illustrated here are not included in the 29505/29506 starter set.

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

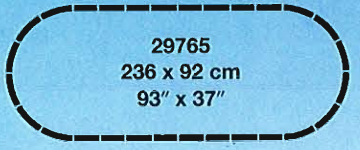




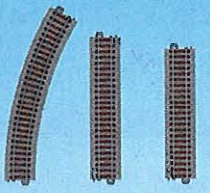
DELTA N

29765 230 volts

ICE Railcar Train with Large C Track Oval and Transformer.
Contents: 1 German Railroad, Inc. ICE power car with motor. With built-in DELTA module. 1 ICE power car without motor, 1 intermediate car, 12 no. 24230 curved track, 8 no. 24172 straight track, 8 no. 24188 straight track, feeder set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the entire C Track program.







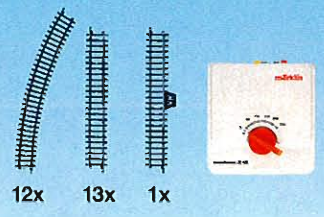
DELTA N

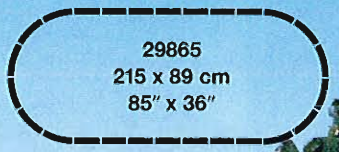
43741 ICE Open Seating Coach.
Intermediate car for the ICE railcar train **in the DELTA version (from 29765 and 29865).** Not suitable for the 33701 and 37701 ICE trains. Special close couplers with guide mechanisms. Car diaphragms without wind deflector strips. Length 26.4 cm (10-3/8″).

DELTA N

29865 230 volts

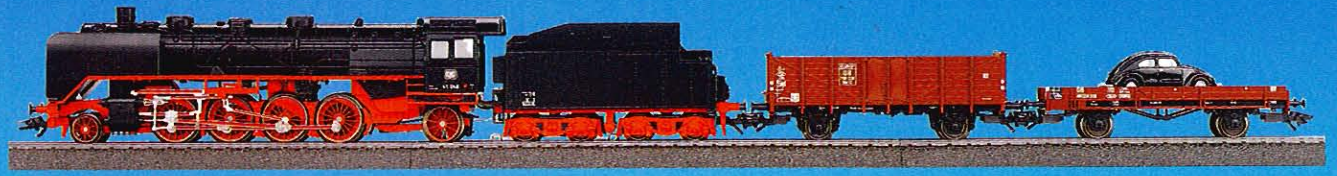
ICE Railcar Train with Large K Track Oval and Transformer.
Contents: 1 German Railroad, Inc. ICE power car with motor. With built-in DELTA module. 1 ICE power car without motor, 1 intermediate car, 12 no. 2231 curved track, 13 no. 2200 straight track, 1 no. 2290 feeder track, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the KOMBI track extension program or the entire K Track program.





The layout accessories illustrated here are not included in the 29765 and 29865 starter sets.

Starter Sets

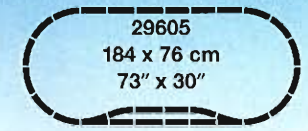




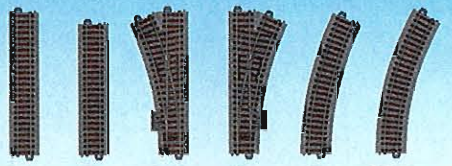
The transformer in the starter sets has connections for the track and for electric accessories. Other locomotives and also turnouts and signals can be operated with this transformer

DELTA N

29605 230 volts
Freight Train Set with Large C Track Layout and Transformer.
Contents: 1 German Federal Railroad (DB) class 41 locomotive with tender. With built-in DELTA module. 1 gondola, 1 boxcar for banana transport, 1 hopper car, 1 low side car, 1 tank car, 1 freight train baggage car, 1 model car from the same period as the train, 12 no. 24130 curved track, 2 no. 24224 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 1 no. 24611 turnout, 1 no. 24612 turnout, feeder set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.







The layout accessories illustrated here are not included in the 29605 starter set.

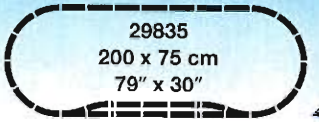




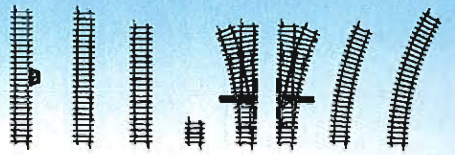
DELTA N

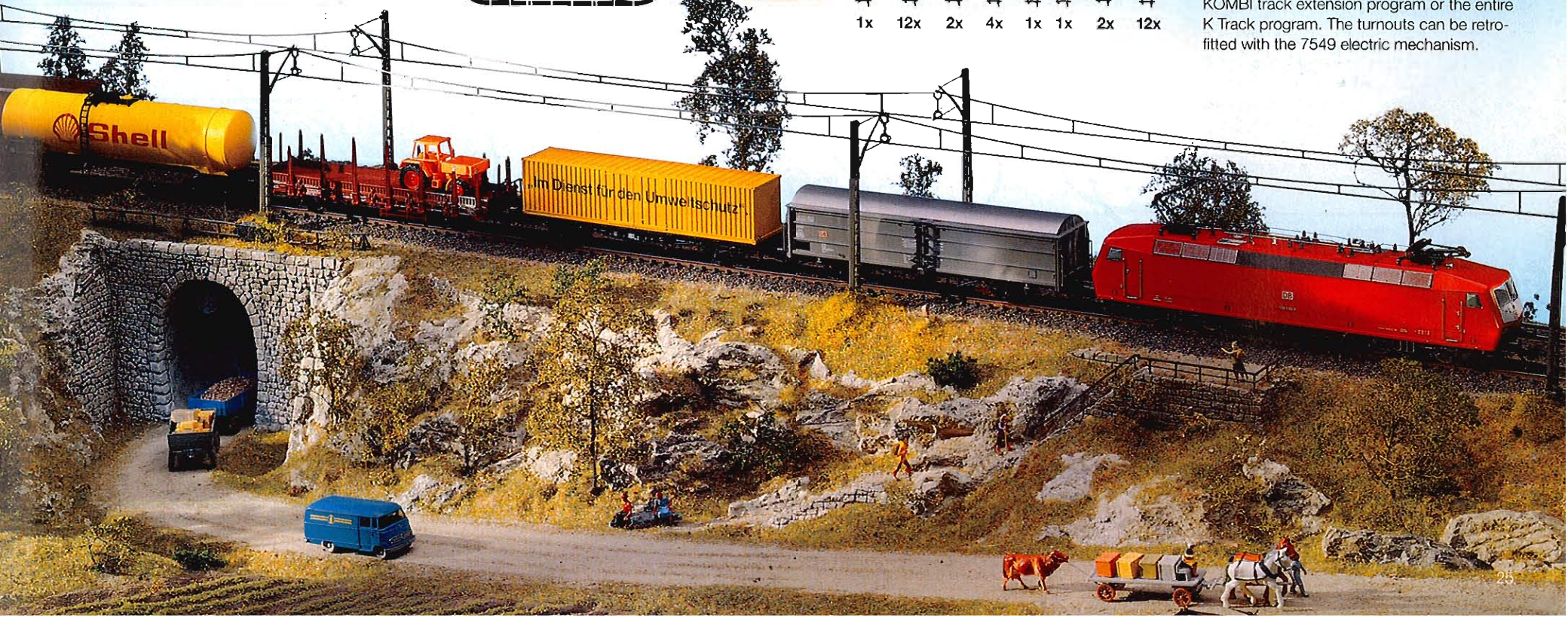
29835 230 volts
Freight Train Set with Large K Track Layout and Transformer.
Contents: 1 German Railroad, Inc. class 120 electric locomotive. With built-in DELTA module. 1 no. 4694 stake car, 1 gondola, 1 sliding wall boxcar, 1 no. 4756 oil tank car, 1 container car, 1 each 40 ft. container, 1 Fendt tractor lettered for a municipal department, 12 no. 2221 curved track, 2 no. 2232 curved track, 12 no. 2200 straight track, 2 no. 2207 straight track, 4 no. 2208 straight track, 1 pair no. 2264 turnouts, 1 no. 2290 feeder track, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the KOMBI track extension program or the entire K Track program. The turnouts can be retro-fitted with the 7549 electric mechanism.

The layout accessories illustrated here are not included in the 29835 starter set.









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

The extension sets O, M, B and I are available for K Track starter sets for expansion step by step of a model railroad layout.

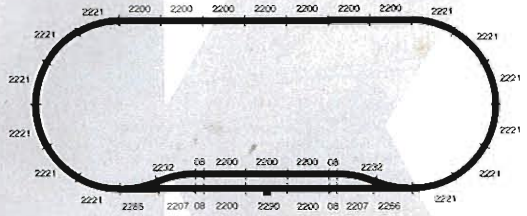
The contents of these extension sets are specially designed for the 29835 K starter set and for the 2995 H0 anniversary starter set offered in 1995.

With just a few modifications this expansion program can also be used with the 29865 starter set and K starter sets offered in recent years.

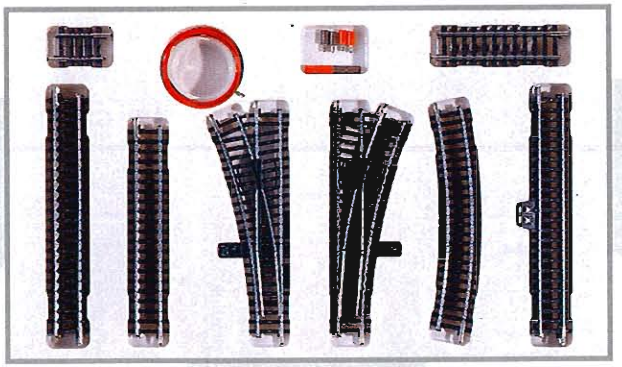
Several of the sample track plans show different expansion combinations of current and past starter sets with the KOMBI program.

The manual turnouts and double slip turnouts included in the starter sets and extension sets can be converted to remote control electric operation with the 7549 turnout mechanism. If you like, they can also be equipped with the 7548 below-baseboard mounting kit, with a feedback feature using the 7271 control box (see pages 236/237) or with digital control using the 6083 decoder (see page 268).

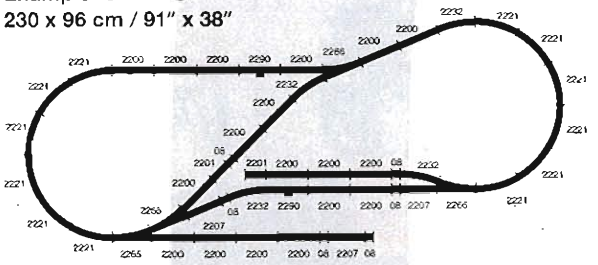
29835 K
200 x 75 cm / 79" x 30"



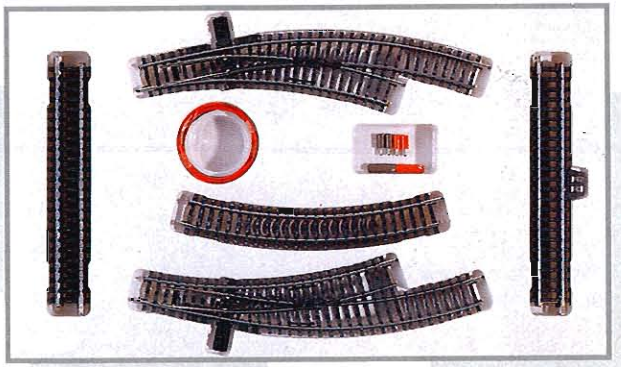
2215 O Extension Set.
With this extension set a K track starter set can be expanded to include a passing siding or spur tracks. Contents: 6 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 1 pair no. 2264 turnouts with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



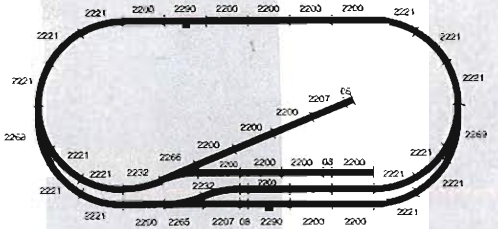
Example for K + O
230 x 96 cm / 91" x 38"



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 29865 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.

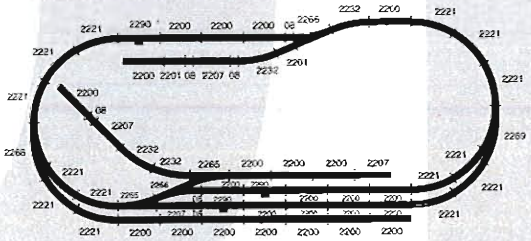


Example for K + M
182 x 82 cm / 72" x 33"

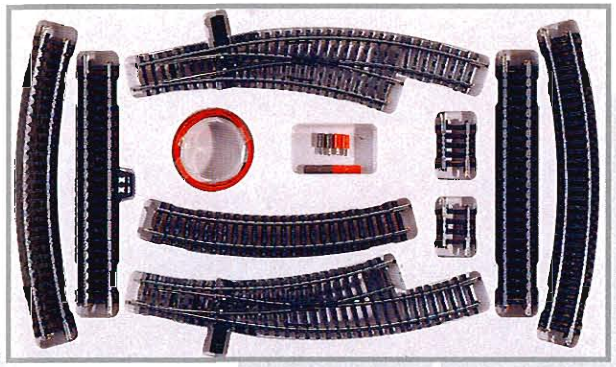


Additional examples for expanding the K track starter sets

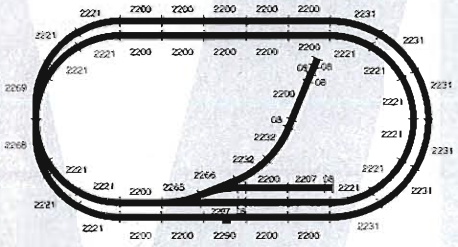
Example for K + O + M
201 x 89 cm / 80" x 36"



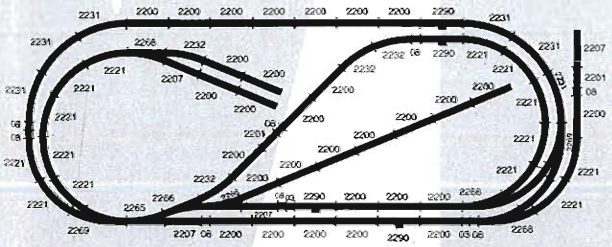
2217 B Extension Set.
With this extension set a K track starter set can be expanded to include a long passing siding or spur tracks with curved turnouts. Has limited uses with the 29865 K track starter set. Contents: 6 no. 2200 straight track, 2 no. 2203 straight track, 2 no. 2208 straight track, 2 no. 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.



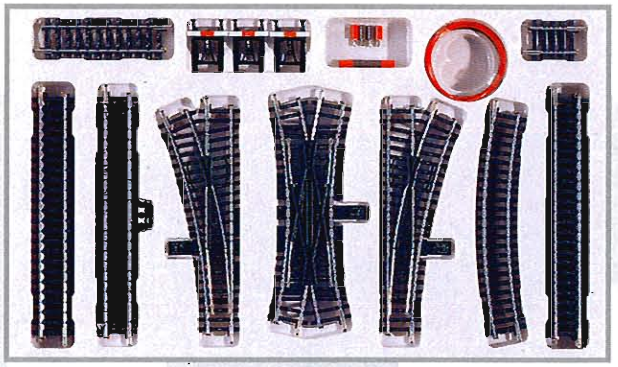
Example for K + B
171 x 88 cm / 68" x 35"



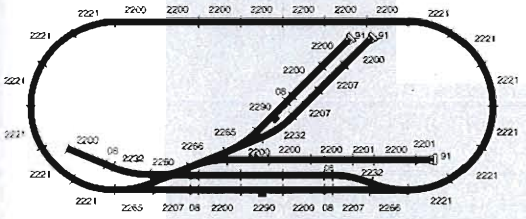
Example for K + O + M + B
238 x 88 cm / 94" x 35"



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.



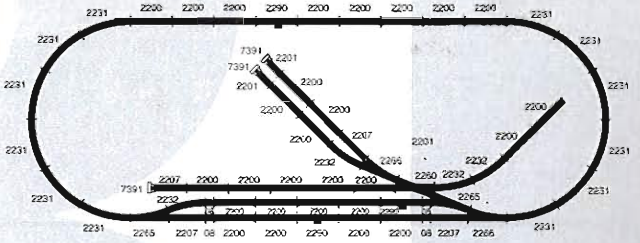
Example for K + I
200 x 75 cm / 79" x 30"



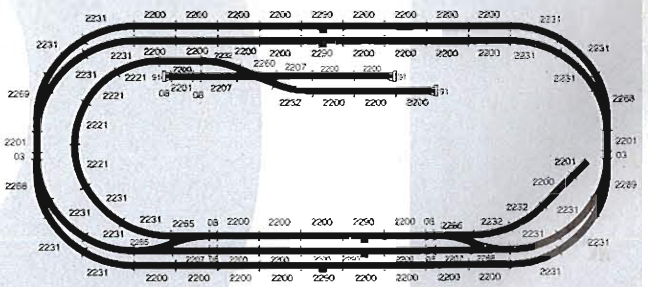
Example for K + O + M + B + I
245 x 102 cm / 97" x 41"



Example for 29865 + O + I
250 x 88 cm / 99" x 35"



Example for 29865 + O + M + B + I
248 x 108 cm / 98" x 43"



Locomotives

Technology from all eras

Although their prototypes have been standing in museums for a long time, our steam locomotive models continue to be a favorite. The obvious function, the play of the delicate side and drive rods, the fine spoked wheels, the seemingly old fashioned superstructure even appeal to younger fans who never experienced the steam locomotive period. The costly composite method of construction with heavy metal bodies underlines the high quality of our models.

Our diesel and electric locomotives are fascinating for a totally different reason. While they are products of technical development, some of them are models of current prototypes reaching into the future.




AEG
128 001-5
128 001-5

Numbering System for Märklin Locomotives

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 digital decoder (36... locomotives) or the digital high-efficiency propulsion system (37... locomotives).

Locomotives in the 38... number group are intended for conventional two-rail DC operation.

The tables next to this text show the modes of operation and the different variations in technical equipment:

Technical Equipment

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

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

Modes of Operation

Item Group	Conventional Operation	DELTA Multi-Train Operation	Digital Operation	Two-Rail DC Systems
30.../ 31...	*	-	-	-
33.../ 34... without DELTA module	*	-	-	-
33.../ 34... with DELTA module	*	*	*	-
36...	*	*	*	-
37...	*	*	*	-
38...	-	-	-	*



HOBBY

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

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

HOBBY

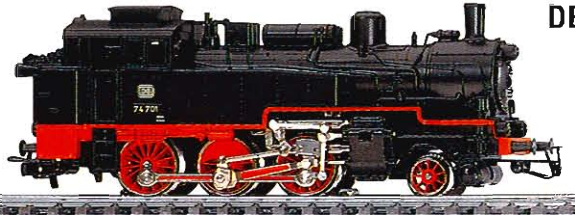
3000 Tank Locomotive.
German Federal Railroad class 89. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.0 cm (4-5/16").

DB 89



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.

This locomotive goes particularly well with the 4200-4203 Prussian compartment cars (see page 114), but also with the postwar 4317-4319 rebuilt cars (see page 117).



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").

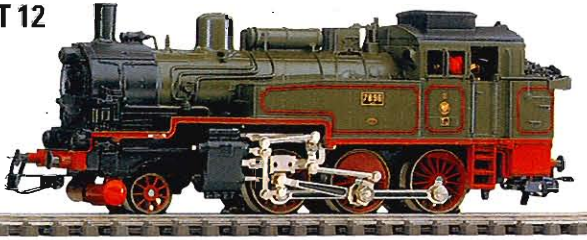
These locomotives were used by the German Federal Railroad in suburban commuter service and pulled passenger trains. During the German State Railroad period they operated on the Berlin S-Bahn routes, before the latter were electrified.

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.

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").

T 12



The appropriate passenger cars for the Prussian class T 12 tank locomotive can be found as Car Set 4035 on page 107.

Steam Locomotives

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.

DB 80



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 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.

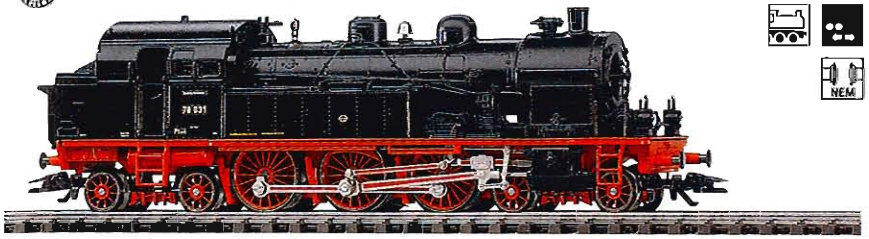
3032 Tank Locomotive.
German Federal Railroad class 81. 4 axles powered. 2 traction tires. Coupler hooks with preuncoupler. Length over buffers 12.8 cm (5").

DB 81



30321 Switch Engine.
German Federal Railroad (DB) class 81. 4 axles powered. 2 traction tires. TELEX-couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 12.8 cm (5").

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.

At the beginning of this century the locomotives employed on the steep grades of the Bavarian State Railroad no longer met the requirements for hauling freight. The Maffei Company was therefore given the contract to design and build a powerful tank locomotive for these routes. The result was the Gt 2 x 4/4. At a length of 17,700 mm (58 ft. 27/32 in.) and with an output of 1,470 hp (1,080 kilowatts) it was the largest and most powerful tank locomotive in Europe at that time. The Mallet design with two high pressure and two low pressure cylinders enabled it to achieve a high degree of thermodynamic efficiency.

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.

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

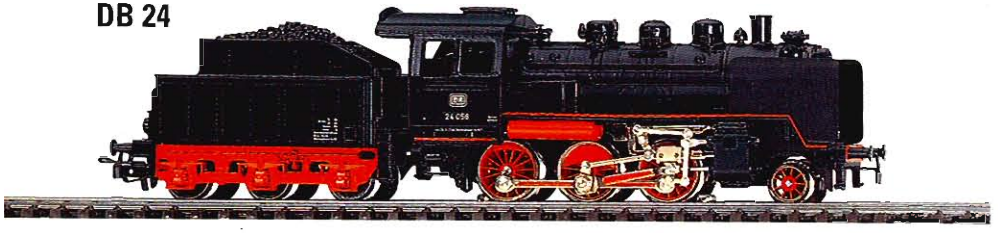
96




ABC

DB 24

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").



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").

Baden P 8



HOBBY

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

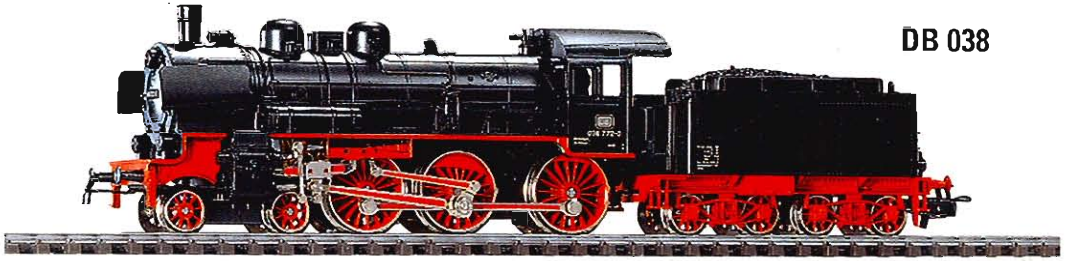
Cars suitable (Märklin models 4186 and 4191) for the Baden P 8 can be found on page 108.

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



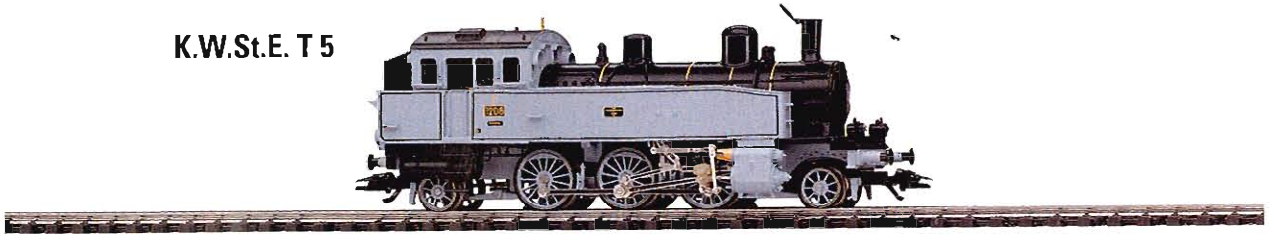
Steam Locomotives

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 75° 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. 3 axles powered. 2 traction tires. Electronic reverse unit. 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. T 5



Connoisseurs have termed the S 3/6 as one of the most successful and beautiful locomotives in the world. The unusual tapered cab, the cone-shaped smokebox door and the immense cylinder block were characteristic features of this popular class. Its efficient coal consumption and good running qualities proved its use in regular operation. The two inboard high pressure cylinders and the two outboard low pressure cylinders were coupled to the center driving wheels. A very high level of thermodynamic efficiency was achieved with this four cylinder propulsion system. The last of these locomotives of this successful class was not retired until 1960.

HAMO N

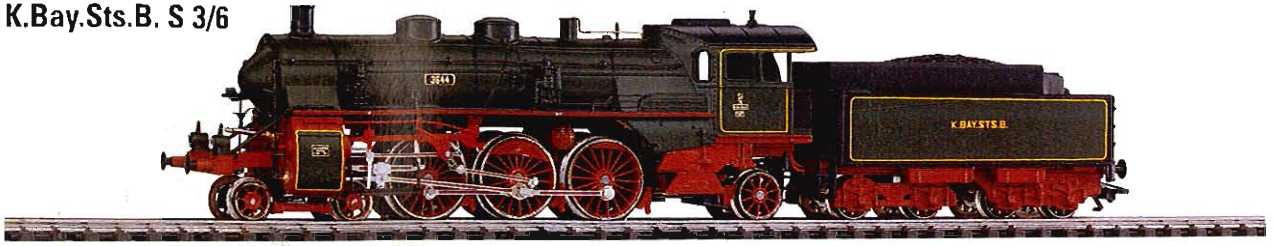
38181 Express Locomotive with Tender.
Royal Bavarian State Railroad (K.Bay.St.B.) class S 3/6. HAMO version for two-rail DC systems. 3 axles powered through side rods. 2 traction tires. Length over buffers 24.9 cm (9-3/4").

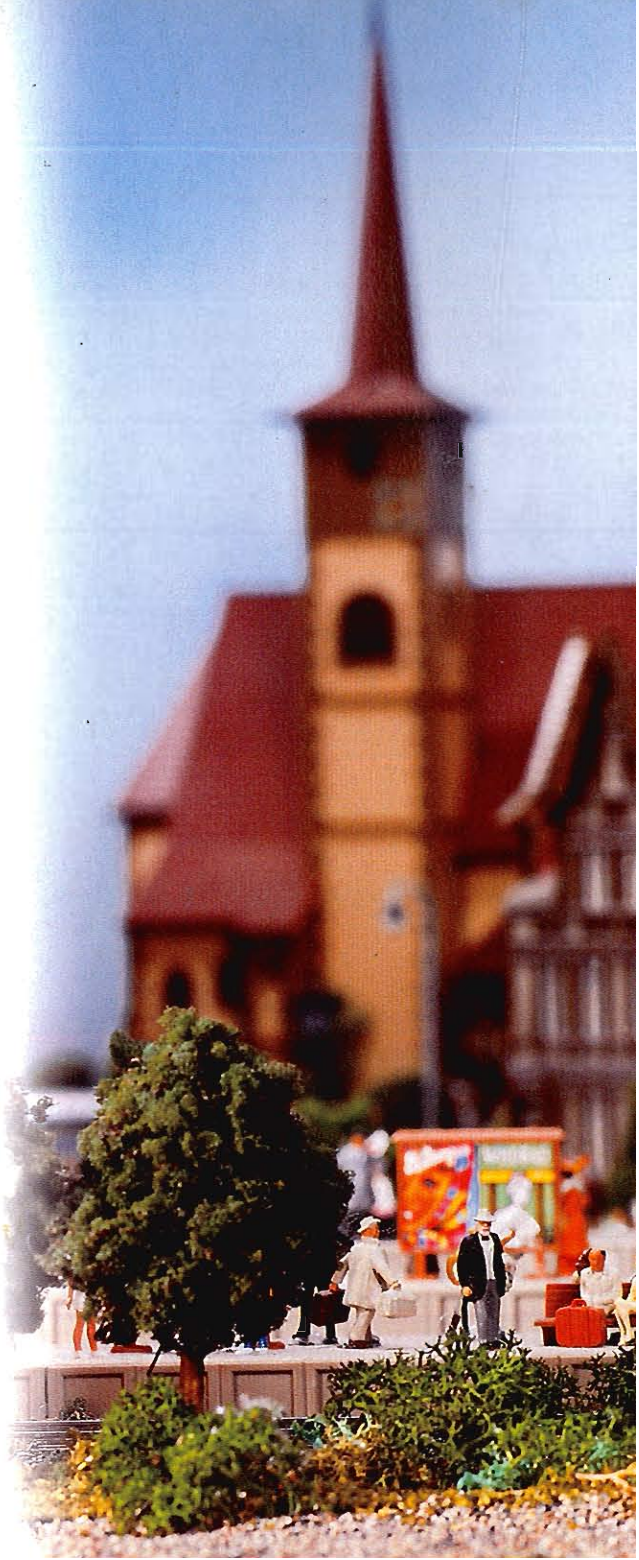
The 38181 locomotive is being produced in a one-times series and delivered in the 1st quarter of 1997.

The 3-rail conventional and digital version of this locomotive is planned for 1997.

The Bavarian express passenger cars suitable for this locomotive (Märklin models 41351, 41361 and 41371) can be found on page 109.

K.Bay.Sts.B. S 3/6





100 and 60 years respectively separate the first Olympic Games in modern history, the games in Berlin and those taking place this year in the USA. Märklin is taking the occasion of this sports anniversary to offer an unusual model of the Württemberg C in a one-time series. On the occasion of the Olympics in Berlin a number of German State Railroad Company locomotives were decorated with the Olympic rings on both sides of their tenders. The "Beautiful Lady of Württemberg" no. 18.137, formerly C 2041 of the Royal Württemberg State Railroad (K.W.St.E.) was one of them. The prototype of this locomotive was built by the Esslingen Machine Company in 1921 and was one of a total of 14 locomotives of this design of which there is unfortunately not one unit preserved today.

34112 Express Locomotive with Tender. Former German State Railroad Company (DRG) class 18.1. With built-in DELTA module. High reduction bevel gear drive, will not lock up. High-efficiency Faulhaber motor. 3 axles powered through drive rods. 2 traction tires. Electronic reverse unit. Close coupling between locomotive and 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.

37112 Same as 34112, but with digital high-efficiency Faulhaber motor. Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

The 34112 and 37112 locomotives are being produced in a one-time series only in 1996 and are already sold out at the factory. Your dealer has already placed orders for these units.



Steam Locomotives

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. Permanent close coupling between locomotive and 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 Same as 3411, but with digital, Faulhaber system high-efficiency motor. Headlights digitally controlled.

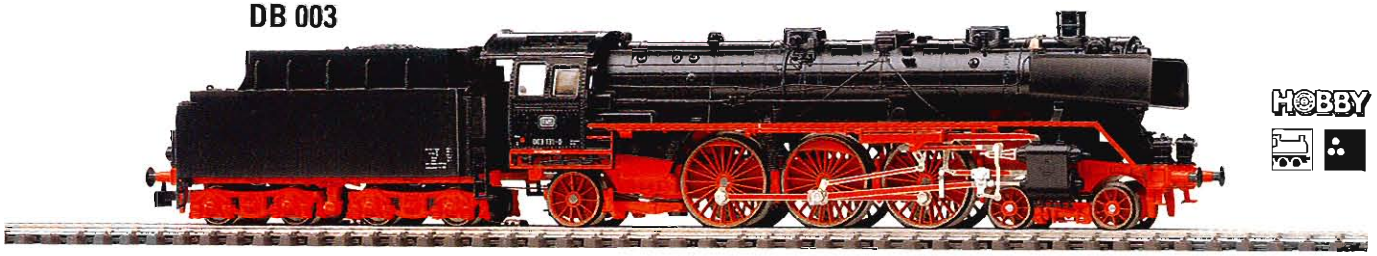
Digital locomotives can also be run on conventional layouts.

The DB standard design fast train passenger cars (Märklin models 4275 – 4278) appropriate for this locomotive can be found on page 120.

DB 18.1



DB 003



HOBBY

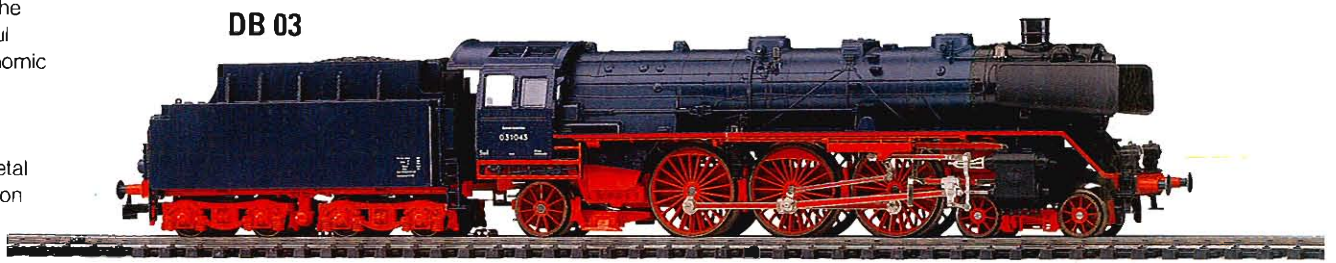
3085 Express Locomotive with Tender.
German Federal Railroad class 003. Metal boiler. 3 axles powered. 2 traction tires. RELEX coupler on tender. Length over buffers 27.7 cm (10-7/8"). Equipped for installation of 7226 smoke generator.

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.

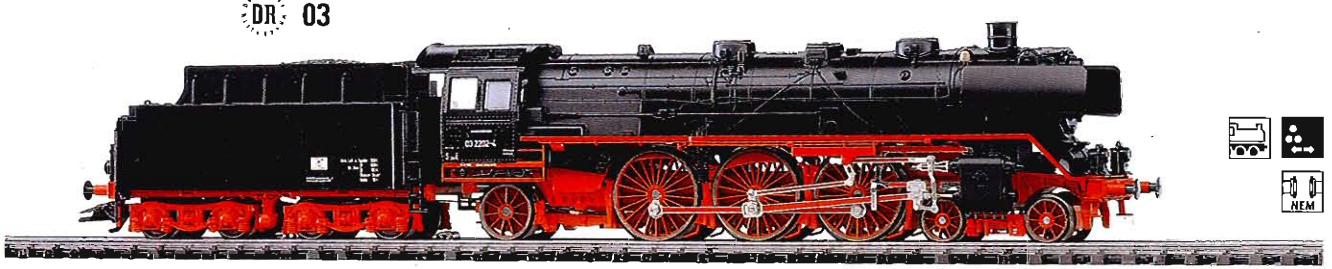
HOBBY

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



DR 03



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

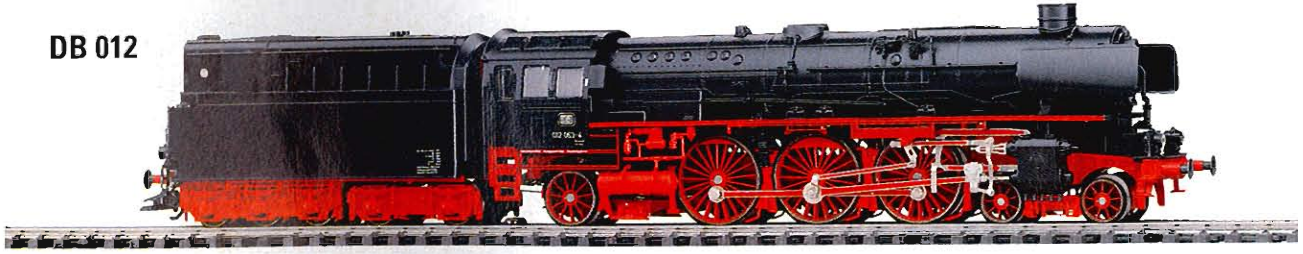
NEM

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.

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 mph.) 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

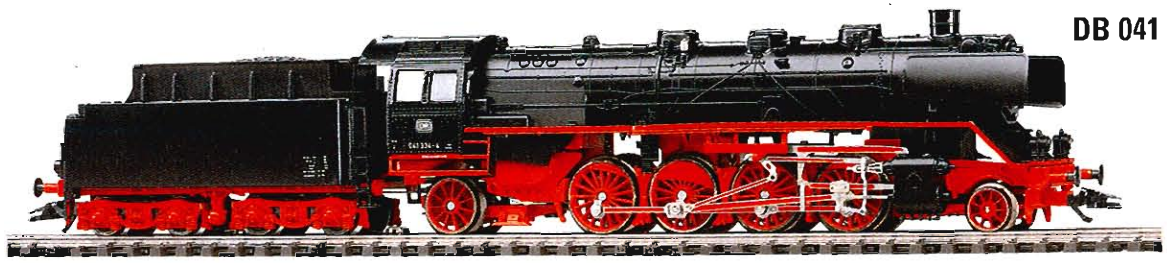
3310 Express Locomotive with Oil Tender
German Federal
Railroad (DB) class 012. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 27.8 cm (10-15/16"). Equipped for installation of 7226 smoke generator.

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

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

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.



DB 041

The class 44 was produced from 1926 to 1949 and is thereby the one standard design locomotive built over the longest period of time. A total of over 2,000 units were built. In Germany the legendary 44's formed the backbone of heavy freight motive power for many years. In addition, they were used in several European countries. A class 44 locomotive with tender and ready for service weighed a mighty 185 metric tons (189.63 tons). The technically maintenance-intensive three-cylinder running gear produced 2,000 horsepower at the rails.

34880 Freight Locomotive with Tender. German Federal Railroad class 044. 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. Close coupling between locomotive and tender. Standard coupler pocket at the front, close coupler with guide mechanism on tender. Length over buffers 26.0 cm (10-1/4"). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

37880 Same as 34880, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of Seuthe no. 11 smoke generator.

Digital locomotives can also be run on conventional layouts.

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

HAMO

38880 Same as 34880, but in a HAMO version for 2-rail DC systems. **One-time series in 1996.**



Steam Locomotives

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 railroad's 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).

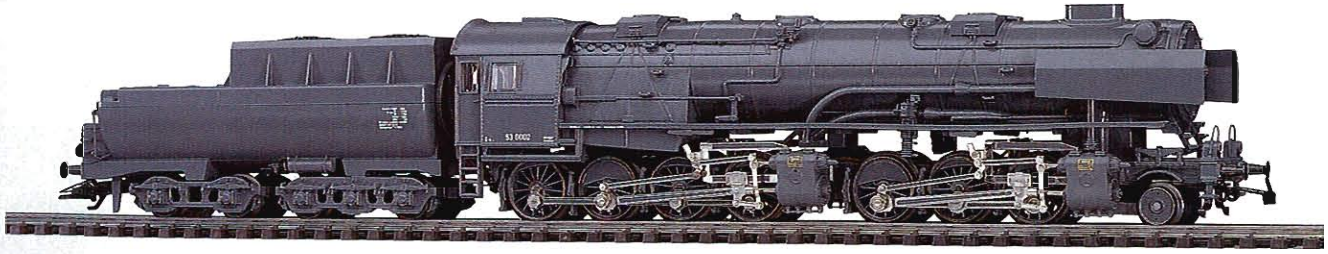
3301 Freight Locomotive with Tender.
Design by Borsig for the former German State Railroad Company (DRG). Mallet design with drive wheels divided into two articulated groups. With built-in DELTA module. Metal boiler. 4 axles powered. 4 traction tires. Electronic reverse unit. Coupler hook on the front. Length over buffers 31.4 cm (12-3/8"). Equipped for installation of 2 each 7226 smoke units (conventional operation) or 2 each Seuthe no. 11 smoke units (DELTA/Digital operation).

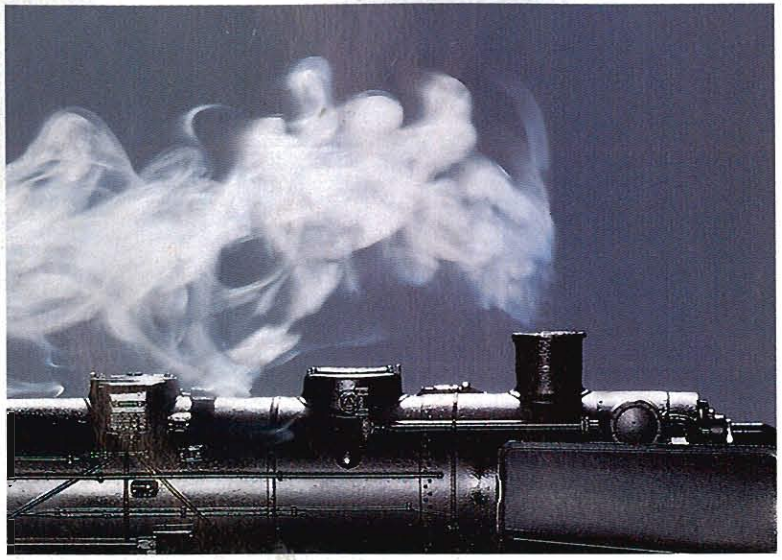
This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3701 Same as 3301, but with digital, high-efficiency propulsion (6090). Five-pole, high-efficiency motor. Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

Borsig





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.

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.

The Märklin 7226 smoke unit kit (for 3085, 3097, 3301, 3310, 3392, 3397, 3415, 34157, 34158 and 34880), the Seuthe no. 20 smoke unit kit (for 33182) and the Seuthe no. 11 digital smoke unit kits (for 3301, 3415, 34157, 34158, 34880, 3701, 3710, 3715, 37880) and no. 24 (for 33182 and 37182) bring genuine steam locomotive action to a model railroad layout. All of these smoke units can be refilled with the Märklin 0241 or 02420 smoke fluid.

0241 Smoke Fluid.
In plastic ampules as a refill for all smoke generators.

N

02420 Smoke Fluid.
Large 50 milliliter (1.67 oz.) bottle for refilling all smoke generators.

Due to war-related limitations and the increasing difficulties in obtaining raw materials, production of the class 50 was stopped in 1942. The class 52 came into being as a simplified version. With the 6,161, 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.

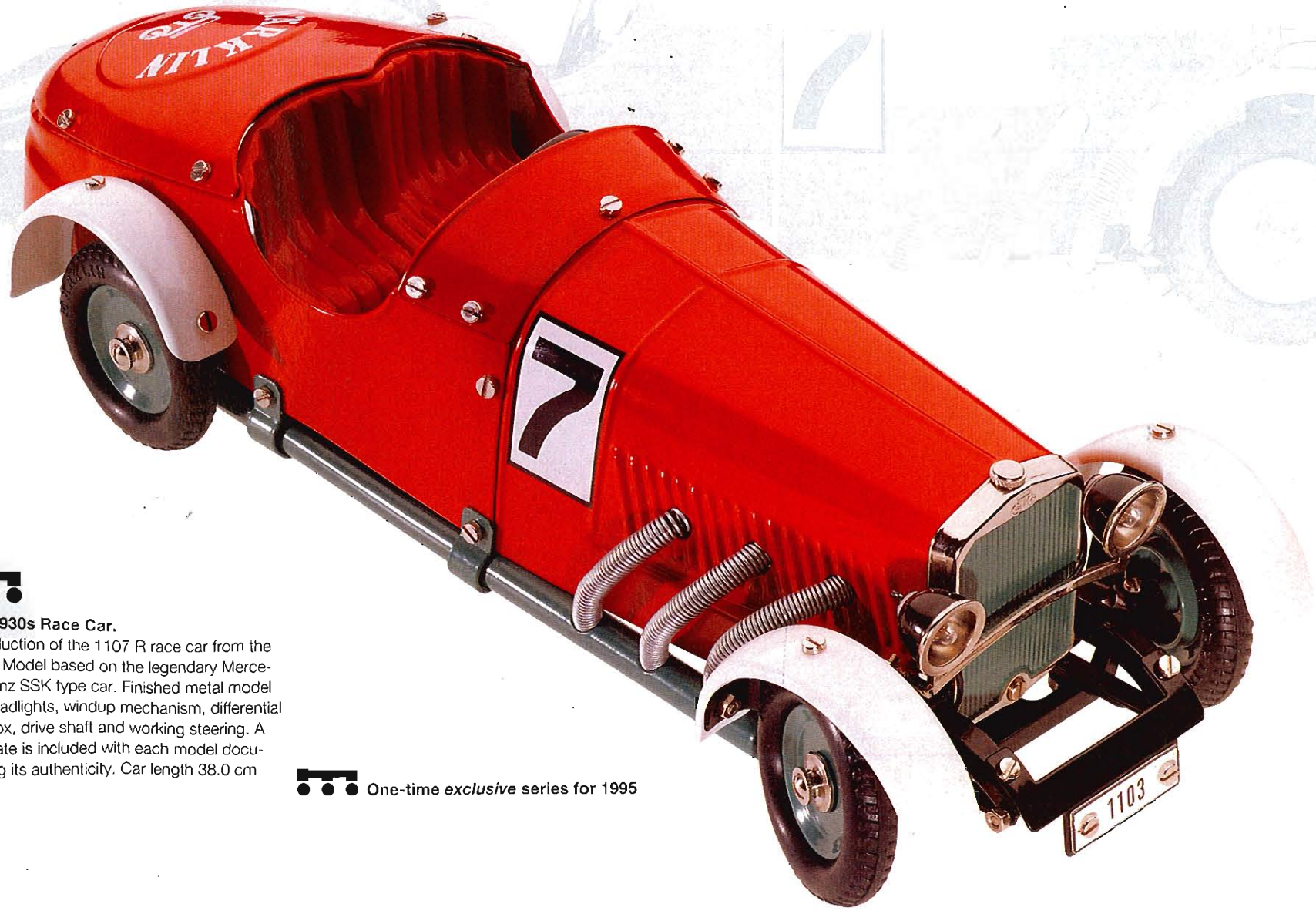
3415 Freight Locomotive with Tub-Style Tender.
German Federal Railroad (DB) class 52. With built-in DELTA module. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Length over buffers 26.7 cm (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.



A little drive down memory lane.



1103 1930s Race Car.
Reproduction of the 1107 R race car from the 1930s. Model based on the legendary Mercedes Benz SSK type car. Finished metal model with headlights, windup mechanism, differential gear box, drive shaft and working steering. A certificate is included with each model documenting its authenticity. Car length 38.0 cm (15").

One-time *exclusive* series for 1995

The one-time *exclusive* series for 1996 can be found on the following catalog pages:

märklin

Märklin H0 ..... **Page**

28501 "RAG Ruhr Coal Company, Inc." train set ... 92/93

28502 "RCT Royal Corps of Transportation" train set 92/93

34112 "Olympia" DRG class 18.1 express locomotive 37

34381 Metallic AEG 12X electric locomotive 66

34411 "White Lady" DR class 212 electric locomotive 63

34691 DB E 19 electric locomotive 57

37112 "Olympia" DRG class 18.1 express locomotive 37

37691 DB E 19 electric locomotive 57

42891 "Tegernsee Railroad" car set 119

44520 "Kleiner Feigling" tank car with glass tank 181

46220 "DB Cargo" freight car set 175

46241 "RAG Ruhr Coal Company, Inc." freight car set 167

47681 "Container Transport" freight car set 171

48661 "Caterpillar" heavy duty car set 170

Reproductions

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mini-club

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82311 "OLEX" tank car set 312

82412 "Henkell Trocken" high-volume sliding wall boxcar 319

82500 "DB Cargo" freight car set 311

87071 "Tegernsee Railroad" car set 295

88861 DRG class 03.10 express locomotive 280

88961 DRG class 86 tank locomotive 280

Märklin 1

55711 DB class 218 diesel locomotive 388/389

Märklin will produce one-time series in the future, too. At the end of October complete information will be given about new special items in the brochure "EXCLUSIV 5/1996". These brochures will be available free of charge at your Märklin dealer.



One-time *exclusive* series for 1996

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.

HOBBY

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").



DHG 500



DHG 700 C

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").

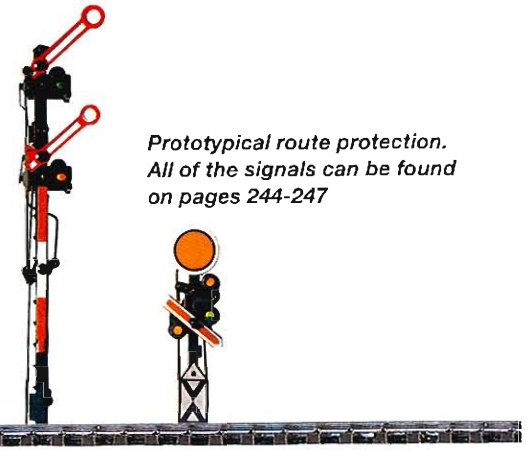
A 12 cylinder Maybach diesel motor powers these switch engines which have a maximum speed of 60 km/h (approx. 38 mph). They have been designated as the class 360/361 since 1987 which ranks them as small locomotives.

HOBBY

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").



DB 361



Prototypical route protection. All of the signals can be found on pages 244-247

This was a basically new locomotive and was placed into service in July of 1935 after just an eight month building period. The V 140 was the first large diesel locomotive with hydraulic power transmission. Krauss-Maffei, the German State Railroad Central Office in Munich and the firms of BBC, MAN and Voith all participated in the development and production of this locomotive. The diesel motor developed 1,400 horsepower at 700 rpm. The Voith fluid transmission with a torque converter and two couplings transmitted this power to the jackshaft.

This locomotive was used until 1953 in the Frankfurt area; since 1970 it has been in the German Museum in Munich.

34210 Diesel Hydraulic Locomotive. German Federal Railroad class V 140. With built-in DELTA module. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 16.6 cm (6-1/2").

37210 Same as 34210, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

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

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

DB V 140



Diesel Locomotives

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.

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 four-axle rebuild cars 4317-4319 (see page 117) and 4131-4133 (see page 118) or the Silberlinge ("Silver Coins") 4255-4257 (see page 124).

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.

In 1958 the German Federal Railroad (DB) first placed the V 100 general purpose diesel hydraulic locomotive into service. These units had a power rating of 1,100 horsepower. Starting in 1962 a more powerful version with 1,350 horsepower was delivered. These locomotives have a length over the buffers of 12.3 meters (40' 4-7/16") and reach a maximum speed of 100 km/h (62.5 mph). The first production series, the V 100.10, has been designated the class 211 since 1968, and the second series, the V 100.20, is the class 212.

DB 212



33723 General Purpose Diesel Hydraulic Locomotive.
German Railroad, Inc. class 212. With built-in DELTA module. Metal frame. 2 axles powered. 4 traction tires. 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.

DB 216

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 mph) 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.



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

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.



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

DB 216

The class 216 diesel hydraulic locomotives formed the basis for the development of the classes 210, 215, 216, 218 and 219. Henschel, KHD, Krauss-Maffei, Krupp and MaK were all involved in the development and production of these units. The members of this family of locomotives with their characteristic end shape are still among the most widely used diesel locomotives on the German Railroad, Inc. The regular production version of the class 216 was placed into service starting in 1964. The 1,900 horsepower of the motor accelerates the 77 metric ton (approx. 85 tons) locomotive to a maximum speed of 120 km/h (75 mph).



N

33743 General Purpose Diesel Hydraulic Locomotive.
German Railroad, Inc. class 216. With built-in DELTA module. Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.2 cm (7-3/16").

Diesel Locomotives

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 mph) 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").

DB 220 (V 200.0)



40631 Diesel Electric Locomotive (unpowered) for the Union Pacific Railroad. Complements the model 3061 and 4061 produced from 1969 – 1972 and forms a prototypical three-unit locomotive. Coupler hook at one end, RELEX coupler at the other end, interchangeable with the rigid drawbar couplings included with this unit. Length 17.3 cm (6-13/16").

4061 40631 3061



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

AT & SF F 7

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.

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

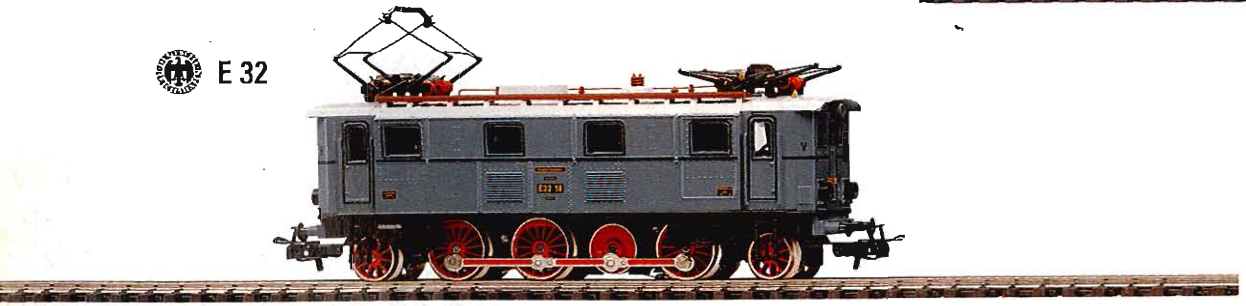
The class 160 was one of the few electric switch engines taken over from the former German State Railroad by the German Federal Railroad. These locomotives were mainly stationed in the Rhine-Neckar urban areas. Their driving wheel arrangement is quite clearly related to that of the class E 91 heavy freight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

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

DB 160



E 32



HOBBY

3187 Electric Locomotive.
Former German State Railroad Company (DRG) class E 32. 3 axles and jackshaft powered. 2 traction tires. Older design pantographs. RELEX couplers. Length over buffers (5-3/4").

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 mph). In 1932 eight locomotives were equipped with a different gear ratio for up to 90 km/h (56 mph). The units were retired from service as the class 132. The E 32 27 has been preserved as an operational museum locomotive.

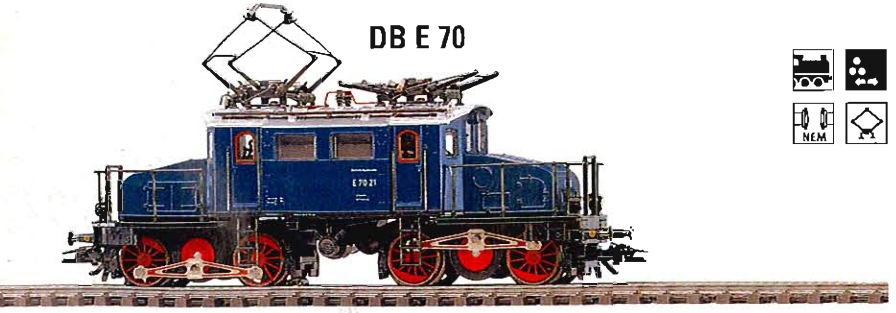
DB 132



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").

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").

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.

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

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. Special motor. 2 axles and jackshaft powered. 2 traction tires. Driving wheels mounted prototypically in two linked trucks under the hoods. Electronic reverse unit. 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 Same as 3447, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

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



Electric Locomotives

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 operatinal.

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").

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

DR 254



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 mph) 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").

The former GDR German State Railroad (DR) freight cars (see page 161, 178 and 180) are appropriate for the class 254 electric locomotive (Märklin model 3335).

The four-axle DB rebuild cars (Märklin models 4131, 4132 and 4133) are appropriate units for the class 204 express locomotive (Märklin model 3449) and can be found on page 118.



DB 194

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 employing single-axle drive.



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").

DB E 94

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").

Digital locomotives can also be run on conventional layouts.



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. 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.

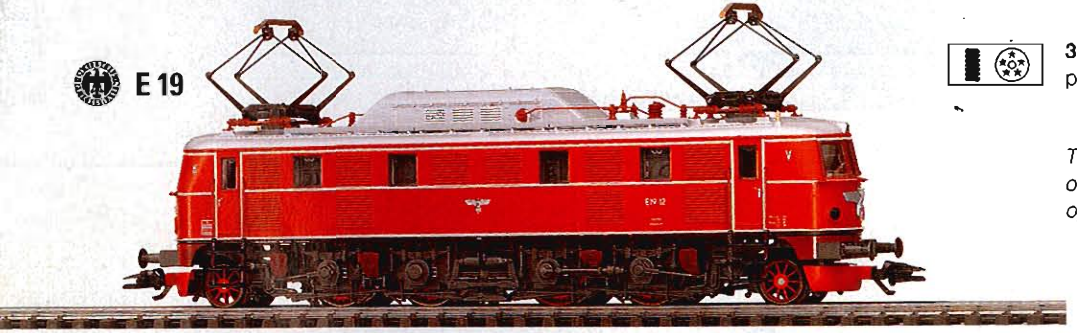
DB 194



Electric Locomotives

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 mph). As delivered these units were equipped for high speed tests up to 225 km/h (141 mph). 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.

E 19



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 panto graphs. 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.

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. 2 axles powered. 4 traction tires. Electronic reverse unit. Older design pantographs. Length over buffers 19.5 cm (7-11/16").

Using the proven class E 18 as a starting point, AEG and Henschel/-SSW each developed a locomotive for a maximum speed of 180 km/h (approx. 113 mph) and built two samples each of it. Henschel/SSW's E 19 11 and 12 of 1940 were built with a raised roof area and came from the builder with single-axle drive with four double motors that were eventually replaced by the German Federal Railroad (DB) with single motors. Until the delivery of the class E 03, the E 19's were the DB's most powerful electric locomotives.

34691 Electric Express Locomotive. German Federal Railroad class E 19. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 19.5 cm (7-11/16").

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

37691 Same as 34691, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

HAMO **38691** Same as 34691, but in HAMO version for 2-rail DC systems. **One-times series in 1996.**

The 34691 and 37691 locomotives are being produced in a one-time series only in 1996 and are already sold out at the factory. Your dealer has already placed orders for these units.



Electric Locomotives

DB 139

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 Railroad, Inc. (DB) class 139. 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 141



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").

DB 140

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



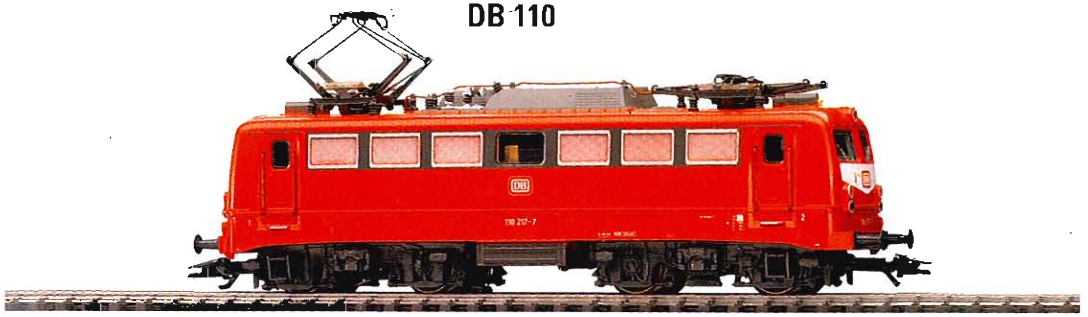
This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3440 Electric Locomotive.
German Federal Railroad (DB) class 110. With built-in DELTA module. 2 axles powered. 4 traction tires. Roof and transformer cover on the roof in a prototypical blue paint scheme. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4").

3740 Same as 3440, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

Digital locomotives can also be run on conventional 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 Electric Locomotive.
German Federal Railroad (DB) class 110. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4").

DB 114



Prototypical route protection. All of the signals can be found on pages 244–247.

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 mph).

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").

Electric Locomotives

DB 103

The class 103 has been used on the German Federal Railroad in different versions. Its 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").

DB 103

The TEE era began more than 25 years ago on the German Federal Railroad when the first class 103 locomotives were placed into service. They were the first locomotives after the war to make a scheduled speed of 200 km/h (125 mph) possible. The last German TEE trains, among them the "Rheingold", were also pulled 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 103

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



33572 Express Locomotive.
German Railroad, Inc. class 103. With built-in DELTA module. Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 21.9 cm (8-5/8").

37572 Same as 33572, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

37431 Freight Locomotive.
German Federal Railroad class 151. With digital high-efficiency propulsion (6090). Metal frame. 3 axles powered. 4 traction tires. Headlights digitally controlled. Length over buffers 22.2 cm (8-3/4").

DB 151



Digital locomotives can also be run on conventional layouts.

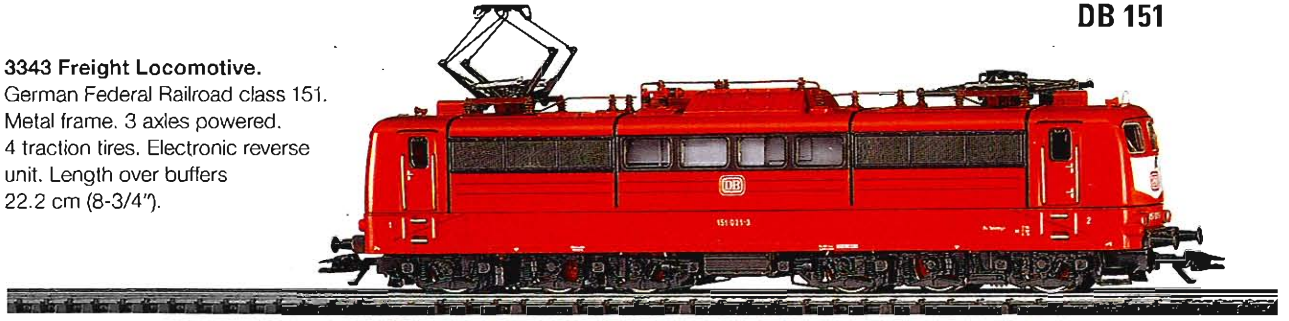
DB 151



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

33432 Freight Locomotive.
German Railroad, Inc. class 151. With built-in DELTA module. Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.2 cm (8-3/4").

DB 151



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

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 mph) 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.

Electric Locomotives

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 their simple design, they also enable a high, long term tractive effort over almost the entire speed range. The continuous output is 5,600 kilowatts (7,504 horsepower), the maximum speed is 160 km/h (100 mph).

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

DB 120.1



At the start of the 1980s the progressive electrification of the German State Railroad demanded the procurement of a new electric locomotive. This new locomotive had to be usable for important express passenger service as well as for freight traffic – with a different gear ratio and different braking equipment for the latter. The first locomotive in this class was introduced at the Leipzig Spring Fair in 1982. The last locomotive in a series of 646 units was built for the time being at the end of 1990. These locomotives have turned out so well that their operating territory has been expanded to all of Germany. A unit has even been leased to the Southeast Railroad in Switzerland.



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.

3445 Electric Locomotive.
German State Railroad (DR) class 143 in S-Bahn version. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. 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

The appropriate commuter cars in the S-Bahn color scheme (Märklin models 4104, 4105, and 4106) can be found on page 127.

Immense power, great speed and an extravagant paint scheme: The "White Lady" from Hennigsdorf was something special at her first official appearance. She is the ancestor of an entire locomotive family encompassing almost 1,000 members whose largest branch has become the class 212/112 express locomotives and the class 243/143 freight locomotives.

At the Leipzig Spring Fair in 1982 express locomotive 212 001-2 caught everyone's eye with a basic color of white, a departure from the standard German State Railroad paint scheme. A broad red stripe ran under the window line and angled up and down at the center of the sides of the locomotive. The rest of the body above the frame was white. Thus did this locomotive acquire its name.



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 mph). The continuous power rating is 4,020 kilowatts (approx. 5,387 horsepower), 480 kilowatts (643 horsepower) more than the class 243.

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.

34411 Electric Locomotive.
Former GDR German State Railroad (DR) class 212. Prototype locomotive for the "White Lady". With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. 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.

HAMO

38411 Same as 34411, but in HAMO version for 2-rail DC systems.
One-time series in 1996.

The 34411 locomotive is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.



Märklin-Clubs ...

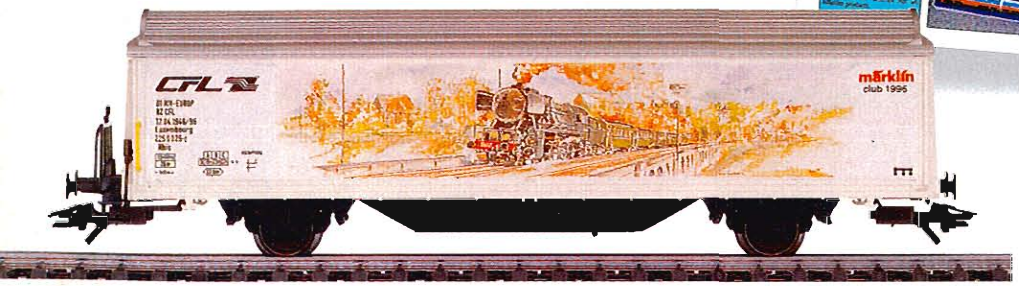
... can be found in Belgium, the Netherlands, France, Great Britain, Italy, the French speaking part of Switzerland, Spain, Sweden, Australia, New Zealand, Japan, Indonesia, the USA and in Canada.

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

- the "Insider" club magazine. It is published 6 times a year in an **English, French and Dutch edition,** and has articles on all sorts of useful subjects about Märklin.
- the mailing of informational materials 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.

Please contact your local Märklin Club for more information.





Märklin H0 Club Car



Märklin Z Club Car

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Club Märklin
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P.O. Box 51559
New Berlin, WI 53151-0559
USA
Telephone (414) 784-0717
Telephone hours:
Monday, Wednesday and Friday
from 9:00 AM to 12:00 noon.

Insider Models for 1996

märklin Insider



30159 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Ce 6/8III. Large centrally mounted motor. 6 axles and 2 jackshafts powered. 2 traction tires. RELEX couplers. Length over buffers 26.0 cm (10-1/4").

One-time reproduction, produced with the original tooling for the CCS 800 / 3015 model manufactured from 1947 to 1975. Color scheme is the brown/black livery for the Ce 6/8III as delivered from the SBB in 1926.

The 30159 locomotive is being produced in a one-time series in 1996 for Insider members.



48806 "Märklin/Steiff" Car Set.
Set consists of a Royal Württemberg State Railways (K.W.St.E.) boxcar and a spotted salamander. Boxcar has brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16"). Spotted salamander made of Trevira velvet. White label with red lettering and consecutively numbered. Length of the spotted salamander 22.0 cm (8-5/8").
DC wheel set 70 0630

Car and spotted salamander in special addition. Not available separately.

The 48806 car set is being produced in 1996 in a one-time series only for Märklin and Steiff Club members.

Protecting Nature makes it possible! The two Swabian firms of Märklin and Steiff have decided on an unusual cooperative venture to support an equally unusual project, namely, the completely privately financed "Nature Park Express" in the Upper Danube Valley between Sigmaringen and Tuttlingen. The result has been the first joint product in the long history of these two companies.

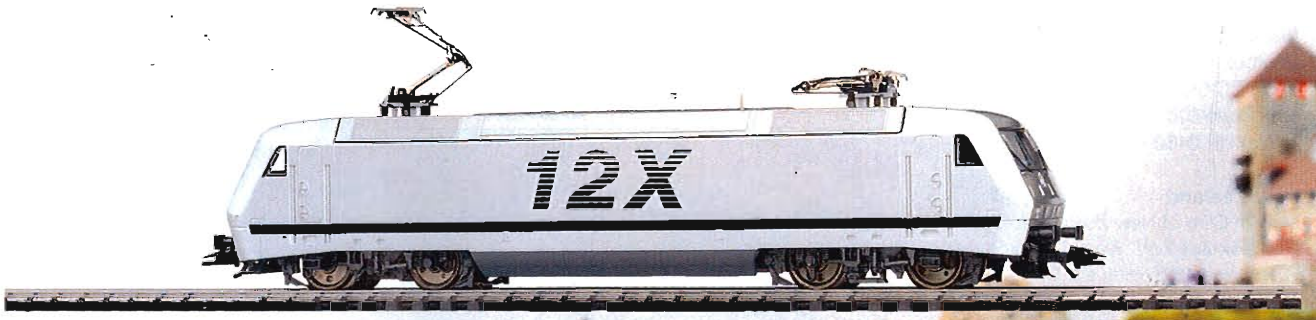
Additional Insider models for 1996 can be found in Z Gauge on page 279 and in 1 Gauge on page 401.

Electric Locomotives

34381 Electric Locomotive.
AEG prototype 12X. Body with protective coating. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.4 cm (8-13/16").

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

The 34381 locomotive is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.



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.

HAMO N

38380 Same as 3438, but in a HAMO version for 2-rail DC systems.
One-time series in 1996.

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




ICE
DB Cargo

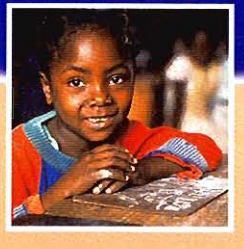
UNICEF was founded in 1946 as an emergency aid organization for children in war torn Europe.











Children first.

This is our principle.

Today UNICEF stands for the survival and development of children all over the world. In over 140 countries UNICEF runs developmental programs for children and women and provides emergency aid. As an advocate for children UNICEF stands for establishing their right to care, protection and participation in social life.

unicef

"50 Years of UNICEF"

N

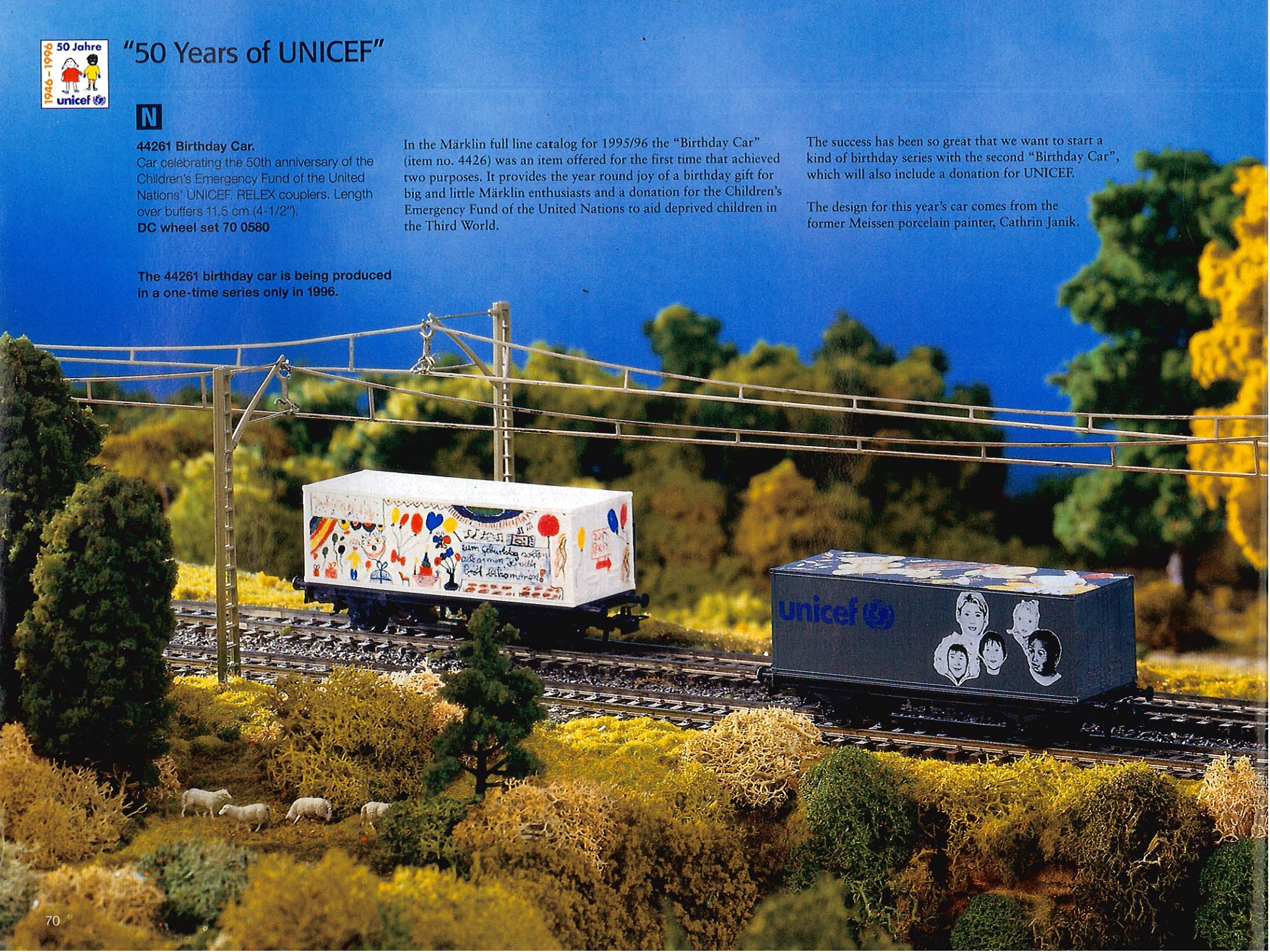
44261 Birthday Car.
Car celebrating the 50th anniversary of the Children's Emergency Fund of the United Nations' UNICEF. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

The 44261 birthday car is being produced in a one-time series only in 1996.

In the Märklin full line catalog for 1995/96 the "Birthday Car" (item no. 4426) was an item offered for the first time that achieved two purposes. It provides the year round joy of a birthday gift for big and little Märklin enthusiasts and a donation for the Children's Emergency Fund of the United Nations to aid deprived children in the Third World.

The success has been so great that we want to start a kind of birthday series with the second "Birthday Car", which will also include a donation for UNICEF.

The design for this year's car comes from the former Meissen porcelain painter, Cathrin Janik.



Electric Locomotive

märklin HO

An unusual anniversary demands unusual promotion. The firms of ABB Daimler-Benz Transportation, 3M of Germany and Märklin have decided to embark on an extraordinary aid campaign for the Children's Emergency Fund of the United Nations (UNICEF), which is celebrating its 50th anniversary this year.

The first German advertising locomotive (with a triple advertising theme) was presented in a joint promotion on January 31, 1996 at the opening of the Nürnberg Toy Fair. While the 84 metric ton (92.6 tons) original will be promoting UNICEF across the German rail network, you can also make a contribution "for the children of this world" by buying a model of it. The purchase price for the model includes a donation to UNICEF. Helping with your own hobby – this is the way to bring something pleasant together with a thing of beauty.

34382 Electric Locomotive.
AEG 12X prototype. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.4 cm (8-13/16").

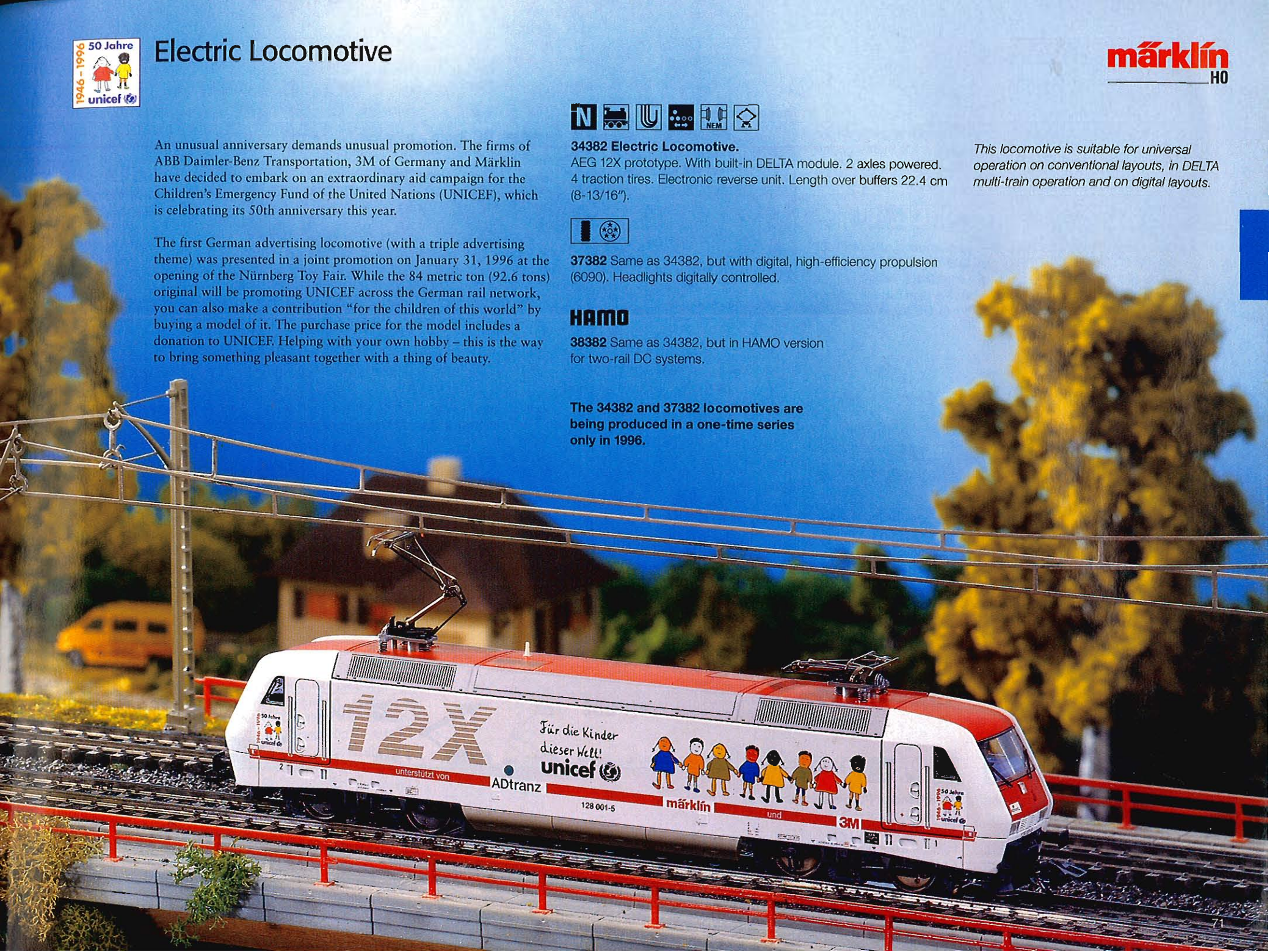
37382 Same as 34382, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

HAMO

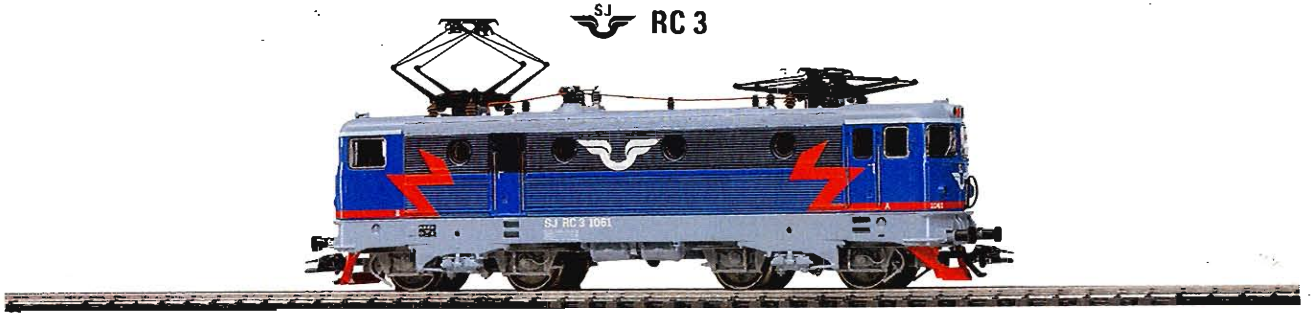
38382 Same as 34382, but in HAMO version for two-rail DC systems.

The 34382 and 37382 locomotives are being produced in a one-time series only in 1996.

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



Electric Locomotives



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. Swedish State Railways design pantographs. Length over buffers 17.5 cm (6-7/8").

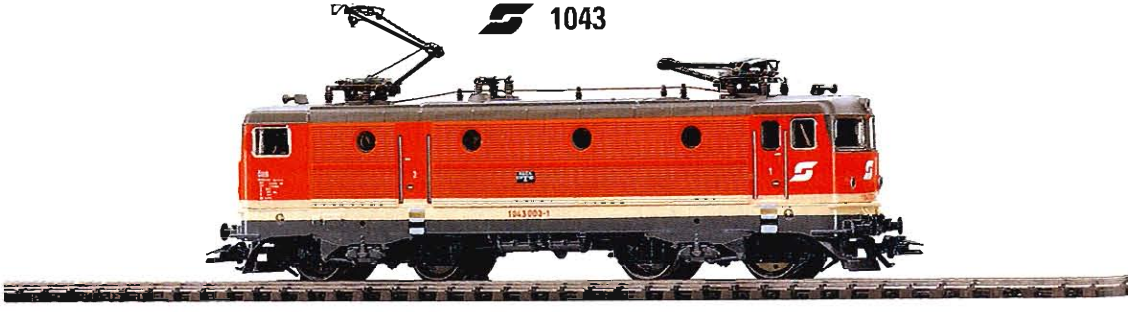


The class 1700 have been equipped at one end with an automatic coupler. Moreover, they differ from the class 1600 in the additional antenna on the roof. The current version bears the road number "1736" and the coat-of-arms "GILZE-EN-RIJEN".

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").

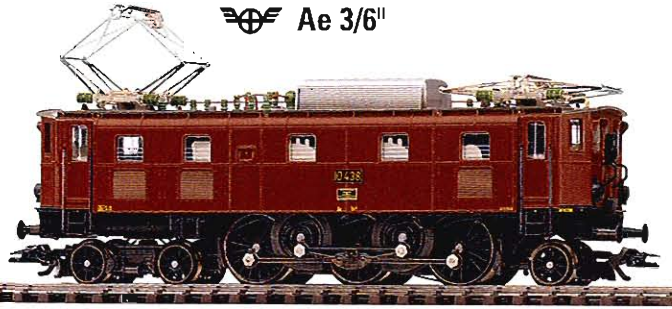
These locomotives are suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

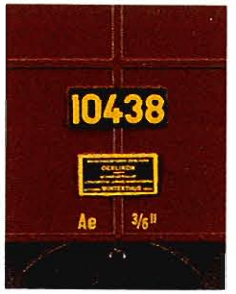
3458 General Purpose Locomotive.
Austrian Federal Railways (ÖBB) class 1043. With built-in DELTA module. Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 17.5 cm (6-7/8").



The appropriate cars for the 3351 locomotive are the 4238 and 4239 cars which can be found on page 142.

Ae 3/6II





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

3351 Electric Locomotive.
Swiss Federal Railways (SBB) class Ae 3/6'. 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").

3356 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8'. With built-in DELTA module. Road number 13305. 3 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Length over buffers 23.0 cm (9-1/8").

3756 Same as 3356, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.



Be 6/8III



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

In 1978 the Swiss Federal Railways (SBB) ordered four prototypes of a general purpose electric road engine. These units had a continuous power rating of 4,475 kilowatts (approx. 6,000 horsepower), a maximum speed of 160 km/h (100 mph) and were designated Re 4/4IV. The ends of the body were developed in a wind tunnel and, along with the windowless, ribbed side walls, dominate the appearance of the locomotive. Originally, the side walls for all four units were a different color. Since 1994 the Southeast Railroad (SOB) has gradually acquired these locomotives from the SBB. The route network for this privately owned railroad lies in the scenically attractive region between Lake Zuger and Lake Zürich. These locomotives are intended for immediate use on the steep grades of this route.

SOB 446



34301 Electric Locomotive.
Southeast Railroad (SOB) class Re 446. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.1 cm (7-1/8").

Electric Locomotives



3460 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Road number 460 045-8 "Rigi". With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior detailing. Prototypical warning horns. Length over buffers 21.3 cm (8-3/8").

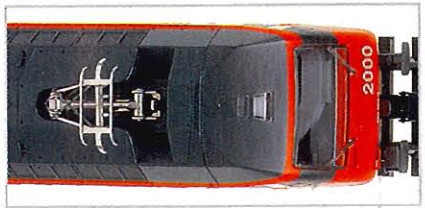
This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

3760 Same as 3460, but with digital high-efficiency propulsion (6090). Road number 460 003-7 "Milieu du Monde". Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.



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 had placed 120 of these modern general purpose locomotives into 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 mph) and its modern design.



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

460



The 4218 and 4219 express coaches (see page 141) are appropriate for the Bern-Lötschberg-Simplon Railroad electric locomotive.

BLS 465



The Bern-Lötschberg-Simplon Railroad has also purchased new locomotives based on the SBB class 460. They have been designated the class 465 in accordance with the regulations for numbering locomotives. The BLS locomotives differ from the SBB units in several details.

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").



In the 1960s the Swiss Federal Railways ordered the first Re 4/4" locomotives. These units were a milestone in the development of modern electric locomotives. With a service weight of 80 metric tons (approx. 88 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 4/4". 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").

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

3734 Same as 3434, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

Re 4/4"

Railcars

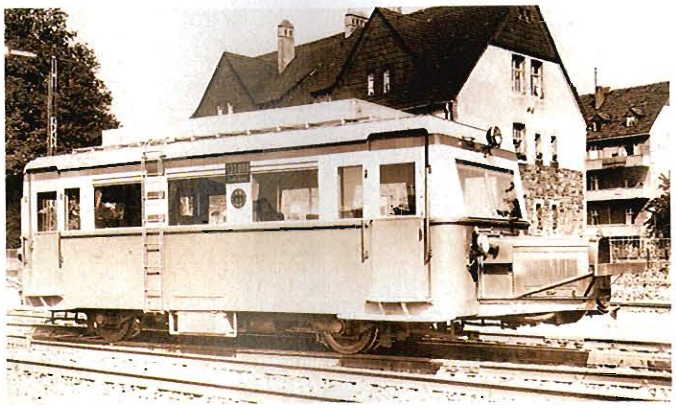


Foto: H. Maey, Archiv Eisenbahn-Kurier

VT 133



34231 "Wismar" Railbus.
Former German State Railroad Company (DRG) class VT 133. With built-in DELTA module. 2 axles powered. 1 traction tire. Electronic reverse unit. Length over buffers 11.6 cm (4-9/16").

This model is a cooperative project with the BEMO Company, Uhingen, Germany.

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

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



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.

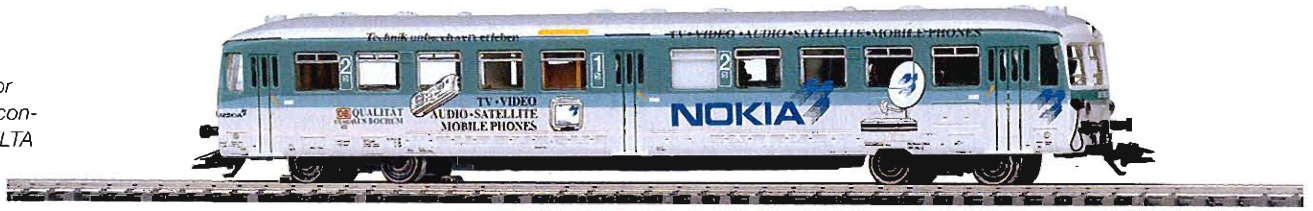
3013 Inductive Measurement Car.
German Railroad, Inc. (DB) class 724. 1 axle powered. 2 traction tires. Length over buffers 14.7 cm (5-3/4").

DB 724



DB 515

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



3429 Storage Battery Powered Railcar.
German Railroad, Inc. (DB) class 515. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 24.0 cm (9-1/2″).

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 mph). 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



Railcars

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 mph).
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.

3476 Diesel Railcar Train.
German Railroad, Inc. class 410. Automatic car body tilt mechanism that reacts to track curves. With built-in DELTA module. 2 axles powered. 2 traction tires. Electronic reverse unit. Special close coupled connections between the cars. Detailed reproductions of 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 the 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



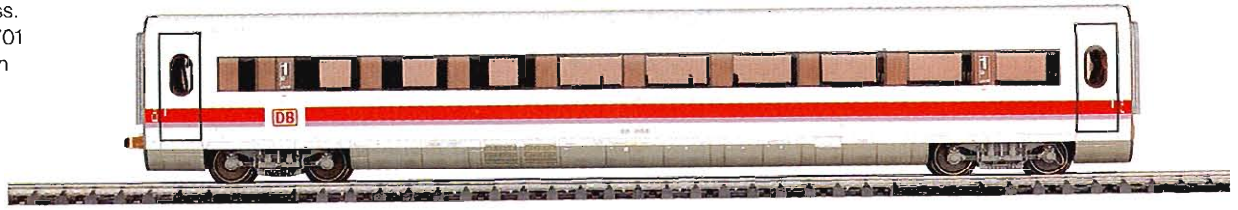
This rail car is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

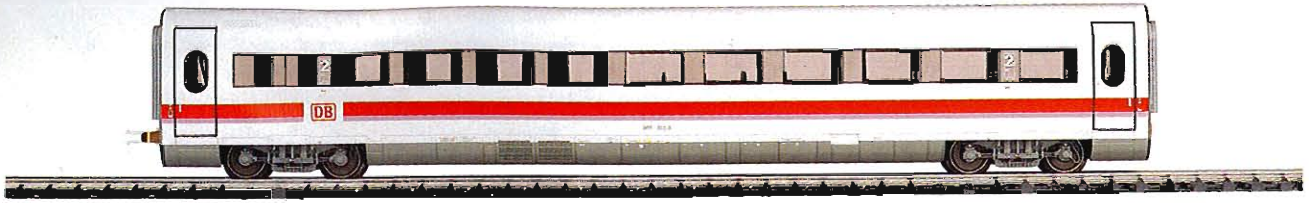
Railcars

33701 ICE Railcar Train.
German Railroad, Inc. class 401 high speed InterCity Express Train. With built-in DELTA module. 1 power end car with motor. 1 power end car without motor. 1 intermediate car Avmz 801.8, 1st class. 1 intermediate car Bvmz 802.6, 2nd class. Power end cars have metal frames. 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 electrical connections through the whole train. Car diaphragms without wind deflector strips. Train length 97.0 cm (38-3/16").



43701 ICE Open Seating Car.
German Railroad, Inc. Avmz 801.0, 1st class. Intermediate car to supplement 33701/37701 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections through the whole train. Car diaphragms without wind deflector strips. Interior lighting powered through the couplers. Length 26.4 cm (10-3/8").





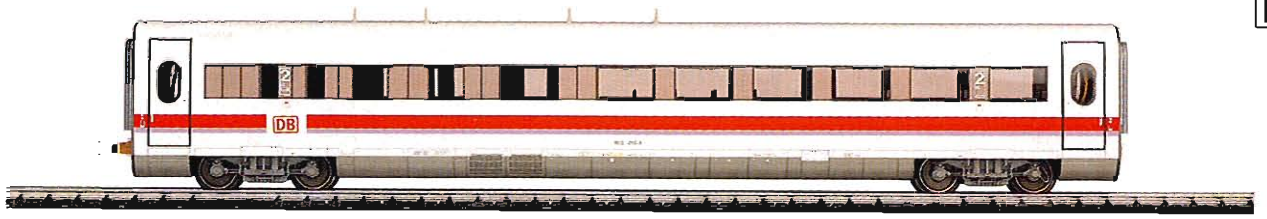
43711 ICE Open Seating Car.
German Railroad, Inc. Bvmz 802.3, 2nd class. Intermediate car to supplement 33701/37701 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections through the whole train. Car diaphragms without wind deflector strips. Interior lighting powered through the couplers. Length 26.4 cm (10-3/8").

37701 Same as 33701, but with digital high-efficiency propulsion (6090). Headlights and interior lighting digitally controlled.

DB 401

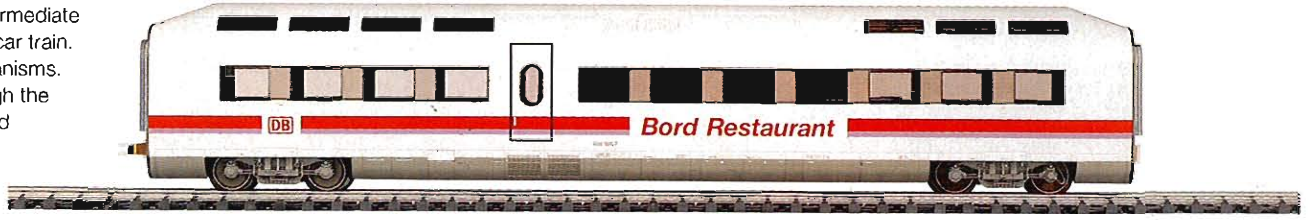


This ICE railcar train is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



43721 ICE Service Car.
German Railroad, Inc. BSmz 803.0, 2nd class. With conference compartment. Intermediate car to supplement 33701/37701 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections through the whole train. Car diaphragms without wind deflector strips. Interior lighting powered through the couplers. Length 26.4 cm (10-3/8").

43731 ICE "Bord Restaurant" Dining Car.
German Railroad, Inc. WSmz 804.0. Intermediate car to supplement 33701/37701 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections through the whole train. Car diaphragms without wind deflector strips. Interior lighting powered through the couplers. Length 26.4 cm (10-3/8").



This is a Museum?

No, the Märklin Museum really has nothing in common with a dusty repository of objects pregnant with history. To be sure we will show you history – namely, many of the most beautiful toys from over 130 years of Märklin tradition – but the Märklin Museum is a world to play in, touch, look at and be amazed at. You can watch different layouts in operation in bright, totally redesigned quarters: carefully modelled railroad landscapes and cities, interesting station scenes, breakneck runs over the extensive ICE route. A Maxi layout with the DELTA multi-train system invites you to play with it, and a Maxi outdoor layout gives new ideas to gardening enthusiasts. Even the Märklin metal construction sets are available to try out. A display of many current Märklin models in all of our gauges forms the background. And you can see other Märklin models in action in our little movie theater.

The Museum Gift Shop is a treasure trove for connoisseurs. Here you can purchase exclusive models available for a limited time in limited quantities only in the Museum (as long as supplies last). A Museum model is a real acquisition for a souvenir, to collect, for a gift or for your layout.

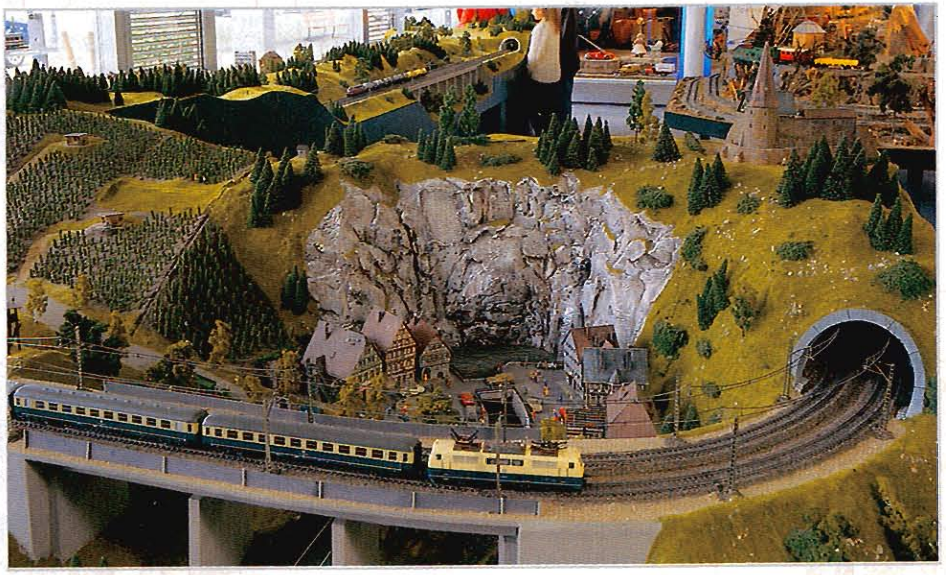
You are cordially invited to visit us at Holzheimer Straße 8.

Simply follow the signs "Märklin Museum" in Göppingen.

Hours of operation:
Monday to Friday from 9:00 AM to 4:00 PM.
Saturday from 9:00 AM to 2:00 PM.
(except holidays)







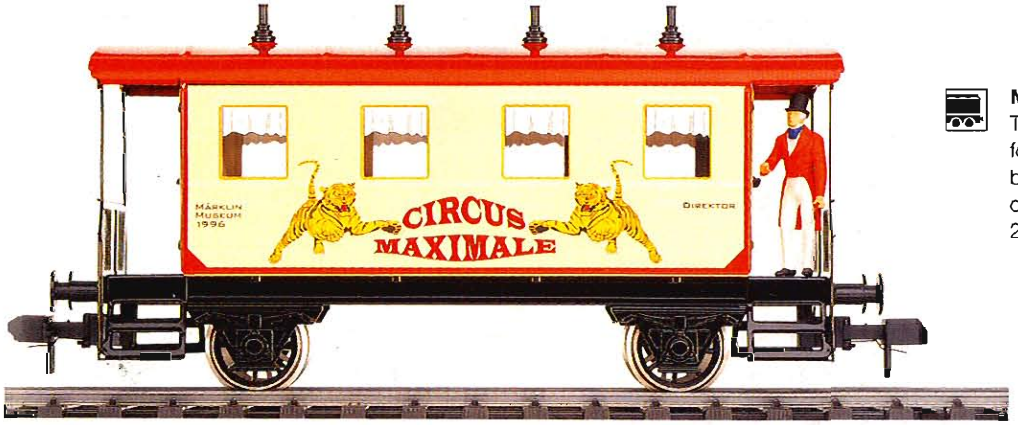
Märklin Z Museum Car for 1996.
Type G 10 boxcar with brakeman's cab. Privately owned by the Salach Paper Company (Württemberg). Used on the Royal Württemberg State Railways (K.W.St.E.). Sliding doors that can be opened. Length over buffers 40 mm (1-9/16″).



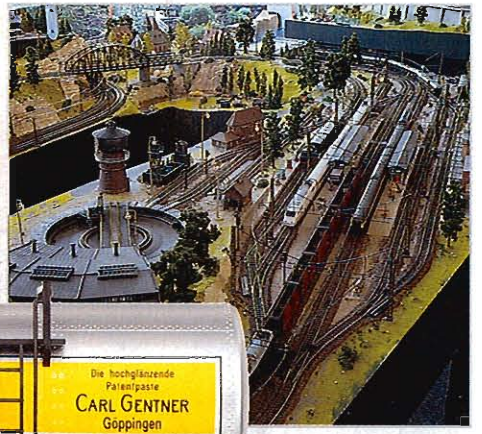
There is a long history of paper manufacturing in the Fils Valley. In 1996 the Salach Paper Company is celebrating its 150th anniversary.

Märklin H0 Museum Car for 1996.
Type G 10 boxcar with brakeman's cab. Privately owned by the Salach Paper Company (Württemberg). Used on the Royal Württemberg State Railways (K.W.St.E.). Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16″). 1 Benz flatbed truck for the Salach Paper Company, with tarp framework. Loaded with 12 bales of pulp material.
DC wheel set 70 0320





Maxi Museum Car for 1996.
Two-axle passenger car in the color scheme for a circus train. Doors at the ends that can be opened. Removable roof. Figure of a circus manager included. Length over buffers 27.5 cm (10-13/16″).





Märklin 1 Museum Car for 1996.
Tank car with brakeman's cab. Privately owned by Carl Gentner Company, Göppingen, Germany. Used on the Royal Württemberg State Railways (K.W.St.E.). Extensive imprinting and lettering on the car. Length over buffers 27.5 cm (10-13/16″).

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 52, 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.

This one-time edition of the Imperial Court Train is already sold out at the factory.

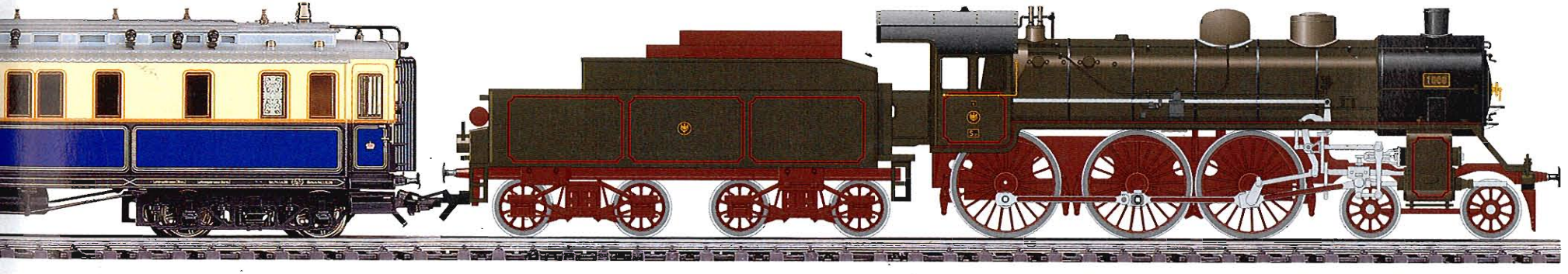
The four parts of the train have been delivered at different dates or are planned for delivery:

1st Part: End of 1995 / Beginning of 1996
Salon Car for the Empress
Attendants' Car for Gentlemen

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

3rd Part: Fall 1996
KPEV Class S 10 Locomotive

4th Part: End of 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.



A big push for the German Railroad – Pop Train '95

This train was the first large PR project of the "new" German Railroad, Inc. in the year just past. In late summer 1995 the "Pop Train" made stops in 49 German stations and turned them into the largest rock and pop stage in Europe.

The 166 meter (approx. 545 feet) long train, equipped with a folding stage and a professional light and sound stage setup, provided a totally new station atmosphere with upbeat live music. It's no wonder that many young people were late for school or work during this period.

This promotion was sponsored by the German Federal Interior Ministry and Märklin, among others. The high point and finale of the promotion was the large live concert on September 30, 1995 in the main Stuttgart station with the number 1 German band "Pur".

Model railroading can hold its own on the souvenir shelf next to Bravo posters and fan T-shirts with this model of the Pop Train, which includes the two most important cars in the train in addition to the colorfully decorated class 104 locomotive.



2872 "Pop Train" Train Set.
Set consists of 1 electric locomotive, 1 type Dm 902 show stage car and 1 type Dm 902 promotion car.

German Railroad, Inc. (DB) class 104 electric locomotive. With built-in DELTA module. 3 axles powered. 2 traction tires. Sprung pilot trucks. Electronic reverse unit.

Two each sliding roll doors that can be opened on each side of both cars. Adjustable buffers. Equipped for installation of 7319 current-conducting coupler. Train length 72.2 cm (28-7/16").

Locomotive and cars in a special version.
Not available separately.

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

The 2872 train set is being produced in a one-time series.





HOBBY N

28503 German Federal Railroad "Rheingold" Express Train from around 1962.
1 class E 10.12. electric locomotive. 2 axles powered. 4 traction tires. Coupler hooks. 1 compartment car. 1 open seating car. 1 vista dome car. RELEX-couplers. Train length 92.5 cm (36-3/8").

Locomotive and cars in special version.
Not available separately.



Full Steam Ahead through Germany



Over a 12 day period from May 16 to 27, 1996 Märklin enthusiasts from all over Europe were able to enjoy a romantic steam trip of a special sort.

The occasion was the "rebirth" of the legendary Royal Bavarian State Railroad S 3/6 steam locomotive, number 3673, which was brought back to "life" after being taken out of service 37 years ago and after several years of being overhauled at the Bavarian Railroad Museum in Nördlingen, Germany (BEM). Märklin wanted to pay tribute with this trip to the enormous achievement of the volunteer members of the BEM and make a contribution to the preservation of this "cultural landmark".





Years of preparation work and 14,000 hours of labor were necessary to realize this special technical achievement. The logistical data alone is an impressive indicator of the immensity of this tour:



200 metric tons (approx. 221 tons) of coal, 900 liters (approx. 238 gallons) of oil, 360 cubic meters (95,112 gallons) of water, approximately 3,000 lunches and over 650 liters (approx. 172 gallons) of beer were consumed over just 3,500 kilometers (2,188 miles). The organizing team drove around 8,000 kilometers (5,000 miles) to prepare for the tour.

When the almost 400 meter (1,312 feet) train with two locomotives (the S 3/6 was helped by the 01 066. also from the BEM) left the Göppingen station in the direction of



Munich on Ascension Day, May 16, 1996, a trip began that was to be a unique experience for more than just the people on the train. Each day of the trip featured special activities to provide variety. The high points were the visit to the Dresden steam locomotive meet, the Ju 52 tour flight around Berlin, the harbor tour with the boat "Los Paraguayos" in Hamburg, the UNICEF benefit evening in Cologne, the dedication of the "Skytrain" layout in Frankfurt and the final evening with the host for the television show "Eisenbahnromantik" ("Railroad Romance"), Hagen von Ortloff, in Bad Herrenalb, Germany.

Even unforeseen events such as the landslide before Dresden, washed out tracks at Rügen, a shortage of coal in Cologne and a shortage of water in Gerolstein could not stop this special train..

When the two steam veterans were uncoupled from the train in Ulm on Whit Monday after a grand achievement in pulling it, they had written another chapter in steam locomotive history.

The Germany Tour 1996 has been documented on video cassette (European VHS) *(see pages 422/423).*





Full Steam Ahead through Germany



With the Bavarian S 3/6 and Märklin through Germany from May 16 to 27, 1996.

Connoisseurs have termed the S 3/6 as one of the most successful and beautiful locomotives in the world. The unusual tapered cab, the cone-shaped smokebox door and the immense cylinder block were characteristic features of this popular class. Its efficient coal consumption and good running qualities proved its use in regular operation. The two inboard high pressure cylinders and the two outboard low pressure cylinders were coupled to the center driving wheels. A very high level of thermodynamic efficiency was achieved with this four cylinder propulsion system. The last of these locomotives of this successful class was not retired until 1960.

33182 Express Locomotive with Tender.
Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6. With built-in DELTA module. 3 axles powered through side rods. 2 traction tires. Electronic reverse unit. Length over buffers 24.9 cm (9-3/4"). Equipped for installation of Seuthe smoke unit no. 20 (conventional operation) or Seuthe smoke unit no. 24 (DELTA/Digital operation).

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



37182 Same as 33182, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 24).

Digital locomotives can also be run on conventional layouts.

The 33182/37182 locomotives and 42752 car set are being produced in a one-time series only in 1996.

42752 "Insider Tour '96" Express Passenger Car Set.
Set consists of 4 different passenger cars: 1 type Aüe fast train coach, 1 type WGüge entertainment car, 1 type Sdrü salon car, and 1 type Wrügh dining car. Total length 102.3 cm (40-9/32").
DC wheel set 12 x 70 0580
4 x 40 6240

All cars in a special version.
Not available separately.



Hard coal mining in the Ruhr area was newly organized with the founding of the Ruhr Coal Company, Inc. (Ruhrkohle AG or RAG). The formerly 52 independent mines of 19 different companies merged into a single firm.

Of course, the railway lines connecting the pits were also part of this new organization. They transported the coal produced by the mines to ports, distribution points, transfer railroad yards, to state-owned railroads or directly to the end users.



28501 "RAG Ruhr Coal Company, Inc." Train Set.
Set consists of a diesel locomotive and 3 cars.

Henschel DHG 500 C 431 Ruhr Coal Company, Inc. (RAG) diesel locomotive. With built-in DELTA module. 3 axles powered. 2 traction tires. Electronic reverse unit. Coupler hooks.

1 former B3yg car as testing car. 1 boxcar 37006. Sliding doors that can be opened. 1 flatcar 46050. Stakes that can be removed. Train length 54.0 cm (21-1/4").

Locomotive and cars in a special version. Not available separately.

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

The 28501 train set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this set.

The 28501 train set can be expanded with the 46241 car set (see page 167).



Around 250 three-axle, diesel hydraulic locomotives were built from 1938 to 1944 as the class WR 360 C 14. They were used in switching work. The German Federal Railroad – like many other European private and state railroads – acquired many of these locomotives after 1945 and reclassified them the V 36. They were used in large urban areas for passenger service, in switching work in freight yards and for assembling the consists of long distance passenger trains.

The "Royal Corps of Transportation" of the British Army on the Rhine owns locomotives of this class for switching work on Army-owned areas of the railroad. In addition, the British have their own rolling stock that are used as privately owned cars on the state railroad.

N NEM 7317

28502 "RCT Royal Corps of Transportation" Train Set.
Set consists of a diesel locomotive and 2 cars.

V 36274 diesel locomotive of the Royal Corps of Transportation (RCT), Mönchengladbach, Germany. With built-in DELTA module. 3 axles powered. 2 traction tires. Electronic reverse unit.

1 type Pwg passenger car. With cupola. 1 type X low side car. 1 Rolls Royce automobile (Busch). Train length 37.2 cm (14-21/32").

Locomotive and cars in special version. Not available separately.

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

The 28502 train set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this set.

Spare Parts for Locomotives

This table contains the most important spare parts for each locomotive.

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	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3000				7154	7185	–	61 0040	60 1460	20 8240	39 9740	39 9740	① ②
3003				7153	7185	–	61 0040	60 0300	20 8240	20 2140	70 1540	1 2
3013				7153	7164	–	60 0100	60 0300	20 8240	20 9890	20 9890	① ②
30159				7153	7175	20 7800	60 0000	60 0350	23 4000	21 3310	21 3310	4
3016				7153	7164	–	60 0100	60 0300	20 8240	20 9890	20 9890	① ②
3032				7154	7185	–	60 0100	60 0300	20 8240	29 5440	29 5440	1 2
30321				7153	7185	–	61 0100	60 0300	22 9700	29 8470	29 8470	②
3033				7153	7164	25 8270	61 0040	60 1460	20 8240	39 9740	39 9740	1 2 5
3034				7153	7164	7218	61 0040	60 1460	20 8240	21 4840	21 4840	① ② ⑤
3053				7153	7164	7218	61 0040	60 1460	20 8240	39 9740	39 9740	1 2 5
3060				7154	7185	–	61 0040	60 1460	20 8240	21 5830	21 5860	① ②
3072				7154	7164	–	61 0040	60 1460	20 8240	39 9740	39 9740	1 2
3074				7154	7164	–	61 0040	60 1460	20 8240	70 1560	70 1560	① ②
3078				7154	7185	–	61 0040	60 1460	20 8240	20 0010	20 0010	1 2
3085				7152	7164	–	61 0040	60 1460	20 8240	–	39 9740	① ② ⑤
3087				7154	7185	–	–	60 0300	20 8240	20 0010	20 0010	1 2
3088				7154	7185	–	61 0040	60 1460	20 8240	20 0010	20 0010	① ②
3091				7152	7185	–	61 0040	60 0300	20 8240	22 4180	21 8420	1 2
3095				7153	7185	–	61 0040	60 0300	20 8240	22 5320	21 8420	① ②
3097				7152	7164	–	61 0040	60 1460	25 2200	–	39 9740	1 2 5
3099				7152	7185	–	61 0040	60 0300	20 8240	22 4180	21 8420	① ②
3103				7153	7185	–	61 0040	60 0300	25 2200	22 5320	21 8420	1 2
3131				7153	7185	–	60 0100	60 0300	22 9700	29 8470	29 8470	① ②
										21 3770	21 3770	
3179				7153	7185	7207	60 0150	60 0300	20 8240	21 1280	21 1280	① ②
3187				7153	7185	25 1500	60 0150	60 0300	20 8240	21 1280	21 1280	1 2
	3301		3701	7153	7185	–	61 0040	60 1460	–	21 8430	70 1630*	① ②
			(3701)				61 0080					
3303			3703	7153	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
			(3703)				61 0080					
3304				7154	7185	–	60 0080	60 1460	–	70 1630*	70 1630*	① ② ⑤
3310			3710	7152	7164	–	61 0040	60 1460	25 2200	–	70 1630*	1 2 5
			(3710)				61 0080					
	33182		37182	7153	7185	–	61 0080	60 1460	–	–	70 1630*	2 5
3322			3722	7153	7164	64 9820	61 0040	60 0300	–	70 1630*	70 1630*	① ②
			(3722)				61 0080					
	33221			7153	7164	68 5130	61 0040	60 0300	–	70 1630*	70 1630*	②
	3326			7153	7164	61 5390	61 0040	60 1460	–	70 1630*	70 1630*	2 5
	3331			7153	7164	25 8270	61 0040	60 1460	–	70 1630*	70 1630*	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

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3335				7153	7164	64 6000	61 0040	60 0300	–	70 1630*	70 1630*	① ②
3340				7153	7164	25 8270	61 0040	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
	3341			7153	7164	64 3330	61 0040	60 1460	–	26 3730	26 3730	② ⑤
3343				7153	7164	25 8270	61 0040	60 1460	25 2200	26 3730	26 3730	① ② ⑤
	33432			7153	7164	21 5000	61 0040	60 1460	–	26 3730	26 3730	② ⑤
	3351			7153	7185	25 9530	61 0040	60 1460	–	26 3730	26 3730	② ⑤
3353				7153	7164	23 8460	61 0040	60 1460	–	26 3730	26 3730	① ② ⑤
	3356		**3756**	7153	7164	25 9530	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(3756)				61 0080			26 3730	26 3730	
3357				7153	7164	7247	61 0040	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
	33572		**37572**	7153	7164	23 8460	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(37572)				61 0080					
	33631			7153	7164	61 5380	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
						61 5390						
						61 5400						
3368				7153	7164	62 0440	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
	33701		**37701**	7154	20 6370	62 7640	61 0040	60 1460	–	–	–	④
			(37701)				61 0080					
3372				7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	① ②
	33723			7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3374			7154	7164	–	61 0040	60 1460	–	26 3730	26 3730	② ⑤
	33743			7154	7164	–	61 0040	60 1460	–	26 3730	26 3730	② ⑤
3375				7154	7164	–	61 0040	60 1460	25 2200	26 3730	26 3730	① ② ⑤
3376		**3676**		7151	20 6370	–	60 2000	60 1460	–	20 6800	20 6800	④
(3376)		(3676)					60 2010					
(3376)							61 0040					
		(3676)					61 0080					
3380				7154	20 6370	–	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
	33891			7154	7164	61 5390	61 0040	60 1460	–	70 1630*	70 1630*	④
3392				7153	7164	–	61 0040	60 1460	–	–	70 1630*	① ② ⑤
3397				7152	7164	–	61 0040	60 1460	25 220	–	70 1630*	① ② ⑤
	3411		**3711**	7153	7164	–	–	–	–	–	70 1630*	④
	34112		**37112**	7153	7164	–	–	–	–	70 1630*	70 1630*	④
	3412			7153	7185	–	61 0080	60 1460	–	70 1630*	70 1630*	④
	3415		**3715**	7153	28 0270	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(3715)				61 0080					
	34157			7153	28 3030	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	34158			7153	28 3030	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3422			7153	7164	64 9820	61 0040	60 0300	–	70 1630*	70 1630*	②

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).

Spare Parts for Locomotives

This table contains the most important spare parts for each locomotive.

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	 Traction Tires	Pickup Shoe	 Panto-graph	 Light Bulb	 Brushes	 Reverse Unit	 Coupler front*	 Coupler rear	 Conversion
	34231			7151	20 1495	–	–	–	–	–	–	–
	3429			7154	7164	–	60 0010 60 0150	60 0300	–	26 3730	26 3730	②
	34301			7153	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	34302		37302	7153	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(37302)				61 0080					
	3434		3734	7153	20 6370	66 9950	–	60 1460	–	70 1630*	70 1630*	④
	34341		37341	7153	20 6370	66 9950	–	60 1460	–	70 1630*	70 1630*	④
	3438		3738	7153	20 6370	68 0690	–	60 1460	–	70 1630*	70 1630*	④
	34381			7153	20 6370	68 0690	–	60 1460	–	70 1630*	70 1630*	④
	34382		37382	7153	20 6370	68 0690	–	60 1460	–	70 1630*	70 1630*	④
	3439			7153	7164	21 5000	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3440		3740	7153	7164	21 5000	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(3740)				61 0080					
	34411			7153	7164	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
3442			3742	7153	7164	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
			(3742)				61 0080					
3443			3743	7153	7164	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
			(3743)				61 0080					
	3445			7153	7164	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	③ ⑤
	3447		3747	7153	20 6370	25 7830	61 0040	–	–	70 1630*	70 1630*	④
			(3747)				61 0080					
3448				7153	20 6370	25 7830	61 0040	–	–	70 1630*	70 1630*	④
3449				7153	7164	64 6000	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
3457				7153	7185	62 0440	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
	3458			7153	7164	28 0490	61 0040	60 1460	–	26 3730	26 3730	② ⑤
	3460		3760	7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(3760)				61 0080					
	34611			7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	34612			7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	34613			7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	34614			7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	34615			7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
3463				7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
	34635			7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	34661			7154	7164	–	61 0040	60 1460	–	21 7830	21 7830	② ⑤
	34662			7154	7164	–	61 0040	60 1460	–	21 7830	21 7830	② ⑤
	3469		3769	7153	7164	64 9820	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(3769)				61 0080					

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
	34691		**37691**	7152	7164	64 9820	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(37691)				61 0080					
	3473			7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3476		**3776**	7154	7164	–	60 2000	60 1460	–	70 1630*	70 1630*	④
	(3476)		(3776)				60 2010					
	(3476)						61 0040					
			(3776)				61 0080					
	34880		**37880**	7153	20 6370	–	61 0040	60 1460	–	70 1630*	70 1630*	④
			(37880)				61 0080					
	3496		**3796**	7153	20 6370	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
			(3796)				61 0080					
		3686		7154	37 8960	–	61 0080	–	–	70 1630*	70 1630*	–
			37431	7153	7164	21 5000	61 0080	60 1460	–	26 3730	26 3730	–
			3756	7153	7164	25 9530	61 0080	60 1460	–	26 3730	26 3730	–
4060				–	7185	–	61 0040	–	–	21 5830	21 6220	–
40631				–	–	–	–	–	–	21 6220	21 5860	–
HAMO												
38181				7152	20 0896	–	61 0080	60 1460	–	–	70 1630*	–
(38181)					20 0848							
38380				7153	57 3850	68 0690	–	60 1460	–	70 1630*	70 1630*	–
38382				7153	57 3850	68 0690	–	60 1460	–	70 1630*	70 1630*	–
38411				7153	23 8480	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	–
38611				7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
38612				7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
38613				7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
38614				7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
38615				7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
38691				7153	45 9520	64 9820	61 0040	60 1460	–	70 1630*	70 1630*	–
38880				7153	20 0211	–	61 0040	60 1460	–	70 1630*	70 1630*	–
8343				7153	23 8480	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	–

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090

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④ Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).


Cargo Domizil
Cargo Domicile
DB Cargo
Für Güter die Bahn
SBB
Maggi
H
DB Cargo

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
3001					7153	20 1570	7218	60 0000	60 0300	20 8240	20 0010	20 0010	① ②
3037					7153	7164	7218	61 0040	60 1460	20 8240	21 4840	21 4840	① ② ⑤
3067					7154	7164	–	61 0040	60 0300	20 8240	21 7830	21 7830	① ②
3084			**3684**		7153	7164	–	61 0040	60 1460	20 8240	21 8430	21 8420	① ② ⑤
3096			**3696**		7153	7164	–	61 0040	60 0300	22 9700	24 4560	24 4560	②
											22 8970	22 8970	
											22 9240	22 9240	
3128					7154	7164	–	60 2720	60 0300	27 6680	–	–	④
								60 2770					
								60 2810					
3141					7153	7185	–	60 0100	60 0300	20 8240	29 5440	29 5440	① ②
3153					7153	7164	7247	61 0040	60 1460	20 8240	70 4120	70 4120	① ② ⑤
3181					7154	7185	–	61 0040	60 1460	20 8240	21 5830	21 5860	① ②
3305					7153	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
3306					7153	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
3307					7153	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
3308					7153	7164	–	60 0080	60 1460	25 2200	24 4560	24 4600	① ② ⑤
3309				**3709**	7153	7164	–	60 0080	60 1460	22 9700	24 4560	24 4600	② ⑤
											24 4570	24 4610	
											22 9240	24 4900	
3315			**3615**		7153	28 0270	–	61 0040	60 1460	–	21 8430	21 8420	① ② ⑤
			(3615)					60 0080					
3318			**3618**		7152	7185	–	60 0080	60 1460	–	–	70 1630*	① ② ⑤
3326					7153	7164	61 5390	61 0040	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
3329			**3629**		7153	7185	25 7830	61 0040	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
			(3629)					61 0080					
3334					7153	7164	61 5390	61 0040	60 1460	20 8240	70 1630*	70 1630*	① ② ⑤
							61 5400						
3337				**3737**	7153	7164	62 0400	61 0040	60 1460	–	70 1630*	70 1630*	④
				(3737)				61 0080					
3341					7153	7164	64 3330	61 0040	60 1460	25 2200	26 3730	26 3730	① ② ⑤
3342			**3642**		7153	7164	7218	61 0040	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
			(3642)					61 0080					
3344					7153	7164	7218	61 0040	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
3345					7153	7164	7218	61 0040	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
3347			**3647**		7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	① ②
			(3647)					61 0080					
3348			**3653**		7153	7164	7247	61 0040	60 1460	25 2200	26 3730	26 3730	① ② ⑤
			(3653)					61 0080					
3351					7153	7185	25 9530	61 0040	60 1460	25 2200	26 3730	26 3730	① ② ⑤
3352			**3652**		7153	7164	25 9530	61 0040	60 1460	25 2200	70 1560	70 1560	① ② ⑤
			(3652)					61 0080					
3355					7153	7164	7247	60 0070	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
								61 0040					
3358			**3658**		7153	7164	23 8460	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤

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Locomotives which have been discontinued in the last 3 years:

This table contains the most important spare parts for each locomotive.

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.

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090

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④ Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).

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
3360			3660 (3660)		7153	7164	25 8270	61 0040 61 0080	60 1460	25 2200	70 1630*	70 1630*	① ② ⑤
3361					7153	7164	7218	61 0040	60 1460	25 2200	26 3730	26 3730	① ② ⑤
	3363				7153	7164	61 5380 61 5390 61 5400	60 0080	60 1460	–	26 3730	26 3730	1 2 5
	3364				7153	7164	61 5390 61 5400	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
3366					7153	7164	25 7830	60 0080	60 1460	25 2200	70 4120	70 4120	④
3367				3767 (3767)	7153	7164	62 0440	61 0040 61 0080	60 1460	–	70 1630*	70 1630*	1 2 5
3369					7153	7164	64 6000	61 0040	60 1460	–	70 1630*	70 1630*	1 2 5
3370				3770 (3770)	7154	7164	62 7640	61 0040 61 0080	60 1460	–	–	–	④
3373					7154	7164	–	61 0040	60 1460	25 2200	26 3730	26 3730	① ② ⑤
3377					7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	1 2
	3378				7154	7164	–	61 0040	60 1460	–	26 3730	26 3730	② ⑤
	3384				7154	20 6370	–	61 0040	60 1460	–	70 1630*	70 1630*	2 5
3387					7154	37 8960	–	61 0040	–	62 7000	70 1630*	70 1630*	–
3390				3790 (3790)	7152	7164	–	61 0040 61 0080	60 1460	25 2200	–	70 1630*	1 2 5
3391				3791 (3791)	7152	7164	–	61 0040 61 0080	60 1460	25 2200	–	70 1630*	1 2 5
	3393			3793 (3793)	7153	43 4200	–	61 0040 61 0080	60 1460	–	70 1630*	70 1630*	2 5
	3395			3795 (3795)	7152	7164	–	61 0040 61 0080	60 1460	–	–	70 1630*	2 5
	3396				7153	7164	–	61 0080	60 0300	–	21 8430	21 8430	2
	3404				7154	7185	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3413				7153	7185	–	61 0080	60 1460	–	70 1630*	70 1630*	4
3414					7153	7164	–	61 0040	60 1460	–	21 8430	70 1630*	① ② ⑤
	3416				7153	28 3030	–	61 0040	60 1460	–	70 1630*	70 1630*	2 5
	3417				7153	28 0270	–	61 0080	60 1460	–	70 1630*	70 1630*	② ⑤
3419					7153	7164	–	61 0040	60 1460	–	21 8430	70 1630*	1 2 5
	3420			3720 (3720)	7153	7164	–	61 0040 61 0080	60 1460	–	70 1630*	70 1630*	② ⑤
	3423				7151	48 8980	–	–	–	–	–	–	–
	3424				7153	7164	66 2450	61 0040	60 1460	–	26 3730	26 3730	2 5
	3425				7154	57 7920	–	–	–	–	70 1630*	70 1630*	–
	3426				7154	7164	–	60 2000 60 2010	–	–	70 1630*	70 1630*	–
	3428				7154	7164	–	60 0150	60 0300	–	26 3730	26 3730	2
	3430				7153	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3441				7153	7164	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	2 5
3444					7153	7164	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	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

} Can be converted by your authorized Märklin dealer

4 Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).

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
	3446				7154	7185	–	61 0040	60 1460	–	26 3730	26 3730	② ⑤
	3450				7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3451			**3751**	7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
				(3751)				61 0080					
	3452			**3752**	7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
				(3752)				61 0080					
	3453				7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3459				7153	7185	–	61 0080	60 1460	–	70 1630*	70 1630*	② ⑤
3461					7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
3462			**3663**		7154	7164	–	61 0040	60 1460	25 2200	49 0020	49 0020	④
			(3663)					61 0080					
	3464		**3664**		7153	7185	–	61 0080	60 1460	–	70 1630*	70 1630*	② ⑤
			(3664)								29 8470	29 8470	
	3466				7154	7164	–	61 0080	60 1460	–	70 1630*	70 1630*	② ⑤
	3467				7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3468				7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3471				7154	7164	–	60 0001	60 1460	–	–	–	④
						7175		60 0150					
3472					7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	① ②
	3474				7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	3477				7154	7164	–	61 0040	60 0300	–	–	–	②
3482				**3782**	7154	20 6370	–	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
				(3782)				61 0080					
	3489			**3789**	7152	7164	–	61 0080	60 1460	–	70 1630*	70 1630*	② ⑤
3497				**3797**	7153	20 6370	–	61 0040	–	–	70 1630*	70 1630*	④
				(3797)				61 0080					
	3498			**3798**	7153	20 6370	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
				(3798)				61 0080					
		3514	**3614**		7153	28 2510	–	–	–	–	–	70 1630*	④
		3546			7154	7185	–	60 0080	60 1460	–	70 1560	70 1560	② ⑤
			3611		7153	28 2510	–	–	–	–	–	70 1630*	④
			3631		7153	7185	–	60 0100	60 0300	22 9700	29 8470	29 8470	–
											21 3770	21 3770	
			3654		7153	7164	23 8460	61 0040	60 1460	–	26 3730	26 3730	⑤
			3657		7153	7164	7247	61 0080	60 1460	25 2200	70 1630*	70 1630*	⑤
			3672		7154	7164	–	61 0080	60 1460	–	70 1630*	70 1630*	–
			3675		7154	7164	–	61 0080	60 1460	–	26 3730	26 3730	⑤
			3681		7154	20 6370	–	61 0080	60 1460	–	70 1630*	70 1630*	⑤
			3683		–	46 1190	25 7830	61 0080	–	–	70 1630*	70 1630*	–
			3687		7154	37 8960	–	61 0080	–	62 7000	70 1630*	70 1630*	–
				3700	7154	7164	66 0460	61 0080	60 1460	–	–	–	–
				3702	7153	7185	–	61 0080	60 1460	–	21 8430	70 1630*	–
				3704	7154	7185	–	60 0080	60 1460	–	70 1630*	70 1630*	② ⑤
				3736	7153	7164	62 0400	61 0080	60 1460	–	70 1630*	70 1630*	–
				3748	7153	20 6370	25 7830	61 0080	–	–	70 1630*	70 1630*	–

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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

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④ Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).

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
				3750	7154	7164	62 7640	60 0070	60 1460	–	–	–	–
							67 2340	61 0080					
				3763	7154	7164	64 4240	61 0080	60 1460	–	70 1630*	70 1630*	–
				3768	7153	7164	62 0440	61 0080	60 1460	–	70 1630*	70 1630*	–
				3780	7154	20 6370	–	61 0080	60 1460	–	70 1630*	70 1630*	–
				3792	7153	7164	–	61 0080	60 1460	–	–	70 1630*	–
4181					–	7185	–	61 0040	–	–	21 5830	21 6220	–
	83307				7153	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	83434				7153	20 6370	66 9950	–	60 1460	–	70 1630*	70 1630*	④
	83443				7153	7164	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
83460					7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	① ② ⑤
	83463				7154	7164	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	83468				7154	7164	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
	83496				7153	20 6370	–	61 0040	60 1460	–	70 1630*	70 1630*	② ⑤
HAMO													
3809					7153	25 3770	–	60 0080	60 1460	–	24 4560	24 4600	–
3828					7153	36 5750	25 7830	61 0040	60 1460	–	70 1630*	70 1630*	–
3829					7153	36 5750	25 7830	61 0040	60 1460	–	70 1630*	70 1630*	–
3882					7154	37 9460	–	61 0040	60 1460	–	70 1630*	70 1630*	–
8306					7153	24 4460	–	60 0150	60 1460	–	24 2810	24 2810	–
8310					7152	24 9820	–	61 0040	60 1460	–	–	70 1630*	–
8315					7153	49 4310	–	61 0040	60 1460	–	70 1630*	70 1630*	–
8334					7153	22 7310	61 5390	61 0040	60 1460	–	70 1630*	70 1630*	–
							61 5400						
8335					7153	22 2560	64 6000	61 0040	60 0300	–	70 1630*	70 1630*	–
8341					7153	23 8480	64 3760	61 0040	60 1460	–	70 1630*	70 1630*	–
8349					7153	40 7110	64 6000	61 0040	60 1460	–	70 1630*	70 1630*	–
8350					7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
8351					7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
8352					7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
8353					7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
8360					7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–
8369					7153	45 9520	64 9820	61 0040	60 1460	–	70 1630*	70 1630*	–
8378					7154	22 7310	–	61 0040	60 1460	–	26 3730	26 3730	–
8381					7154	37 9460	–	61 0040	60 1460	–	70 1630*	70 1630*	–
8390					7152	24 9820	–	61 0040	60 1460	–	–	70 1630*	–
8393					7153	46 9370	–	61 0040	60 1460	–	70 1630*	70 1630*	–
8396					7153	48 6780	–	61 0040	60 1460	–	70 1630*	70 1630*	–
8397					7152	24 9820	–	61 0040	60 1460	–	–	70 1630*	–
8398					7153	48 6780	–	61 0040	60 1460	–	70 1630*	70 1630*	–
88363					7154	22 7310	64 4240	61 0040	60 1460	–	70 1630*	70 1630*	–

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 103).

Spare Parts for Locomotives

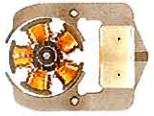
märklin HO

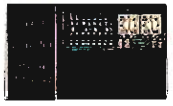


6603 DELTA Module.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Locomotives with the Märklin flat or drum-style commutator motors can be converted. Trains can operated with conventional transformer, DELTA Control or Märklin Digital. 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.

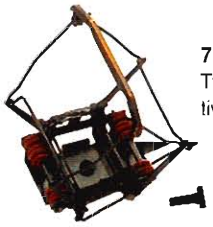






6090 Digital Propulsion Set.
Consists of locomotive decoder and high-efficiency motor. For Märklin H0 locomotives with drum-style commutator motor. Adjustable maximum speed, acceleration and braking delay. Controlled motor speed for ascending and descending grades. Can be coded for 80 different locomotive 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.



7203 Close Couplers.
Contents: 50 no. 70 1630 close coupler heads. For installation on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard couplers (NEM 360).



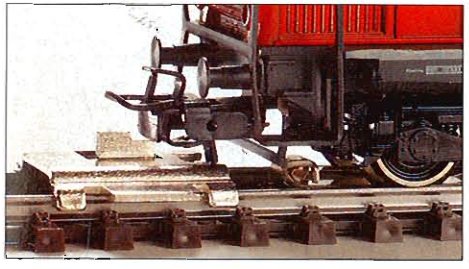
7247 Single-Arm Pantograph.
Type SBS 65 for modern locomotives. Interchangeable with 7218.



7205 Close Couplers for Locomotives/ Cars without Guide Mechanisms.
Interchangeable with the standard Märklin plastic coupler. 10 couplers for locomotives (for 70 1560 and 70 4120) 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 3085, 3097, 3301, 3310, 3392, 3395, 3397, 3415, 34157, 34158 and 348807).

0241 Smoke Fluid.
In plastic ampules as a refill for all smoke generator kits.

N

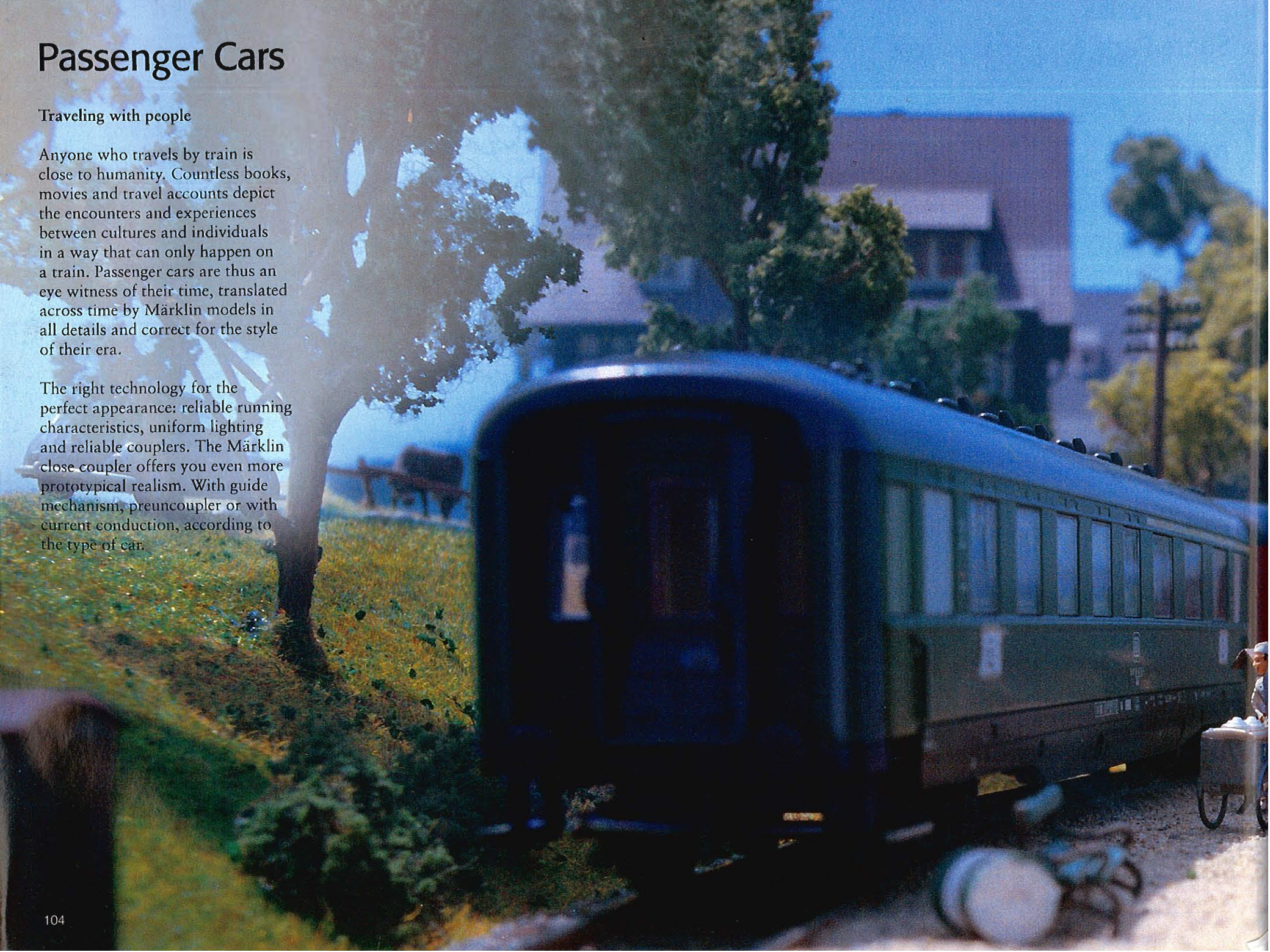
02420 Smoke Fluid.
Large 50 milliliter bottle for filling all smoke generators.

Passenger Cars

Traveling with people

Anyone who travels by train is close to humanity. Countless books, movies and travel accounts depict the encounters and experiences between cultures and individuals in a way that can only happen on a train. Passenger cars are thus an eye witness of their time, translated across time by Märklin models in all details and correct for the style of their era.

The right technology for the perfect appearance: reliable running characteristics, uniform lighting and reliable couplers. The Märklin close coupler offers you even more prototypical realism. With guide mechanism, preuncoupler or with current conduction, according to the type of car.

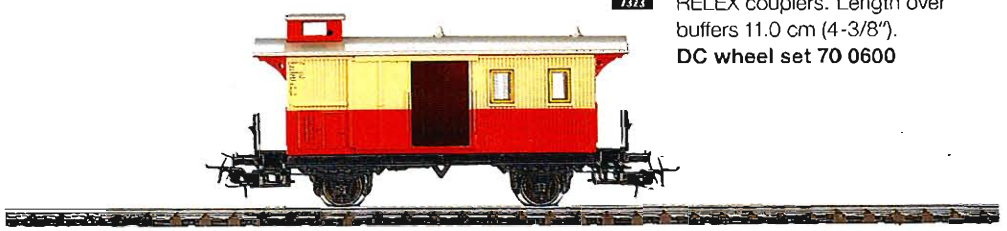




Passenger Cars

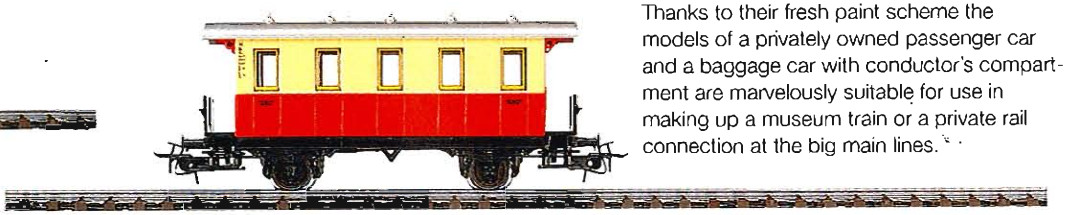
Cars of Privately Owned Railroads

4108 Baggage Car.
With cupola for conductor. RELEX couplers. Length over buffers 11.0 cm (4-3/8″).
DC wheel set 70 0600



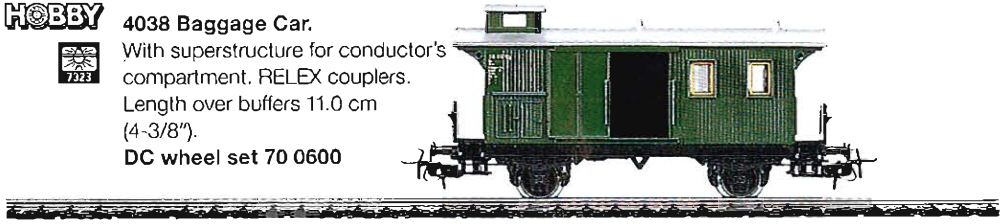
4107 Passenger Car.
RELEX couplers. Length over buffers 11.0 cm (4-3/8″).
DC wheel set 70 0600

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.

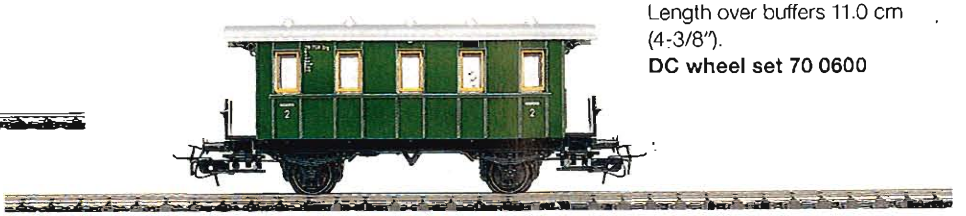


German Federal Railroad (DB)

4038 Baggage Car.
With superstructure for conductor's compartment. RELEX couplers. Length over buffers 11.0 cm (4-3/8″).
DC wheel set 70 0600



4039 Passenger Car.
Bi. 2nd class. RELEX couplers. Length over buffers 11.0 cm (4-3/8″).
DC wheel set 70 0600



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 0580



4235 Passenger Car.
Bie standard design branchline car. 2nd class. Length over buffers 14.9 cm (5-7/8″).
DC wheel set 70 0580



Car Set

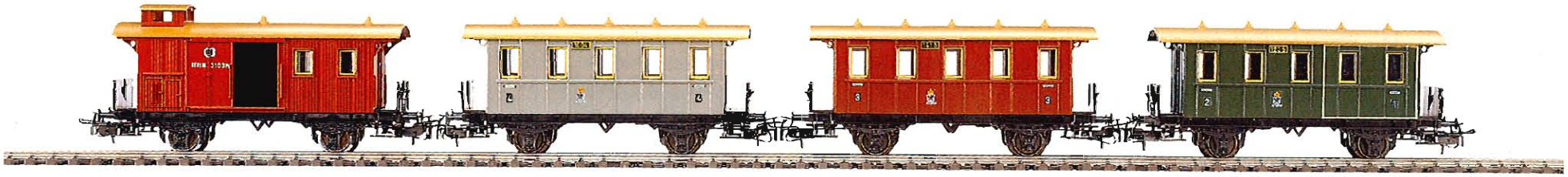
märklin HO

Royal Prussian Railroad Administration (KPEV)

HOBBY

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 0600

All cars in special version.
Not available separately.

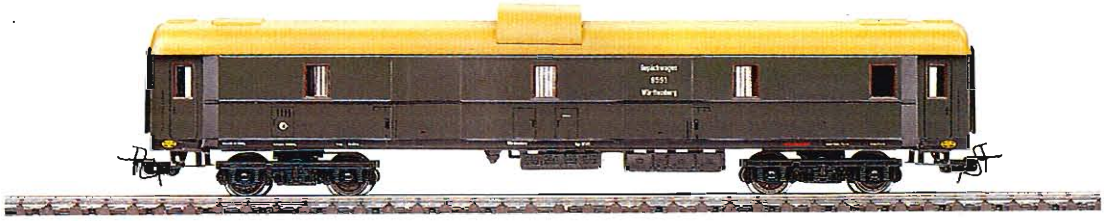




The class T 12 Prussian tank locomotive (Märklin model 3103) is the appropriate unit for the 4035 car set and can be found on page 31.

Passenger Cars

Royal Württemberg State Railways (K.W.St.E.)



HOBBY

4186 Baggage Car.
RELEX couplers. Length over buffers 22.0 cm (8-21/32").
DC wheel set 70 0590



HOBBY

4191 Passenger Car.
3rd class. RELEX couplers. Length over buffers 22.0 cm (8-21/32").
DC wheel set 70 0590

The Baden State Railways locomotive (Märklin model 3091) is an appropriate unit for these Württemberg cars and can be found on page 35.



Express Train Passenger Cars

märklin HO

Royal Bavarian State Railroad (K.Bay.St.E.)



41351 Express Train Passenger Car.
CCü. 3rd class. Length over buffers 22.1 cm (8-11/16").
DC wheel set 70 0630



41361 Express Train Passenger Car.
ABCCü. 1st/2nd/3rd class. Length over buffers 23.2 cm (9-1/8").
DC wheel set 70 0630



41371 Express Train Baggage Car.
PPü. Length over buffers 20.0 cm (7-7/8").
DC wheel set 70 0630

The K.Bay.Sts.B. class S 3/6 is an appropriate unit for these Bavarian express train coaches and will be offered in 1997.



Open Platform Cars

Express Train Open Platform Cars for the Royal Württemberg State Railways (K.W.St.E.)

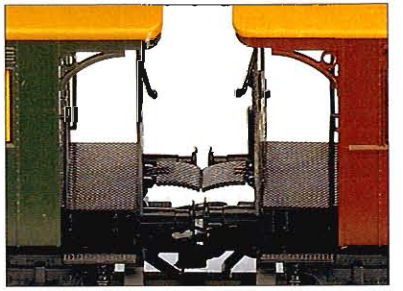
Adapted from American prototypes of Pullman open seating coaches, the Württemberg open platform cars were something quite special in German railroading: Instead of individual compartments, they offered a single large open seating area with an aisle. These popular cars lasted well into the German State 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 0630

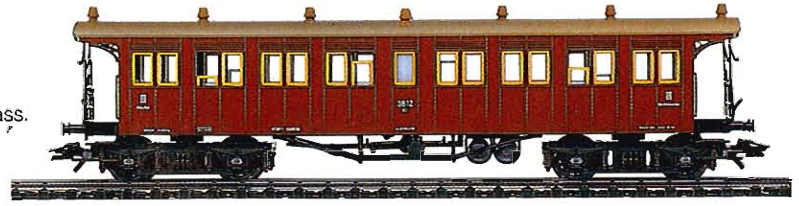


4211 Coach.
C, 2nd design (C4i Wü 01). 3rd class. Length over buffers 18.3 cm (7-3/16").
DC wheel set 70 0630



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 0630





Car floors with numerous separately applied details: Truss rods (2nd version), brake rigging, gas tanks, etc. Standard design provincial railroad trucks. Spoked wheels.



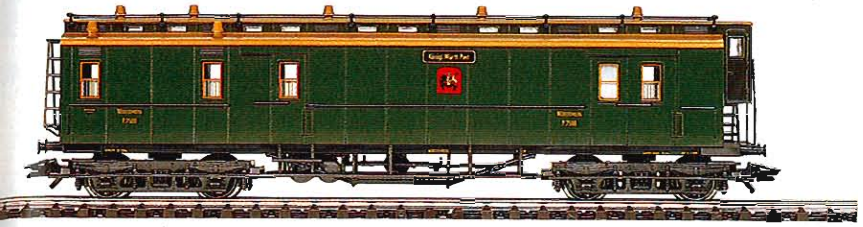
Express Train Open Platform Cars for the Royal Württemberg State Railways (K.W.St.E.)



4214 Coach.
C^4 (C4id Wü 99). 4th class. Length over buffers 18.3 cm (7-3/16").
DC wheel set 70 0630



4212 Baggage Car.
Gep (Pwi Wü 09) with service area and pet compartment. Glassed in cupola. Sliding doors that can be opened. Length over buffers 13.0 cm (5-1/8").
DC wheel set 70 0630



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 0630

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 36.



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.







4228 "Rheingold" Car Set.
5 long-distance express cars: 1 salon car SA 4 ü 28 1st class, 1 salon car SA 4ü K 28 1st class with galley, 1 salon car SB 4ü 2nd class, 1 salon car SC 4ü K 28 2nd class with galley, 1 baggage car SPw 4ü 28.

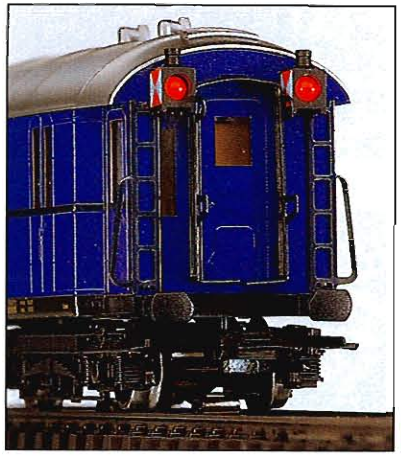
Interior details with lighted table lamps. Lighting with maintenance-free LEDs. Constant, current-conducting connection between the cars by means of special plug-in, fixed, close couplers. Baggage car with 4 sliding doors that can be opened. Total length 131.0 cm (51-1/2").
DC wheel set 70 0600

All cars in special version.
Not available separately.









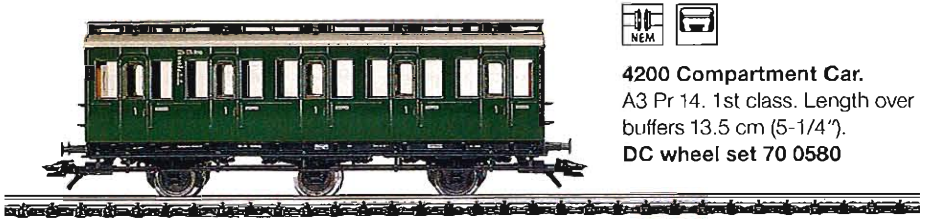




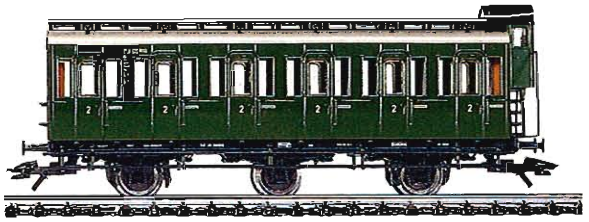
See fold-out page at end of catalog for explanation of drawings.

Compartment Cars

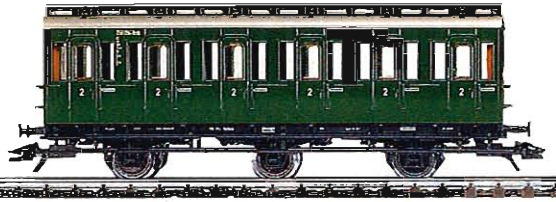
Prussian Compartment Cars of the German Federal railroad (DB)



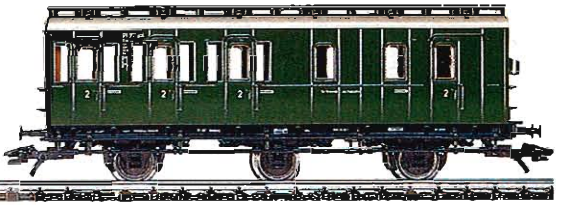
4200 Compartment Car.
A3 Pr 14. 1st class. Length over buffers 13.5 cm (5-1/4").
DC wheel set 70 0580



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 0580



4202 Compartment Car.
B3 Pr 11b. 2nd class. Length over buffers 13.5 cm (5-1/4").
DC wheel set 70 0580



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 0580

Sprung middle axle with side play for good operation on curves. Solid wheels. Separately applied running boards.

The DB class 18.1 express locomotive (Märklin model 3411/3711, see page 38) is an appropriate unit for the Prussian compartment cars.



Passengers Cars

German Federal Railroad (DB)
Bavarian Branchline Cars



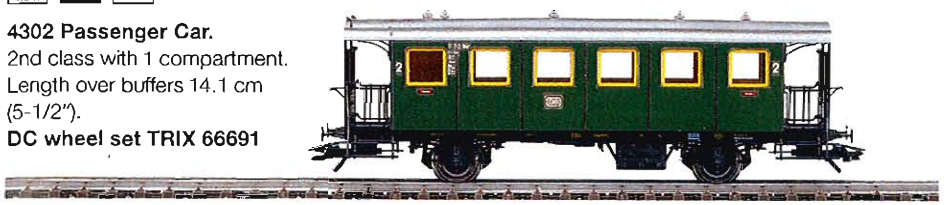
4301 Passenger Car.
2nd class with 2 compartments.
Length over buffers 14.1 cm (5-1/2").
DC wheel set TRIX 66691



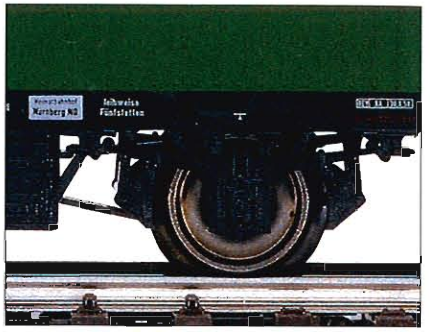
4303 Mail and Baggage Car.
Length over buffers 11.4 cm (4-1/2").
DC wheel set TRIX 66691

These models are a joint project with the TRIX Company, Nürnberg, Germany.

4302 Passenger Car.
2nd class with 1 compartment.
Length over buffers 14.1 cm (5-1/2").
DC wheel set TRIX 66691







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.



The class E 70 Märklin locomotive 3448 (see page 53) is an appropriate locomotive to add to the Bavarian branchline cars.

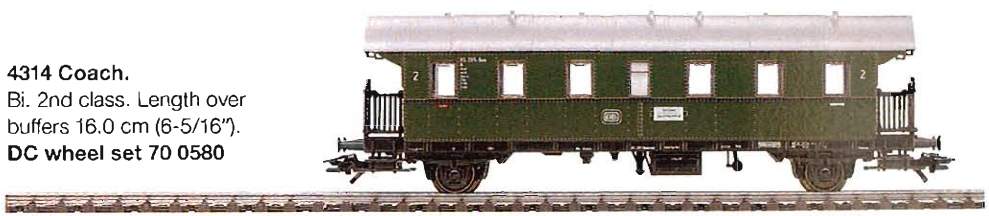
Passengers Cars

"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 0580

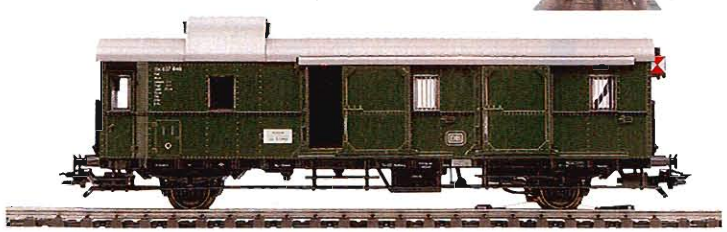


4314 Coach.
Bi. 2nd class. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 0580



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 0580





4316 Baggage Car.
Same as 4315, but with marker lights. Maintenance-free LED's.
DC wheel set 70 0580



The class 80 tank locomotive (Märklin model 3304) is an appropriate unit for the "Donnerbüchsen" cars and can be found on page 32.

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 0580
1 x 40 6240

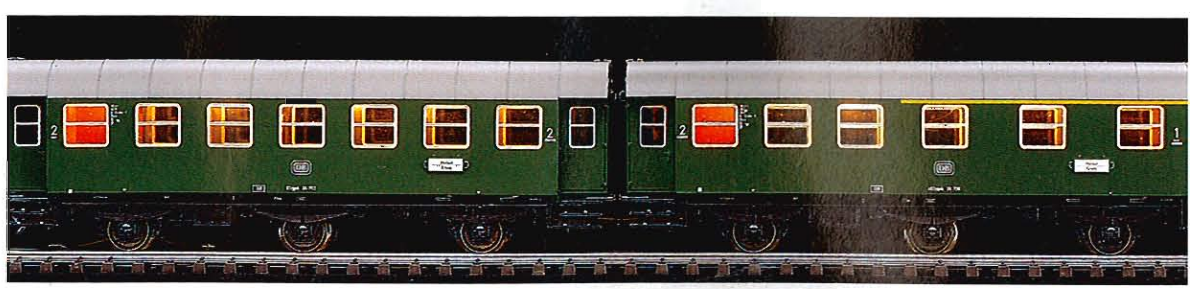


4318 Coach.
B 3 ygeb 761. 2nd class.
Length over buffers 15.2 cm (6″).
DC wheel set
2 x 70 0580
1 x 40 6240



4319 Coach with Baggage Compartment.
BD 3 yg 766. 2nd class.
Length over buffers 15.2 cm (6″).
DC wheel set
2 x 70 0580
1 x 40 6240

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



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.

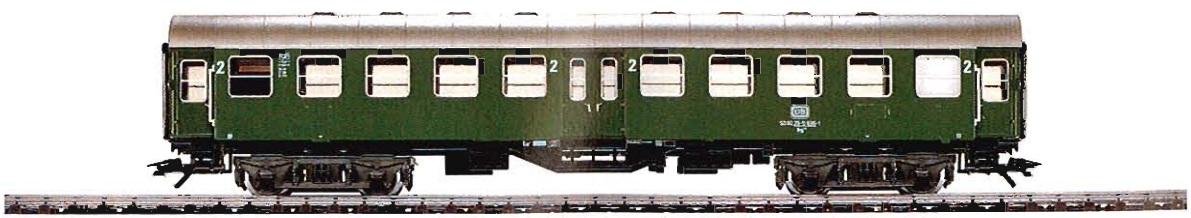
Passenger Cars

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 ft. 10 in.). 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.



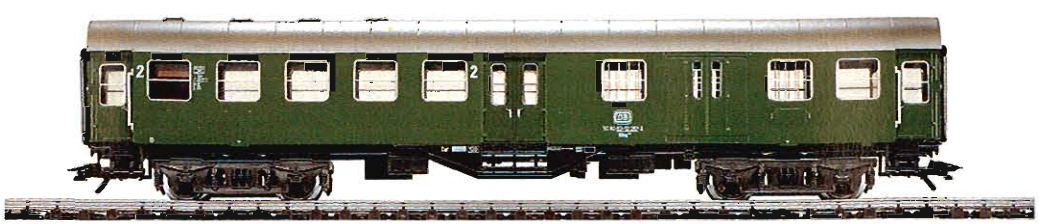
4131 Coach.
AByg 503. 1st and 2nd class.
Length over buffers 22.4 cm (8-3/4").
DC wheel set 70 0580



4132 Coach.
Bgy 515. 2nd class.
Length over buffers 22.4 cm (8-3/4").
DC wheel set 70 0580

Perfect layout atmosphere with different lights. Turn to page 258.





4133 Coach with Baggage Compartment.
BDyg 533. 2nd class. Length over buffers 22.4 cm (8-3/4").
DC wheel set 70 0580

Car Set

märklin HO

42891 "Tegernsee-Bahn" Car Set.
Set consists of 2 different type Byg passenger cars. 2nd class. Total length 45.0 cm (17-23/32").
DC wheel set 70 0580

Both cars in special version. Not available separately.

The 42891 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this set.

Tegernsee-Bahn AG (TAG)/ Tegernsee Railroad, Inc.



The new 42891 car set can be added to the first 4289 car set of 1995 along with the 3375 diesel locomotive (see page 49) to form a prototypical train.



Standard Design Coaches

Standard Design Fast Passenger/Express Train Coaches of the German Federal Railroad (DB)



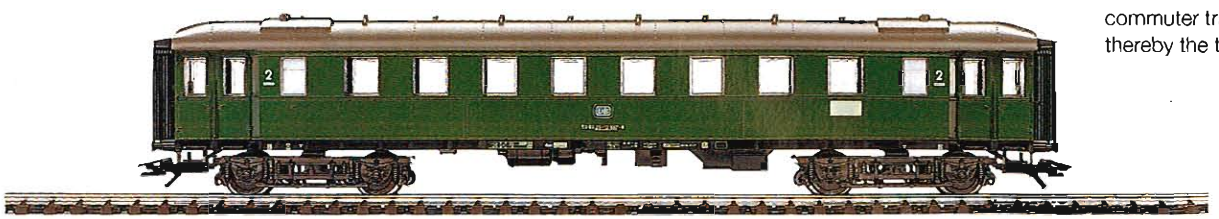
These cars can be traced back in part to the former German State Railroad's rolling stock. They were indispensable for many years after the war on the German Federal Railroad.

4275 Standard Design Fast Passenger Train Car. Ayse 604. 1st class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 0580

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 0580





Two doors et 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.

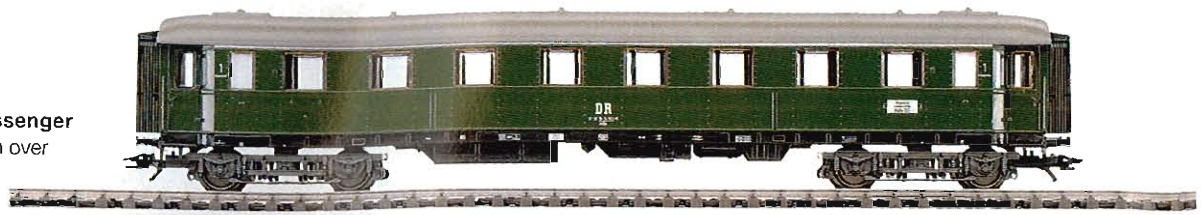
4277 Standard Design Fast Passenger Train Car.
Bye 664. 2nd class. Length over buffers 23.9 cm (9-13/32").
DC wheel set 70 0580

The raised cupola made it possible for the conductor to look out over the entire train from the baggage car.

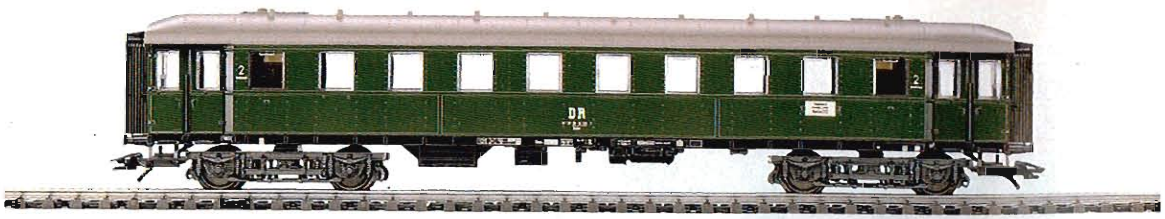
4278 Standard Design Fast Passenger Train Car. Düe 932. Length over buffers 22.5 cm (8-7/8").
DC wheel set 70 0580



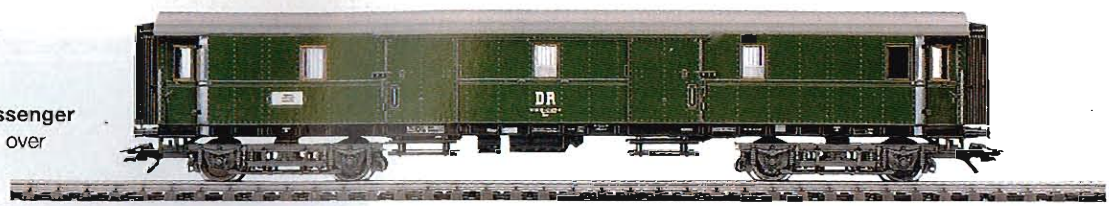
Standard Design Fast Passenger/Express Train Coaches of the German State Railroad of former East Germany



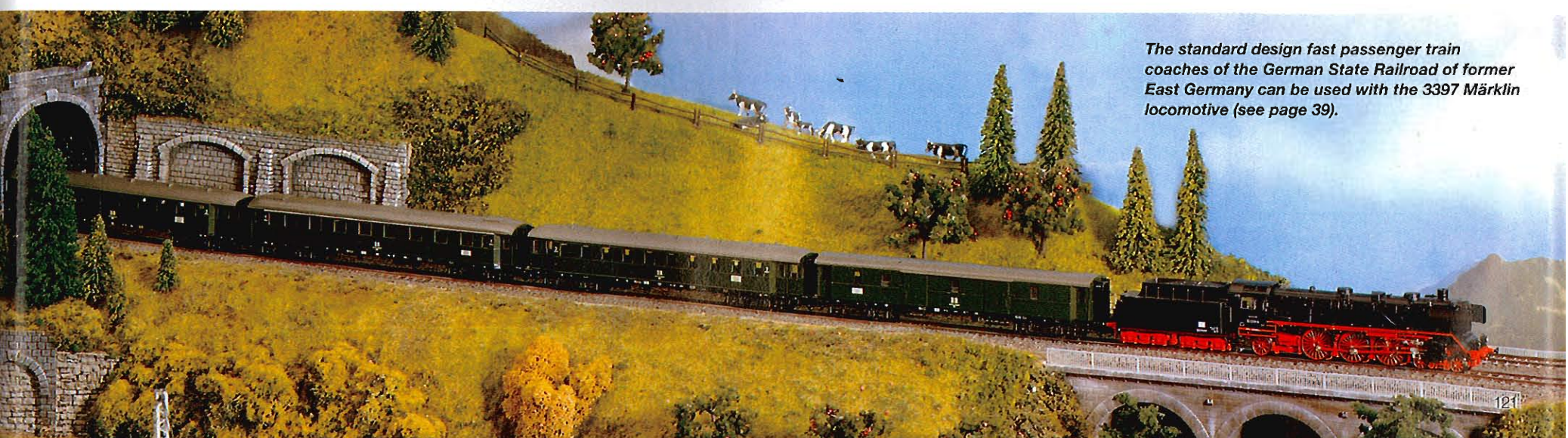
4375 Standard Design Fast Passenger Train Car. Aühe. 1st class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 0580



4376 Standard Design Fast Passenger Train Car.
Bühe. 2nd class. Length over buffers 23.9 cm (9-13/32").
DC wheel set 70 0580



4379 Standard Design Fast Passenger Train Baggage Car. Düe. Length over buffers 22.5 cm (8-7/8").
DC wheel set 70 0580



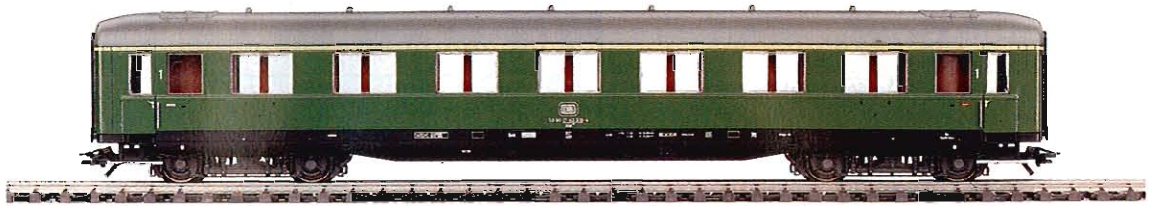
The standard design fast passenger train coaches of the German State Railroad of former East Germany can be used with the 3397 Märklin locomotive (see page 39).

"Schürzenwagen" / Skirted Cars

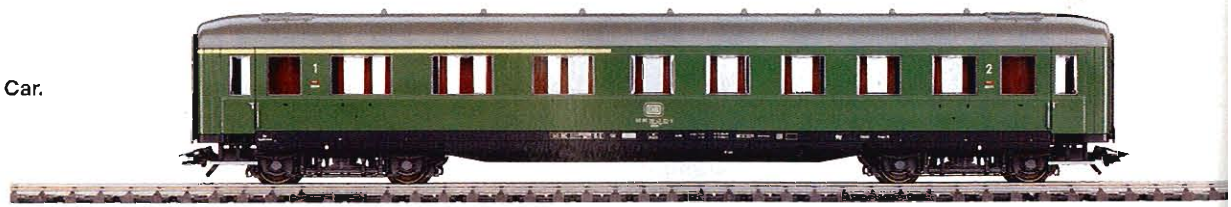
German Federal Railroad (DB)

Regular production of the streamlined express train passenger cars began in 1939. These cars entered railroad history as the "skirted cars" due to the side fairings that extended below the cars' bottom framework. The use of modern welding technology allowed a considerable reduction in the weight of the cars. The combination of their very modern design and equipment made the skirted cars popular with both passengers and crew members right up through the beginning of the 1980s.

All cars have adjustable buffers and are ready for installation of 7319 current-conducting couplers.



43200 Express Train Passenger Car.
Aüe 310 skirted car. 1st class.
Length over buffers 25.1 cm (9-7/8").
DC wheel set 70 0580



43210 Express Train Passenger Car.
ABüe 334 skirted car. 1st and 2nd class. Length over buffers 24.4 cm (9-39/64").
DC wheel set 70 0580



German Federal Railroad (DB)

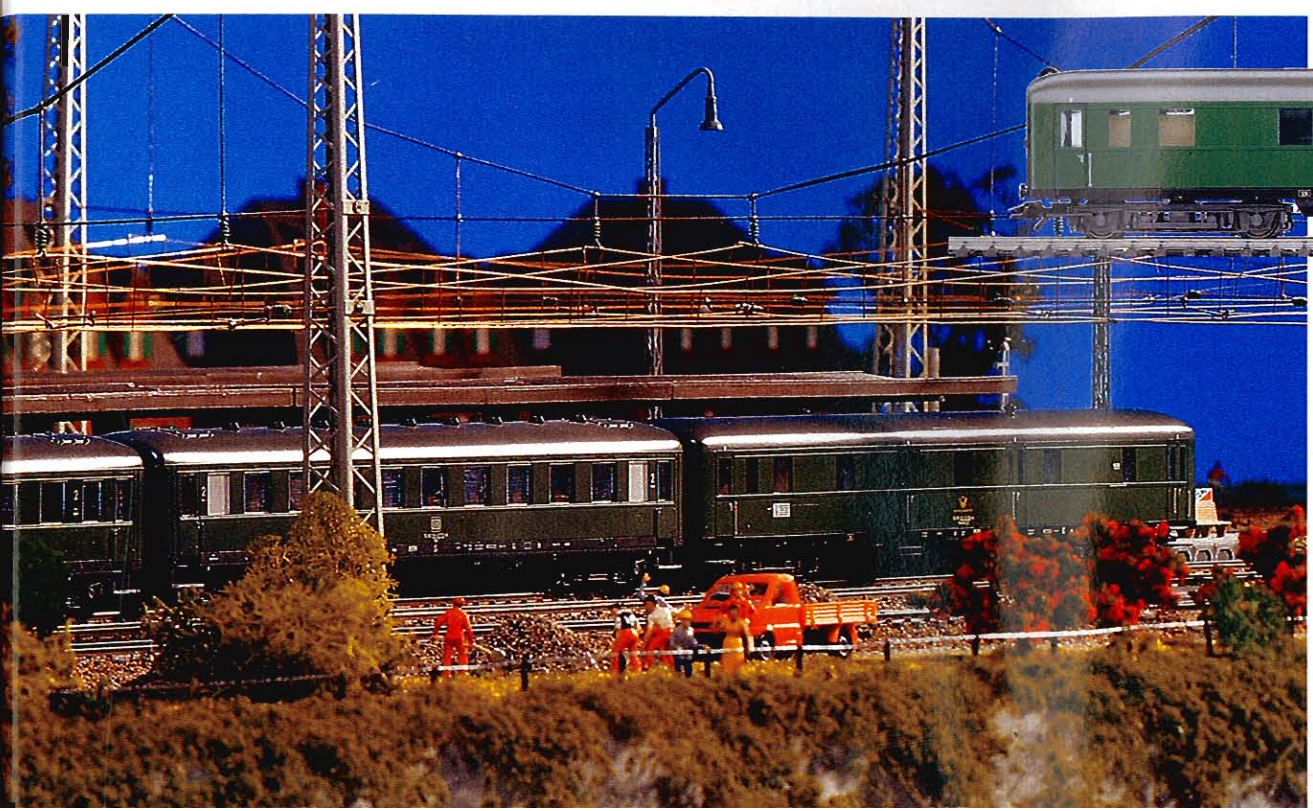


43220 Express Train Passenger Car.
Büe 366 skirted car. 2nd class. Length over buffers 24.4 cm (9-39/64").
DC wheel set 70 0580

All cars are ready for installation of 7319 current-conducting couplers.



43240 Dining Car.
WRüge 152 skirted car.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580



German Federal Postal System



43260 Mail Car.
Poste-b/21 skirted car.
Length over buffers 26.3 cm (10-3/8").
DC wheel set 70 0580

The class 118 electric locomotive (Märklin model 3368) is an appropriate unit for the "Schürzenwagen" cars and can be found on page 56.

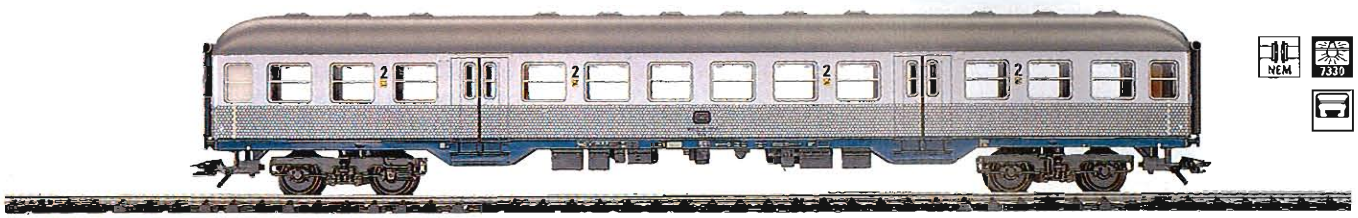
"Silberlinge"

Commuter Cars of the German Federal Railroad (DB)

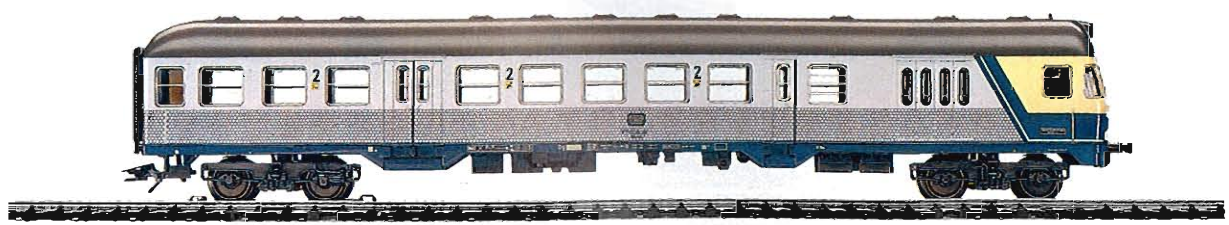


4255 Commuter Car.
ABnrzb 704. 1st and 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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 0580



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 0580



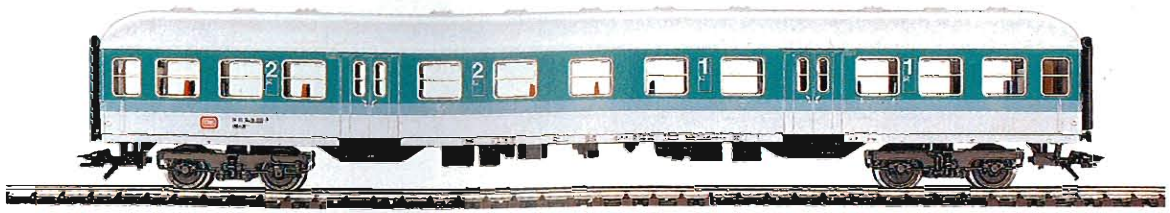
When operated control car first, triple white headlights shine.

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

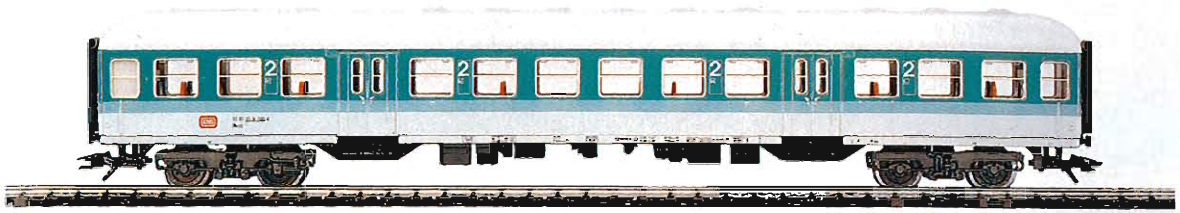
The unpainted exterior skin of stainless steel with the peacock's eye pattern under the windows gave the four-axle German Federal Railroad commuter cars, which replaced older rolling stock starting in 1960, the name "Silberlinge" ("Silver Coins").

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 0580



4259 CityBahn Commuter Car.
Bnb 719. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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 0580

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.

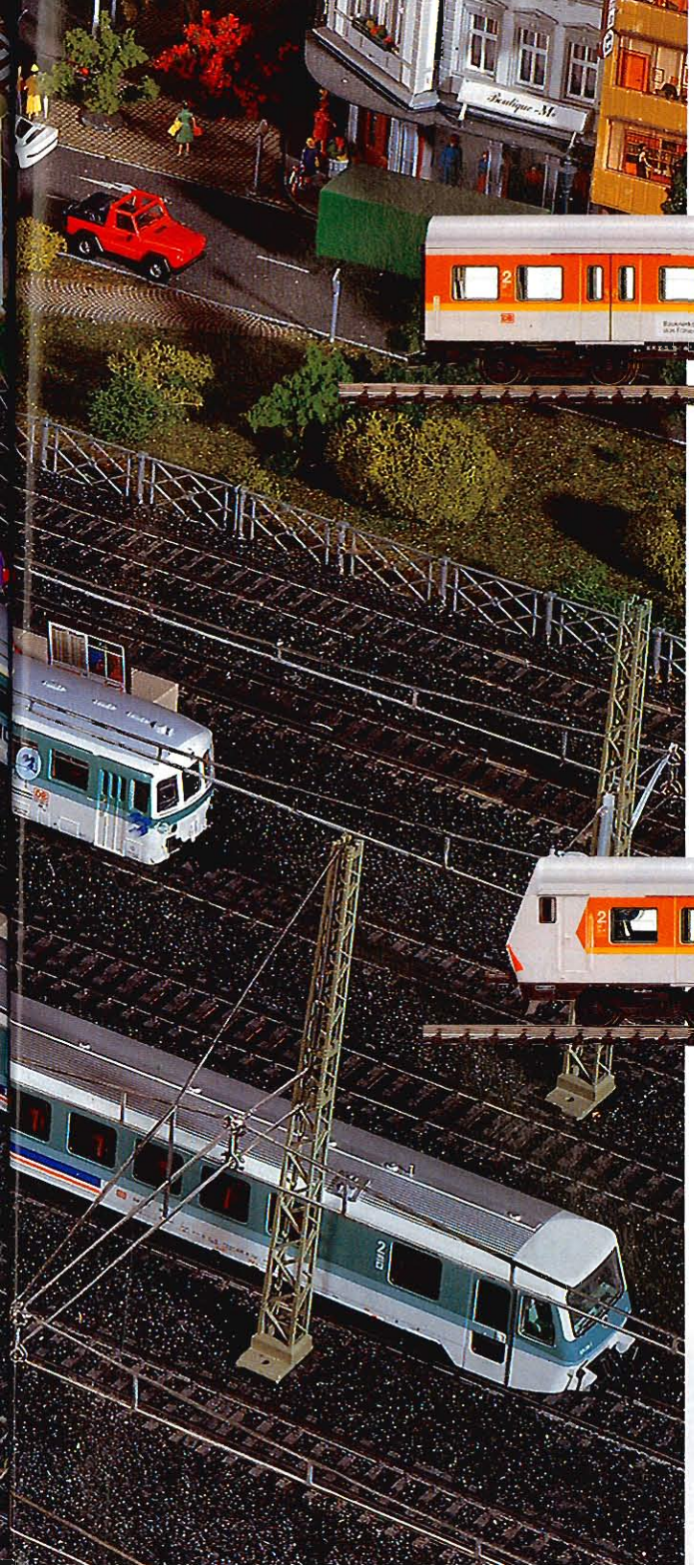
When operated control car last, dual red marker lights shine.


ZEITSCHRIFTEN
ZEITUNGEN
DR

S-Bahn Cars

märklin HO

German Railroad, Inc. (DB)





4104 S-Bahn Car.
Type ABx 791 with advertising for "Bauknecht" on the carbody. 1st and 2nd class. Length over buffers 24.5 cm (9-3/4").
DC wheelset 70 0580



4105 S-Bahn Car.
Type Bx 794.3 with advertising for "Tipp-Ex" on the carbody. 2nd class. Length over buffers 24.5 cm (9-3/4").
DC wheelset 70 0580



4106 S-Bahn Car with Control Cab.
Type Bxf 796.3 with advertising for "Jägermeister" on the carbody. 2nd class. Lighted destination board at the car end. Signs for destination board included. Length over buffers 25.3 cm (10-1/8").
DC wheelset 70 0580

The class 143 electric locomotive in S-Bahn colors (Märklin model 3445, see page 62) is an appropriate unit for these cars.

Other commuter trains, such as the class 610 diesel railcar train (Märklin models 3476/3776) or the class 628.2 diesel railcar train with the class 928.2 control car (Märklin models 3376/3676) and the storage battery railcar (Märklin model 3429) can be found on pages 77–79.



When operated control car first, triple white headlights shine.



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

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 132).*

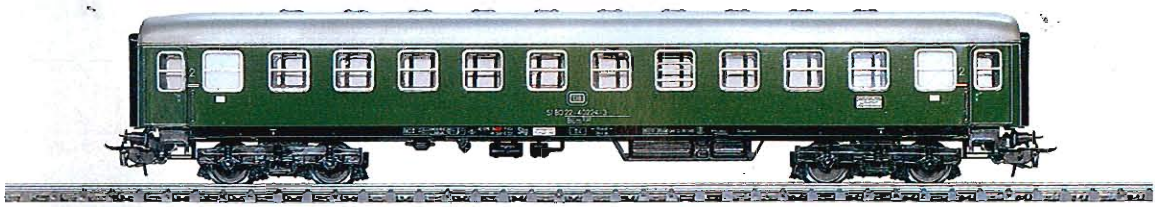


HOBBY

4026 Express Train Baggage Car. Dym 961. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590

HOBBY

4052 Express Train Passenger Car. Büm 232. 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590





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

4051 Express Train Passenger Car. Aüm 202. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590

HOBBY

4053 Express Train Passenger Car. Same as 4051, but with marker lights. Maintenance-free LED's.
DC wheel set 70 0590



German Federal Railroad (DB)



4044 Express Train Baggage Car.
Dyl 961. RELEX couplers. Length 24.0 cm (9-1/2").
DC wheel set 70 0600

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



4112 Express Train Passenger Car.
Bm 232. 2nd class. RELEX couplers.
Length 24.0 cm (9-1/2").
DC wheel set 70 0590

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 0590

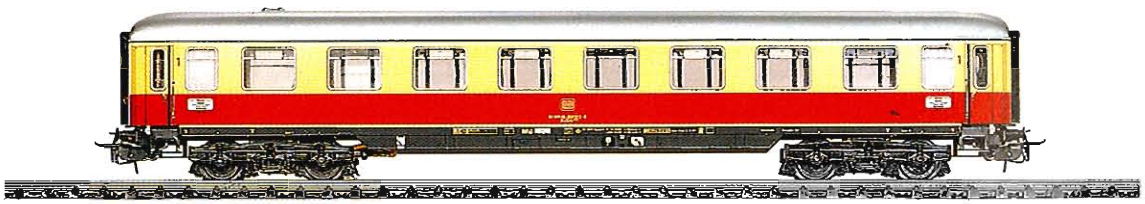
An appropriate steam locomotive (Märklin model 3085) and an appropriate diesel locomotive (Märklin model 3074) for these express train passenger cars can be found on pages 39 and 49 respectively.



24 cm (9-1/2") TEE / IC Passenger Cars

German Federal Railroad (DB)

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 7970

4085 TEE/IC Compartment Car.
Avüm 111. 1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590

HOBBY

4089 TEE/IC Compartment Car.
Same as 4085 but with marker lights.
Maintenance-free LED's.
DC wheel set 70 0590



HOBBY 7970

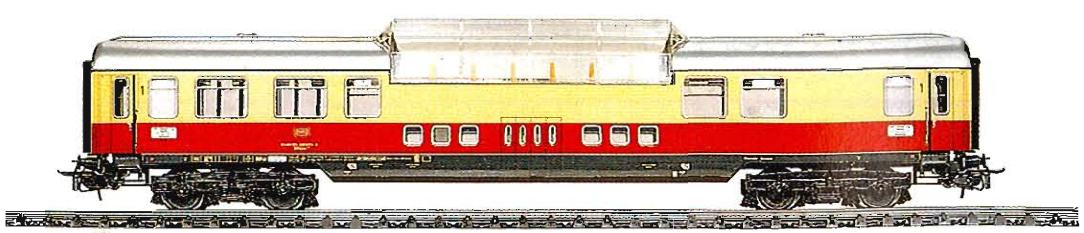
4087 TEE/IC Dining Car.
WRümh 132. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590

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 7972

4090 TEE Vista Dome Car.
ADüm 101. 1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590

The German Federal Railroad used the type ADüm vista dome cars in the deluxe trains on the Rhine route. These cars were later sold on account of their high maintenance costs and belonged for a time to the Swiss travel agency "Mittelthurgau".

24 cm (9-1/2″) Express Train Passenger Cars

märklin HO

German Federal Railroad (DB)

HOBBY 7077

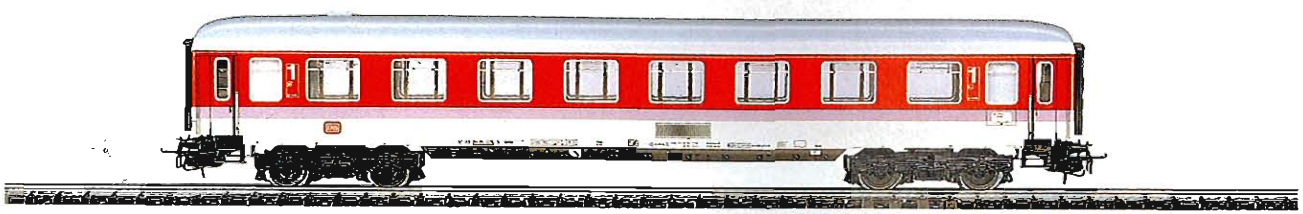
4027 InterRegio Coach.
Aim 260 in new color scheme. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 0590



HOBBY 7077

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 0590





HOBBY 7370

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 0590



HOBBY 7370

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 0590

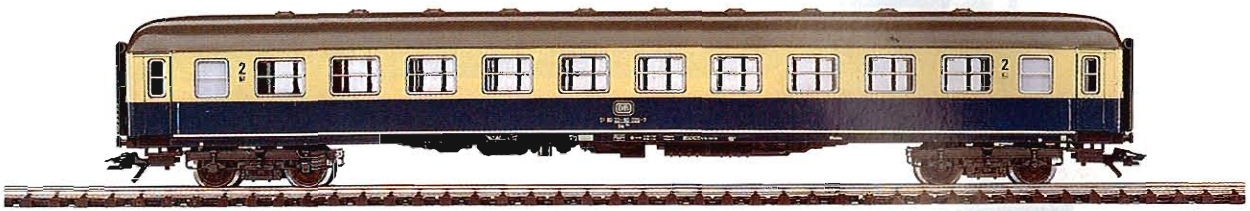
27 cm (10-5/8″) Express Train Passenger Cars

German Federal Railroad (DB)

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



4291 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 27.0 cm (10-5/8″).
DC wheel set 70 0580



4292 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 27.0 cm (10-5/8″).
DC wheel set 70 0580



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 0580

The class 220 diesel locomotive (Märklin model 3380) is an appropriate diesel unit for these express train passenger cars and can be found on page 50.



Bicycle Car

märklin HO

Hohenzollern Provincial Railroad (HzL)

Märklin has supported the pilot project "Upper Danube Valley Nature Park Express" since 1994. The privately operated Nature Park Express (NPE) relieves the vulnerable Danube Valley to a considerable extent from weekend and holiday traffic in the scenically attractive Nature Park between Sigmaringen and Tuttlingen.

On April 23, 1996 the NPE's newest acquisition was placed into service: the bicycle car. Promoted by the Baden-Württemberg Environmental Ministry, this rebuilt mail car has provided careful transport for today's expensive bicycles through the Nature Park since this summer.

N NEM 7330

42809 Bicycle Car.
Type Pw 90 bicycle transport car. Prototypically different construction for both car sides. Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

The 42809 bicycle car is being produced in a one-time series only in 1996.

The class 212 diesel locomotive (Märklin model 33723, see page 48) is an appropriate unit to pull the bicycle car.



Express Train Passenger Cars 26.4 cm / 27 cm (10-3/8" / 10-5/8")

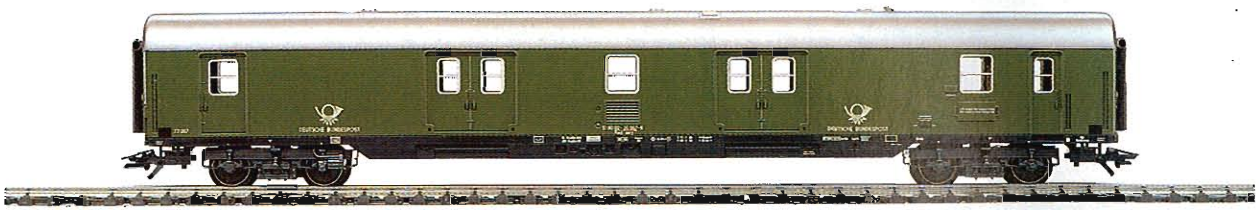
German Federal Railroad (DB)



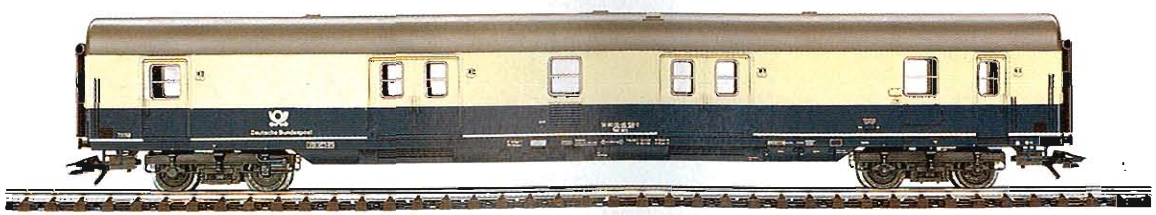
4093 Express Train Baggage Car.
Düm 232.2 roll jalousie doors on each side that can be opened. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580

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 0580



The mail car is a familiar sight in current train traffic. It provides fast transport of mail in regulary 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 whel set 70 0580

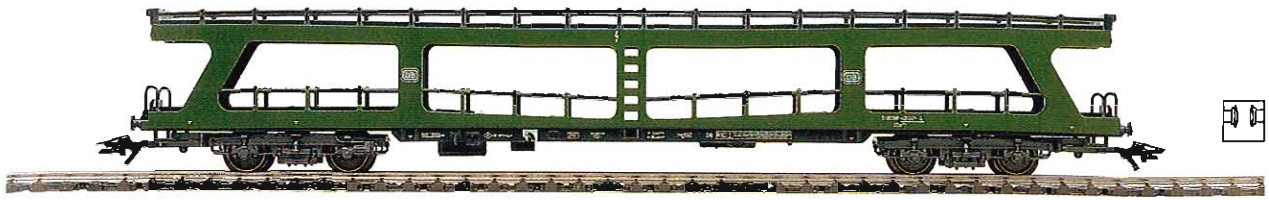
The class 151 electric locomotive (Märklin model 33432) is an appropriate unit for these cars and can be found on page 61.



Special Design Cars for Passenger Trains

märklin HO

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 0580

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



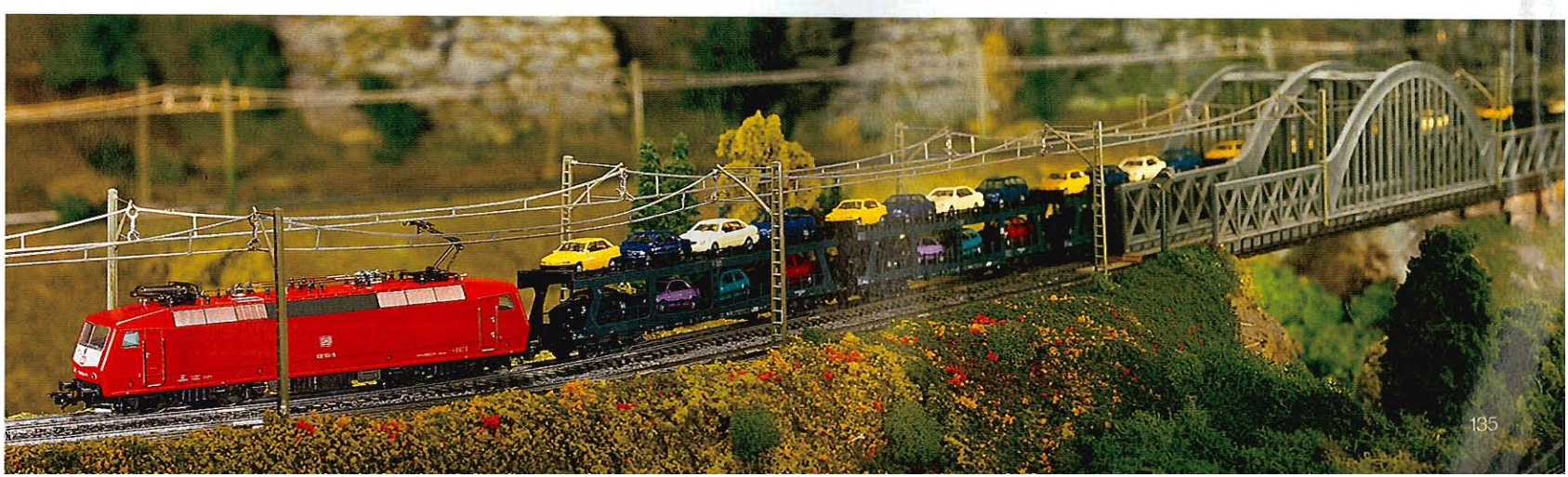
4234 Passenger Train Auto Transport Car. DDm 915. Loaded with 8 autos. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

The autos are safeguarded with chock blocks.





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 0580

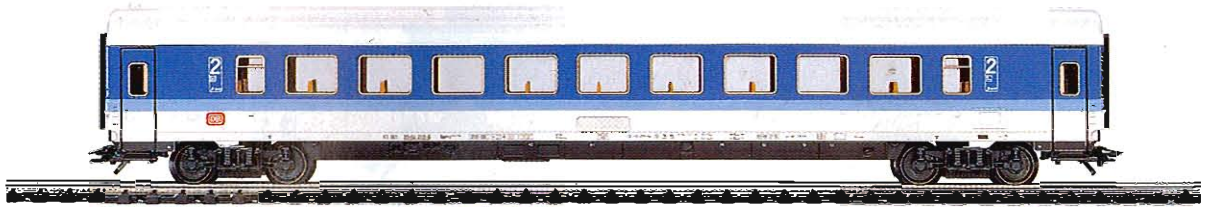


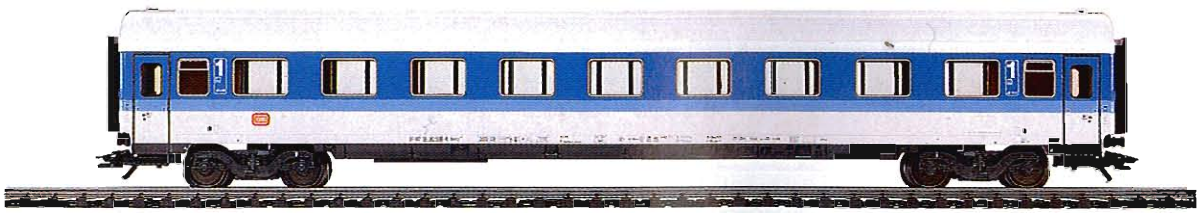
The class 120.1 general purpose locomotive (Märklin model 3353, see page 62) is an appropriate unit for the auto transport cars.

InterRegio Cars 26.4 cm (10-3/8″)

German Federal Railroad (DB)

All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.





4327 FD/InterRegio Coach.
Bpmz 293.2. 2nd class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580

4348 FD/InterRegio Coach.
Avmz 107. 1st class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580

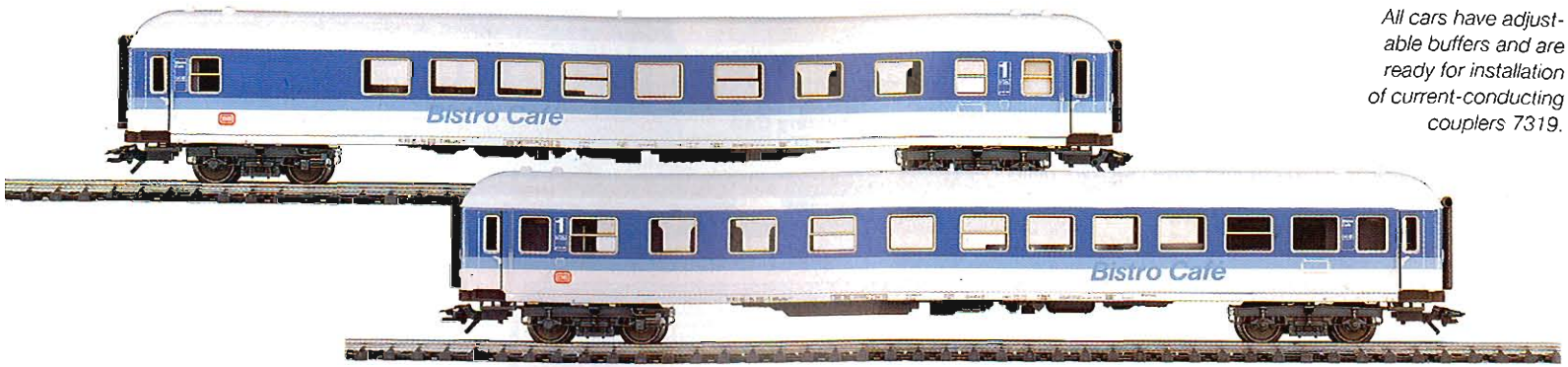


InterRegio Cars 27 cm (10-5/8″)

märklin HO

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 0580



All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.

On the German Railroad, Inc. (DB) the InterRegio cars are pulled by the class 103 electric locomotive (Märklin models 33572/37572, see page 60).



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 0580

The interior of the 2nd class InterRegio Bim 263 coach is a mix of individual compartments and an open seating concept.

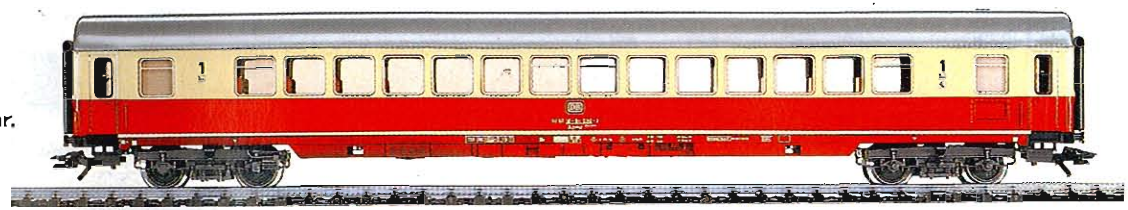
Some the cars are being rebuilt from older express coaches at a newly constructed car building factory in Weiden in the Upper Palatinate.

4282 InterRegio Car.
Bim 263. 2nd class. Length over buffers 27.0 cm (10-3/8″).
DC wheel set 70 0580

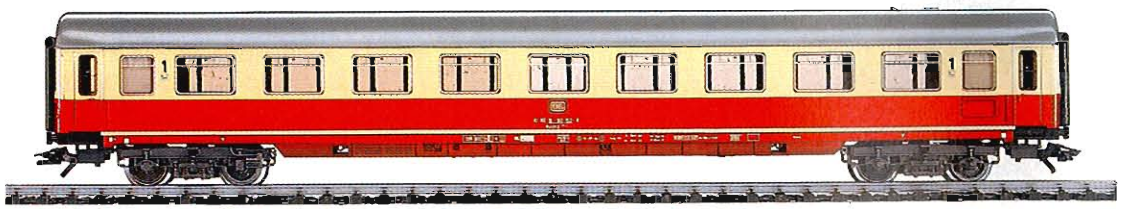
27 cm (10-5/8") TEE/IC Passenger Cars

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 0580



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 0580

The class 103 electric locomotive in a red/cream paint scheme (Märklin model 3357) is an appropriate unit for these InterCity cars and can be found on page 60.

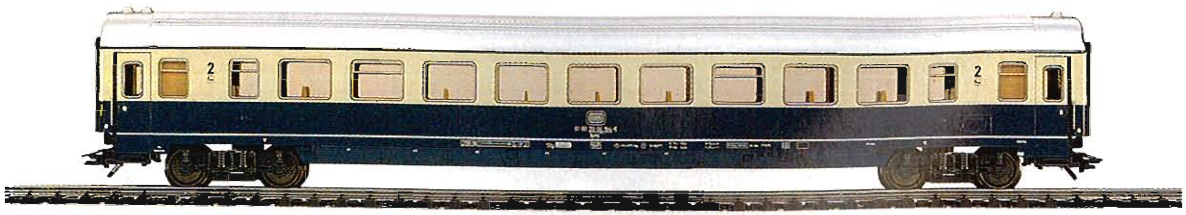
All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



InterCity Cars 26.4 cm / 27 cm (10-3/8" / 10-5/8")

märklin HO

German Federal Railroad (DB)

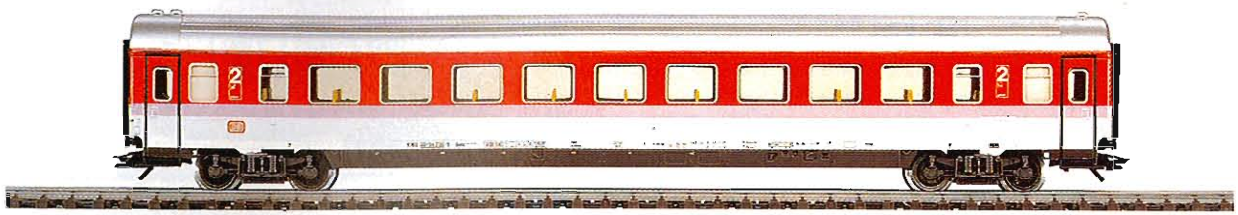


The second class open seating coach has 80 seats, while the version for wheelchair passengers has 75 seats.

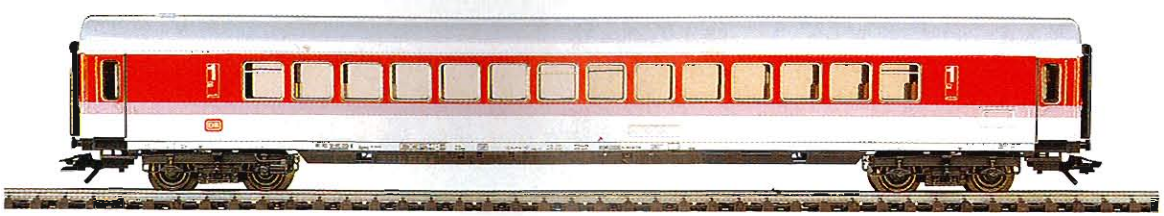
4225 InterCity Open Seating Car.
Bpmz 291.2. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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 0580



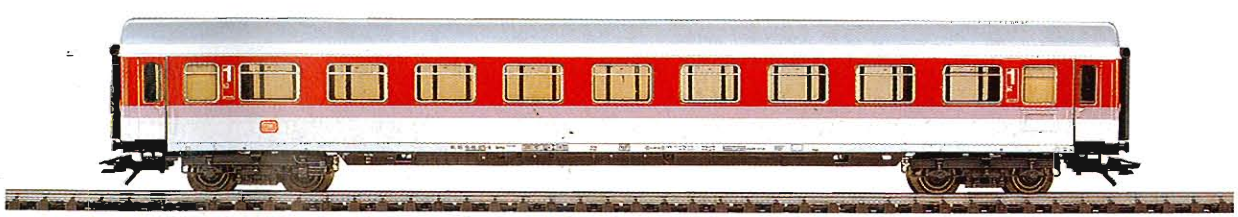
All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



4286 InterCity Open Seating Car.
Apmz 121 in new color scheme. 1st class. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580

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 0580



Express Train Passenger 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)

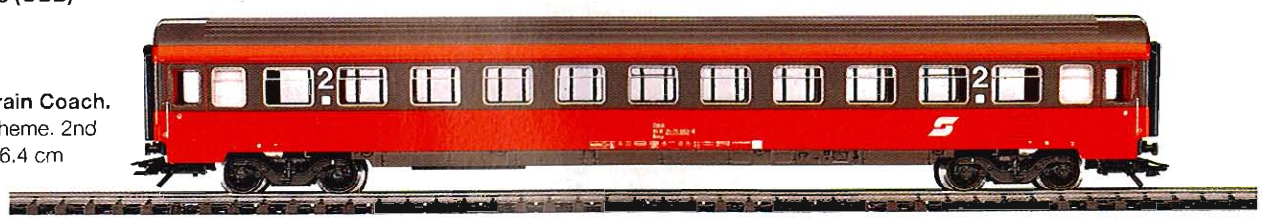


4251 Eurofima Express Train Coach.
A 9. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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)

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 0580



The 4251 and 4273 cars have adjustable buffers and are ready for installation of 7319 current-conducting couplers.

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 0580

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.



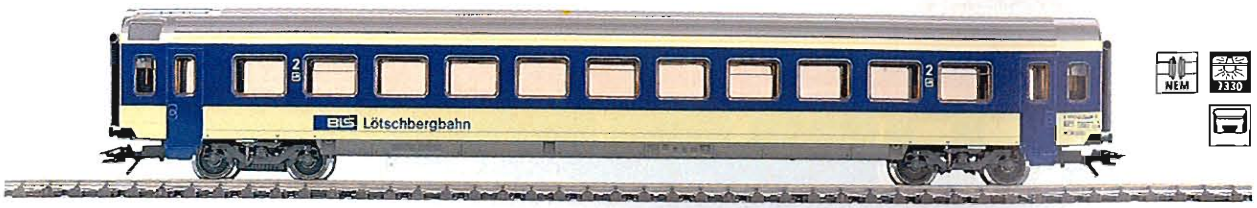
4378 Express Train Dining Car.
R 1 in newest color scheme. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 0580

The appropriate RC 3 locomotive (Märklin model 3341, see page 72) is also painted in the modern SJ color scheme.

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 0580





4219 Express Train Passenger Car.
Mark IV B. 2st class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

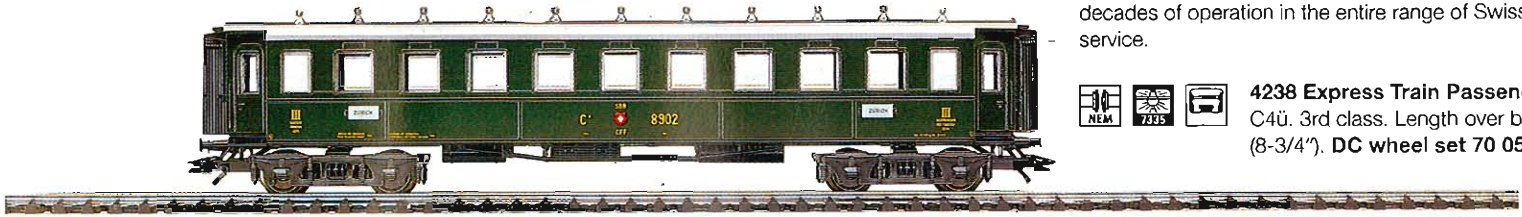
The 4218 and 4219 cars have adjustable buffers and are equipped for installation of current-conducting couplers 7319.



The BLS class 465 electric locomotive (Märklin model 3463, see page 74) is an appropriate unit for the Bern-Lötschberg-Simplon Railroad cars.

Express Train Passenger Cars

Swiss Federal Railways (SBB)

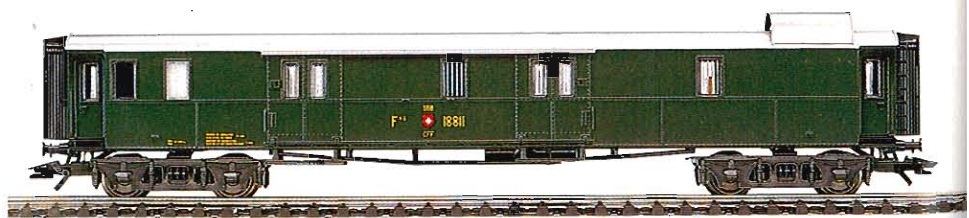


The class 4ü express coaches were purchased by the SBB at the end of the 1920s. Their heavy construction was proven in decades of operation in the entire range of Swiss express train service.

4238 Express Train Passenger Car.
C4ü. 3rd class. Length over buffers 22.2 cm (8-3/4"). **DC wheel set 70 0580**

A contemporary locomotive for the Swiss Oldtimer coaches is the sturdy class Ae 3/6" jackshaft electric locomotive (Märklin model 3351, see page 73).





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.

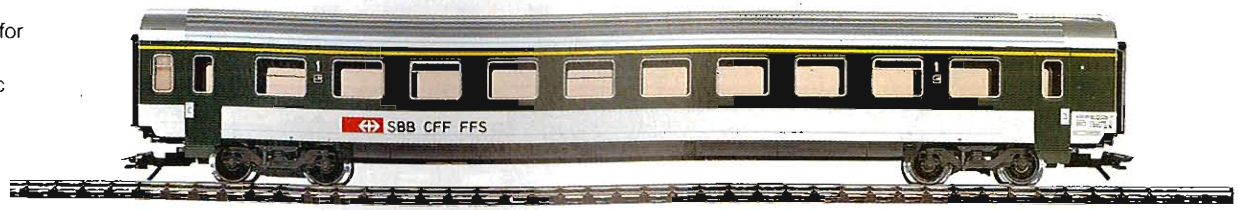
4239 Express Train Baggage Car.
F4ü. 3rd class. Length over buffers 23.2 cm (9").
DC wheel set 70 0580



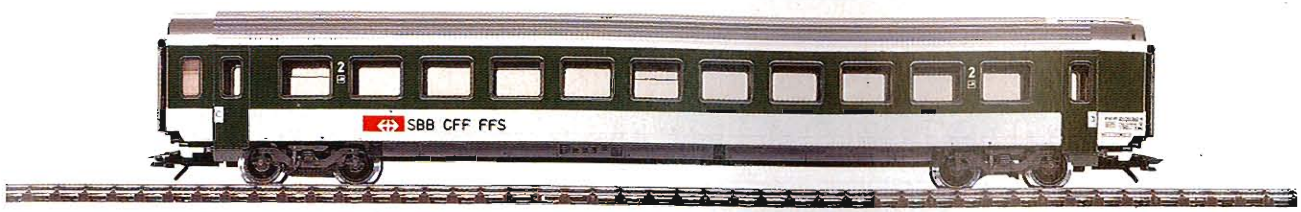
4066 Express Train Passenger Car.
Mark II A. 1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590

Swiss Federal Railways (SBB)

In 1983 delivery was started in Switzerland for a new series of standard design cars for domestic service (Mark IV series). The baisc design for the day coaches is standardized to a large extent. The interiors in the open seating areas can be set up in a variety of ways.

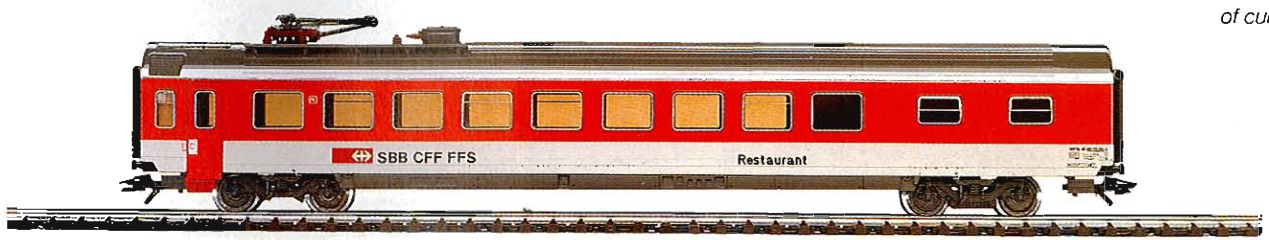


4215 Express Train Passenger Car.
Mark IV A. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580



4216 Express Train Passenger Car.
Mark IV B. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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 0580



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 0580

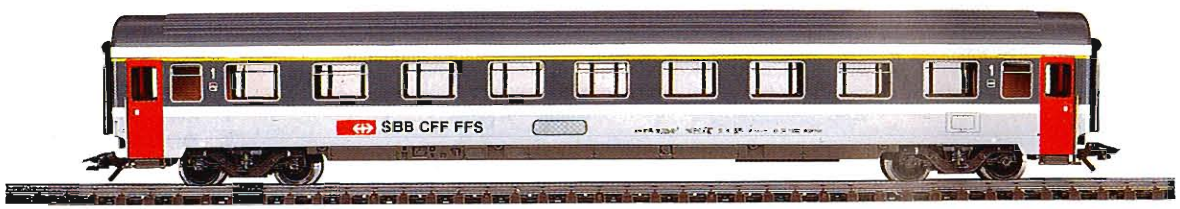
EuroCity Cars

Swiss Federal Railways (SBB)



Both cars have adjustable buffers and are equipped for installation of current-conducting couplers 7319.

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 0580



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 0580

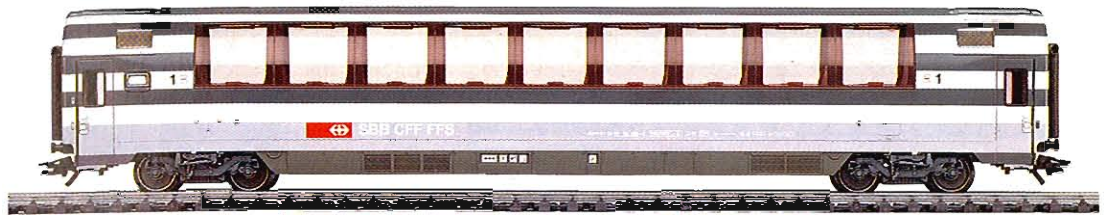


Swiss Federal Railways (SBB)

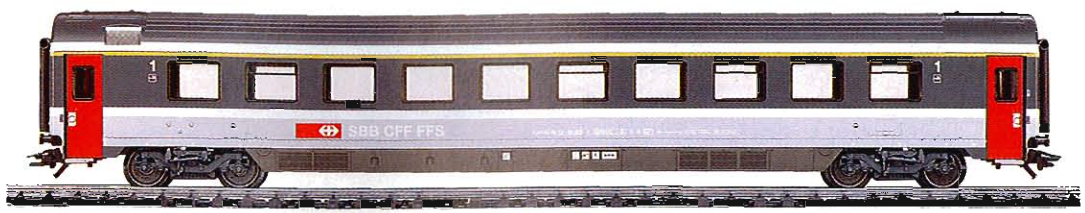
With the EuroCity cars the Swiss Federal Railways have placed into service a totally new group of rolling stock for international passenger traffic. In addition to the new open seating cars in 1st and 2nd class with their very modern interiors, there are the so-called Panorama cars which were built on 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.

All cars have adjustable buffers and are equipped for installation of current-conducting coupler 7319.

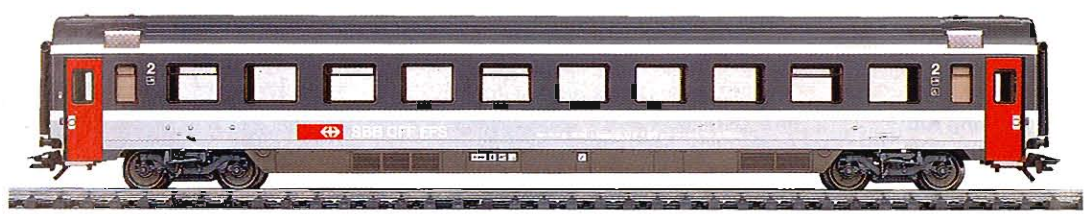




4365 EuroCity Panorama Car.
Apm. 1st class.
Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 0580



4368 EuroCity Express Train Coach.
Apm. 1st class. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 0580

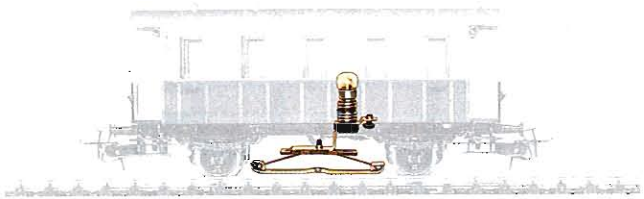


4369 EuroCity Express Train Coach.
Bpm. 2nd class. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 0580

The class 460 electric locomotive (Märklin models 3460/3760) is an appropriate unit for the Swiss Federal Railways EuroCity cars and can be found on page 74.

Car Lighting

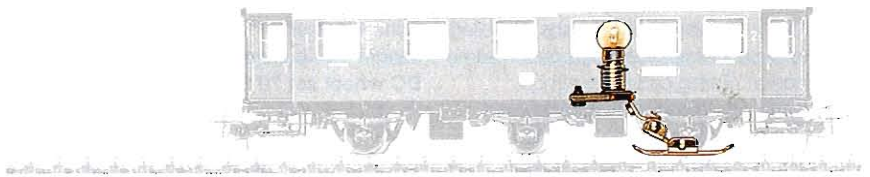
7323



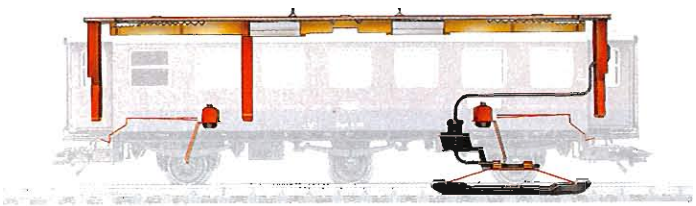
7323 Lighting Kit.
For cars 4035, 4038, 4039, 4107 and 4108. Consists of pickup shoe with light socket and light bulb.

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

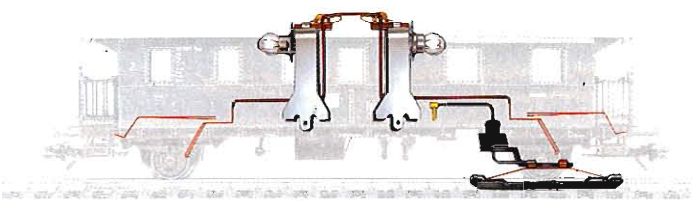


7317



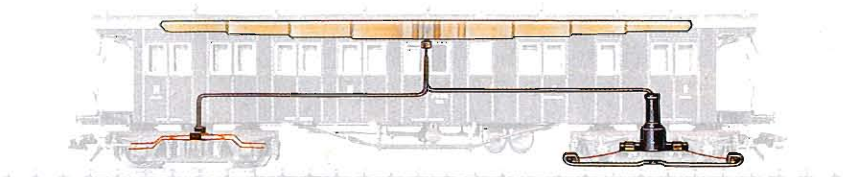
7317 Lighting Kit.
For cars 4317–4319. Installation kit for 1 pair of cars. Consists of pickup shoe, current-conducting close coupler, 2 light diffusers and 4 light bulbs.

7318



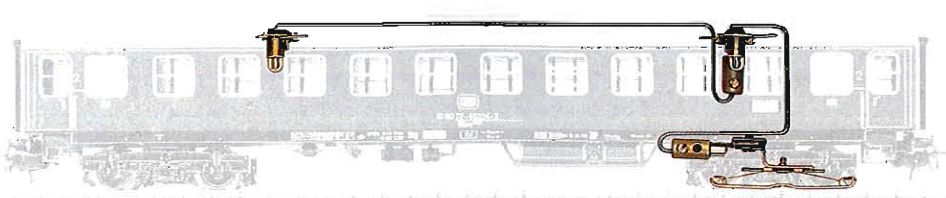
7318 Lighting Kit.
For the "Donnerbüchsen" passenger cars 4100–4102 (without close couplers) and 4313–4315 (with close couplers). Consists of pickup shoe, current-conducting close coupler (for 4313, 4314, 4315), 2 light sockets and 2 light bulbs.

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.

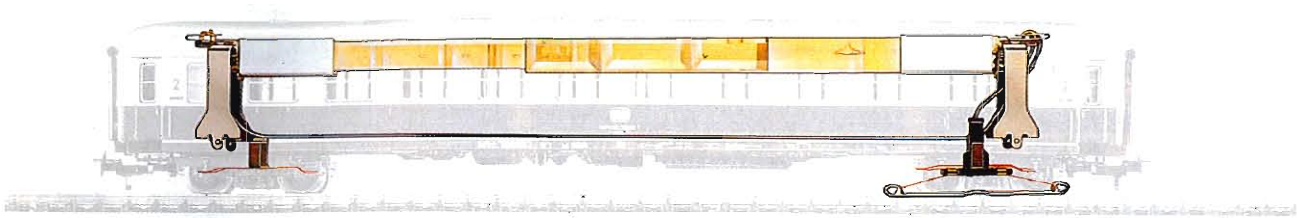
7320



7320 Lighting Kit.
For 4055, 4057, 4066, 4085 and 4087 cars. 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



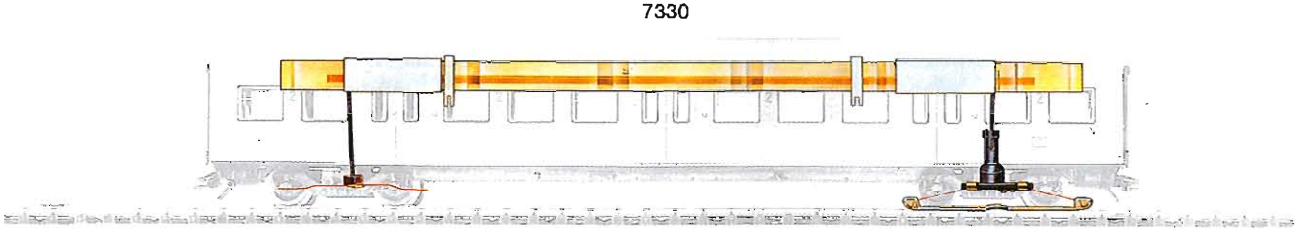
7329 Lighting Kit.
For cars 4131-4133 and 42891. Consists of pickup shoe, adjustable light diffuser, 2 lamp sockets and 2 light bulbs.

N

73150 Lighting Kit.
For cars 43200, 43207, 43210, 43220, 43227, 43240, 43260, and 43267. Consists of pickup shoe, light diffuser with lamp sockets and 2 light bulbs and current-conducting close coupler.

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 4093, 4104–4106, 4125, 4157, 4215–4219, 42151, 4225, 4227, 4251, 4255–4260, 42641, 42642, 4266, 42691, 4273, 4280–4282, 42809, 4285, 4286, 4291–4293, 4295, 4296, 4327, 4348, 4351, 4352, 4366, 4368, 4369, and 4384. Consists of pickup shoe, light diffuser with lamp 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 and 4375–4379.

Spare Parts for Cars

Couplers and DC wheel sets for passenger cars

Catalog number	Coupler	Truck with coupler	DC wheel set
4018	21 0050	–	–
4026	–	30 3390	70 0590
4027	–	30 3390	70 0590
4028	26 3730	–	–
4032	–	30 3390	70 0590
4035	32 5400	–	70 0600
4038	32 5400	–	70 0600
4039	32 5400	–	70 0600
4044	32 5400	–	70 0600
4051	–	30 3390	70 0590
4052	–	30 3390	70 0590
4053	–	30 3390	70 0590
4055	–	30 3390	70 0590
4057	–	30 3390	70 0590
4066	–	30 5470	70 0590
4084	27 2910	–	70 0580
4085	–	30 3390	70 0590
4087	–	30 3390	70 0590
4089	–	30 3390	70 0590
4090	–	30 3390	70 0590
4093	70 1630*	–	70 0580
4104	70 1630*	–	70 0580
4105	70 1630*	–	70 0580
4106	70 1630*	–	70 0580
4107	32 5400	–	70 0600
4108	32 5400	–	70 0600
4111	–	30 3390	70 0590
4112	–	30 3390	70 0590
4125	70 1630*	–	70 0580
4131	70 1630*	–	70 0580
4132	70 1630*	–	70 0580
4133	70 1630*	–	70 0580
41351	70 1630*	–	70 0630
41361	70 1630*	–	70 0630
41371	70 1630*	–	70 0630
4157	70 1630*	–	70 0580
4186	–	31 4110	70 0590
4191	–	31 4110	70 0590
4200	70 1630*	–	70 0580
4201	70 1630*	–	70 0580
4202	70 1630*	–	70 0580
4203	70 1630*	–	70 0580
4210	70 1630*	–	70 0630
4211	70 1630*	–	70 0630
4212	70 1630*	–	70 0630
4213	70 1630*	–	70 0630
4214	70 1630*	–	70 0630
4215	70 1630*	–	70 0580
42151	70 1630*	–	70 0580
4216	70 1630*	–	70 0580
4217	70 1630*	–	70 0580
4218	70 1630*	–	70 0580
4219	70 1630*	–	70 0580
4225	70 1630*	–	70 0580
4227	70 1630*	–	70 0580
4228	70 1630*	–	70 0600
4229	70 1630*	–	70 0630
4232	70 1630*	–	70 0580
4233	27 2910	–	70 0580
4234	27 2910	–	70 0580
4235	70 1630*	–	70 0580
4238	70 1630*	–	70 0580
4239	70 1630*	–	70 0580
4251	70 1630*	–	70 0580
4255	70 1630*	–	70 0580
4256	70 1630*	–	70 0580
4257	70 1630*	–	70 0580
4258	70 1630*	–	70 0580
4259	70 1630*	–	70 0580
4260	70 1630*	–	70 0580
42641	70 1630*	–	70 0580
42642	70 1630*	–	70 0580
4266	70 1630*	–	70 0580
42691	70 1630*	–	70 0580
4273	70 1630*	–	70 0580
4275	70 1630*	–	70 0580
42752	70 1630*	–	70 0580
4276	70 1630*	–	70 0580
4277	70 1630*	–	70 0580
4278	70 1630*	–	70 0580
4280	70 1630*	–	70 0580
42809	70 1630*	–	70 0580
4281	70 1630*	–	70 0580
4282	70 1630*	–	70 0580
4285	70 1630*	–	70 0580
4286	70 1630*	–	70 0580
42891	70 1630*	–	70 0580
4291	70 1630*	–	70 0580
4292	70 1630*	–	70 0580
4293	70 1630*	–	70 0580
4295	70 1630*	–	70 0580
4296	70 1630*	–	70 0580
4301	70 1630*	–	66691[1]
4302	70 1630*	–	66691
4303	70 1630*	–	66691[1]
4313	70 1630*	–	70 0580
4314	70 1630*	–	70 0580
4315	70 1630*	–	70 0580
4316	70 1630*	–	70 0580
4317	70 1630*	–	70 0580
(4317)	–	–	40 6240
4318	70 1630*	–	70 0580
(4318)	–	–	40 6240
4319	70 1630*	–	70 0580
(4319)	–	–	40 6240
43200	70 1630*	–	57 9290
43207	70 1630*	–	57 9290
43210	70 1630*	–	57 9290
43220	70 1630*	–	57 9290
43227	70 1630*	–	57 9290
43240	70 1630*	–	70 0580
43260	70 1630*	–	70 0580
43267	70 1630*	–	70 0580
4327	70 1630*	–	70 0580
4335	70 1630*	–	70 0580
4348	70 1630*	–	70 0580
4351	70 1630*	–	70 0580
4352	70 1630*	–	70 0580
4365	70 1630*	–	70 0580
4366	70 1630*	–	70 0580
4368	70 1630*	–	70 0580
4369	70 1630*	–	70 0580
43701	37 4060	–	70 0580
(43701)	37 4340	–	70 0580
43711	37 4060	–	70 0580
(43711)	37 4340	–	70 0580
43721	37 4060	–	70 0580
(43721)	37 4340	–	70 0580
43731	37 4060	–	70 0580
(43731)	37 4340	–	70 0580
43741	–	37 4570	70 0580
4375	70 1630*	–	70 0580
4376	70 1630*	–	70 0580
4377	70 1630*	–	70 0580
4378	70 1630*	–	70 0580
4379	70 1630*	–	70 0580
4384	70 1630*	–	70 0580
4389	70 1630*	–	70 0580
43971	70 1630*	–	70 0580

* The 70 163 close coupler is only available in a package of 50 pieces under the catalog number 7203 (see page 150).

* Spare part number for the TRIX Company, Nürnberg, Germany.

Pickup Shoes and Light Bulbs

Catalog number	Pickup shoe	Light bulb
4018	7175	60 0100
4028	7164	60 0010
(4028)	–	60 0150
4053	7175	–
4089	7175	60 0150
4106	31 5450	–
4228	7175	–
4257	28 7640	–
4260	31 1000	–
4301	–	61 0080
4302	–	61 0080
4303	–	61 0080
4316	31 0510	–
43701	–	61 0040
43711	–	61 0040
43721	–	61 0040
43731	–	61 0040
4389	31 5450	–
4411	41 4940	60 0150

Roof Pantographs

Catalog number	Pantograph
4125	22 6600
4217	7219

Lighting Kits for Cars

Catalog number	Pickup shoe	Light bulb
7074	–	60 0200
7077	–	60 0000
7198	7175	–
73150	20 1109	60 0080
7316	41 8100	60 0080
7317	44 5260	61 0040
7318	44 6370	60 0150
7320	7175	60 0150
7322	7175	60 0150
7323	7175	60 0100
7329	41 4940	60 0150
7330	41 8100	60 0080
7333	27 7560	60 0080
7335	41 8100	60 0080

Couplers and DC wheel sets for freight cars

Catalog number	Coupler	Truck with coupler	DC wheel set
4410	70 1570	–	70 0580
44111	70 1570	–	70 0580
4411	70 1570	–	70 0580
4413	70 1570	–	70 0580
4414	70 1570	–	70 0580
4415	70 1570	–	70 0580
4416	70 1570	–	70 0580
4417	70 1570	–	70 0580
44171	70 1570	–	70 0580
44172	70 1570	–	70 0580
4419	70 1570	–	70 0580
4420	70 1570	–	70 0580
4421	70 1570	–	70 0580
4423	70 1570	–	70 0580
4424	70 1570	–	70 0580
4425	70 1570	–	70 0580
44261	70 1570	–	70 0580
4430	70 1570	–	70 0580
4431	70 1570	–	70 0580
4432	70 1570	–	70 0580
4439	70 1570	–	70 0580
4440	70 1570	–	70 0580
4441	70 1570	–	70 0580
4442	70 1570	–	70 0580
4443	70 1570	–	70 0580
44510	70 1570	–	70 0580
44520	70 1570	–	70 0580
4459	70 1570	–	70 0580
4465	70 1570	–	70 0580
4471	70 1570	–	70 0580
4473	70 1570	–	70 0580
4474	70 1570	–	70 0580
4478	70 1630*	–	66609[1]
4479	70 1630*	–	66609[1]
4485	70 1570	–	70 0580
4507	70 1630*	–	70 0580
4602	27 2910	–	70 0580
46032	70 1630*	–	70 0580
46033	70 1630*	–	70 0630
46051	70 1630*	–	70 0580
46052	70 1630*	–	70 0580
46062	70 1630*	–	70 0580
46071	70 1630*	–	70 0580
4610	70 1540	–	70 0500
4612	70 1540	–	70 0500
4613	70 1540	–	70 0500
4617	70 1540	–	70 0530
4618	70 1540	–	70 0530
46191	70 1630*	–	70 0580
46220	70 1630*	–	70 0580
4624	70 1630*	–	70 0580
46241	70 1630*	–	70 0580
46242	70 1630*	–	70 0580
4626	70 1630*	–	70 0280
46271	70 1630*	–	70 0580
4631	70 1630*	–	70 0600
4633	70 1630*	–	70 0600
4635	70 1630*	–	70 0600
4642	70 1630*	–	70 0270
46421	70 1630*	–	70 0270
4644	70 1630*	–	70 0270
4661	70 1630*	–	70 0580
4663	32 3990	–	70 0270
4665	70 1540	–	70 0500
4671	70 1540	–	70 0530
4678	70 1630*	–	70 0580
46821	70 1630*	–	70 0580
46841	70 1630*	–	70 0580
4690	70 1630*	–	70 0580
4692	70 1630*	–	70 0580
4693	70 1630*	–	70 0580
4694	70 1630*	–	70 0580
4695	70 1630*	–	70 0270
4696	70 1630*	–	70 0580
4698	70 1630*	–	70 0580
4699	70 1630*	–	70 0580
4700	70 1630*	–	70 0580
4703	70 1630*	–	70 0580
4712	70 1630*	–	70 0580
4718	70 1630*	–	70 0580
4727	70 1630*	–	70 0580
4733	70 1630*	–	70 0580
4734	70 1630*	–	70 0580
4735	70 1630*	–	70 0580
4738	70 1630*	–	70 0580
4740	36 3660	–	43 2950
4741	–	–	43 2950
47422	70 1630*	–	70 0580
4750	70 1630*	–	70 0270
4752	70 1630*	–	70 0580
47521	70 1630*	–	70 0580
4753	70 1630*	–	70 0580
4754	70 1630*	–	70 0580
4756	70 1630*	–	70 0580
4757	70 1630*	–	70 0580
4758	70 1630*	–	70 0580
47581	70 1630*	–	70 0580
47612	70 1630*	–	70 0580
4767	70 1630*	–	70 0580
47671	70 1630*	–	70 0580
47672	70 1630*	–	70 0580
4768	70 1630*	–	70 0580
47681	70 1630*	–	70 0270
(47681)	–	–	70 0580
4769	70 1630*	–	70 0580
4771	70 1630*	–	70 0580
47711	70 1630*	–	70 0580
4773	–	32 3110	70 0600
4774	–	32 5700	70 0600
4776	–	32 3110	70 0600
4777	–	32 2890	70 0600
47780	–	32 3110	70 0600
47891	70 1630*	–	70 0580
47892	70 1630*	–	70 0270
(47892)	–	–	70 0580
4795	70 1630*	–	70 0630
4796	36 3660	–	43 2950
4797	36 3660	–	43 2950
4834	70 1630*	–	70 0580
48341	70 1630*	–	70 0580
4835	70 1630*	–	70 0580
4841	–	–	43 2950
4848	70 1630*	–	70 0580
48481	70 1630*	–	70 0580
4850	70 1630*	–	70 0580
4851	70 1630*	–	70 0580
4853	70 1630*	–	70 0580
4856	70 1630*	–	70 0580
4864	–	32 3110	70 0600
4865	–	41 7910	70 0600
4866	70 1630*	–	70 0580
48661	70 1630*	–	70 0580
4867	70 1630*	–	70 0580
4870	70 1630*	–	70 0580
48750	70 1630*	–	70 0580
4877	70 1630*	–	70 0270
4878	70 1630*	–	70 0270
4879	70 1630*	–	70 0270
4880	70 1630*	–	70 0270
48806	70 1630*	–	70 0630
4881	70 1630*	–	70 0580
4882	70 1630*	–	70 0320
4883	70 1630*	–	70 0580
48840	70 1630*	–	70 0580
4885	70 1630*	–	70 0630
4886	70 1630*	–	70 0580
4888	70 1630*	–	70 0580
4889	70 1630*	–	70 0580
4891	70 1630*	–	70 0320
4893	70 1630*	–	70 0320
4895	70 1630*	–	70 0630
4896	70 1630*	–	70 0580

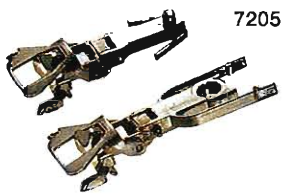
* The 70 163 close coupler is only available in a package of 50 pieces under the catalog number 7203 (see page 150).

[1] Spare part number for the TRIX Company, Nürnberg, Germany.

Spare Parts for Cars



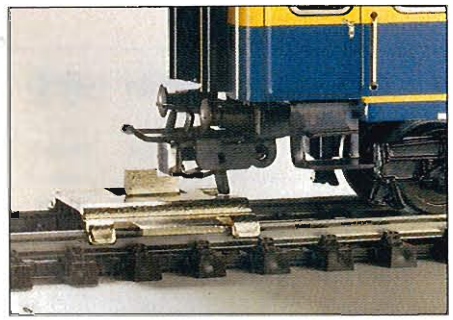
7203 Close Couplers.
Contents: 50 no. 70 163 close coupler heads. For installation on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard couplers (NEM 360).



7205 Close Couplers for Locomotives/Cars without Guide Mechanisms.
Interchangeable with the standard Märklin plastic coupler. 10 couplers for locomotives and 40 couplers for cars (for 70 1570 and 70 1580). 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.



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").

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 148/149 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

Six times a year the Märklin Magazin provides complete reports about the fascinating hobby of model railroading.

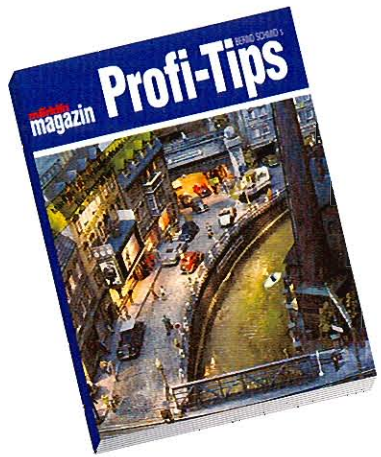
Each of the issues is printed in color and offers the Märklin Magazin readers all sorts of ideas and complete instructions on layout planning, layout construction, building scenery, and model railroad technology. In addition, active scratch builders will find a wide variety of easy to understand articles on building or converting rolling stock and buildings.

Märklin enthusiasts present their layouts, report their experiences and explain special solutions to problems to the MM readers.

Delivery updates, special and discontinued models and promotions are reported regularly under the heading "Märklin aktuell". Of course, coverage includes new items from Märklin and from accessory companies shown at the toy fairs.

Collectors can get current information about their interest. Specially focused ideas about how to make use of the Märklin system and on the expansion of model railroading technology help the operators of conventionally controlled layouts as well as the growing number of digital enthusiasts.

Attractively photographed 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)



18600 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)





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.



N NEM

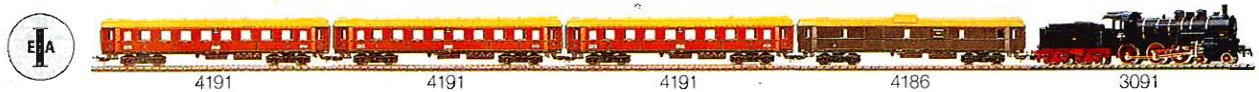
47672 Märklin Magazin 1996 H0 Annual Car "Printer's Ink".
German Federal Railroad type Lgjs 598 flat car. Car painted in the typical MM blue. Loaded with 5 removable ink containers for K + E Druckfarben Company, Stuttgart, Germany. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580

As with all earlier models, this exclusive MM car is being produced in a one-time series only in 1996.

Trains from all Eras

There are people who like to couple a circus car to the end of an Intercity train or a caboose to the Royal Salon Car – if you like it, do it. If you are somewhat more serious about it and assemble your trains prototypically according to era, theme and country, you'll find a few ideas here. From the turn of the century to the present, you can make up complete, colorful, varied, impressive trains from the Märklin assortment.




























ERA IV
4376
4376
4375
4376
4379
3449


ERA IV
4690
4690
46421
46421
4642
4693
4693
4754
4768
4661
4661
34880

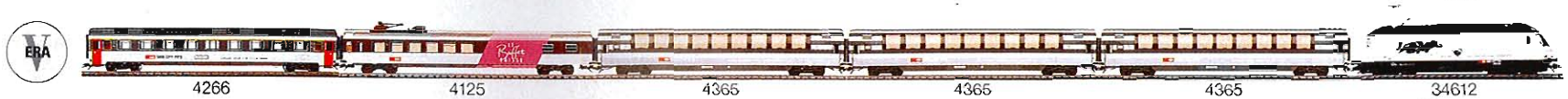

ERA IV
43200
43210
43240
43220
43220
43260
3310


ERA IV
4215
4215
4217
4216
4216
3434


ERA IV
4624
4624
4624
4624
4624
4624
4624
4624
4624
4624
37431


ERA IV
4777
4864
4773
4865
4776
4060
4063
4063
4063
3060


ERA V
4106
4105
4105
4104
4104
3445


ERA V
4266
4125
4365
4365
4365
34612


ERA V
4377
4378
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4377
3341


ERA V
PRIMAGÁS
BELL
212 005-3
4835
4769
4850
4771
4848
4850
4851
3442


ERA V
4227
4227
4227
4286
4285
4286
33572


ERA V
Cargo
Cargo
Cargo
Cargo
Cargo
Cargo
12X
2 x 46220
3438

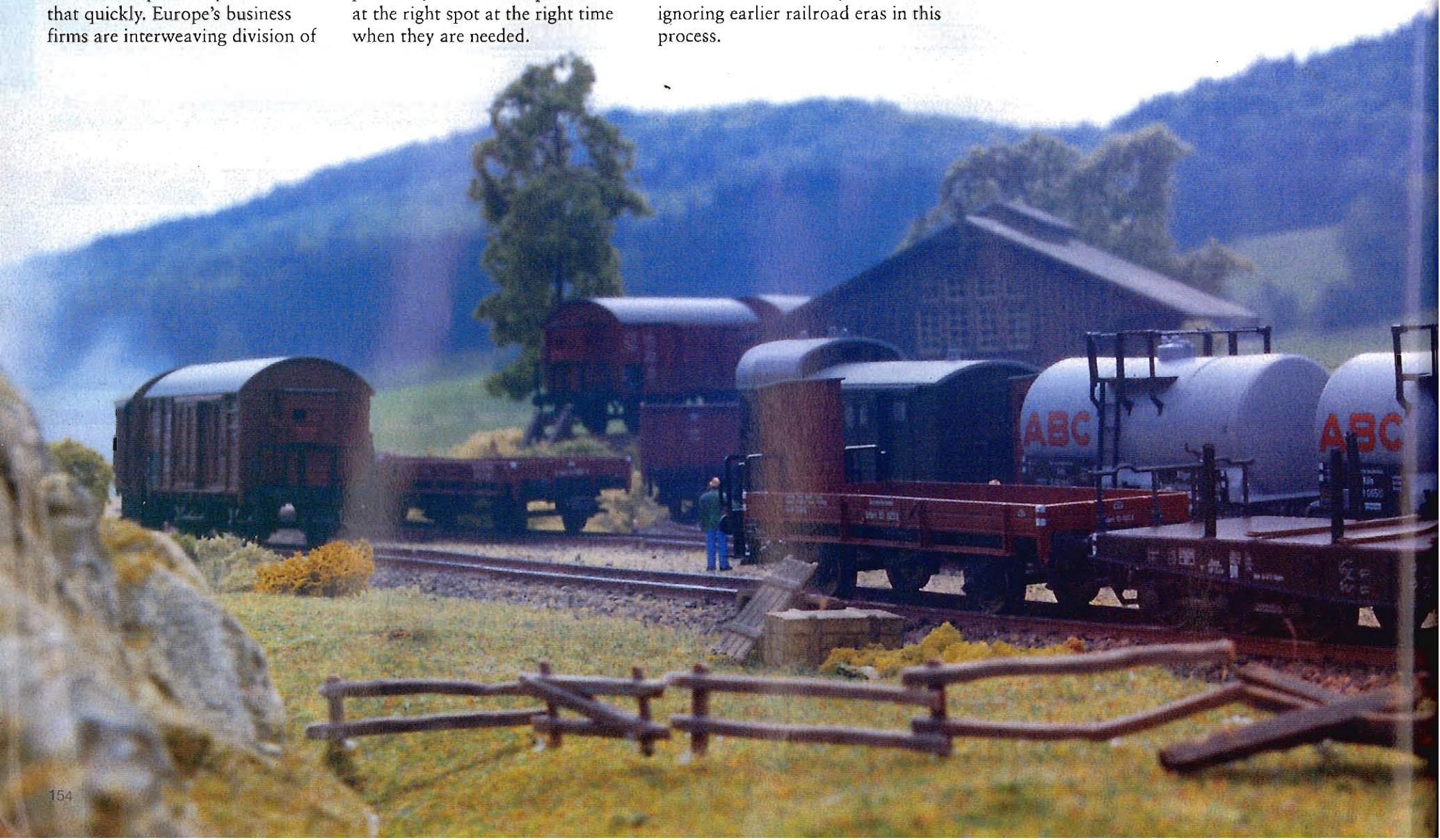

ERA V
Cargo Domizil
Rhäzünser
MIGROS
Cargo Domizil
Cargo Domizil
4735
4718
4718
4834
4835
48341
4738
4735
4735
3460

Freight Cars

Europe on rails

How close Europe has come together can be seen at any railroad grade crossing that an RIV freight train rushes past – if you can look that quickly. Europe's business firms are interweaving division of labor, production combines and outsourcing with a finer and finer network. This places great demands on transportation logistics so that raw materials, labor, semi-finished products, and finished products are at the right spot at the right time when they are needed.

It is clear that Märklin's freight cars mirror the development of Europe's railroads and that cars appropriate for the increasingly international express freight traffic enrich our assortment – of course, we are not ignoring earlier railroad eras in this process.




DETTINGEN
DETTINGEN

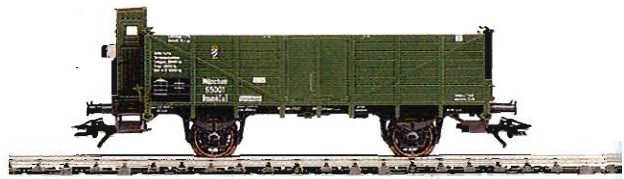
Provincial Railroad Freight Cars

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 0320



46033 Gondola.
Ommk [u]. With brakeman's cab.
Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0630

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 0630

Royal Prussian Railroad Administration (KPEV)

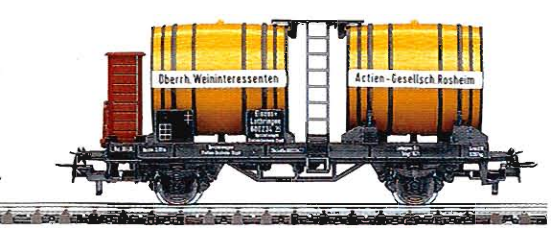


4891 "Frauengunst" Refrigerator Car with Brakeman's Cab.
Privately owned by Fritz Homann Süssrahm-Margarine & Fleischwaren-Fabrik, Dissen, Germany. Separately applied hand rails at the car ends.
Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 0320

Royal Saxon State Railroad (K.Sächs.Sts.E.B.)

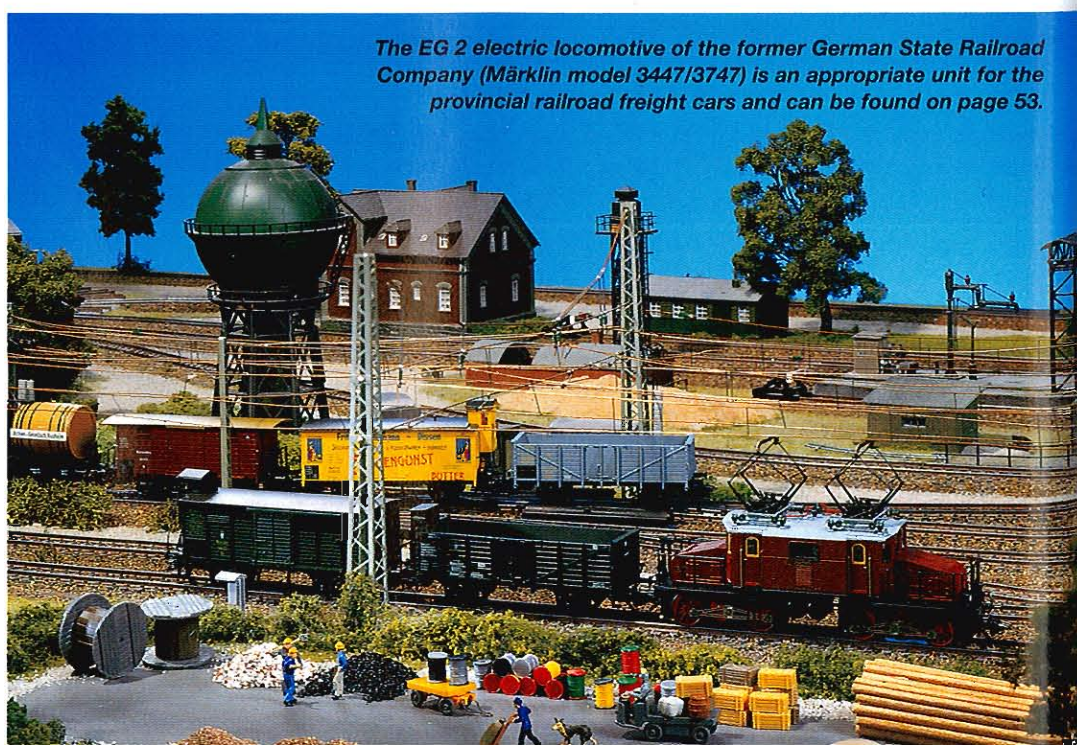


4895 Gondola.
Association Design Ommk (u). Side walls of built up boards. Length over buffers 11.5 cm (4-1/8").
DC wheel set 70 0630



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 0580



The EG 2 electric locomotive of the former German State Railroad Company (Märklin model 3447/3747) is an appropriate unit for the provincial railroad freight cars and can be found on page 53.

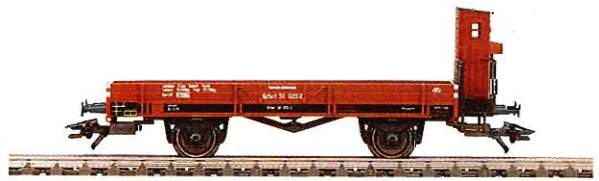
State Railroad Freight Cars

Former German State Railroad Company (DRG)

46062 Low Side Car.
X "Erfurt". Length over buffers 10.7 cm (4-1/4").
DC wheel set 70 0580



46071 Low Side Car.
X "Erfurt". With brakeman's cab. Length over buffers 11.6 cm (4-9/16").
DC wheel set 70 0580





46032 Gondola.
Om "Essen". With brakeman's cab. Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0580



4696 Gondola.
Association Design O. With brakeman's cab. Length over buffers 10.1 cm (4").
DC wheel set 70 0580

4795 Gondola.
Association design Om. Side walls of built up boards. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 0630



46841 Low Side Car.
X "Erfurt". Length over buffers 10.7 cm (4-1/4"). Loaded with an SAG truck with tarp cover. Metal frame and body.
DC wheel set 70 0580

Both vehicles in a special version. Not available separately.





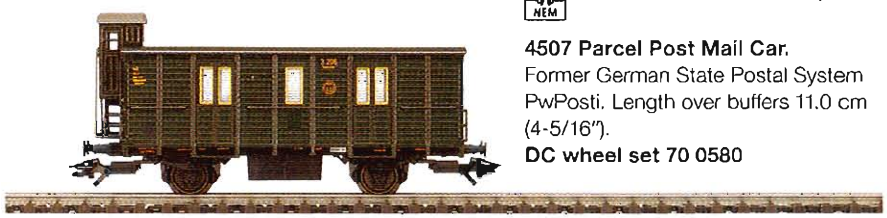
4870 Tank Car.
Privately owned by Allgemeinen Brennstoff Handelsgesellschaft m. b. H., Camp-Lintfort/Kreis Moers, Germany. Brakeman's cab, tank platform and ladders separately applied. Length over buffers 10.1 cm (4").
DC wheel set 70 0580



Realistic loading and unloading with the remote control rotary crane. Details on page 257.

State Railroad Freight Cars

Former German State Railroad Company (DRG)



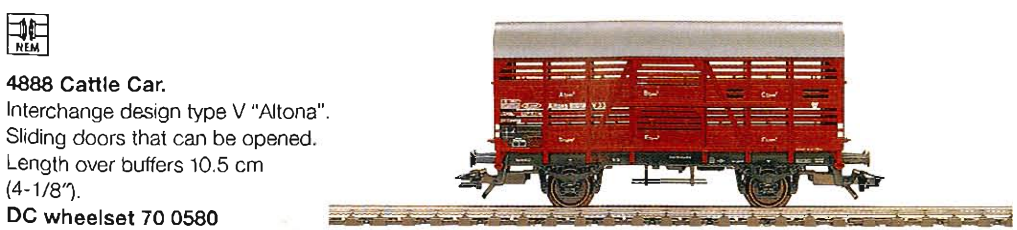
4507 Parcel Post Mail Car.
Former German State Postal System PwPosti. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 0580



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 0580



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 0270



4888 Cattle Car.
Interchange design type V "Altona". Sliding doors that can be opened. Length over buffers 10.5 cm (4-1/8").
DC wheelset 70 0580

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 something of a rarity. Cars owned by the railroad with advertising on the sides were extremely rare.

4678 Boxcar.
Interchange design type Gr "Kassel". With brakeman's cab. Lettered for Löwenbrauerei, Schwäbisch Hall, Germany. Sliding doors that can be opened. Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0580

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 0580





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 0270

N

48750 Boxcar.
Interchange design Gr "Kassel". With brakeman's cab. Sliding doors that can be opened. Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0580



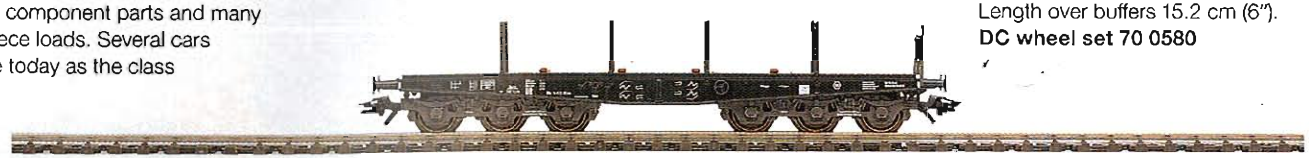
48840 Pair of Pivoting Load Cradle Cars.
H "Regensburg". Drawbar for permanent coupling included. With real load of wood. Length over buffers 24.6 cm (9-11/16").
DC wheel set 70 0580

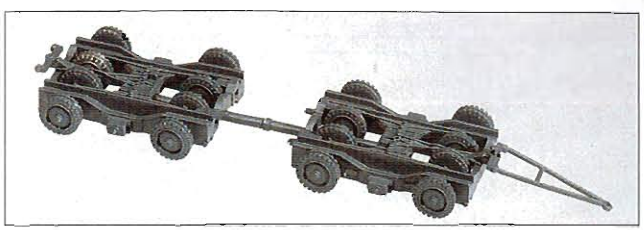


In 1942 rolling stock for the heaviest of loads was built parallel to the class 52 locomotives as part of the immense procurement program brought about by military requirements. One result was the six-axle flatcar, later classified by the DB as SSym 46. This car had an empty weight of approx. 21.6 tons and a weight loaded of up to 80 tons along with a maximum speed of 80 km/h (approx. 50 mph).

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 0580





At the start of the 1930s the first vehicle developed by the German State Railroad Company to transport railroad cars over roads was presented to the press. This vehicle enabled the transfer of complete car loads between the freight yards and shippers without a track siding. The senior advisor for the German State Railroad at the time, Hans Culemeyer, developed this so-called street roller. A complicated arrangement of different steering rods allowed all 16 rubber tired wheels to be steered. The adjustable coupling rod made it possible to have loads with railroad cars of different lengths. The maximum speed allowed was 16 km/h (approx. 10 mph).

The "Kaeble Jumbo" (from item no. 4866) is the appropriate unit to pull the "Culemeyer" roller.



46821 "Culemeyer" Car Roller Set.
Set consists of 1 boxcar and 1 roller. Type Gr "Kassel" boxcar with brakeman's cab. Sliding doors that can be opened. Length over buffers 11.3 cm (4-7/16"). 1 "Culemeyer" design roller. 8-axle version. Metal chassis.
DC wheel set 70 0580

Both vehicles are in a special version. Not available separately.

4866 Heavy Duty Flatcar.
Type SSym "Köln". Metal side sills. Length over buffers 15.2 cm (6"). Loaded with a Kaelble Jumbo heavy duty truck. Metal superstructure. Numerous, separately applied details.
DC wheel set 70 0580



The Kaelble Company of Backnang, Germany introduced 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.

Car Set

47891 "Freight Cars around 1950" Car Set.
Set consists of 5 different design freight cars. 1 British-US Zone type Pwg Pr 14 freight train baggage car. Sliding doors that can be opened. 1 French Zone type H 10 pivoting load cradle flat car. Loaded with lumber. The 104 pieces of lumber are individually glued together using hand labor (M + D). 1 British-US Zone type X 05 low side car. With brakeman's cab. Loaded with real, scale-sized broken bricks. 1 USSR Zone type O "Halle" gondola. With brakeman's cab. 1 British-US Zone type Om "Breslau" gondola. With brakeman's cab. Loaded with real, scale-sized coal. Total length 54.3 cm (21-3/8").
DC wheel set 70 0580

All cars in a special version.
Not available separately.

The DB class E 70 electric locomotive (Märklin model 3448) is an appropriate unit for the 47891 car set and can be found on page 53.



Boxcars

German State Railroad of the former German Democratic Republic

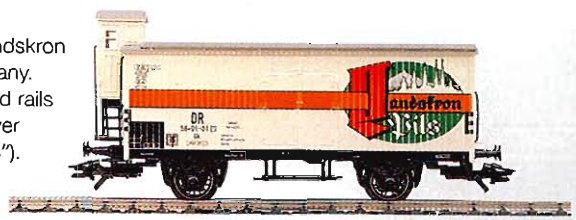


4879 Boxcar. G 09 without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16″).
DC wheel set 70 0270



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 0580

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 0320



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 0580





The class 254 electric locomotive (Märklin model 3335) is an appropriate unit for the freight cars of the former East German (GDR) DR and can be found on page 54.

Boxcars

German Federal Railroad (DB)



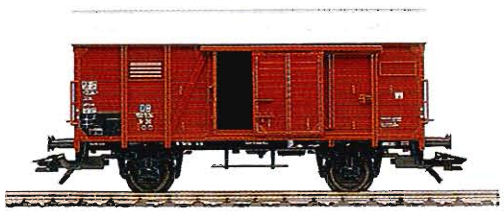
4878 Boxcar.
G 10 without brakeman's cab.
Sliding doors that can be opened.
Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 0270

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 0270





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 0580





4886 Gondola.
O 10 with brakeman's cab
Length over buffers 10.1 cm (4").
DC wheel set 70 0580



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 0580

4410 Boxcar.
Gs 210. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580







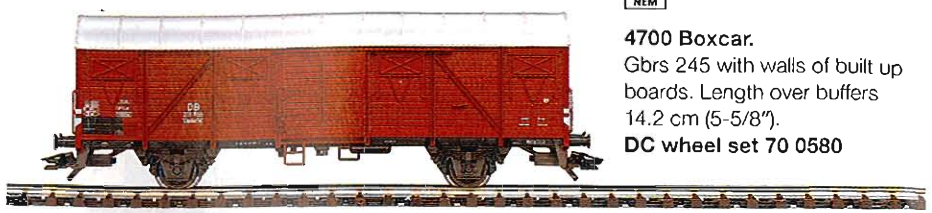
4411 Boxcar.
Gs-uv 213. With pickup shoe and lighted marker lantern. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

German Federal Railroad (DB)



HOBBY N

44111 Boxcar.
German Federal Railroad type Gs. RELEX-couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



NEM

4700 Boxcar.
Gbrs 245 with walls of built up boards. Length over buffers 14.2 cm (5-5/8").
DC wheel set 70 0580



In the German Federal Railroad's GEP network, trains are operated primarily at night that transport exclusievely Gepäck, Express- und Postgut-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 0580

The class 151 freight locomotive in a green paint scheme (Märklin model 37431, see page 61) is an appropriate unit for the German Federal Railroad freight cars.

Boxcars

German Federal Railroad (DB)

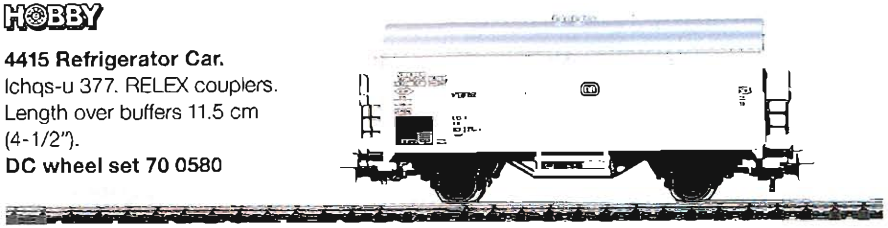
HOBBY

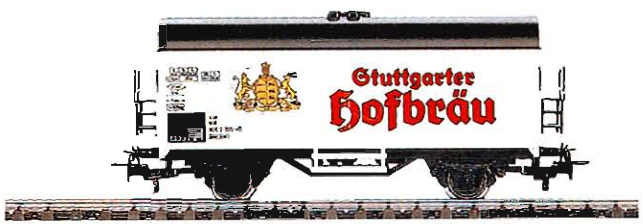
4420 Refrigerator Car.
Privately owned car for Mineral-brunnen AG, Bad Teinach, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



HOBBY

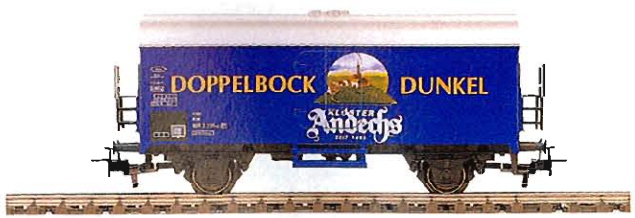
4415 Refrigerator Car.
Ichqs-u 377. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580





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 0580



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 0580

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



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 0580



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 0580



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 0580

The 44261 birthday car is being produced in a one-time series only in 1996.

In the Märklin full line catalog for 1995/96 the "Birthday Car" (Item no. 4426) was an item offered for the first time that achieved two purposes. It provides the year round joy of a birthday gift for big and little Märklin enthusiasts and a donation for the Children's Aid section of the United Nations to aid deprived children in the Third World.

The success has been so great that we want to start a kind of birthday series with the second "Birthday Car", which will also include a donation for UNICEF. The design for this year's car comes from the former Meissen porcelain painter, Cathrin Janik.

N

44261 Birthday Car.
Car celebrating the 50th anniversary of the Children's Aid section of the United Nations' UNICEF. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580







HOBBY

4414 Refrigerator Car.
Ibbls for transporting bananas. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



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 0580

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 wheel set 70 0580

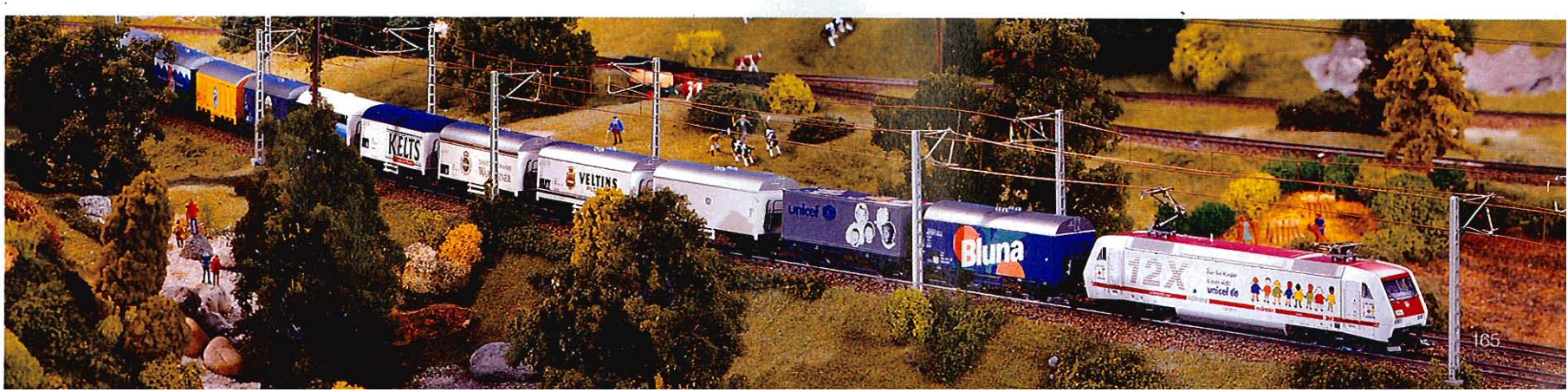


HOBBY **N**

44171 Refrigerator Car.
Privately owned by Mineralbrunnen AG, Bad Überkingen, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



The first German advertising locomotive on the DB (Märklin models 34382/37382, see page 70/71) is an appropriate unit for the freight cars from the HOBBY assortment.



Open Freight Cars

German Federal Railroad (DB)

HOBBY

4430 Gondola.
El-u 061. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580





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 0580



4465 Gondola.
E 040. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580

4602 Gondola.
E 037. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580



The new 46241 car set and the earlier 4824 car set are the appropriate additions to the 28501 train set (see page 92/93).



NEM

4690 Gondola.
Eaos 106. Length over buffers 16.1 cm (6-1/2″).
DC wheel set 70 0580

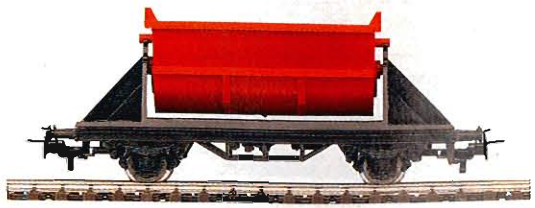


Dump Cars

German Federal Railroad (DB)

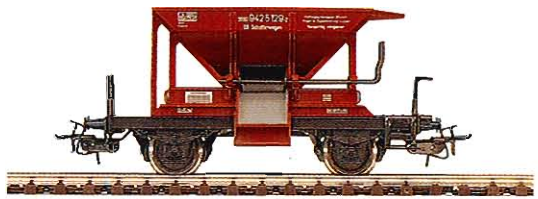
HOBBY

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 0580



HOBBY

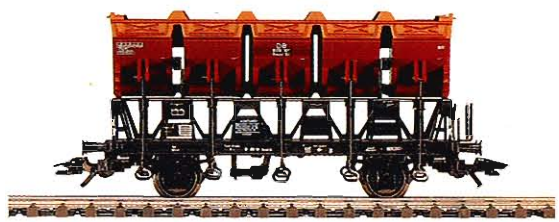
4610 Ballast Car.
Maintenance car. Unloading hatches can be opened with hand levers. RELEX couplers. Length over buffers 9.5 cm (3-3/4").
DC wheel set 70 0500





NEM

4624 High Capacity Hopper Car.
Fals 176. Metal car frame.
Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 0580



NEM

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 0600

N NEM

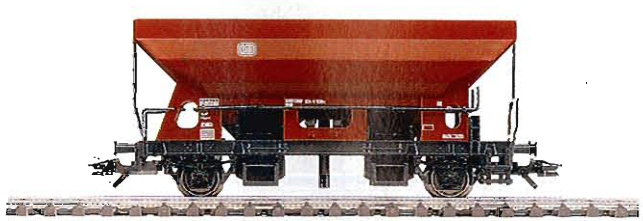
46241 "RAG Ruhr Coal Company, Inc." Car Set.
Set consists of 2 Ruhr Coal Company, Inc. (RAG) type Fals 176 hopper cars with different car numbers. Weathered car bodies. Loaded with real scale-size coal. Total length 26.9 cm (10-9/16").
DC wheel set 70 0580

Both cars in a special version. Not available separately.



The 46241 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for these units.





NEM

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 0600

Flat Cars

German Federal Railroad (DB)



HOBBY

4423 Low Side Car.
Kklm 505. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



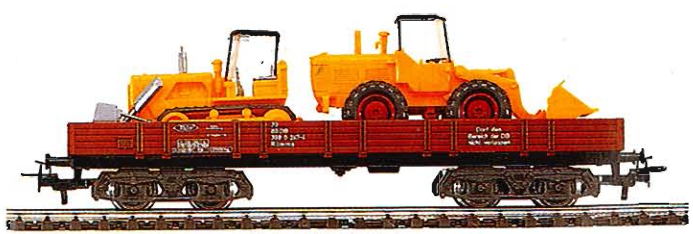
HOBBY

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 0580



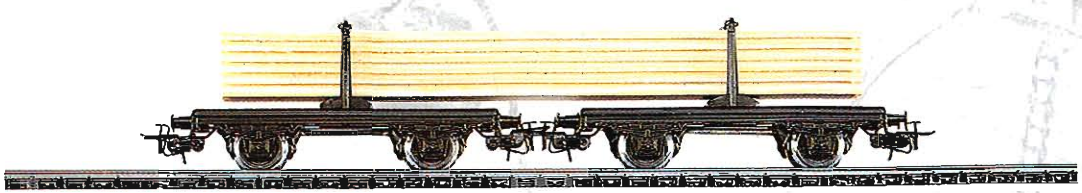
HOBBY

4473 Low Side Car.
Rlmms. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 0580



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 0580



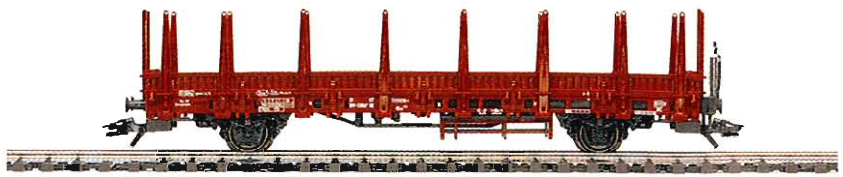
HOBBY

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 0500

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

German Federal Railroad (DB)

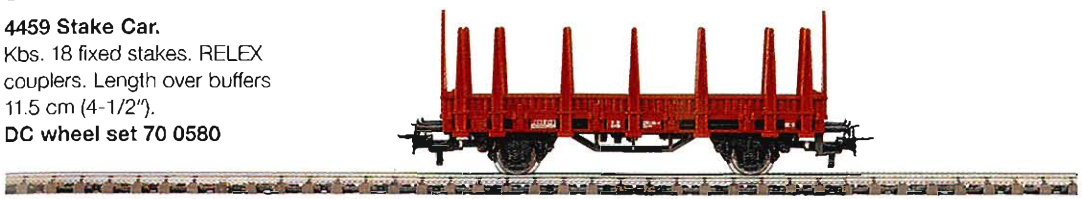




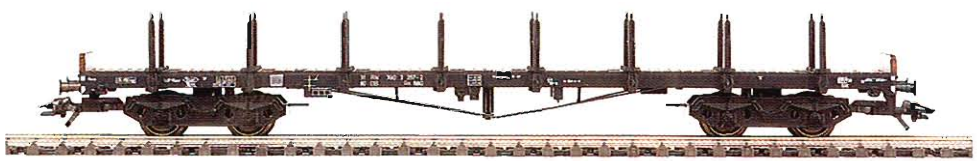
4694 Stake Car.
Kbs 443. Removable stakes. Length over buffers 15.7 cm (6-3/16").
DC wheel set 70 0580

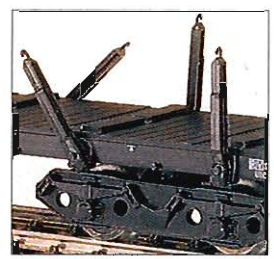
HOBBY

4459 Stake Car.
Kbs. 18 fixed stakes. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



4663 Flat Car.
Type Rs 680. Stakes can be folded down. Length over buffers 22.7 cm (9").
DC wheel set 70 0270

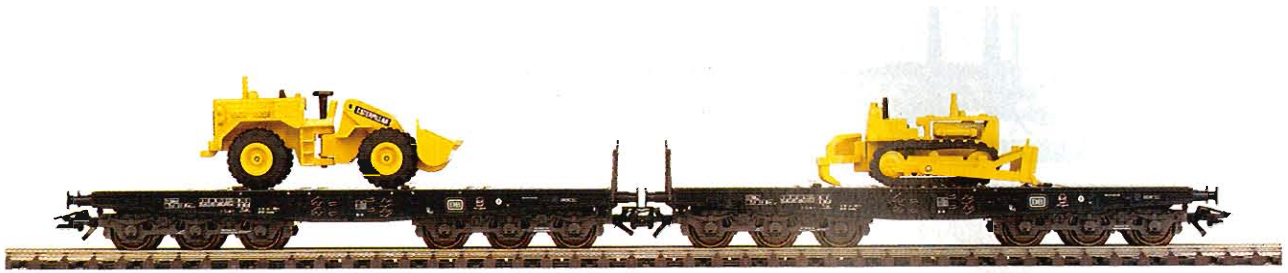






Heavy Duty Cars and Stake Cars

German Federal Railroad (DB)



48661 "Caterpillar" Heavy Duty Car Set.
Set consists of 2 different type Sammp 705 heavy duty flat cars. Loaded with a Caterpillar skip loader and a Caterpillar bulldozer made of metal. Total length 30.6 cm (12").
DC wheel set 70 0580

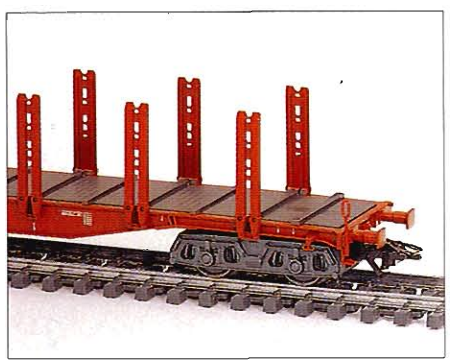
Both cars in special version. Not available separately.

The 48661 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for these units.

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 mph (120 km/h or 75 mph unloaded).

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 0580







47711 Stake Car.
Type Snps 719. Loaded with real wood. Finely detailed, fixed double stakes with tiedown levers. Load surface in different color. With brake wheel. Length over buffers 23.9 cm (9-7/16").
DC wheel set 70 0580

Container Car Set

märklin HO

47681 "Container Transport" Car Set.
Consists of 4 different design flat cars. 1 type Kbs flat car, loaded with a 40 ft. container with a side door. 1 type Lgjs 598 flat car loaded with two 20 ft. canvas containers. 1 type Lgjs 573 flat car loaded with two 20 ft. smooth side containers with end doors. 1 type Rs 680 flat car loaded with a 20 ft. container with ribbed side walls and an end door, as well as a 40 ft. container with an end door. All containers are removable. Total length 74.4 cm (29-9/32").
DC wheel set 70 0580 (for 2-axle cars)
DC wheel set 70 0270 (for 4-axle car)

All cars in special version. Not available separately.

The 47681 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for these units.

The class 216 general purpose diesel hydraulic locomotive (Märklin model 33743) is an appropriate unit for the container car set and can be found on page 49.

German Railroad, Inc. (DB)



Container Cars

German Federal Railroad (DB)

Starting in 1966 the DB ordered flat cars for the transport of containers; these flat cars 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 mph), depending on the load. These cars were originally designated Btmms 598, but currently bear the designation Lgjs 598.

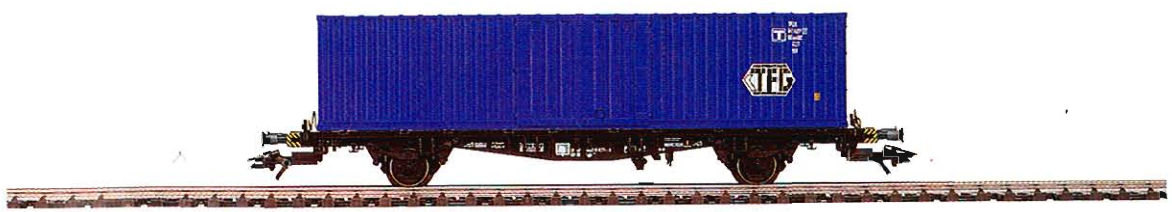
In 1969 the Lgjs 573 appeared as a UIC standard car on DB track. Externally it differs from the class Lgjs 598 in the truss rod system under the outer, longitudinal support members. It is used to transport large containers. With an unloaded weight of 11,500 tons, it can transport 28.5 tons in RIV traffic and 30 tons on DB rails at a maximum speed of 100 km/h (63 mph).



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 0580



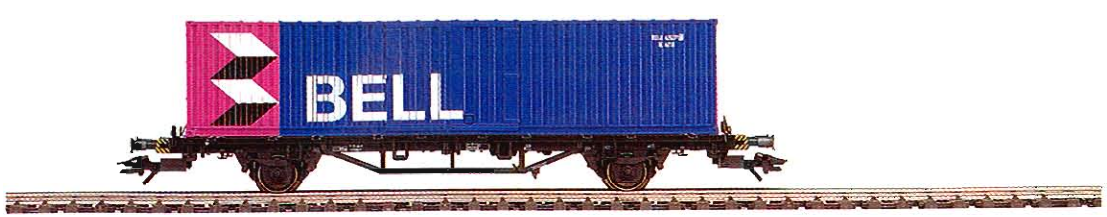
4769 Container Car.
Lgjs 598 flat car. Loaded with 1 removable 40 ft. container. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580





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 0580

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 0580

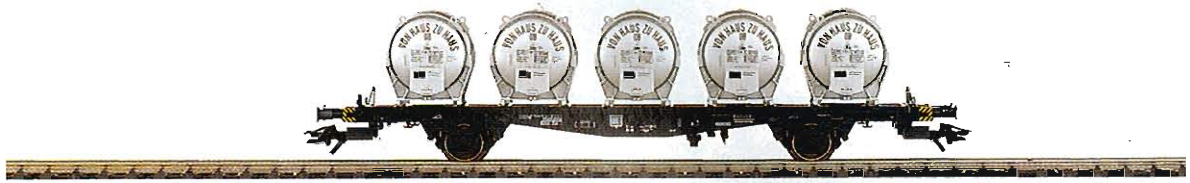


The DB class 216 general purpose diesel hydraulic locomotive (Märklin model 3375, see page 49) is an appropriate unit for the container cars.



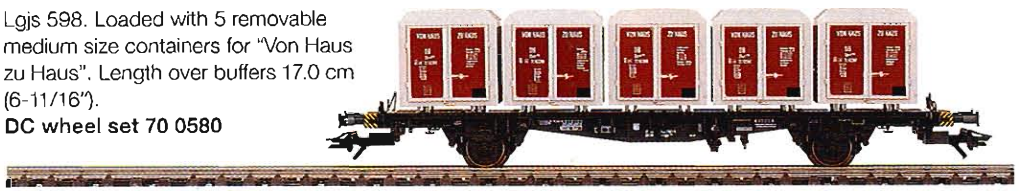
Flat Cars

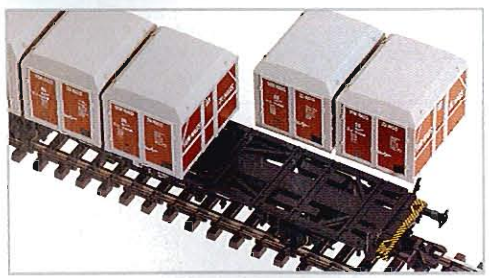
German Federal Railroad (DB)



4853 Flat Car.
Type Lgjs. Loaded with 5 removable tank containers. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580

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 0580





The DB class 151 freight locomotive (Märklin model 3343, see page 61) is an appropriate unit for these flat cars.



Car Set

märklin HO

German Railroad, Inc. (DB)

The new color scheme for freight cars was introduced as part of a presentation in Frankfurt/Main. All of the German Railroad, Inc.'s freight cars will gradually be painted in this striking color scheme with the white lettering "DB Cargo". This will make even individual cars stand out in a train composition of European cars. The red color scheme symbolizes activity, strength and competence.

N NEM

46220 "DB Cargo" Freight Car Set.
Set consists of 4 different design freight cars: 1 type Eaos gondola. 1 type Shis flatcar with 3 telescoping covers and 3 rolls of sheet metal as a load. 1 type Snps stake car, fixed double stakes with tiedown levers and with load surface picked out in a different color. 1 type Fals hopper car. Total length 67.4 cm (26-1/2").
DC wheel set 70 0580

All cars in special version.
Not available separately.

The 46220 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for these units.

The AEG 12X prototype electric locomotive (Märklin models 3438/3738, see page 66/67) is an appropriate unit for the "DB Cargo" car set.



Special Design Freight Cars

German Federal Railroad (DB)



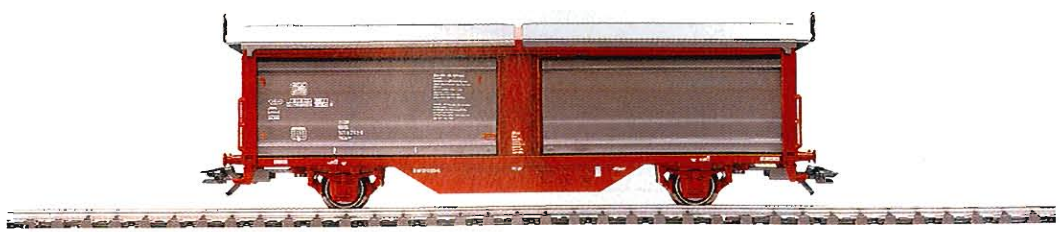
4626 High Capacity Hopper Car with Hinged Roof Hatches. Tad-u 961. All hatches can be opened. Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 0280





46191 Sliding Roof Gondola.
Type Tms 851. Metal roof halves that can be slid back. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

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 0600





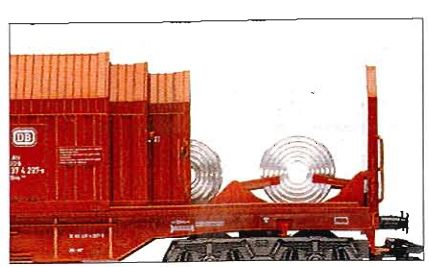


4734 Sliding Wall Boxcar.
Hbis 299. Paint finish with repaired areas picked out in color. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 0580

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.

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 0580



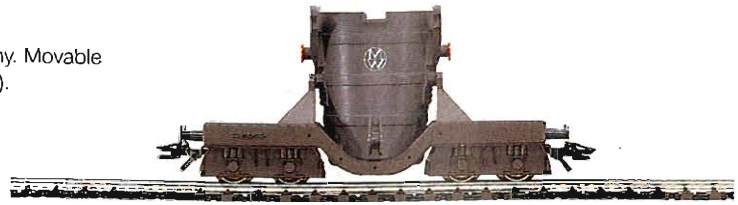


The three covers for this model can be slid inside one another, so that up to two thirds of the load surface can be exposed at a time, just like the prototype. Three reproductions of rolled sheet metal, so-called "coils", are included with this car as a load. They can be safeguarded in the model with movable restraint arms. This and the cradles in which the coils are mounted safeguard the latter from shifting.

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.





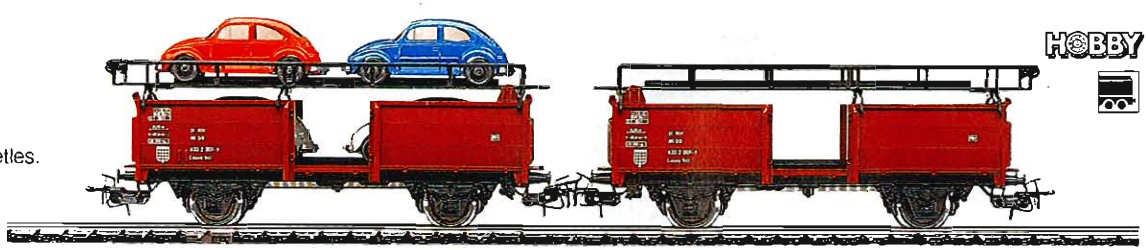
4479 Slag Car.
Privately owned by Mannesmann Company. Movable container. Length over buffers 10.8 cm (4-1/4").
DC wheel set TRIX 66609

This model is a cooperative project with 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 0500

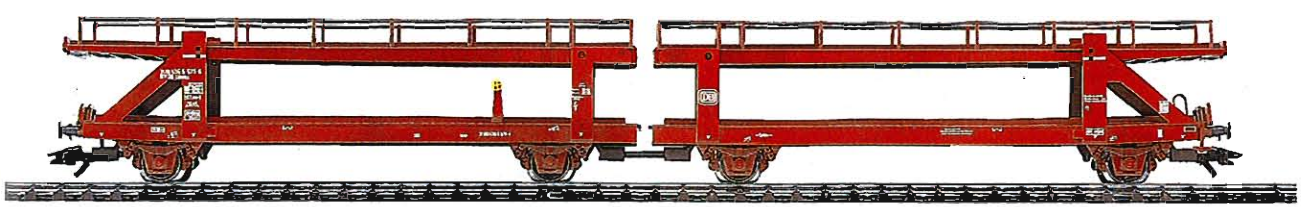


HOBBY

4612 Auto Transport Car.
Laae 540. Without automobile load. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0500

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 0580





Tank Cars

German Federal Railroad (DB)



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 0580



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 0580

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 0580

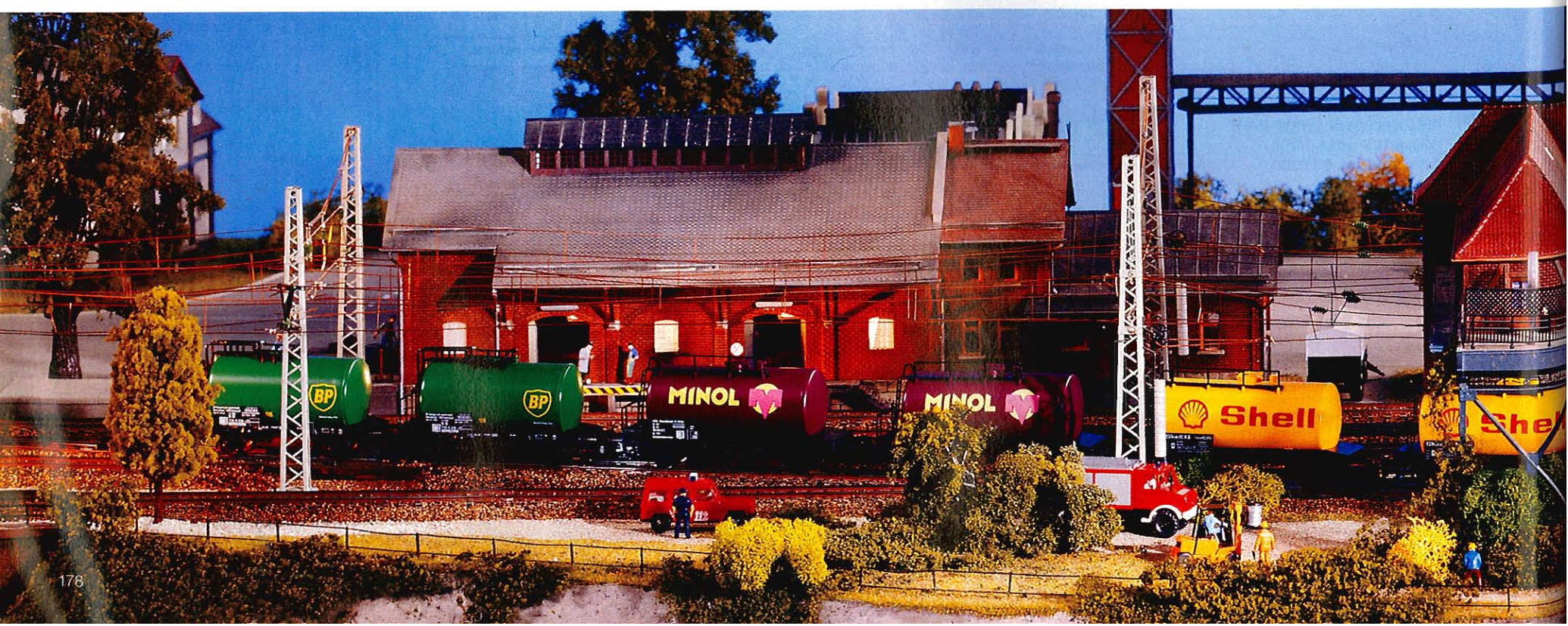


German State Railroad (DR) of the former German Democratic Republic

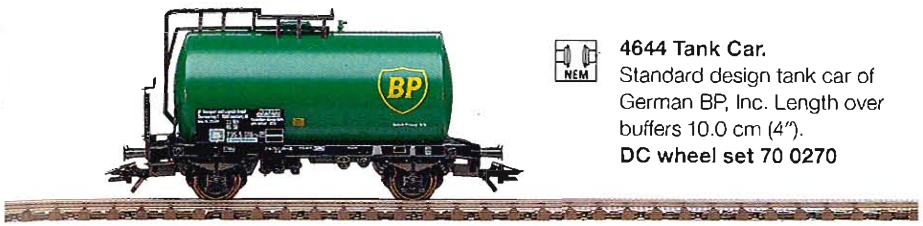
HOBBY

4443 Tank Car.
Minol Mineralölhandel AG, Berlin, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580





German Federal Railroad (DB)

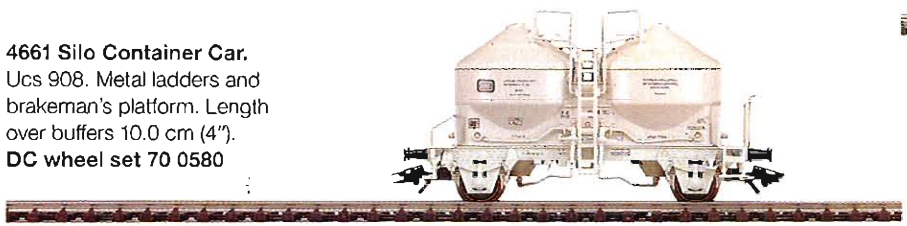


4644 Tank Car.
Standard design tank car of German BP, Inc. Length over buffers 10.0 cm (4").
DC wheel set 70 0270



4750 Tank Car.
Standard design tank car of DEA Petroleum, Inc. Length over buffers 10.0 cm (4").
DC wheel set 70 0270

4661 Silo Container Car.
Ucs 908. Metal ladders and brakeman's platform. Length over buffers 10.0 cm (4").
DC wheel set 70 0580



The DB class 139 electric locomotive (Märklin models 3439) is an appropriate unit for these tank cars and can be found on page 58.



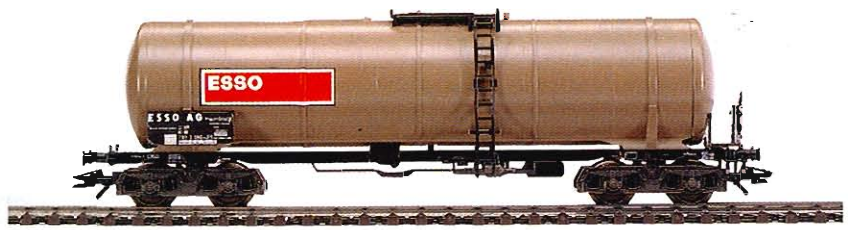
Tank Cars

German Federal Railroad (DB)



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 0580

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 0580





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 0580



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 0580

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.

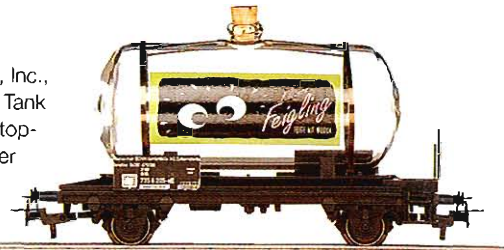
German State Railroad (DR) of the former German Democratic Republic



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 0580

N

44520 Tank Car.
Privately owned car of Waldemar BEHN, Inc., Eckenförde, Germany. RELEX couplers. Tank made of real glass. Sealed with a cork stopper. Can be filled with liquids. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580



The 44520 tank car is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for these units.

German Federal Railroad (DB)

N NEM

46421 Tank Car.
Privately owned by the Federal Monopoly Management Office for Brandies, Offenbach/Main, Germany. Length over buffers 10.0 cm (4″).
DC wheel set 70 0270



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 0270

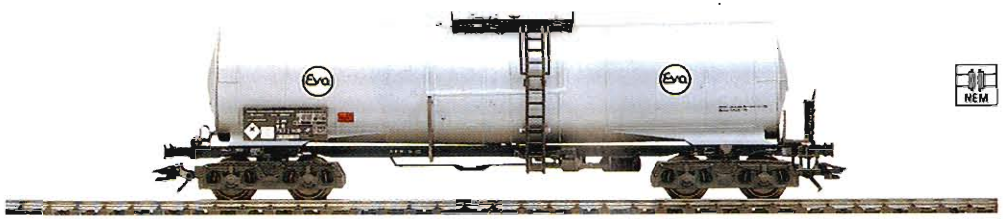


The German Railroad, Inc. class 212 general purpose diesel hydraulic locomotive (Märklin model 33723, see page 48) is an appropriate unit for these tank cars.

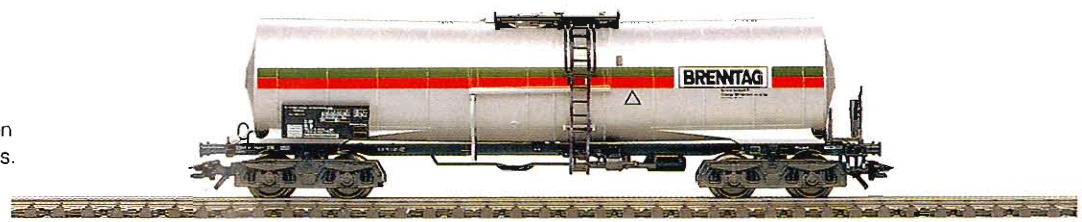


Tank Cars

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 0580



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 0580



German Federal Railroad (DB)

HOBBY N

44510 Gas Tank Car.
Privately owned by Linde AG. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



NEM

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 0580



N NEM

48481 Pressure Gas Tank Car.
Privately owned car for Continental Oil Transport, Inc., Berlin, Germany. With heat shield. Numerous separately applied details.
Length over buffers 18.0 cm (7").
DC wheel set 70 0580





The DB class 140 electric locomotive (Märklin model 3331) is an appropriate unit for these tank cars and can be found on page 58.

Heavy Duty Freight Cars

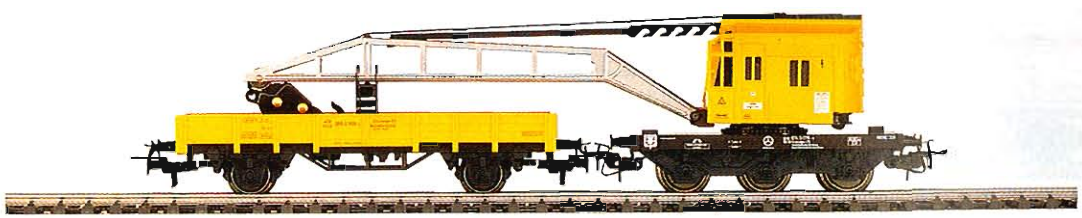
German Federal Railroad (DB)

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 0580

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 0530





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 0530





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 0530

Refrigerator Cars

Italien State Railways (FS)

N HOBBY

44172 Refrigerator Car.
Privately owned by Forst Brewery, Inc., Meran, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580





NEM

4733 Refrigerator Car.
Privately owned by INTERFRIGO. Finely detailed reproduction of the mechanical gear and the generator with drive shaft. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 0580

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.



NEM

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 0580

The Swiss Federal Railways class 460 electric locomotive (Märklin models 3460/3760, see page 74) is the appropriate unit for these refrigerator cars.



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 sleep 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 0580

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 2950





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 2950

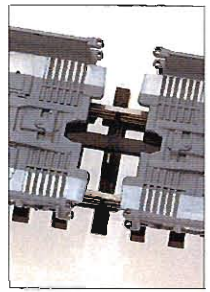
4841 Depressed Floor Flat Car for Truck Transport.
Saadkms 690 for "Rollende Landstraße" Car Association. Intermediate car without buffer beams. Loaded with a tank trailer truck (Herpa model). Lettered for DEA Petroleum Oil Company, Inc., Hamburg, Germany. Chock blocks for trucks and special coupler for depressed floor flat cars included. Length 21.4 cm (9-1/8").
DC wheel set 43 2950

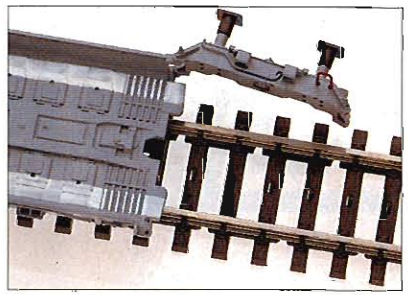


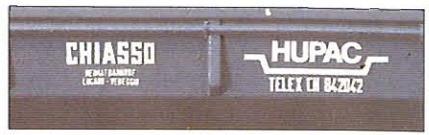


Swiss Federal Railways (SBB)

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 2950





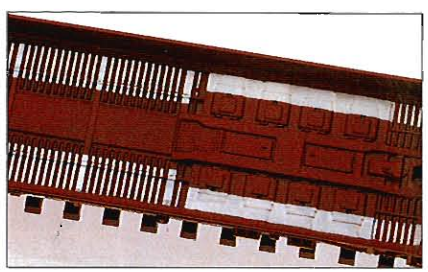




Austrian Federal Railways (ÖBB)







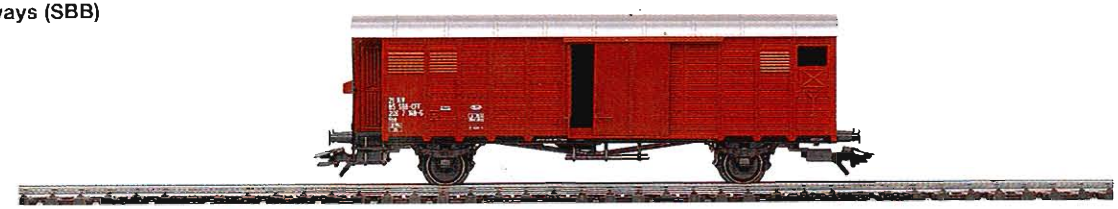
4797 "Depressed Floor Flatcars for Truck Transport" Set.
Consists of 2 Saadkms depressed floor flatcars. Included in this set of cars: 2 buffer beams that can be installed on the cars, 4 chock blocks for trucks, 2 special couplers that serve as a connection between the depressed floor flatcars, 2 special close couplers for coupling to cars with standard couplers.
Total length 45.2 cm (17-3/4").
DC wheel set 43 2950

The "Rollende Landstraße" trains are hauled by the class 243 electric locomotive (Märklin models 3443, 3743, see page 62).

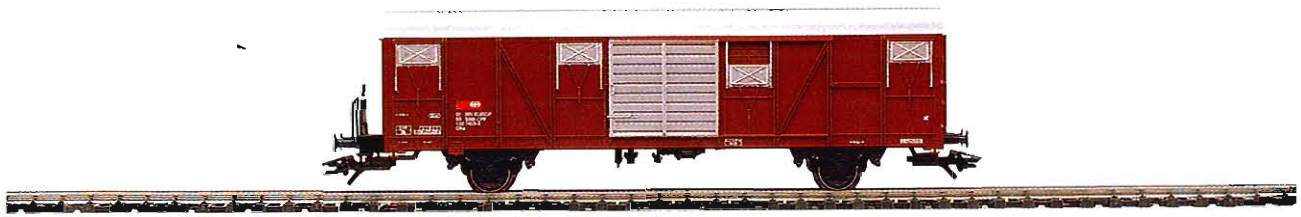


Freight Cars

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 0580



4727 Boxcar.
Type Gbs. Separately applied brakeman's platform. Length over buffers 16.8 cm (6-5/8").
DC wheel set 70 0580



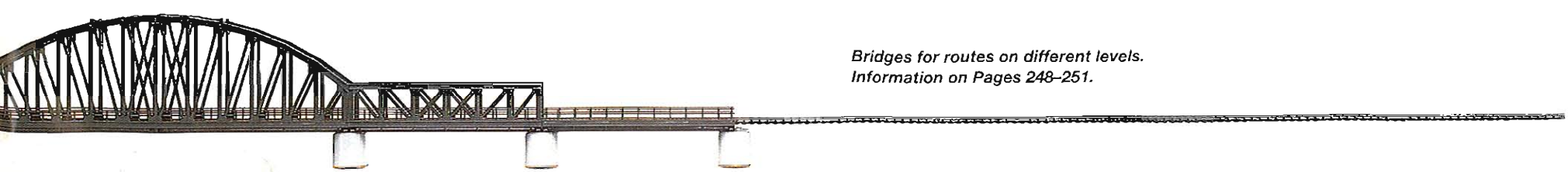
4718 Gondola.
Eaos. Length over buffers 16.1 cm (6-1/2").
DC wheel set 70 0580



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 0580



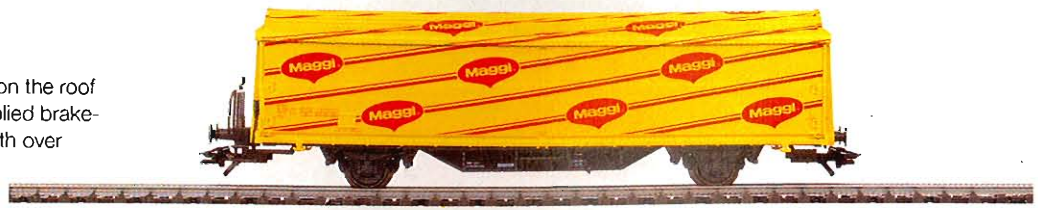


Bridges for routes on different levels.
Information on Pages 248–251.

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 0580



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 0580

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 75.



Freight Cars

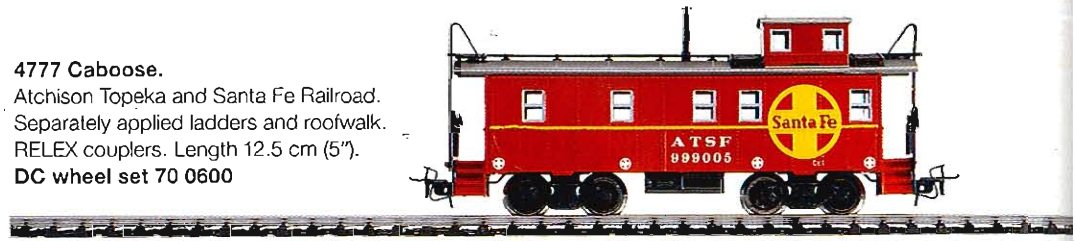
The privately owned railroads in the USA recognized much sooner than their state-owned European counterparts the immense amount of advertising space rolling day and night through the states in the form of their freight cars. Hence, the colorful variety of company colors for the individual railroads.

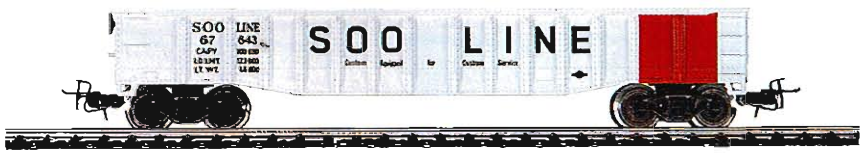
For the most part the cars can be used freely from coast to coast, as in Europe. Otherwise, frequent freight transfers would make transport times so long, that the railroads would not have a chance against trucks.

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) ot their respective companies.

American Freight Cars

4777 Caboose.
Atchison Topeka and Santa Fe Railroad. Separately applied ladders and roofwalk. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 0600





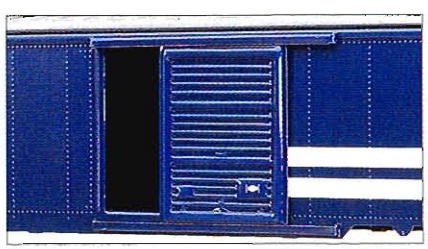
4774 Gondola.
"SOO LINE" Railroad. Load area picked out in gray. RELEX couplers. Length 17.0 cm (6-5/8").
DC wheel set 70 0600

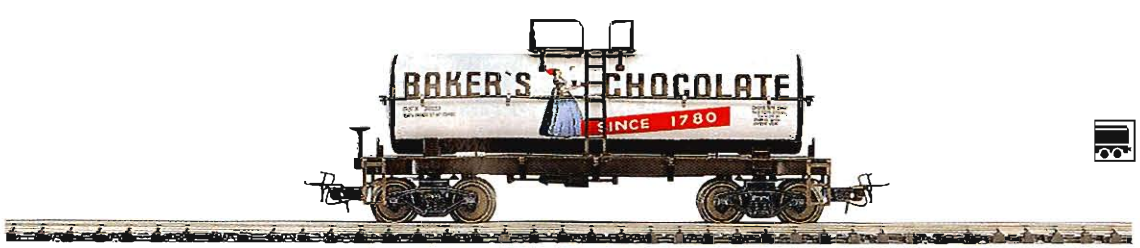
4773 Boxcar.
Privately owned car of the Rail Box Freight Car Company. Sliding doors that can be opened. Separately applied ladders and roofwalk, RELEX couplers. Length 18.4 cm (7-1/4").
DC wheel set 70 0600





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 0600

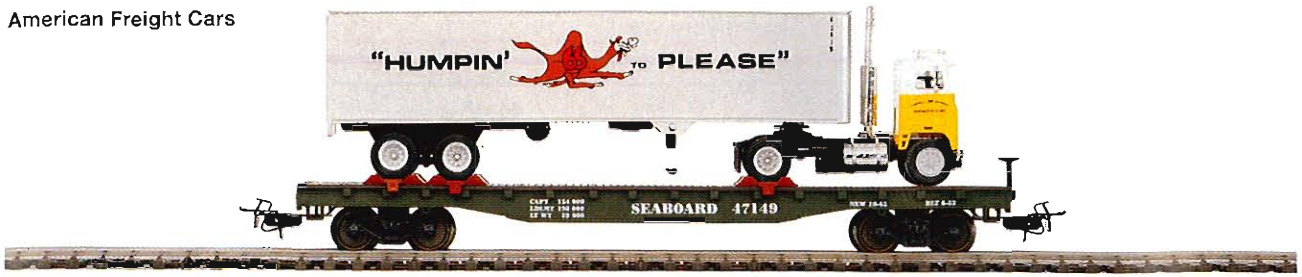




4864 Tank Car.
Tank car with the design and lettering for Baker's Chocolate. Detailed open frame. Dome, ladders, platforms and grabirons separately applied. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 0600

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

American Freight Cars

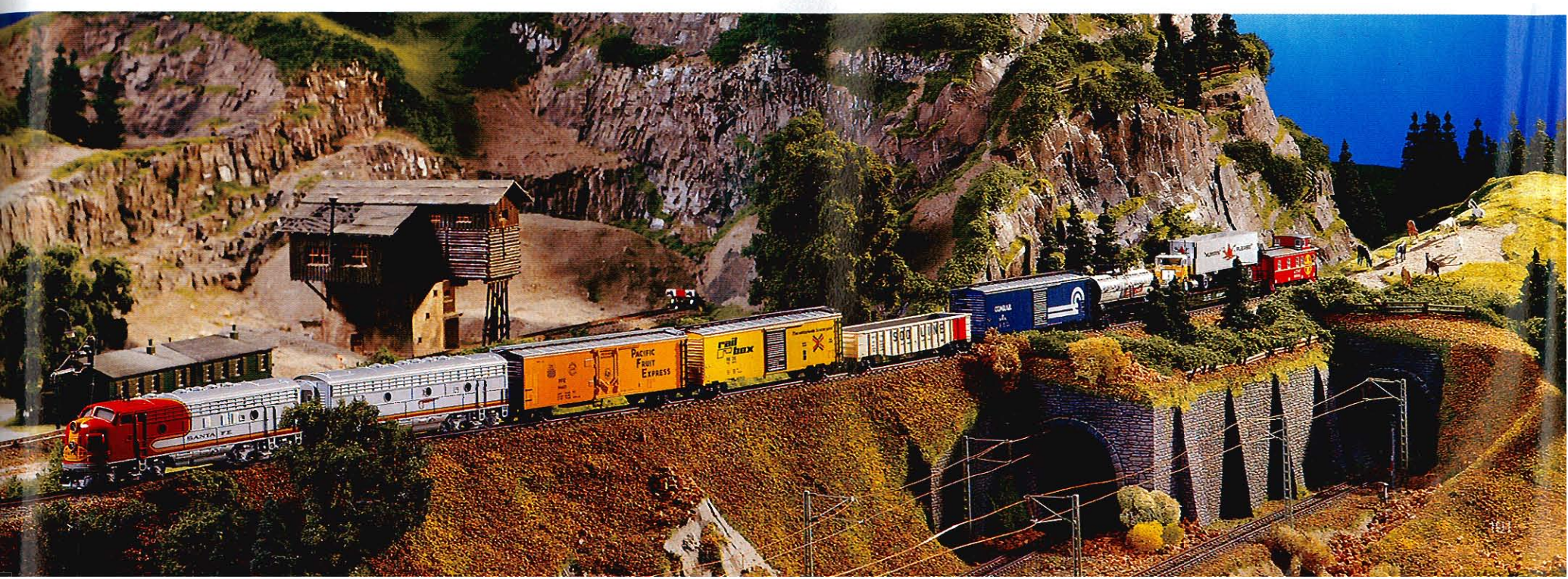


4865 Flat Car.
Flat car lettered and painted for "Seaboard Air Line Railroad". Model of an American truck (Herpa model) as a load. Chock blocks for truck included. RELEX couplers. Length 19.1 cm (7-1/2").
DC wheel set 70 0600



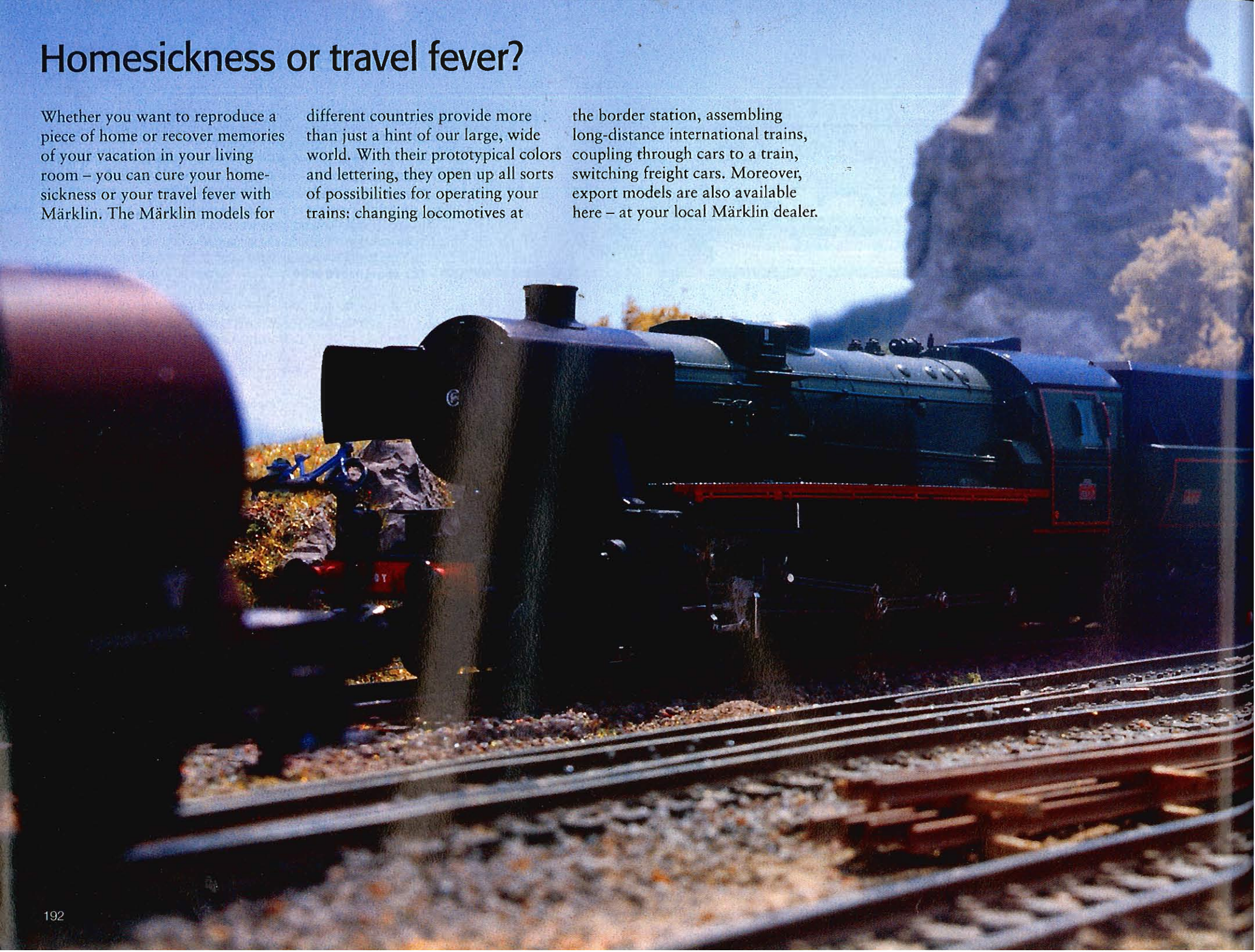
47780 Mechanical Refrigerator Car.
Pacific Fruit Express Company refrigerator car of the Southern Pacific / Union Pacific Railroads. Separately applied ladders and roofwalk. RELEX couplers. Length 18.6 cm (7-5/16").
DC wheel set 70 0600

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 51.



Homesickness or travel fever?

Whether you want to reproduce a piece of home or recover memories of your vacation in your living room – you can cure your homesickness or your travel fever with Märklin. The Märklin models for different countries provide more than just a hint of our large, wide world. With their prototypical colors and lettering, they open up all sorts of possibilities for operating your trains: changing locomotives at the border station, assembling long-distance international trains, coupling through cars to a train, switching freight cars. Moreover, export models are also available here – at your local Märklin dealer.





Export Models for Switzerland

Märklin is the company that made metal construction sets popular along with model trains. It thus makes sense that this Göppingen company is now bringing out a locomotive in the metal construction set look. The locomotive is a Swiss Southeast Railroad (Südostbahn or SOB) Re 446 447-5. The metal construction set locomotive was formally dedicated on June 8, 1996 in Chambrelien in the Swiss Jura area on the occasion of a special Märklin excursion with several hundred railroad enthusiasts.



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

34302 Electric Locomotive.
Southeast Railroad (SOB) class 446. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.1 cm (7-1/8").

37302 Same as 34302, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.



SOB 446



Digital locomotives can also be run on conventional layouts.

460



34611 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. Prototypically correct signal horns. Length over buffers 21.3 cm (8-3/8").

HAMO

38611 Same as 34611, but in HAMO version for two-rail DC systems.

460



34612 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. Prototypically correct signal horns. Length over buffers 21.3 cm (8-3/8").

HAMO

38612 Same as 34612, but in HAMO version for two-rail DC systems.

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

460



34613 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. Prototypically correct signal horns. Length over buffers 21.3 cm (8-3/8").

HAMO

38613 Same as 34613, but in HAMO version for two-rail DC systems.

460



34614 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior detailing. Prototypical warning horns. Length over buffers 21.3 cm (8-3/8").

HAMO

38614 Same as 34614, but in a HAMO version for 2-rail DC systems.

460



34615 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior detailing. Prototypical warning horns. Length over buffers 21.3 cm (8-3/8").

HAMO

38615 Same as 34615, but in a HAMO version for 2-rail DC systems.

Export Models for Switzerland

Re 4/4ᴵᴵ



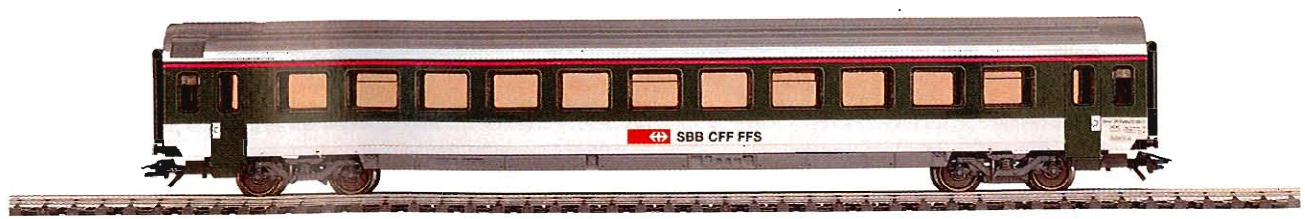
34341 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4ᴵᴵ. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Prototypically correct round headlights. Engineer's cabs and engine room with interior details. Length over buffers 17.1 cm (6-3/4").

37341 Same as 34341, 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.

Swiss Federal Railways (SBB)

42151 Salon Coach.
Mark IV "Salon Confort" special car ("Papal Car"). Ready for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580





46051 Boxcar.
Type K3. With brakeman's cab. Sliding doors that open. Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0580



46052 Boxcar.
Type X. With brakeman's cab. Sliding doors that open. Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0580

Swiss Federal Railways (SBB)



47612 Silo Container Car.
Type Ucs. Metal ladders and brakeman's platform. With dual language lettering in German and French. Length over buffers 10.0 cm (4").
DC wheel set 70 0580

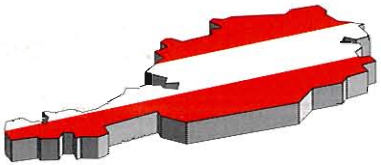
48341 Sliding Wall Boxcar.
Type Hbils. With brakeman's platform. Length over buffers 16.8 cm (6-5/8").
DC wheel set 70 0580





47422 "DANZAS" Car Set.
Set consists of 2 different design freight cars. 1 container car, loaded with 2 removable 20 ft. containers. 1 tank car. Total length 35.2 cm (13-7/8").
DC wheel set 70 0580

Both cars in a special version.
Not available separately.



Export Models for Austria

33221 Electric Locomotive.
Austrian Federal Railways (ÖBB) class 1020. With built-in DELTA-module. 3 axles powered. 4 traction tires. Electronic reverse unit. 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.

1020



In 1996 all of Austria will be celebrating the millennium anniversary of its name. In 996 Emperor Otto III granted to the Bishop of Freising several dominions in what is present day Lower Austria. In the grant deed the land received by the Bishop was documented for the first time as "Ostarrichi", or Austria (Österreich in German).

996 – 1996

Österreich

Märklin is producing a whole series of interesting Austrian models on the occasion of this millennium.

Austrian Federal Railways (ÖBB)

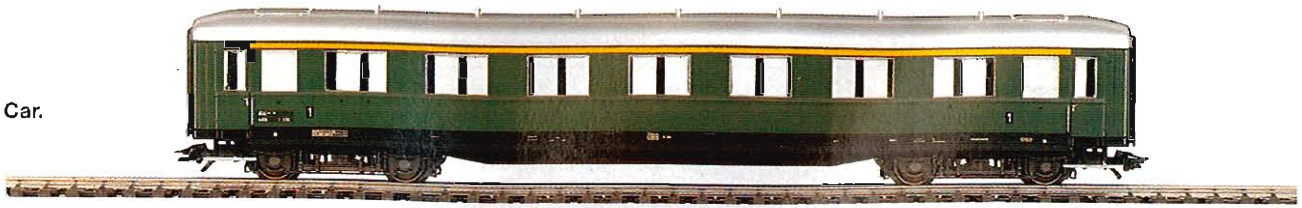


47521 Petroleum Oil Tank Car.
Privately owned by VTG, United Tank Storage and Transport, Inc., Vienna, Austria, used on the ÖBB. Detailed, open frame. Length over buffers 18.0 cm (7").
DC wheel set 70 0580

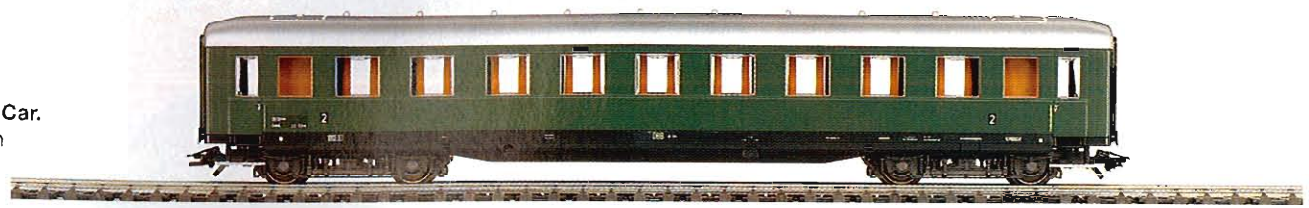
47671 Flatcar.
Privately owned, used on the ÖBB. Loaded with 5 removable milk tank containers. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580



Austrian Federal Railways (ÖBB)

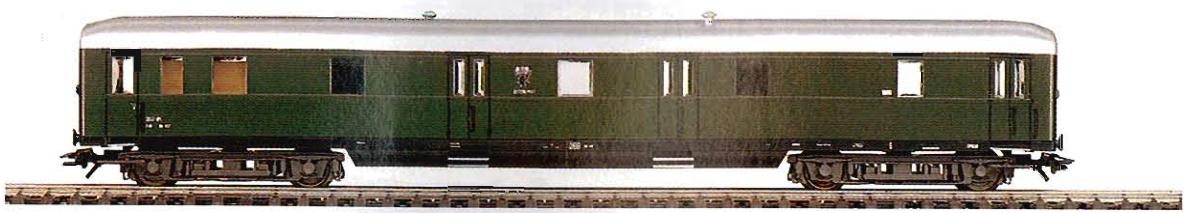


43207 Express Train Passenger Car.
A4üh skirted car. 1st class. Length over buffers 25.1 cm (9-7/8").
DC wheel set 70 0580



43227 Express Train Passenger Car.
B4üh skirted car. 2nd class. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 0580

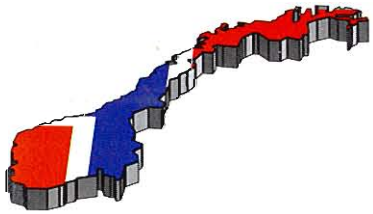
Austrian Postal System



43267 Mail Car.
F4h skirted car. Length over buffers 26.3 cm (10-3/8").
DC wheel set 70 0580

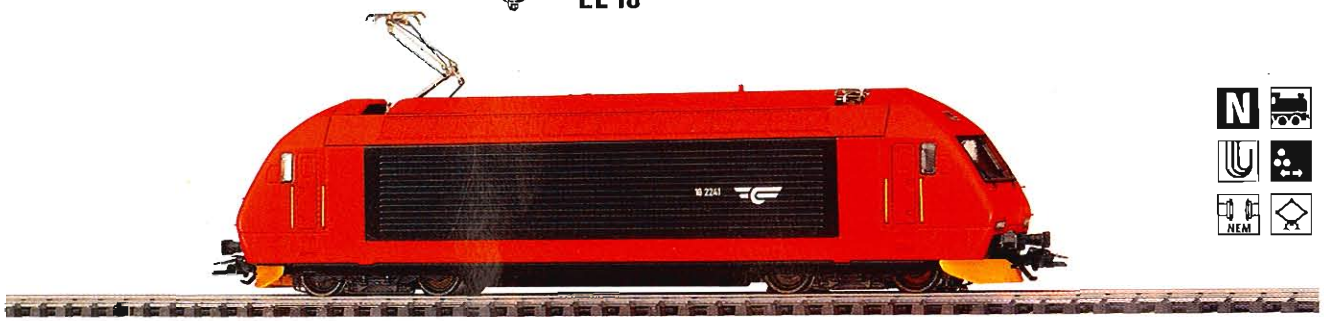
The Austrian Federal Railways (ÖBB) class 1043 electric locomotive (Märklin model 33221, see page 198) is the appropriate unit for the ÖBB freight cars.





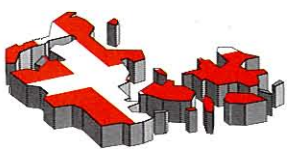
Export Model for Norway

NSB **EL 18**



34635 Electric Locomotive.
Norwegian State Railways (NSB) class EL 18. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. Length over buffers 21.3 cm (8-3/8").

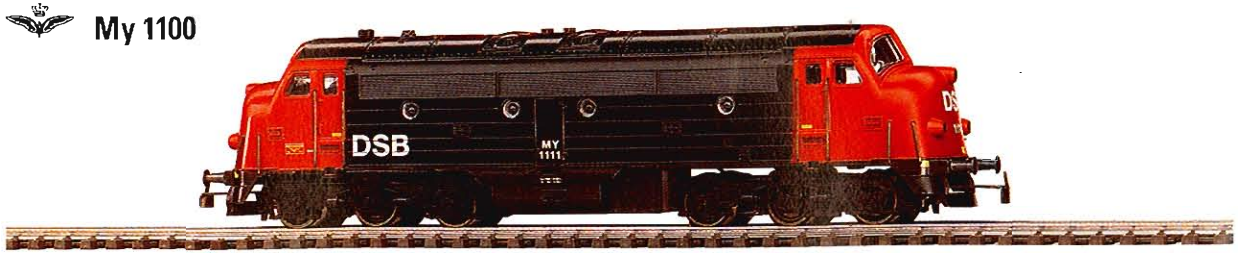
Available starting the first quarter of 1997



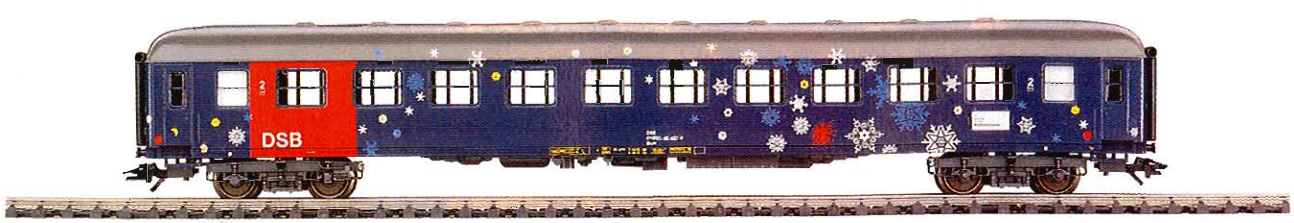
Export Models for Denmark

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

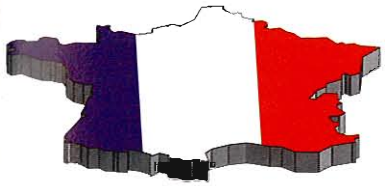
My 1100



34662 General Purpose Diesel Electric Locomotive.
Danish State Railways (DSB) class My 1100. With built-in DELTA module. 3 axles powered. 4 traction tires. Electronic reverse unit. Coupler hooks. Length over buffers 20.5 cm (8-1/16").



42691 Slumber Coach.
Danish State Railways (DSB) type Bcm. Ready for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580



Export Models for France

märklin HO

150 Y

34157 Freight Locomotive with Tender.
French State Railways (SNCF) class 150 Y. 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. Close coupling between locomotive and tender. Standard coupler pocket at the front, close coupler with guide mechanism on the tender. 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).

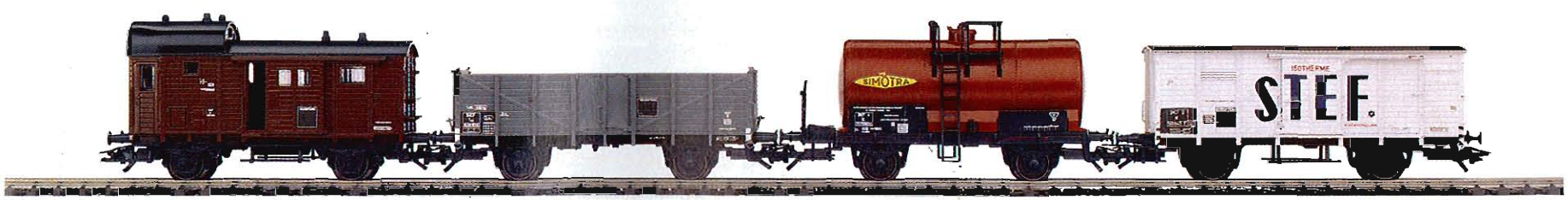
This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.



47892 "SNCF around 1955" Freight Car Set.
Set consists of 4 different design French State Railways (SNCF) cars: 1 freight train baggage car, sliding doors that open. 1 boxcar, sliding doors that open. 1 tank car. 1 gondola. Total length 42.2 cm (16-39/64").

DC wheel set 2 x 70 0270
6 x 70 0580

All cars in special version.
Not available separately.



Export Models for Belgium

Ⓑ 54



34661 General Purpose Diesel Electric Locomotive.
Belgian State Railways (NMBS/SNCB) class 54. With built-in DELTA module. 3 axles powered. 4 traction tires. Electronic reverse unit. Coupler hooks. Length over buffers 20.5 cm (8-1/16").

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

Ⓑ 16



33631 Four-System Electric Locomotive.
Belgian State Railways (NMBS/SNCB) class 16. With built-in DELTA module. 3 axles powered. 4 traction tires. Electronic reverse unit. 3 different pantographs. Length over buffers 19.4 cm (7-5/8").

Named after the 15th century Flemish painter Hans Memling, the EuroCity 48/49 "Memling" operates between Oostend and Dortmund. It makes a striking impression on this route with its characteristic silver-gray, red and blue painted cars. Until recently there was no locomotive in a suitable color scheme for this train, until Märklin of Belgium decided to sponsor such a paint scheme on an SNCB class 16 locomotive. The 1602 with a Märklin logo operates in the train running in the opposite direction from Dortmund to Oostend and will be in use until the year 2000 as another Märklin advertising locomotive.

The appropriate "Memling" cars (item no. 4351 and 4352) are being offered again with different car numbers.



47581 Pressure Gas Tank Car.
Privately owned by GANDAGAS Company, used on the Belgian State Railways (NMBS/SNCB). Detailed, open frame. Length over buffers 18.0 cm (7").
DC wheel set 70 0580

Belgian State Railways (NMBS/SNCB)



4351 Eurofima Express Train Passenger Car.
Type A9. 1st class. Car number different from earlier model. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

The 4351 and 4352 cars have adjustable buffers and are ready for installation of 7319 current-conducting couplers.

The Belgian State Railways class 16 electric locomotive (Märklin model 33631, see page 202) along with the Eurofima express train passenger cars (Märklin models 4351 and 4352) in the same color scheme reproduces the EuroCity train "Memling".



4352 Eurofima Express Train Passenger Car.
Type B11. 2nd class. Car number different from earlier model. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580



Export Models for Luxembourg "50 Years of the CFL"

Trains around the clock

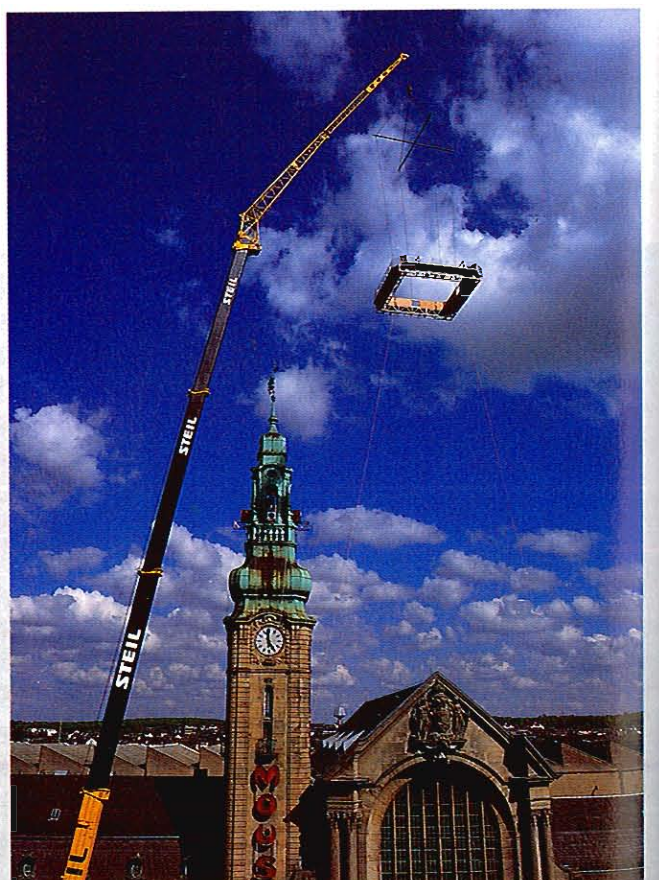
The venerable clock tower of the Luxembourg main station had to endure a spectacle of a special sort.

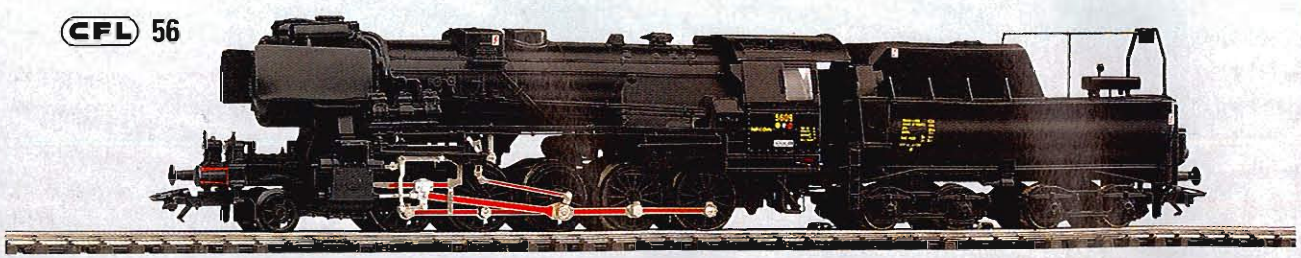
On the occasion of the 50th anniversary of the Société des Chemins de Fer Luxembourgeois (CFL) a "rim" was fitted to this landmark of the city. At a height of 30 meters (approx. 98 feet) eight H0 model railroad trains ran around the clock tower on a 1.7 metric ton (1.87 tons) construction of steel, wood and plexiglass from May 24 to June 14, 1996 on the way to a new fantastic model railroad record.

On June 7, 1996 at 10:30 AM the first locomotive, taking into account its scale, had circled the world for the first time. 460 track kilometers (approx. 288 miles) translated into 40,000 equatorial kilometers (25,000 miles). And since the trains were keeping up without technical problems, the run was continued without interruption.

When the layout was finally stopped on June 14, 1996, the model of the SNCB class 16 was able to produce a record breaking real run of 953 kilometers 208 meters (595 miles 3,986 feet) – and serviced with only a few drops of oil. In scale terms more than twice around the world – truly a global achievement. Six of the seven other locomotives had circled the earth well over one time in scale terms.

The platform was under continuous video surveillance and the images were transmitted directly into the main hall of the station so that the Luxembourgers could follow this spectacle up in the air. More than 3,000 meters (over 9,842 feet) of wire and cable were laid by the 20 volunteers just to control the locomotives on the platform and to transmit the video images down below.

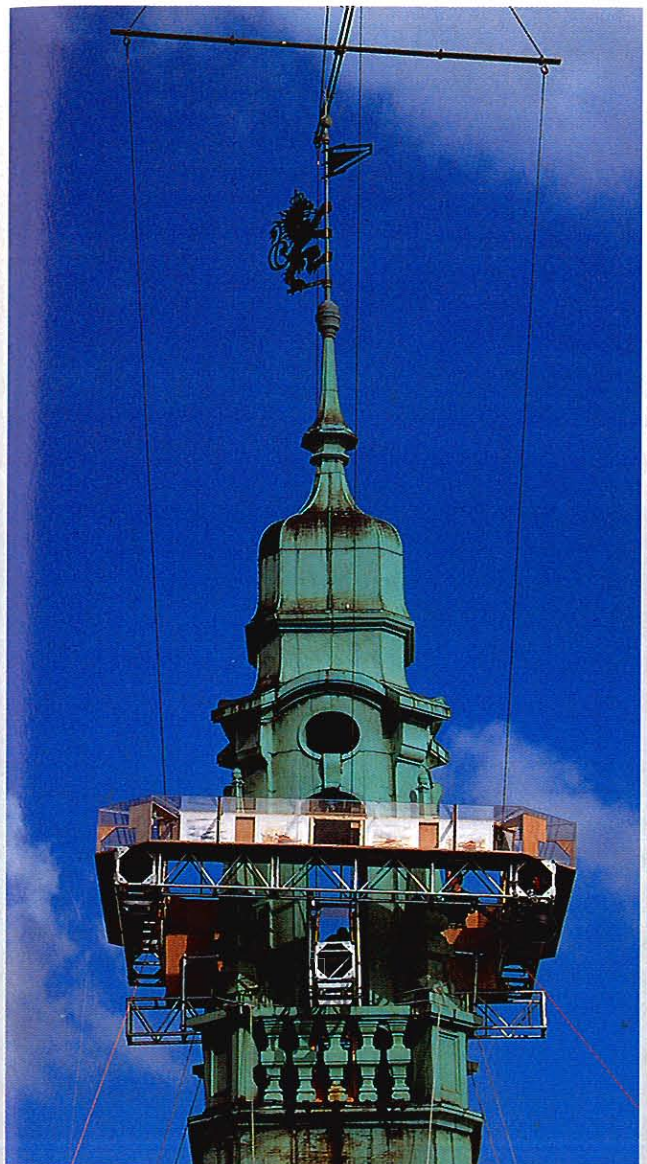




N

34158 Freight Locomotive with Tender.
Luxembourg State Railways (CFL) class 56. With built-in DELTA module. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling the 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).

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







43971 "50 Years of the CFL" Passenger Car Set.
Set consists of 4 different design Luxembourg State Railways (CFL) cars: 1 baggage car, 1 three-axle compartment car, 1 two-axle compartment car, 1 branchline car. Total length 60.8 cm (24").
DC wheel set 2 x TRIX 66691
7 x 70 0580

All cars in special version.
Not available separately.

Export Models for the Netherlands

The PTT railcars have been used since 1965 in express postal traffic for the Dutch State Railways (NS). With an empty weight of 52 metric tons (approx. 57 tons) these units can haul 15 metric tons (approx. 16.5 tons) of mail. Postal boxcars are coupled to these railcars on demand to increase load capacity. With 2 motors each developing 236 horsepower this type of railcar can reach a maximum speed of 140 km/h (approx. 88 mph).



33891 PTT Postal Railcar.
Dutch State Railways (NS) class mP 3000.
With built-in DELTA module. 2 axles powered.
4 traction tires. Electronic reverse unit.
Length over buffers 27.0 cm (10-5/8").

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

46271 "PTT Postal Railcar" Freight Car Set.
Set consists of 2 Dutch State Railways (NS) boxcars. Provides prototypical complement to the 33891 postal railcar. Total length 23.4 cm (9-1/4").
DC wheel set 70 0580

Both cars in special version. Not available separately.





46242 "Limestone Hopper Car" Freight Car Set.
Set consists of 2 type Fals hoppers cars. Total length 27.0 cm (10-5/8").
DC wheel set 70 0580

Both cars in special version.
Not available separately.

Dutch State Railways (NS)

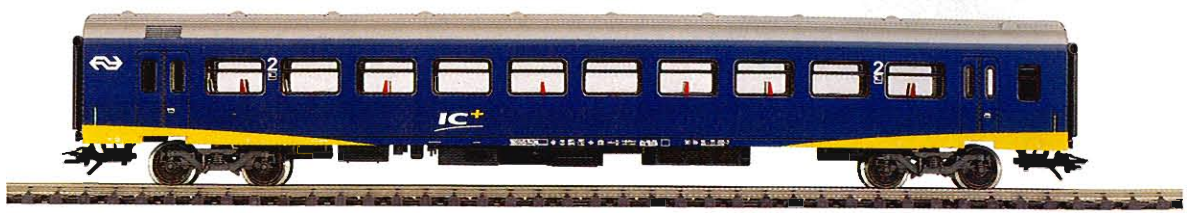
42641 Express Train Passenger Car.
Intercity Plus car. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580



The 42641 and 42642 cars have adjustable buffers and are ready for installation of the 7319 current-conducting coupler.

The Dutch State Railways (NS) class 1700 electric locomotive (Märklin model 3326, see page 72) is an appropriate unit for the NS InterCity Plus coaches.

The 33891 PTT Postal railcar can be prototypically supplemented with the 46271 freight car set.



42642 Express Train Passenger Car.
Intercity Plus car. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

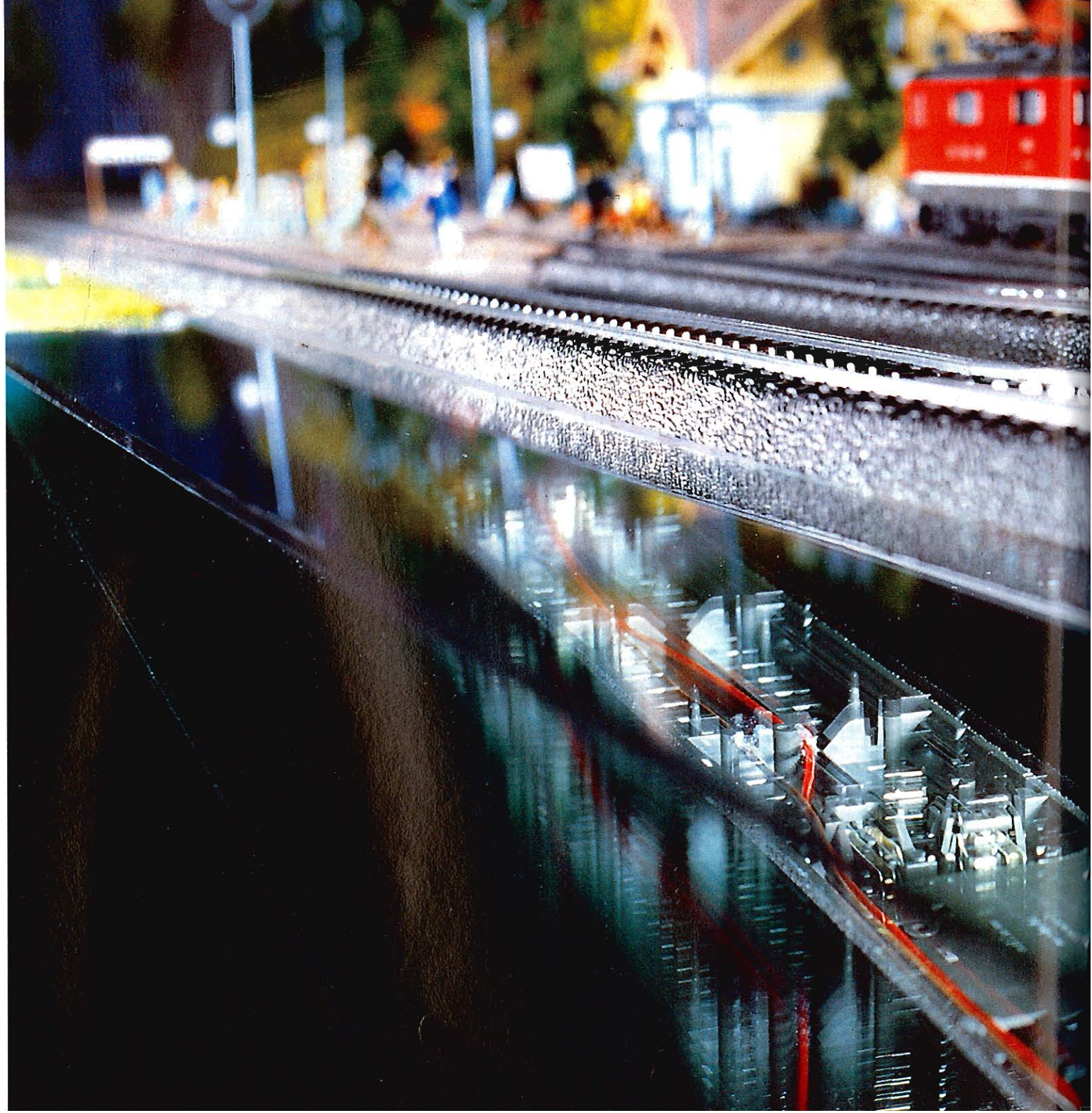


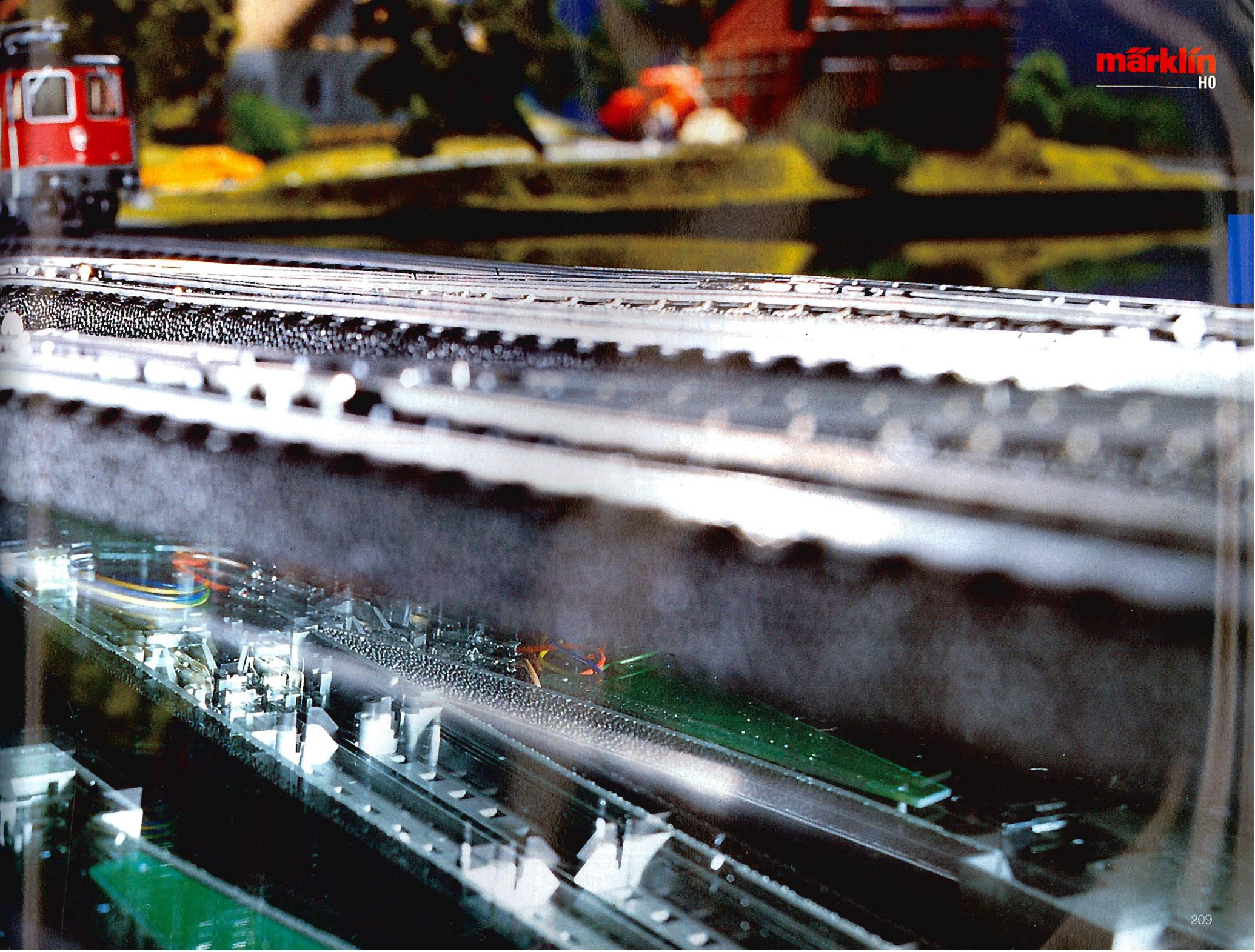
Layout Building

The world in which we play.

Model railroaders create their own world for themselves. This world is not easily recognizable from the outside, most of all in the case of children. Put some track together, pile up sofa pillows to make mountains and arrange chairs to make a primeval forest – your imagination takes care of the rest. At the other end of the spectrum is the model railroader's carefully planned layout, lovingly built down to the last detail. And then there are the operators or the technology freaks for whom detailed, prototypical schedules and automated functions are more important than scenery.

Everyone plays in his own world in his own fashion. And everyone will find the right technology and accessories for this in the Märklin program.





Tips, Tricks and a Lot of Good Ideas

Literature for layout planning in H0

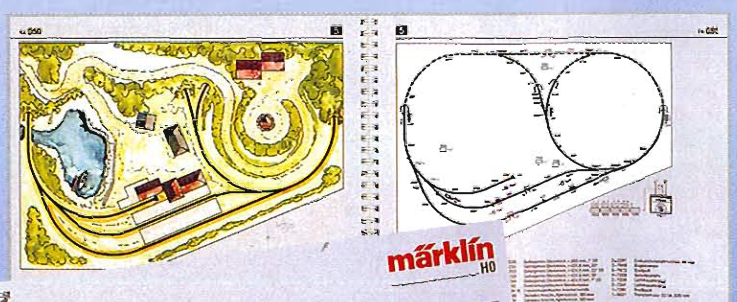
You don't have to discover for the first time what others already know. It is not quite so easy to devise the routes for a layout to enable a variety of operations. A good source of information is useful if your available space is limited and the layout is to be a semi permanent or permanent installation. In the Märklin Library we have books and videos (European VHS system only) that can give you valuable information about planning, construction and operation of a model railroad. Of course, you can change our track plans any way you like to fit your ideas and available space. If you want to make it totally different, however, you will still profit from the experiences that our authors already have behind them.



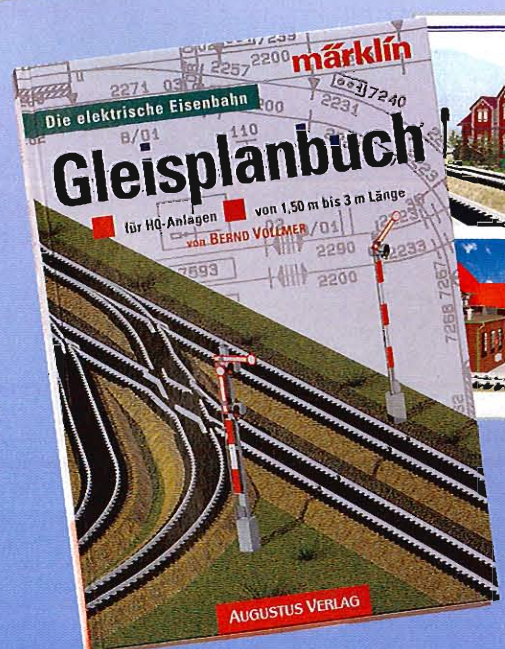


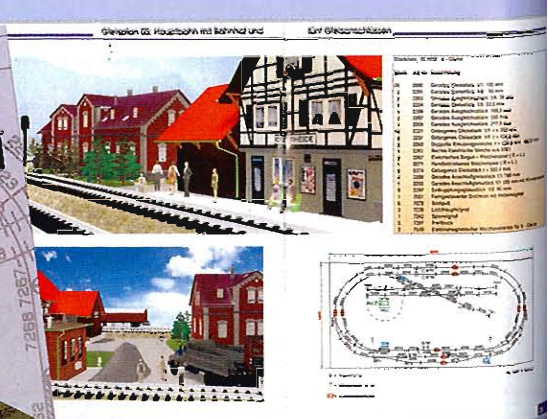
N

07450 KOMBI –
Step by step to a model railroad with K Track.
Introduction into the Märklin KOMBI starter program in H0 for K Track. The ease of using the K Track system is covered in this book as well as the basics for setting up and constructing a model railroad. Twenty track plans that for the most part have never been published are presented in this book. These are plans that can be built with the KOMBI track program. Format 21.0 x 29.7 cm (8-1/4" x 11-11/16"). German text only.



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.



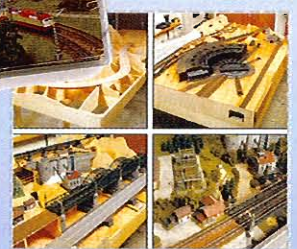
0329 Book "H0 for Beginners" by Bernd Schmid.
Planning, building and playing. From the starter set to DELTA multi-train operation. 160 pages with numerous color illustrations, drawings and plans. Format 21 x 29.7 cm (8-1/4" x 11-11/16"), bound. ISBN 3-8043-0310-2. German text.





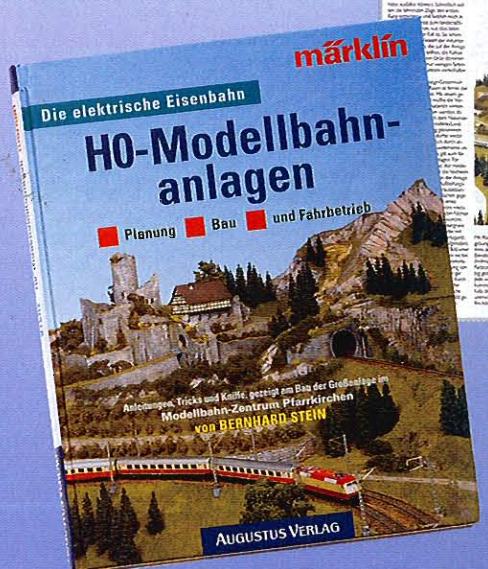


0276 Video I "H0-Modellbahnanlagen – Planung, Bau und Steuerung" by Bernhard Stein.
("H0 Model Railroad Layouts – Planning, Construction and Control" by Bernhard Stein) Instructions, tricks and tips are shown in the construction of a large layout in the Pfarrkirchen (Germany) model railroad center. Playing time about 45 minutes. German narration only. European VHS only. ISBN 3-8043-4000-8.



0277 Video II "Faszination des Fahrbetriebs" by 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.





0336 Book "H0-Modellbahnanlagen – Planung, Bau und Fahrbetrieb" by 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.

Additional planning aids and helpful books can be found on the following pages:

Page 5: *0301 Märklin as an Investment*

Page 225: *0209 Track planning stencil for M Track*

Page 225: *0230 Track planning kit for M Track*

Page 229: *0210 Track planning stencil for K Track*

Page 231: *0231 Track planning kit for K Track*

Page 260: *0716 Electrical Manual*

Page 260: *0733 Service Manual H0*

Page 265: *0308 (0308A in North America) Book "Getting Started with Märklin Digital – the multi-train control system".*

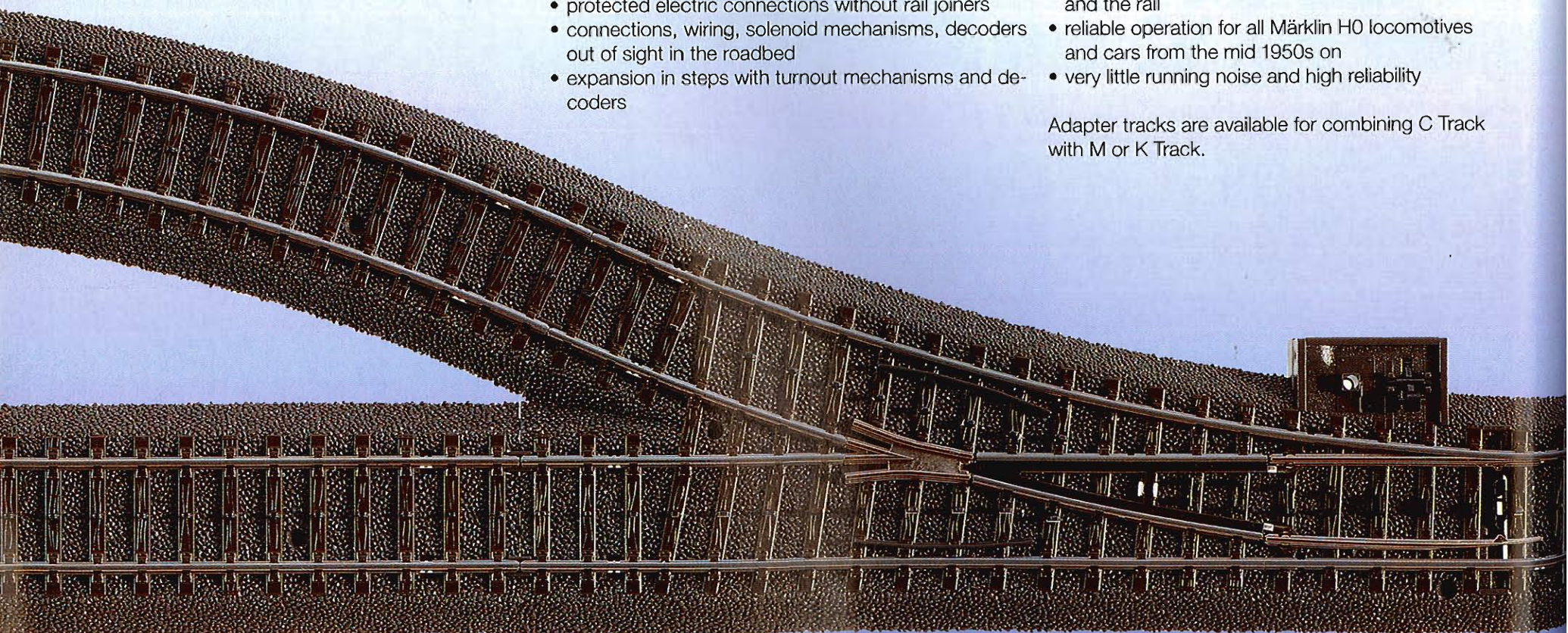
The Solution to an Impossible Task

C Track

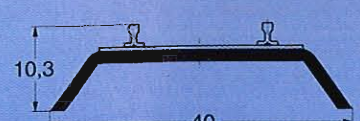
The new C Track is sturdy, electrically reliable and realistic in appearance. It will satisfy children as well as demanding adult model railroaders, which means we have succeeded in solving what most people would consider a problem with no solution. The details of this solution:

- reliable Märklin system with stud contact center conductor
- mechanically sturdy click connections for fast setup and takedown
- finely detailed plastic roadbed that can be stepped on
- protected electric connections without rail joiners
- connections, wiring, solenoid mechanisms, decoders out of sight in the roadbed
- expansion in steps with turnout mechanisms and decoders
- any track can serve as a feeder track
- optimal geometry requires fewer parts and adjustment sections
- adapter tracks to the M and K Track
- realistic appearance with low rail cross section
- solid rails with air space between the roadbed and the rail
- reliable operation for all Märklin H0 locomotives and cars from the mid 1950s on
- very little running noise and high reliability

Adapter tracks are available for combining C Track with M or K Track.



The track sections are 40 mm (1-9/16") wide. 40 mm (1-9/16") must therefore be subtracted in each instance from the indicated center-to-center spacings to produce clearance.



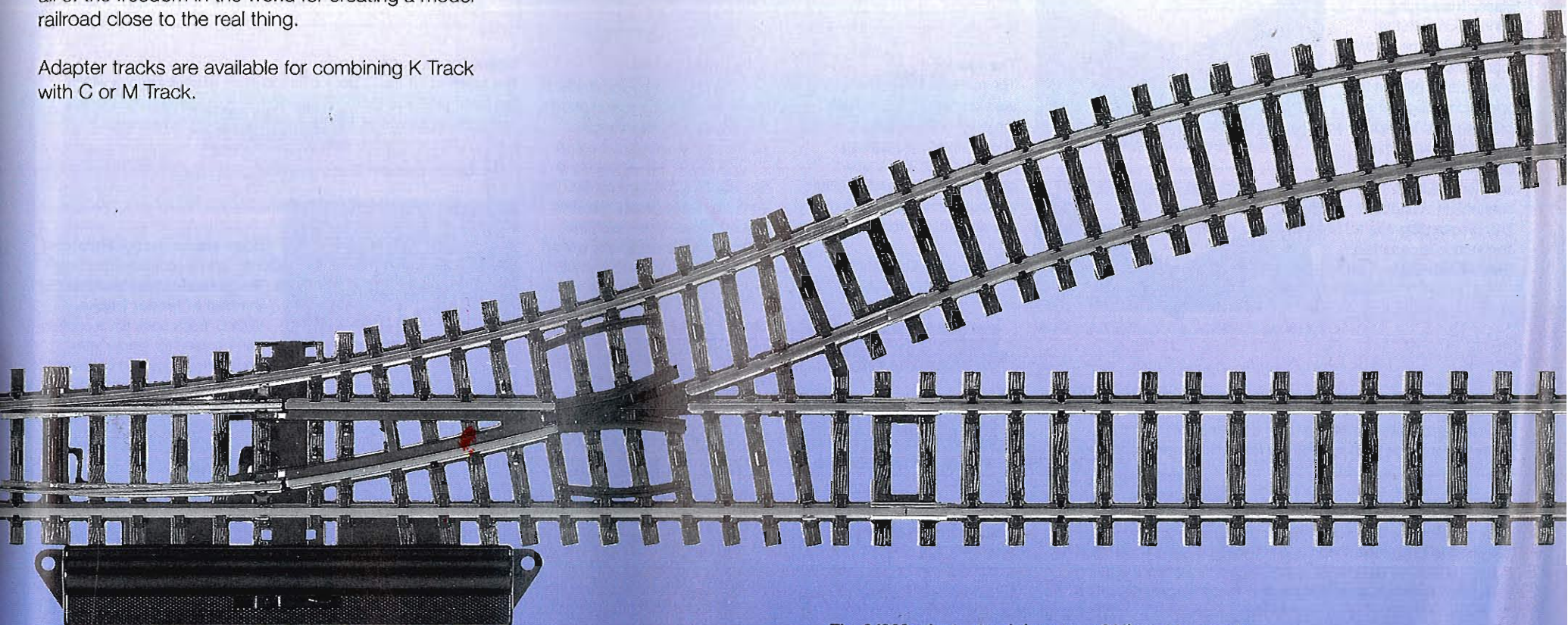
The 24922 adapter track (see page 216) is available for anyone wanting to combine C Track with K Track.

The 24951 adapter track (see page 216) enables you to combine C Track and M Track.

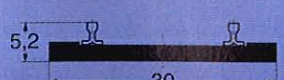
K Track

K track offers the demanding model railroader a multitude of possibilities for sweeping main lines and prototypical layout construction. Elegant routes, close parallel track spacing, and gentle curves can be achieved with five track radii, flex track, wide radius turnouts and crossings. The prototypical solid rails, finely detailed ties without roadbed and the ability to install turnout mechanisms below the baseboard offer all of the freedom in the world for creating a model railroad close to the real thing.

Adapter tracks are available for combining K Track with C or M Track.



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 24922 adapter track (see page 216) enables you to combine K Track and C Track.

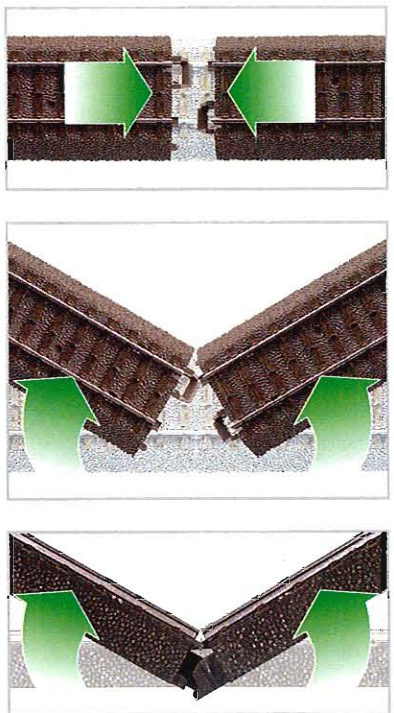
The 2291 adapter track (see page 229) is available for anyone wanting to combine K Track with M Track.

K

The new C Track: With a "Click" into the new millennium.

The track for building and playing.

The plug-in connection with the "Click".
The unique plug-in connection is the key feature of C Track: just a slight push with your hands – the mechanical and electrical connection is simultaneously made and safely locked in place. The locking connection with the "Click" holds the tracks together on the layout in a way that is reliable for operation and geometrically precise. To separate the tracks, simply bend them against one another; the lock connection is undone. This unique plug-in connection is patented (DBP 40 33 440).



Setup in no time at all.
Even larger layouts can be set up in a few minutes with the ready-to-run track sections and the fast locking connection.

Sturdy and long-lasting.
The track and its roadbed are made of high quality materials designed to keep their shape and sustain heavy loads. C Track is durable and is almost indestructible even when it is put together and take apart constantly or subjected to the hardest operation.

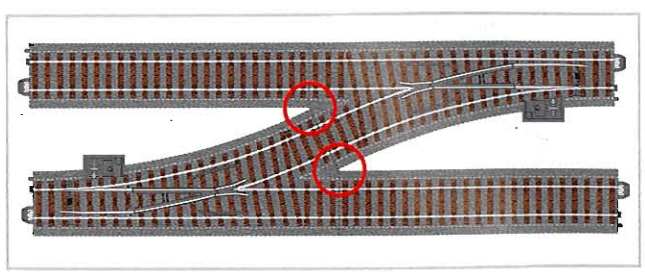
The track to meet most people's demands.



The roadbed.
The roadbed for the track has a striking ballast structure in the color of aged basalt ballast. The width of the roadbed (40 mm / 1-9/16") enables any and all track combinations without the necessity of cutting the slope of the roadbed.

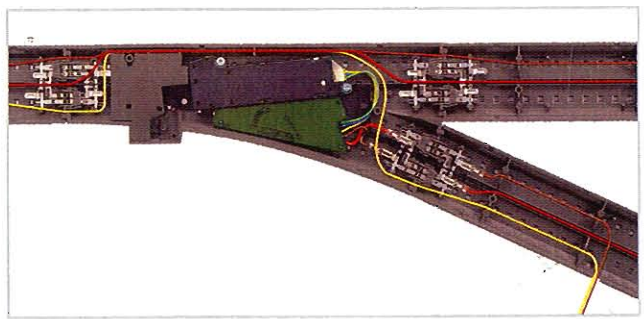


The striking profile.
The new profile rails are made of rust-free steel with a high degree of stability. The cross section with a profile height of 2.3 mm (3/32") (Code 90) almost corresponds to a scale rail profile. The rails are prototypically mounted with an airspace beneath the web of the rail.

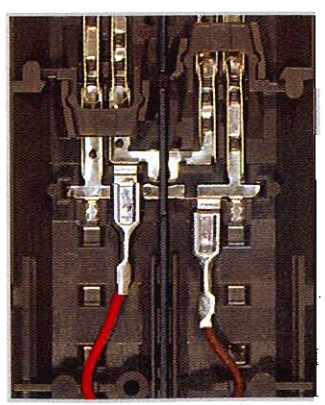


The finished track structure.
All sections of C Track are ready for installation; they require no additional handling or processing. The track structure does not have to be cut and above all does not have to be ballasted.

The track with "inner values".

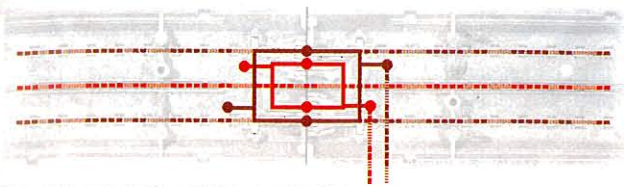


Space for all sorts of uses.
The roadbed for the C Track offers all sorts of useful space which has been prepared for the installation of electrical and mechanical components as well as for incorporation of a layout's wiring.

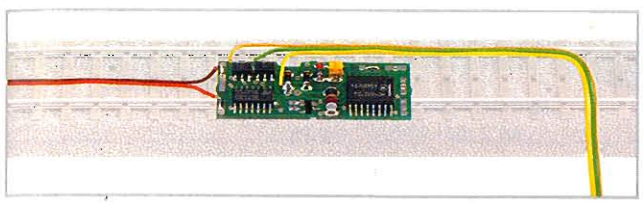


Track feeder connections instead of feeder tracks.
With C Track each track section can be used for feeder wire connections, instead of having additional feeder tracks. The feeder wire set with standard spade connectors can be plugged directly onto the contact lugs present at both ends of each track section.

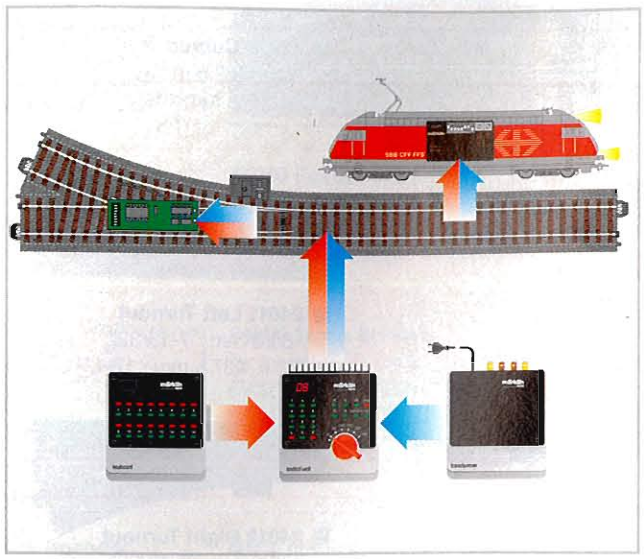
The track that conducts your data.



Requirements for digital operation.
The most important requirement for reliable operation of digital layouts was taken into consideration right from the start in the design of C Track: continuous, reliable contact for transmission of rapid digital data.



Digital decoders on the spot.
The small installation digital decoders for turnouts, signals and other digitally control accessories can be installed under the roadbed.



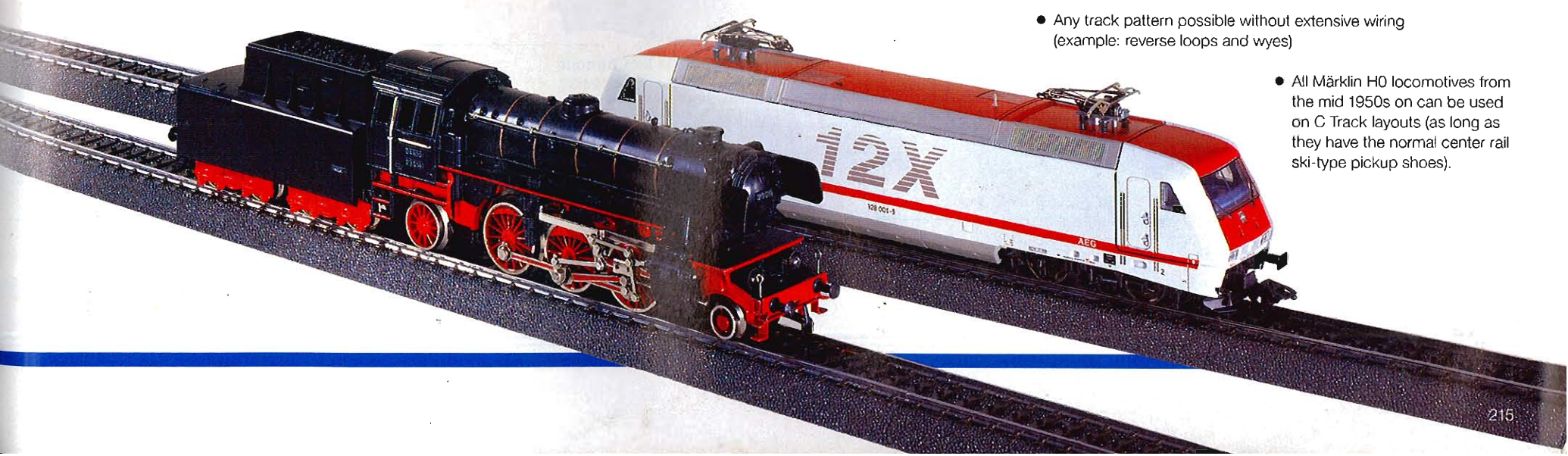
Power and data directly in the track.
C Track is perfectly designed for the way in which the Digital system functions: The electrical power and the digital data are constantly transmitted through the track.

The track that connects.



The Märklin H0 system.
The basic features of the Märklin system also apply to the new C Track program:

- Compatibility of the Märklin track systems with each other (adapter tracks to M and K Track)
- Reliable center rail operation
- Common ground for the running rails and for accessories
- Control with conventional Märklin transformers, in the DELTA multi-train control system or in the Märklin Digital system
- Compatibility of the wheel/rail geometry
- Any track pattern possible without extensive wiring (example: reverse loops and wyes)
- All Märklin H0 locomotives from the mid 1950s on can be used on C Track layouts (as long as they have the normal center rail ski-type pickup shoes).



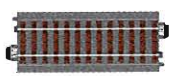
C Track Overview



■ **24188 Straight Track**
188.3 mm / 7-13/32"



■ **24172 Straight Track**
171.7 mm / 6-3/4"



■ **24094 Straight Track**
94.2 mm / 3-3/4"



■ **24077 Straight Track**
77.5 mm / 3-3/64"

Color coding:

- ■ Straight track, function tracks and crossings
- ■ Curved track from Radius 1 (R1)
- ■ Curved track and turnouts from Radius 2 (R2)



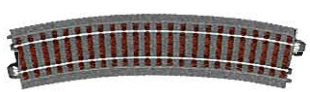
■ **24130 Curved Track**
R1 = 360 mm / 14-3/16" / 30°



■ **24115 Curved Track**
R1 = 360 mm / 14-3/16" / 15°



■ **24230 Curved Track**
R2 = 437.5 mm / 17-1/4" / 30°



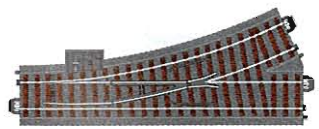
■ **24224 Curved Track**
R2 = 437.5 mm / 17-1/4" / 24.3°
(turnout branch)



■ **24215 Curved Track**
R2 = 437.5 mm / 17-1/4" / 15°



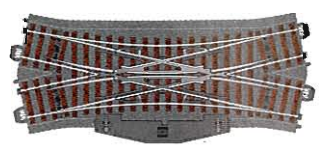
■ **24206 Curved Track**
R2 = 437.5 mm / 17-1/4" / 5.7°
(extends turnouts to 30°)



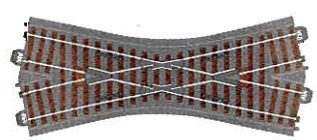
■ **24611 Left Turnout**
188.3 mm / 7-13/32"
R2 = 437.5 mm / 17-1/4" / 24.3°



■ **24612 Right Turnout**
188.3 mm / 7-13/32"
R2 = 437.5 mm / 17-1/4" / 24.3°



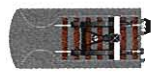
■ **24620 Double Slip Turnout**
188.3 mm / 7-13/32" / 24.3°



■ **24640 Double Crossing**
188.3 mm / 7-13/32" / 24.3°



■ **24977 Track End with Bumper**
77.5 mm / 3-3/64"



■ **24978 Track End with Bumper**
77.5 mm / 3-3/64", with lantern



■ **24997 Uncoupler Track**
94.2 mm / 3-3/4", electric



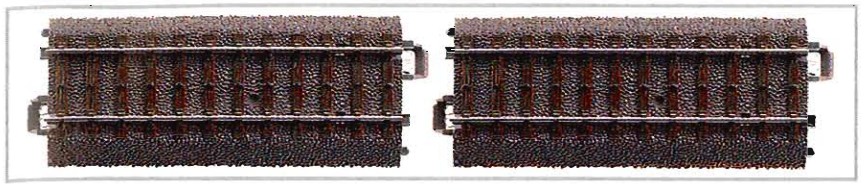
■ **24922 Adapter Track to K Track**
180 mm / 7-3/32"



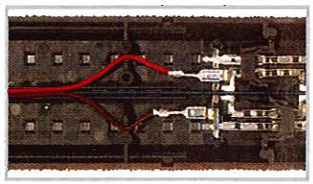
■ **24951 Adapter Track to M Track**
180 mm / 7-3/32"

The C Track Program will be expanded in 1997 and 1998 and will thereby offer more possibilities for the setup and operation of your Märklin H0 model railroad.

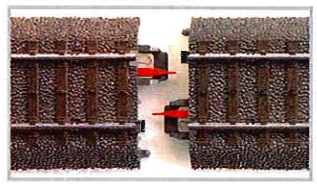
C Track Accessories



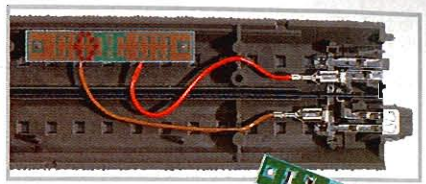
24995 Contact Track Set.
Two straight track sections, each 94.2 mm (3-3/4"). Continuous contact through wheel sets. With insulated section of rail for track occupation feedback when traversed by train. Can be extended with regular straight or curved track sections.



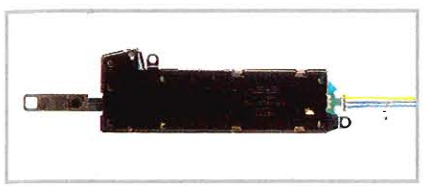
74040 Feeder Wire Set
with spade connectors for C Track. Two-conductor. Red and brown wires. Length 1 meter (39").



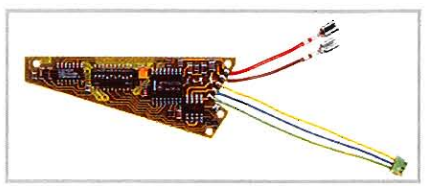
74030 Center Rail Insulators
to separate power circuits or signal blocks. 8 pieces for 4 insulation points.



74050 Interference Suppressor
with spade connectors for C Track. One required in each conventional track power circuit. Do not use for DELTA or Digital operation.



74490 Electric Turnout Mechanism.
Retrofit kit for all C Track turnouts. Double solenoid mechanism with end shutoff contacts.
Can be operated with a control box or digital decoder. Feedback signal possible with 7271 control box.



74460 Digital Installation Decoder.
Can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. Address of 1 to 256 can be set with coding switches.

74990 Track Screws
for mounting C Track. 2 x 15 mm (3/32" x 19/32") with cross point head. Contents 200 pieces.

74999 Screwdriver
with cross point size 00 (Ph). For 74990 (C) and 7599 (K) track screws.

6073, 6083 6084: Other digital decoders usable with C Track can be found on page 268.

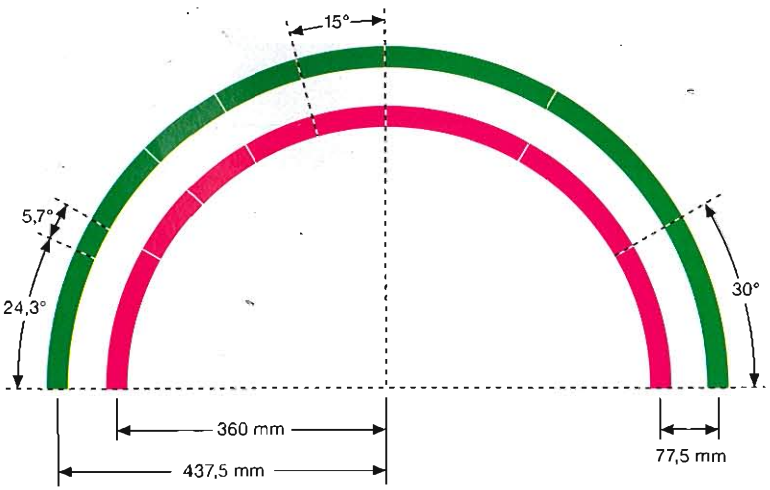
The 74920 railroad grade crossing with half gates for C Track can be found on page 252.

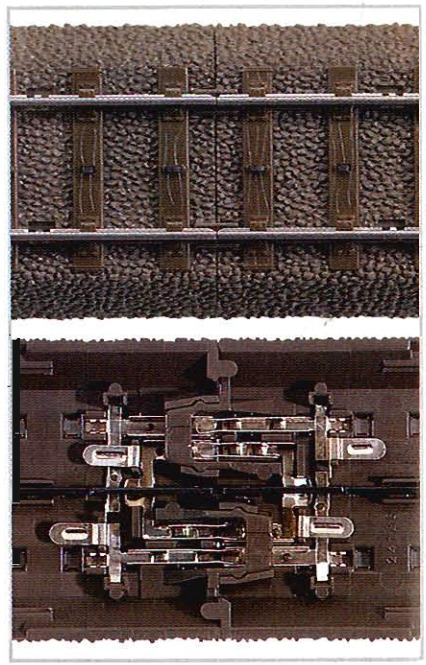
Catenary accessories for C Track can be found on pages 240 – 243.

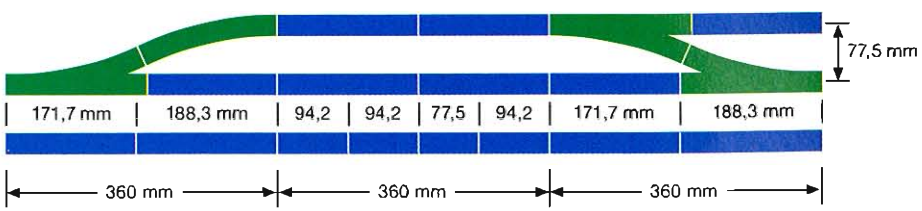


The track with the comfortable, easy geometry.

C Track draws the first circles.
The standard C curve has the customary radius for H0 of 360 mm (14-3/16") and an external diameter of 76 cm (30"). The parallel curve with a radius of 437.5 mm (17-1/4") forms an external diameter of 91.5 cm (36"). A width of one meter (39") allows you to set up a complete two track oval. The parallel curve spacing of 77.5 mm (3-1/16") offers sufficient space for longer locomotives and cars to pass and enables you to set up signals or catenary masts. The curved track comes as 30° sections and 12 sections form a circle. In addition, there are 15° sections for both circles. The tracks (24.3° and 5.7°) required for turnout combinations are derived from the parallel circle.



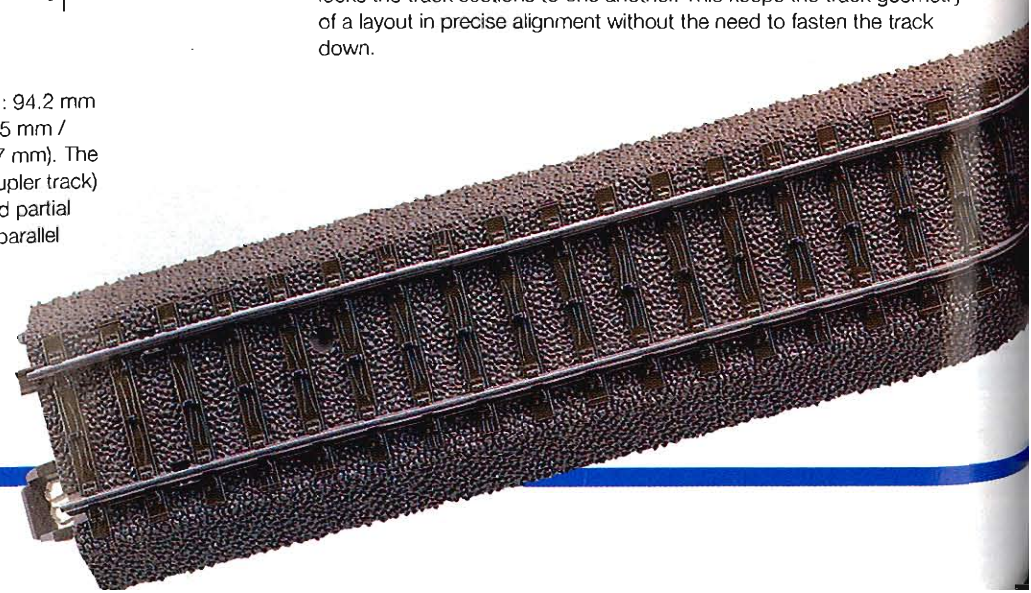


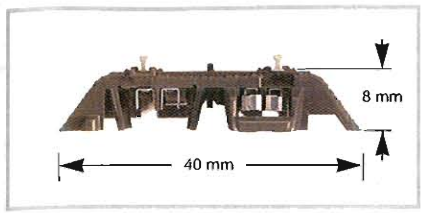


Good Connections.
The mechanical and electrical connections for the track sections cannot be seen from the outside. This results in a perfect, complete visual impression. Rail joiners are not needed. The snap-together connection locks the track sections to one another. This keeps the track geometry of a layout in precise alignment without the need to fasten the track down.

The basic track unit: 360 mm (14-3/16").
A generous and at the same time space-saving basic track unit of 360 mm (14-3/16") is used for building up track routes with the new C Track. This corresponds in length to a turnout combination and consists of the length of the turnout (188.3 mm / 7-13/32") and the length of the complementary curve (171.7 mm / 6-3/4"). Both of these lengths are available as straight track sections.

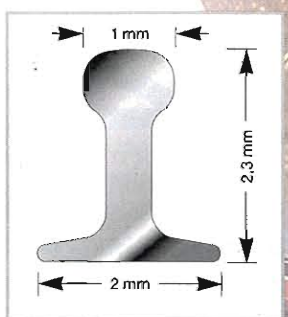
Two partial lengths are also offered: 94.2 mm / 3-3/4" (1/2 of 188.3 mm) and 77.5 mm / 3-3/64" (extends 94.2 mm to 171.7 mm). The function tracks (for example: uncoupler track) are also 94.2 mm long. The second partial length corresponds exactly to the parallel track spacing (77.5 mm).

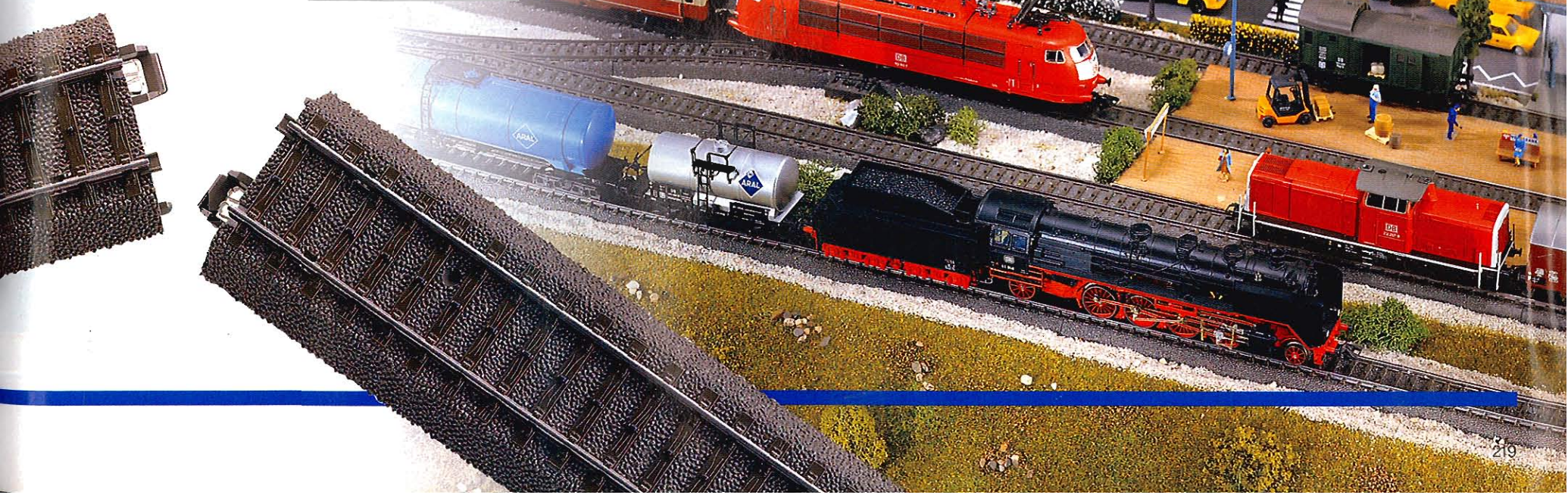




Ideal dimensions for track roadbed
The cross section of the track provides the proportions for a realistic track roadbed on a rail line. The full width remains preserved even at a turnout or crossing. There is sufficient space between the tracks for catenary or signals.

A realistic rail cross section
The rails – prototypally made of steel – are sturdy and wear resistant. The rail cross section is exact and fine, and gives the track a detailed appearance. The height of 2.3 mm (3/32") is designated internationally as Code 90.



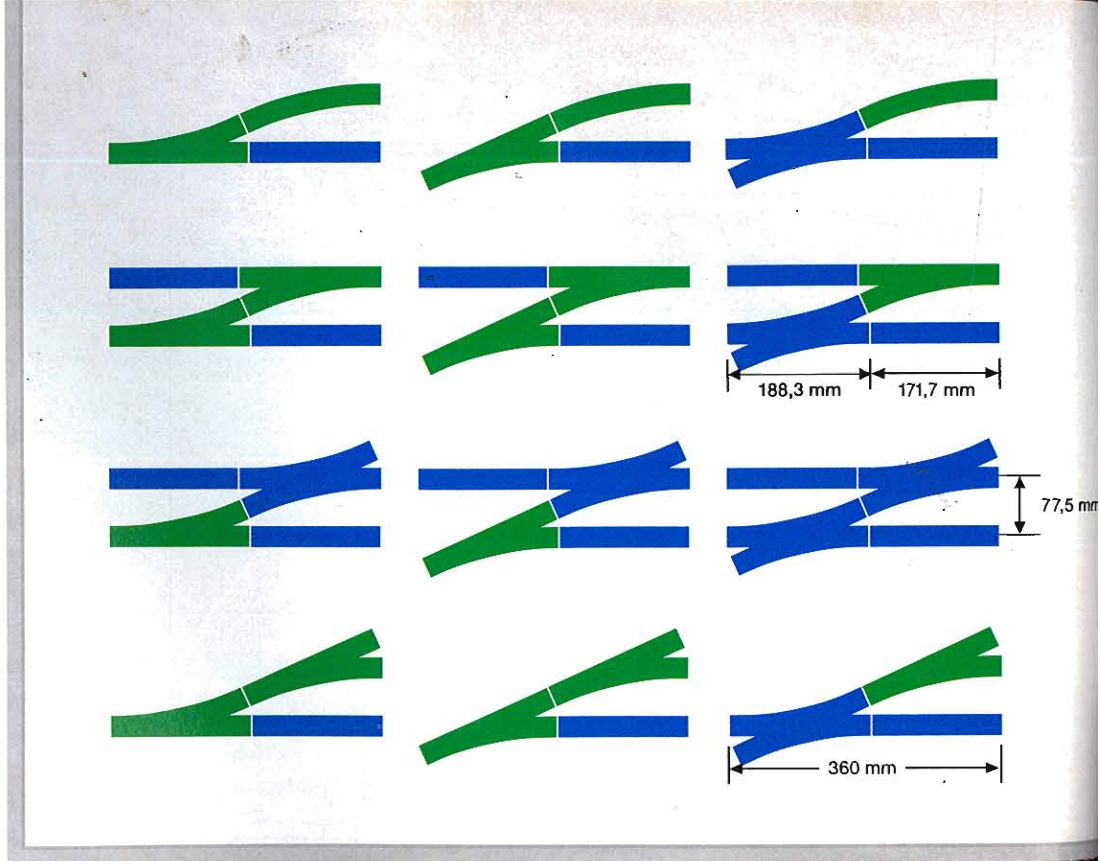


C Track – the track that sets turnouts.

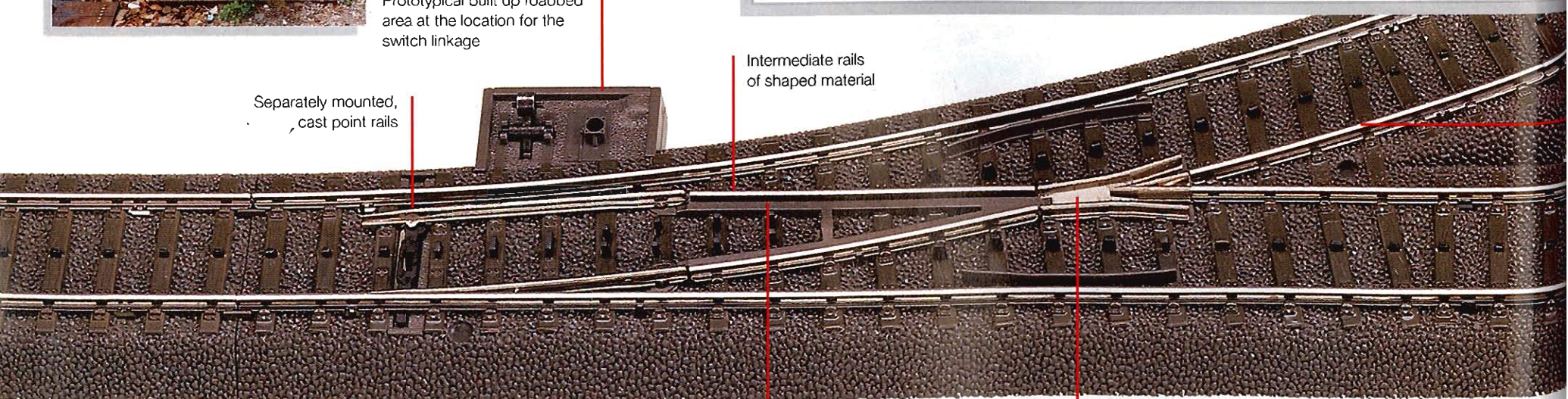
The geometry for turnouts and crossings. The turnouts and crossings in the C Track program all have the same length (188.3 mm), the same angle (24.3°) and the same connection dimensions with symmetrical legs. This allows you to install turnouts either straight or diagonal to a length of track or to exchange them with crossings or double slip turnouts without having to make changes to the rest of the track layout.

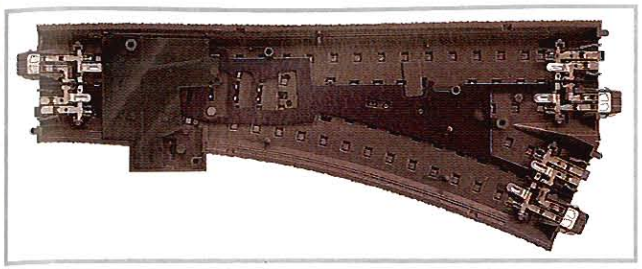
Right and left crossings are identical and do not require short adjustment sections on the diagonal side. This means a smaller number of track sections in comparison to M Track.

The length of the complementary curve is counterbalanced in all combinations with the same straight track (171.7 mm). Additional special adjustment sections are not needed.

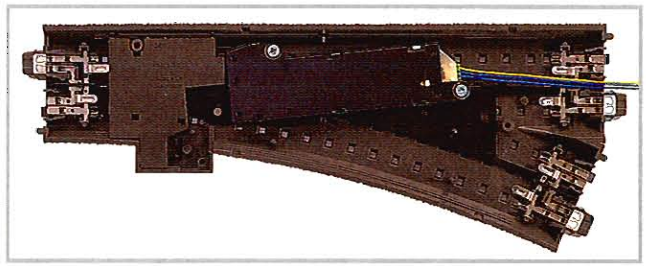




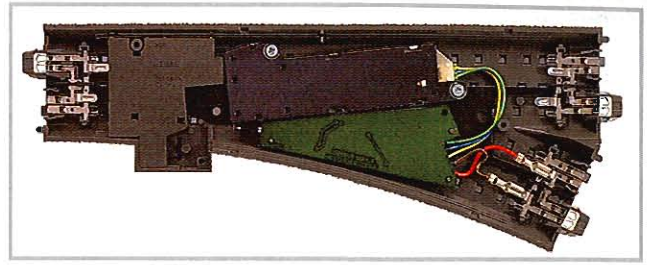




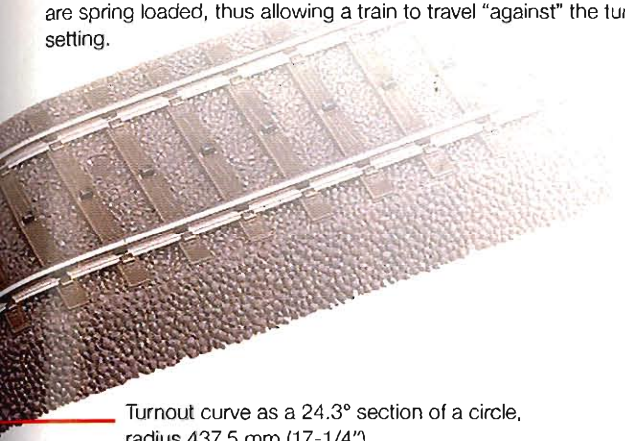
Practical mechanism.
The turnouts are equipped at the factory with a metal turnout lever for setting them by hand. A locking feature for the turnout setting is integrated into the turnout linkage mechanism. The turnout point rails are spring loaded, thus allowing a train to travel "against" the turnout setting.



74490 Electric Turnout Mechanism.
This electric mechanism can be retrofitted and connected to all C Track turnouts very easily without special tools. The mechanism sits concealed in the roadbed; below baseboard mounting is not necessary. It is sealed against dirt and has a end shutoff feature to protect against overloads. It can be controlled with the standard control box. the control box with a feedback feature or with a digital decoder. The hand lever remains usable at all times.



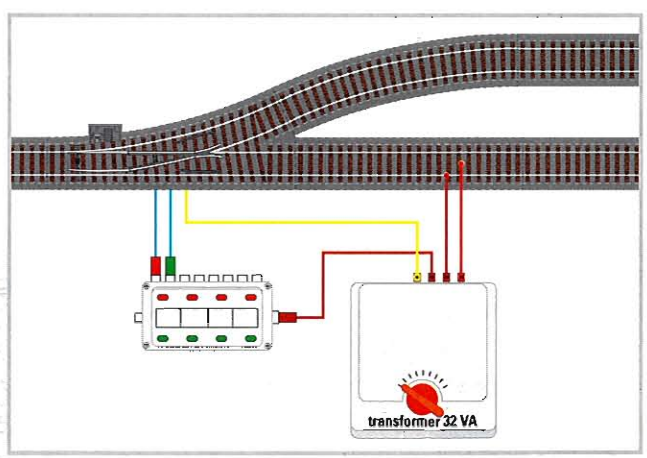
74460 Digital Installation Decoder.
A digital decoder can be installed at the same time with an electric mechanism or can be retrofitted to all C Track turnouts with the same electric mechanism. This decoder is easily connected with the plug connections and can be individually addressed for each turnout (addresses 1 to 256). Special knowledge and tools are not required for the installation. The digital power supply can be taken directly from the track power contacts in the turnout. This gives you a complete digital turnout that is ready to use even on temporary layouts.

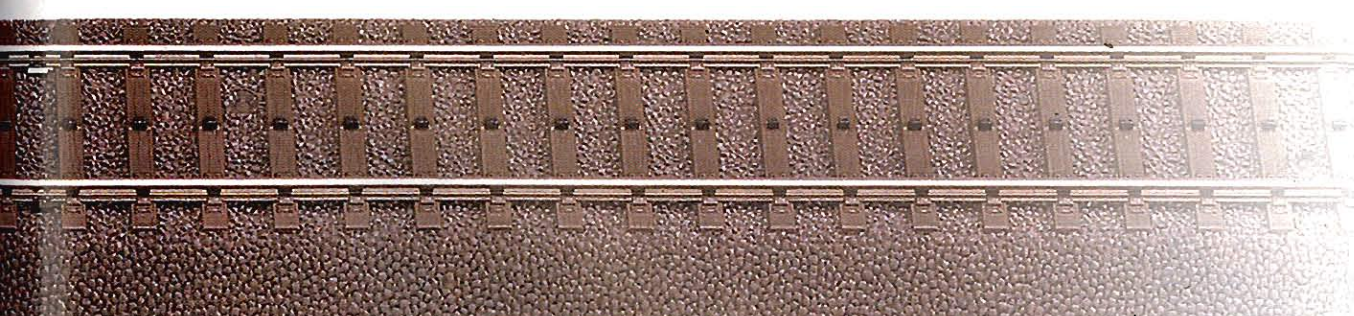


Turnout curve as a 24.3° section of a circle, radius 437.5 mm (17-1/4")

An electric turnout enables remote controlled operation on a storage siding. The connections to the control box are quite simple.

Appropriate wire and plugs can be found on page 259.





M Track Overview

Straight Track / Function Tracks



5106
180 mm
(7-3/32")



5111
180 mm
(7-3/32")

HOBBY

5166
10 x 180 mm
(7-3/32")

HOBBY

5131
180 mm
(7-3/32")



5107
90 mm
(3-9/16")



HOBBY

5112
90 mm
(3-9/16")



5146
90 mm
(3-9/16")



5129
70 mm
(2-3/4")



5208
8 mm
(5/16")



5210
16 mm
(5/8")



5108
45 mm
(1-3/4")



5110
22.5 mm
(7/8")



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°

HOBBY

5160
6 x 1/1 = 30°



5103
1/1 = 30°



5101
1/2 = 15°



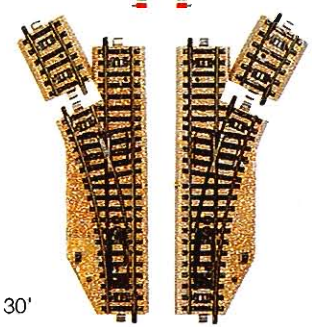
5147
1/2 = 15°



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°

HOBBY

5260
6 x 1/1 = 30°



5206
24° 17'

HOBBY

5266
4 x 24° 17'



5201
1/2 = 15°



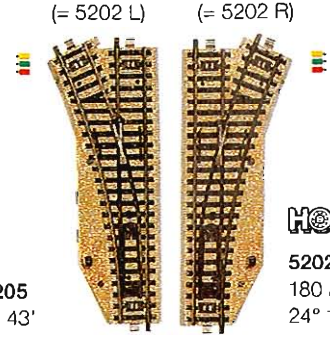
5213
1/2 = 15°



5205
5° 43'

5203
(= 5202 L)

5204
(= 5202 R)

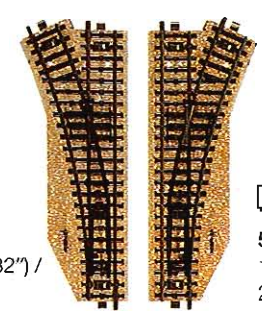


HOBBY

5202 (L+R)
180 mm (7-3/32") /
24° 17'

5222
(= 5221 L)

5223
(= 5221 R)



HOBBY

5221 (L+R)
180 mm (7-3/32") /
24° 17'



5145
2 x 90 mm
(3-9/16")



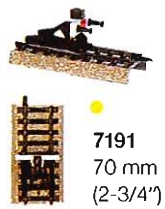
5115
180 mm
(7-3/32")



5116
1/1 = 30°

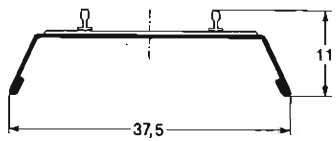


7190
70 mm
(2-3/4")



7191
70 mm
(2-3/4")

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.



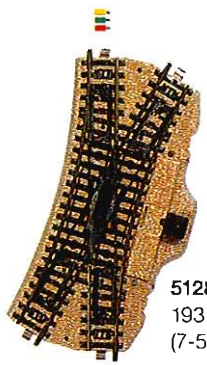
The track pieces are 37.5 mm (1-31/64") wide. For this reason 37.5 mm (1-31/64") must be subtracted from the indicated track center-to-center distances to maintain a clear spacing.

5141
(= 5140 L)

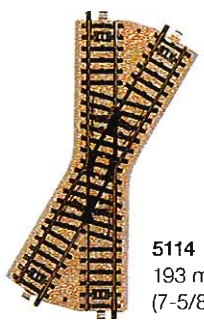


5142
(= 5140 R)

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





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.

Accessories for M track can be found on page 225.



5214
180 mm (7-3/32") /
24° 17'



5207
180 mm (7-3/32") /
24° 17'



5215
180 mm (7-3/32") /
24° 17'



5211
98 mm (3-7/8") /
48° 30'

The 2291 adapter track is available for anyone wanting to combine M with K Track.





2291
180 mm
(7-3/32")

The 24951 adapter track is available for anyone wanting to combine M Track with C Track.





24951
180 mm
(7-3/32")

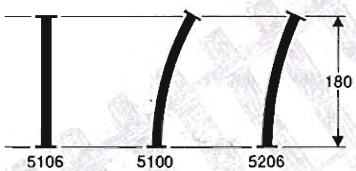
M Track / Straight and Curved Sections

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″).

Comparison of M Track Lengths



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″).

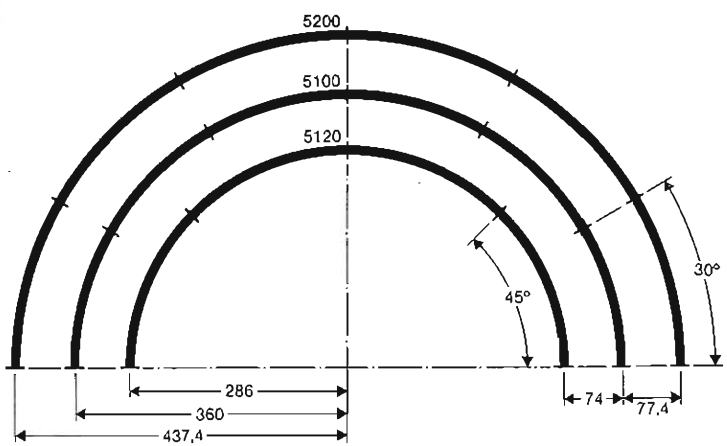
5108 Straight Track.
Length 1/4 = 45 mm (1-3/4″).

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″).



5200 Circle = 12 sections
5100 Circle = 12 sections
5120 Circle = 8 sections

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.

M Track / Function Tracks and Accessories

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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.



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.

N

HOBBY

5112 Straight Uncoupler Track.
Has solenoid mechanism. Length 1/2 = 90 mm (3-9/16"). 2 wires for connections.



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.

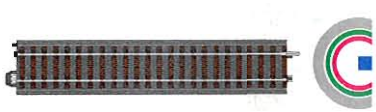
5116 Curved Contact Track.
Length 1/1 = 30°. Radius 360 mm (14-3/16"). Extends contact areas for railroad grade crossings and 5145.

Accessories for M Track



K

2291 Straight Adapter Track.
Length 1/1 = 180 mm (7-3/32"). Facilitates transition from M to K track.



24951 Straight Adapter Track.
Length 180 mm (7-3/32"). Enables the transition from M Track to C 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.

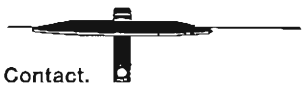




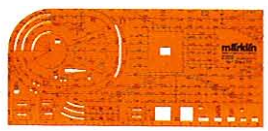
6073 Digital Turnout Decoder.
Suitable for installation in the M track turnouts 5128, 5137, 5140, 5202 and 5207.



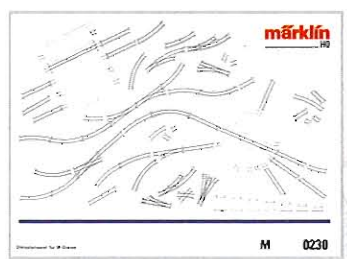
7195 Number Sign Set.
12 bases. Signs for 1 – 24. For identifying turnouts and signals.



7555 Switching Contact.
Reed contact generator for installation in track. Activated by 7556 and 7557 magnets for locomotives (see page 103) and by 7588 magnet for passenger and freight cars (see page 150).



0209 Track Planning Stencil for M Track.
Allows you to plan your own layouts for 5100 and 5200 series M Track. All track sections on the stencil are in a scale of 1:10 and can be transfered easily to paper with a sharp pencil. Instructions included.



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.

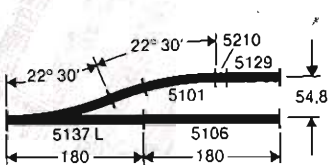
M Track / Turnouts and Crossings

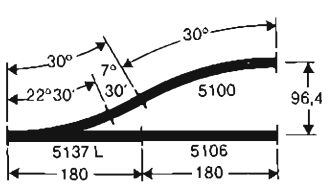
Turnouts for 5100 Standard Curve
Radius 360 mm (14-3/16")



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 5200 Parallel Curve
Radius 437.4 mm (17-1/4")



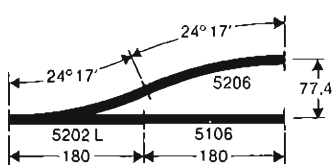
HOBBY

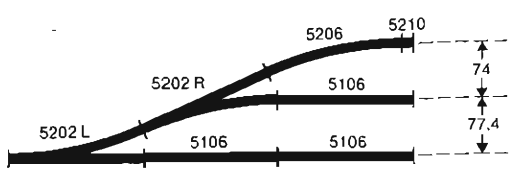
5202 Pair of Turnouts.
5203 (5202 L) Left Turnout.
5204 (5202 R) Right Turnout.
Has solenoid mechanism. Length of straight side 180 mm (7-3/32"). Turnout branch 24° 17'. Branch same as 5206. Lighted lanterns. 3 wires for connections.



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.





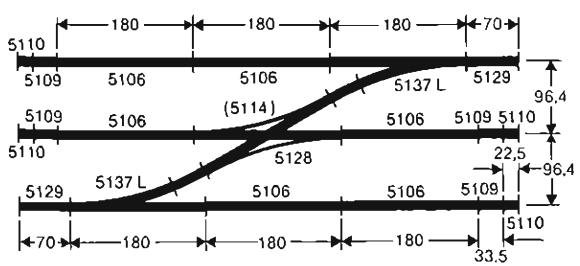
Crossings for 5100 Standard Curve
Radius 360 mm (14-3/16")



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.

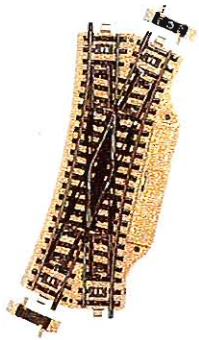


5114 Crossing.
Crossing angle 30°. Length of straight side 193 mm (7-5/8"). Dimensions same as 5128. The intersecting third rails are electrically separated.

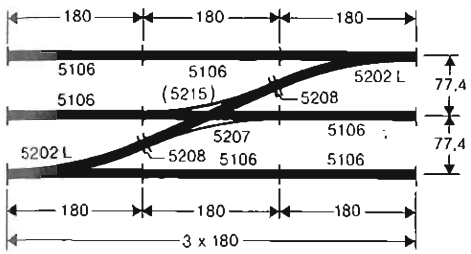


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Crossings for 5200 Parallel Curve Radius 437.4 mm (17-1/4")



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.



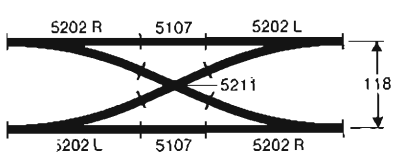


HOBBY

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 sparated. 2 each 5208 adjustment sections included.



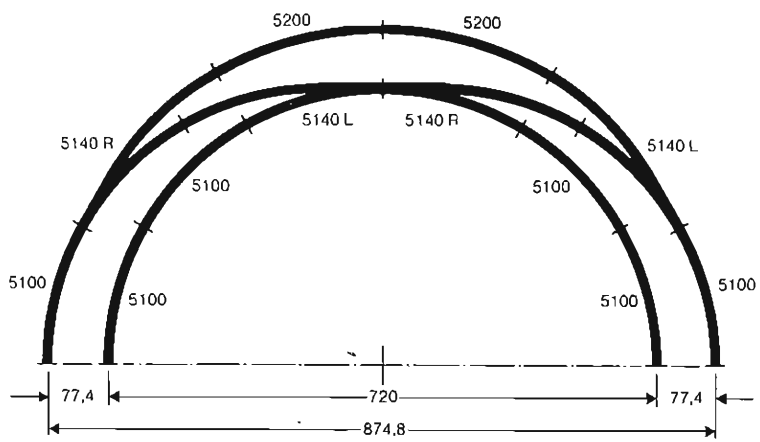
5211 Crossing.
Crossing angle 48° 30'. Length of straight side 98 mm (3-7/8"). For double track connections. The intersecting third rails are electrically separated.



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.



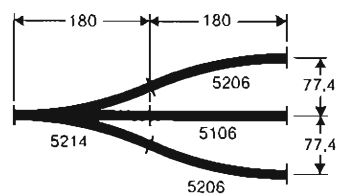
5140 Curved Turnouts



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

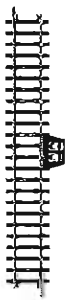


K Track Overview

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



2206
168.9 mm



2207
156 mm



2209
217.9 mm

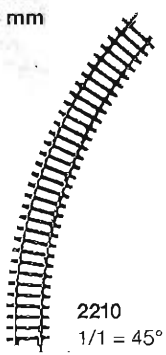


2201
90 mm



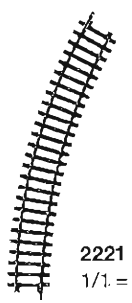
2295
2 x 90 mm

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°



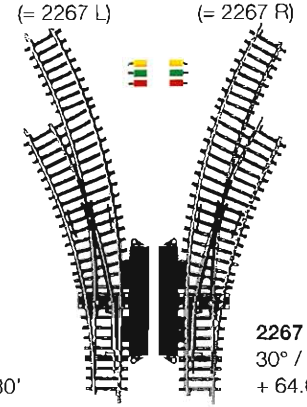
2229
1/2 = 15°



2224
1/4 = 7° 30′

2268
(= 2267 L)

2269
(= 2267 R)

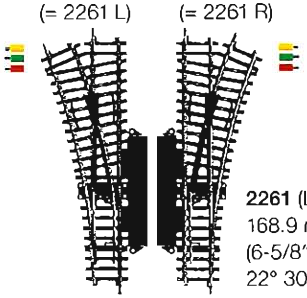


2267 (L+R)
30° / 30°
+ 64.6 mm (2-1/2″)

Standard Curve II
Radius 424.6 mm
(16-3/4″)

2262
(= 2261 L)

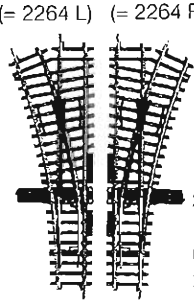
2263
(= 2261 R)



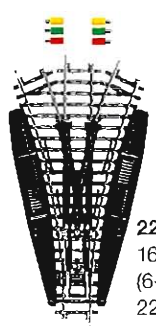
2261 (L+R)
168.9 mm /
(6-5/8″)
22° 30′

2265
(= 2264 L)

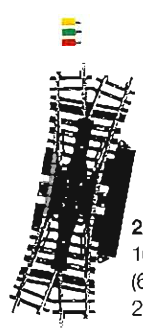
2266
(= 2264 R)



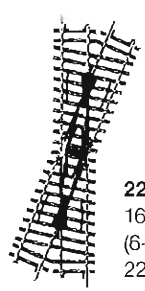
2264 (L+R)
168.9 mm /
(6-5/8″)
22° 30′



2270
168.9 mm /
(6-5/8″)
22° 30′



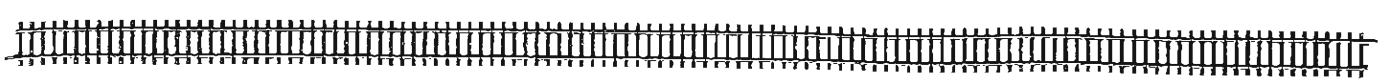
2260
168.9 mm /
(6-5/8″)
22° 30′



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")



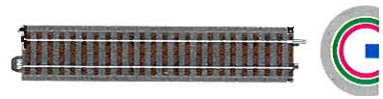
2208
35.1 mm
(1-3/8")



2203
30 mm
1-3/16")



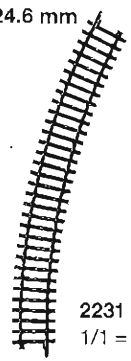
2204
22,5 mm
(7/8")



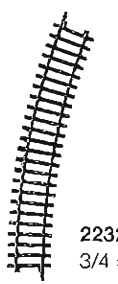
N **24922**
180 mm / 7-3/32"
The 24922 adapter track is available for anyone wanting to combine K Track with C Track.

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°

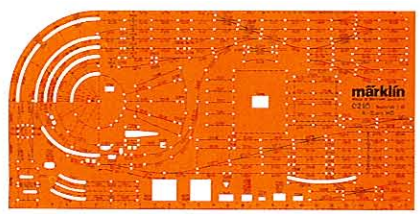


2234
1/4 = 7° 30'



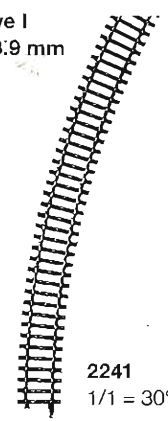
2235
1/8 = 3° 45'

Accessories for K track can be found on page 257.



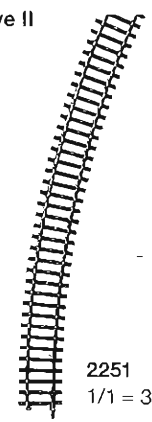
0210 Track Planning Stencil for K Track.
Allows you to plan your own layouts for 2200 series K track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.

Large Curve I
Radius 553.9 mm
(21-13/16")



2241
1/1 = 30°

Large Curve II
Radius
618.5 mm
(24-3/8")

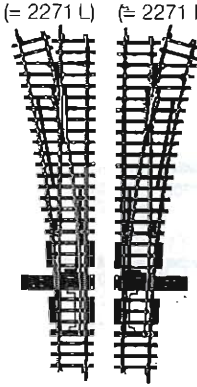


2251
1/1 = 30°

Wide Radius
Turnouts
Radius 902.4 mm
(35-1/2")

2272
(= 2271 L)

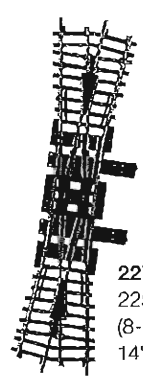
2273
(≒ 2271 R)



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").

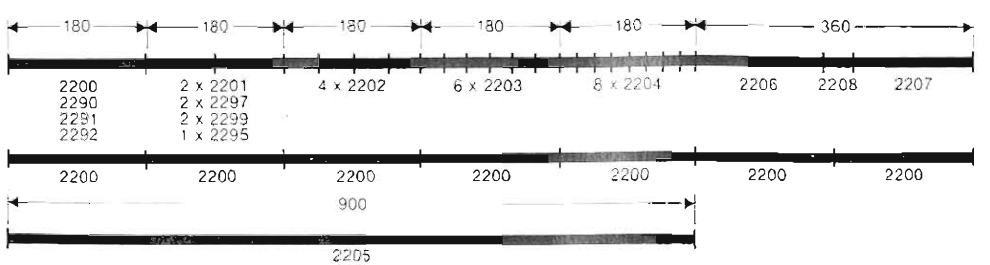
2204 Straight Track.
Length 1/8 = 22.5 mm (7/8").

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 joints 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")

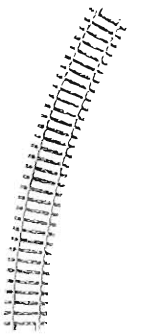


2221 Curved Track.
Length 1/1 = 30°.

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")



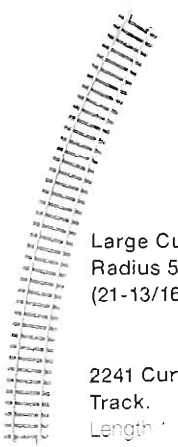
2231 Curved Track.
Length 1/1 = 30°.

2232 Curved Track.
Length 3/4 = 22° 30'.

2233 Curved Track.
Length 1/2 = 15°.

2234 Curved Track.
Length 1/4 = 7° 30'.

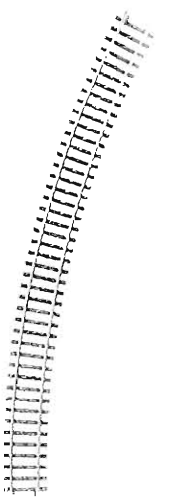
2235 Curved Track.
Length 1/8 = 3° 45'.



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°.

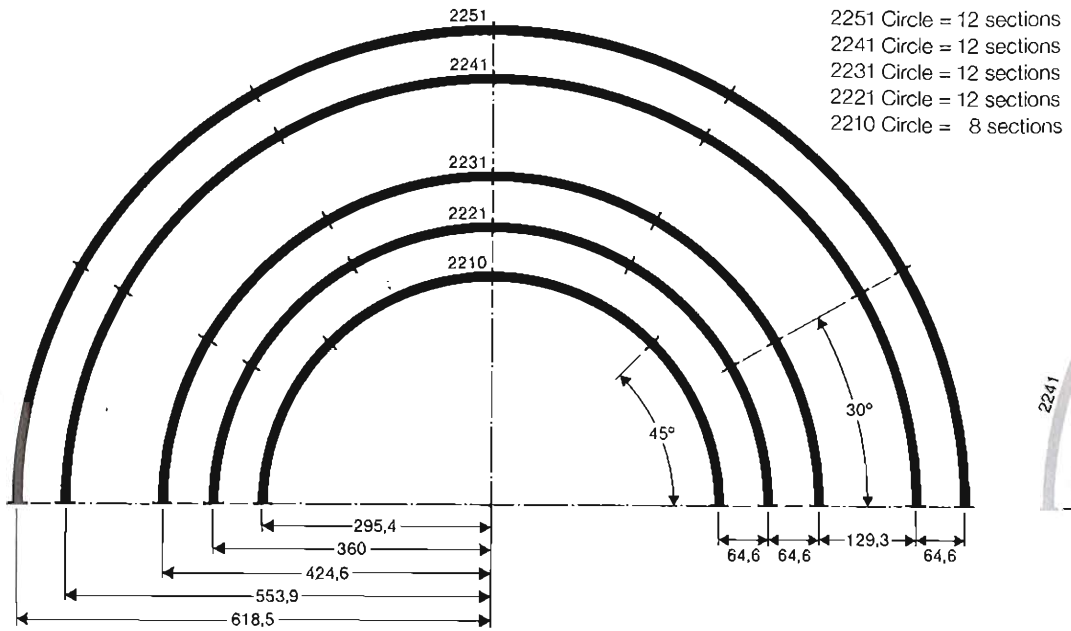


Wide Radius Turnouts Radius 902.4 mm (35-1/2")

2274 Curved Track.
Length 14° 26'. Complementary curve for 2271 turnout.

The 5 Track Radii

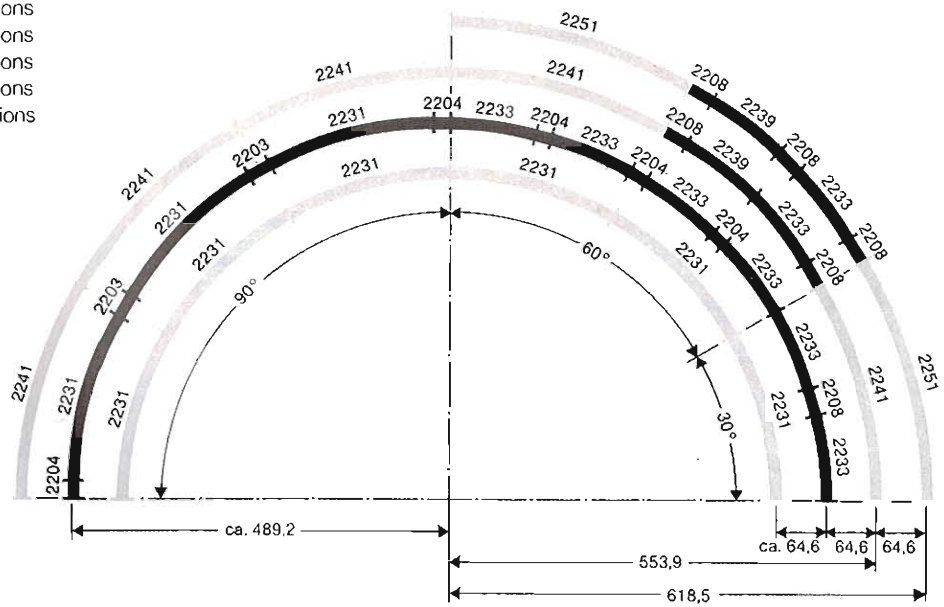
In addition to the Standard Curve I with a radius of 360 mm (14-3/16"), there is also the larger Standard Curve II with a radius of 424.6 mm (16-3/4"). The catalog number for each track of a particular radius has the corresponding second digit for the Standard Curve I (2221, 2223, 2224) or II (2231, 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.

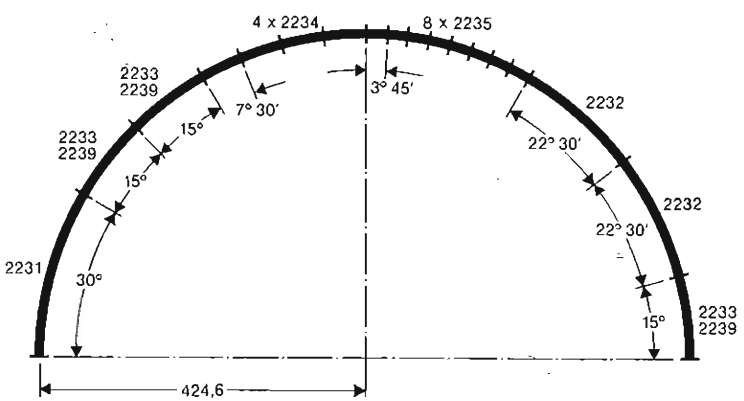


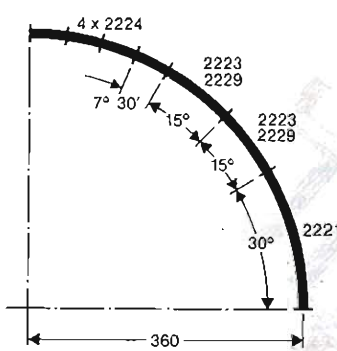
2251 Circle = 12 sections
2241 Circle = 12 sections
2231 Circle = 12 sections
2221 Circle = 12 sections
2210 Circle = 8 sections

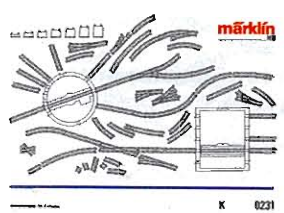
Tip: Medium size parallel curve.
By combining existing track sections a curve between the Standard Curve II and the Large Curve I with a parallel track spacing of approximately 64.4 mm (2-1/2") can be made.

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.

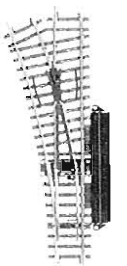
K Track / Turnouts and Crossings

Turnouts and Crossings

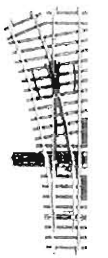
All of the turnouts shown are laid out for a standard parallel track spacing of 64.6 mm (2-1/2″). The short design saves space for yard tracks. All turnouts and crossings are interchangeable in terms of their length and branch angle. They can be installed either straight or on the diagonal without the 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″)

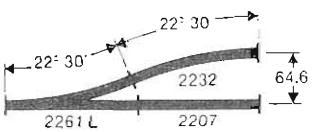


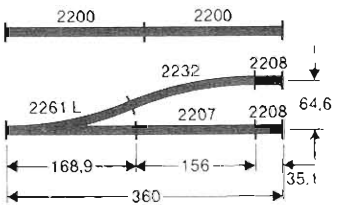
2261 Pair of Turnouts.
2262 (2261 L) Left Turnout.
2263 (2261 R) Right Turnout.
With detachable solenoid mechanism (7549). Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8″).

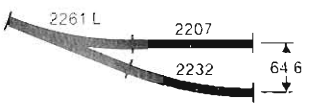


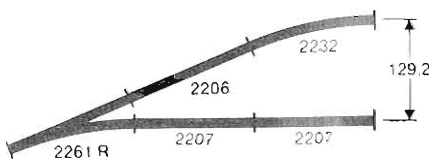
2264 Pair of Turnouts.
2265 (2264 L) Left Turnout.
2266 (2264 R) Right Turnout.
With detachable hand levers. Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8″). 7549 solenoid mechanism can be installed on these turnouts.

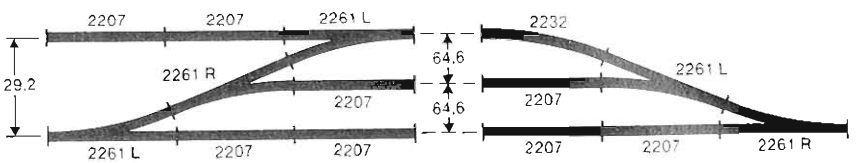
Turnouts for Standard Curve II

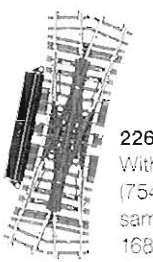






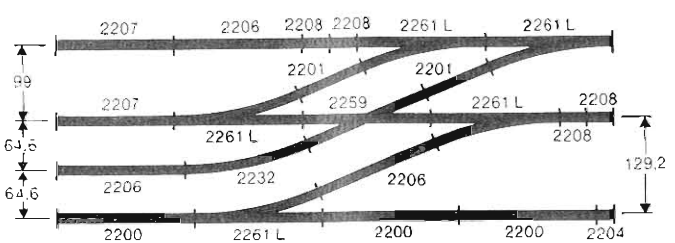


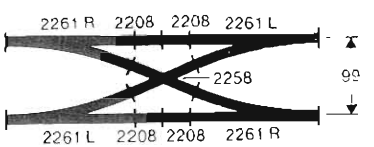


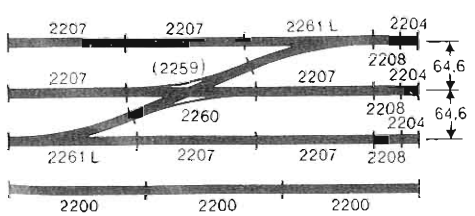


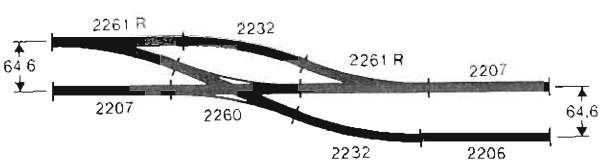
2260 Double Slip Turnout.
With detachable solenoid mechanism (7549). Crossing angle 22° 30'. Curve same as 2232. Length of straight side 168.9 mm (6-5/8″).

Crossings for Standard Curve II

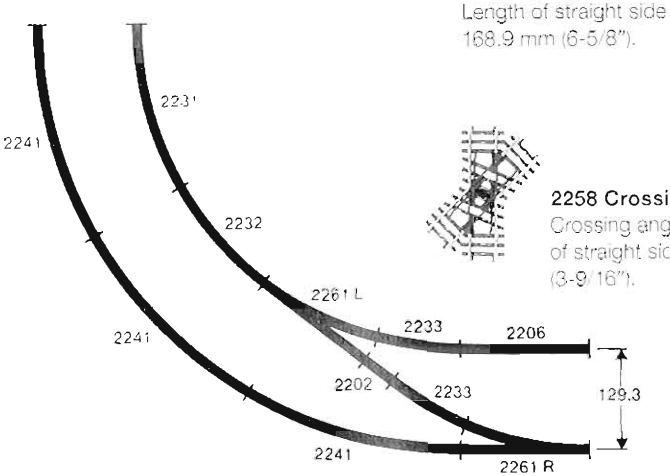




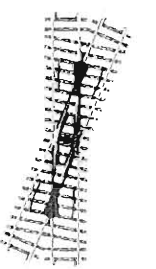




Transition to Large Curve I



2259 Crossing.
Crossing angle 22° 30'. Length of straight side 168.9 mm (6-5/8″).



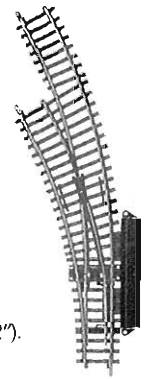
2258 Crossing.
Crossing angle 45°. Length of straight side 90 mm (3-9/16″).

K Track / Curved Turnouts and Three-Way Turnout

Curved Turnouts
Branches can be started on curves with the curved turnouts. This increases the usable area on straight track considerably. The curved tournouts 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.

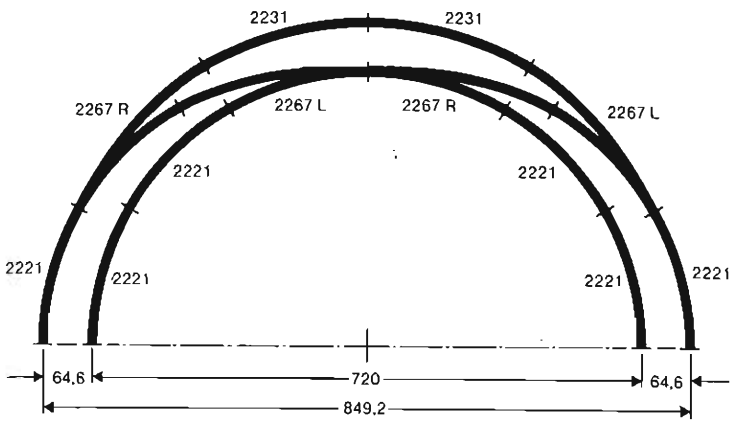
Standard Curve I
Radius 300 mm (14-3/16")

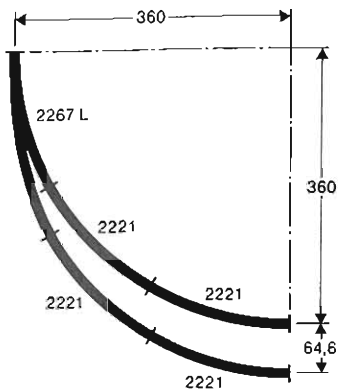
2267 Pair of Curved Turnouts.
2268 (2267 L) Left Curved Turnout.
2269 (2267 R) Right Curved Turnout.
With detachable solenoid mechanism (7549). Inner curve 30°. Outer curve 30° in the parallel curve spacing of 64.6 mm (2-1/2"). Length and radius of the inner curve are the same as 2221.

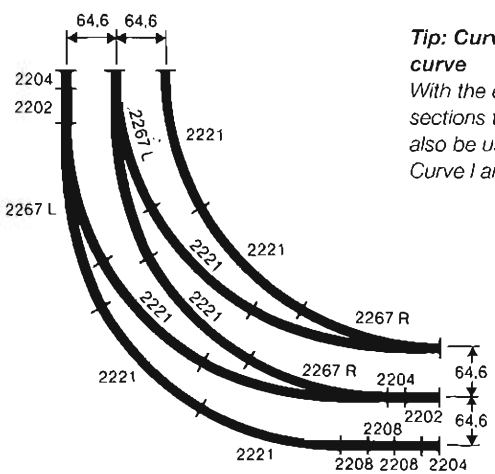


Three-Way Turnout
The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoids for remote control. Both branches are the same in length and radius as the 2261 turnout. The three-way turnout can be used for direct entry into the 7288 locomotive shed.

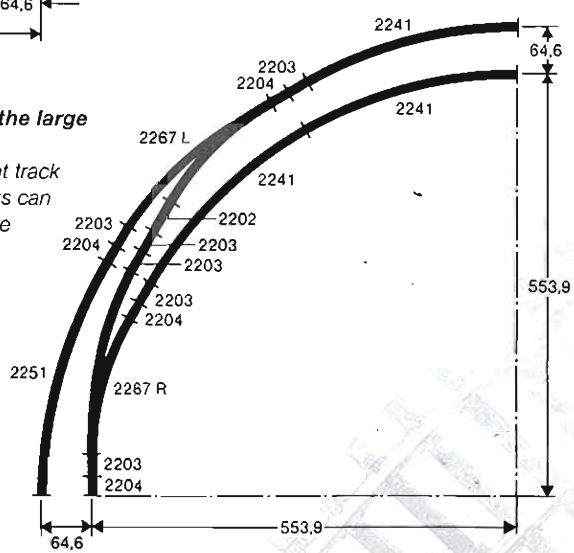
2267 Curved Turnouts







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.

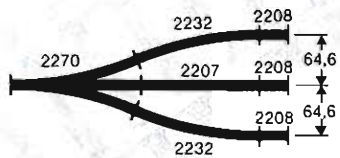


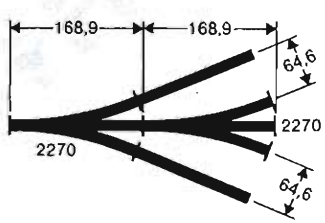
Standard Curve II
Radius 424.6 mm (16-3/4")



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





K Track / 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.



2257 Crossing.
Crossing angle 14° 26'. Track length 225 mm (8-7/8").

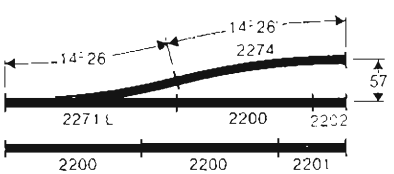


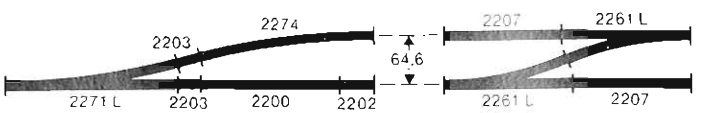
2275 Double Slip Turnout.
With 2 detachable hand levers. Crossing angle 14° 26'. Curve radius 902.4 mm (35-1/2"). Length of straight side 225 mm (8-7/8"). 2 each 7549 solenoid mechanism can be installed on this unit. Separate paths can be set.

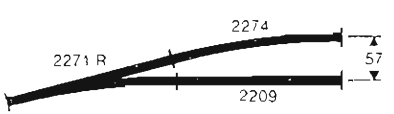


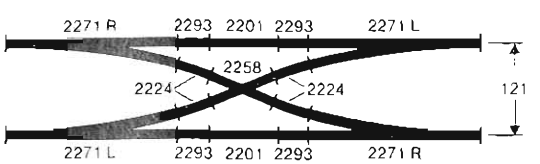
2274 Curved Track.
Length 14° 26'. Complementary curve for 2271 turnout.

2271 Wide Radius Turnouts

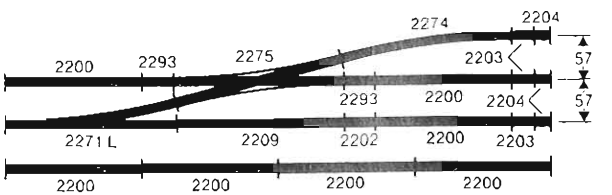


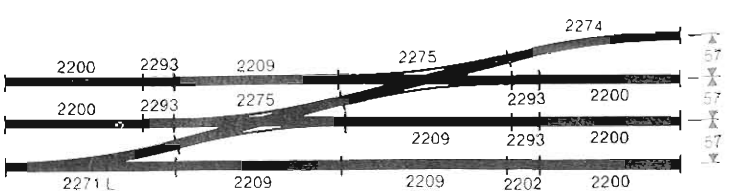






2275 Wide Radius Double Slip Turnout or 2257 Crossing





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



N **24922 Straight Adapter Track.**
Length 180 mm (7-3/32"). Enables the transition from K Track to C 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.

N **74999 Screwdriver.**
With crosspoint size 00 (Ph). For 74990 (C) and 7599 (K) track screws.



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.

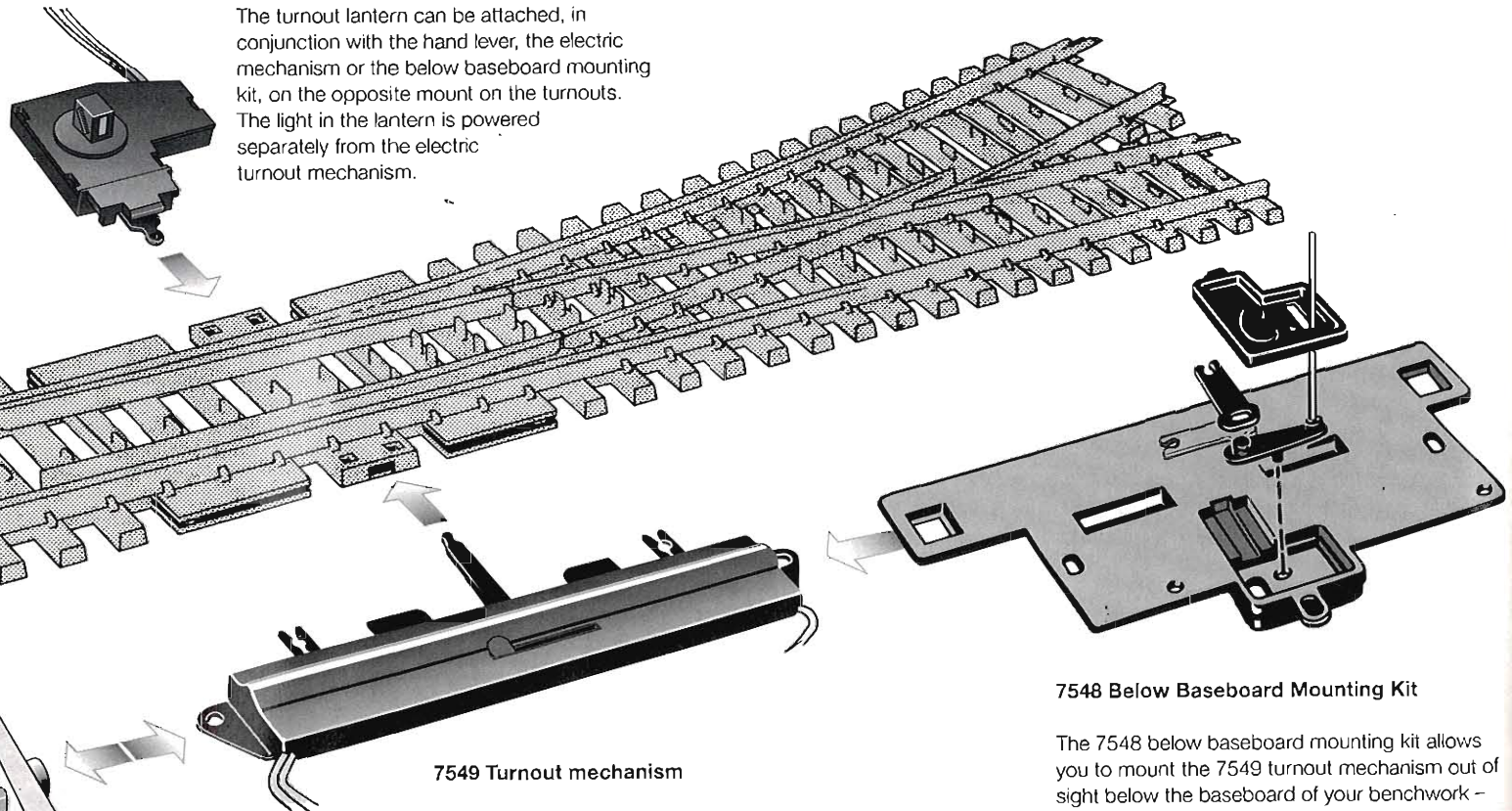
The intelligent concept: turnout control

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.

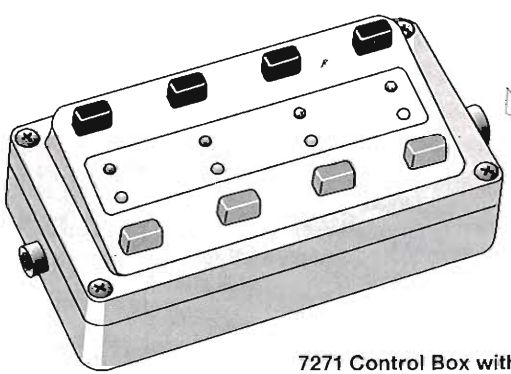


7548 Below Baseboard Mounting Kit

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.

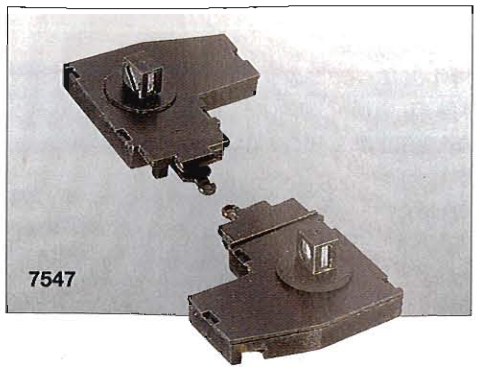


7271 Control Box with Feedback Function

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.



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.



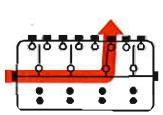


7549 Electric Turnout Mechanism.
For use with 2264 turnouts (new version), 2271 and the 2275 double slip turnout as well as with the KOMBI extension program (see pages 20/21). Automatic end shutoff contact. Automatic feedback signal capability with the 7271 control box. Below baseboard mounting with 7548 kit.

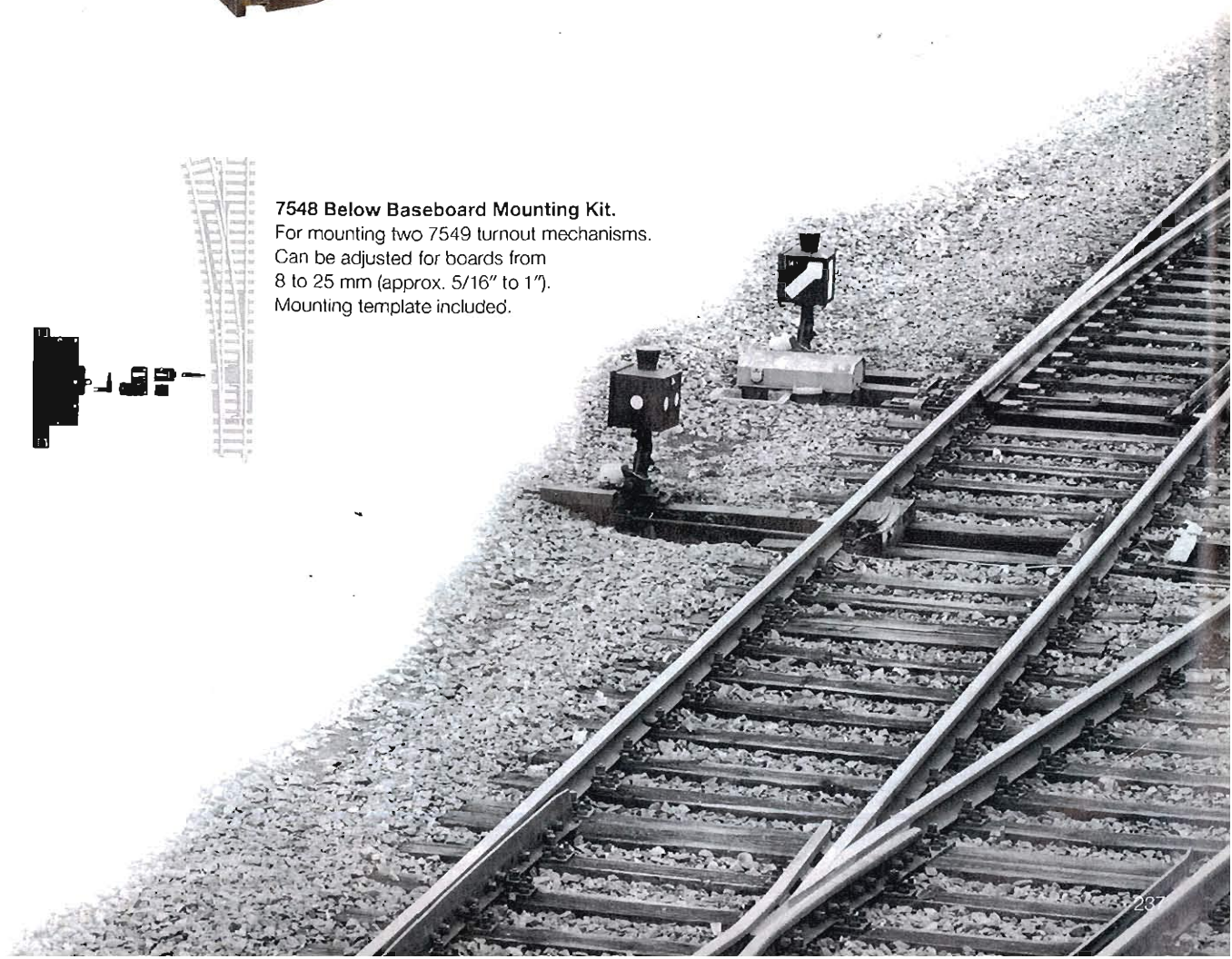
7548 Below Baseboard Mounting Kit.
For mounting two 7549 turnout mechanisms. Can be adjusted for boards from 8 to 25 mm (approx. 5/16″ to 1″). Mounting template included.



7271 Control Box.
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LEDs when used with 7549 (K) and 74490 (C) turnout mechanisms. Dimensions 80 mm x 40 mm (3-1/8″ x 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.

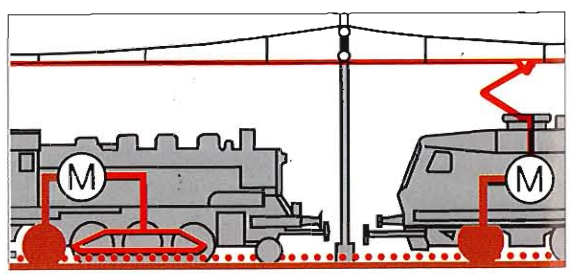
The beautiful thing about Märklin catenary is not just its realistic function, but also how simple it is to set up. Despite a high degree of fidelity to the model, reliable function of the catenary is the centerpiece of the system. Setting catenary up is simple and you can do it step by step. If you 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).





Two power circuits on the same track: Conventional multi-train control and realistic electric locomotive operation.





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 243 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.

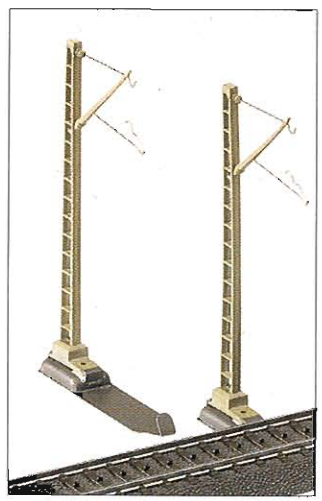
3. Setting up masts
The masts on the open stretches of track are simply clipped onto the track bed. They can be adjusted for side play on their base plates to correspond exactly to the position of the catenary wire sections.

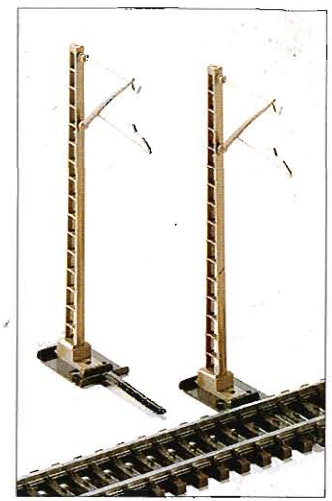
4. Hanging catenary wire
Wire sections for curved track can be bent gently to follow the curve. The wire sections are first slipped over the hooks at the top of the mast and then snapped into place on the lower arm.

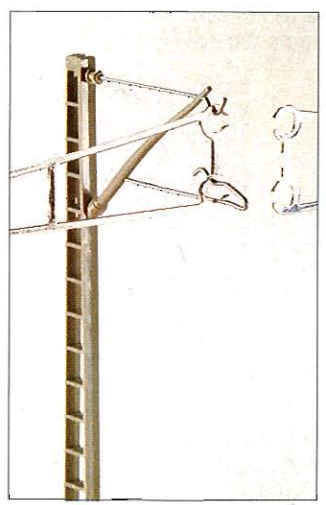
5. Cross spans
Multi-track areas with up to four tracks can be spanned prototypically with the 7021 tower masts and 7017 cross span. The 7016 cross span can be used for up to six tracks, depending on the track spacing. The 7525 catenary arm can be attached to the tower mast for single tracks outside of the cross span area.

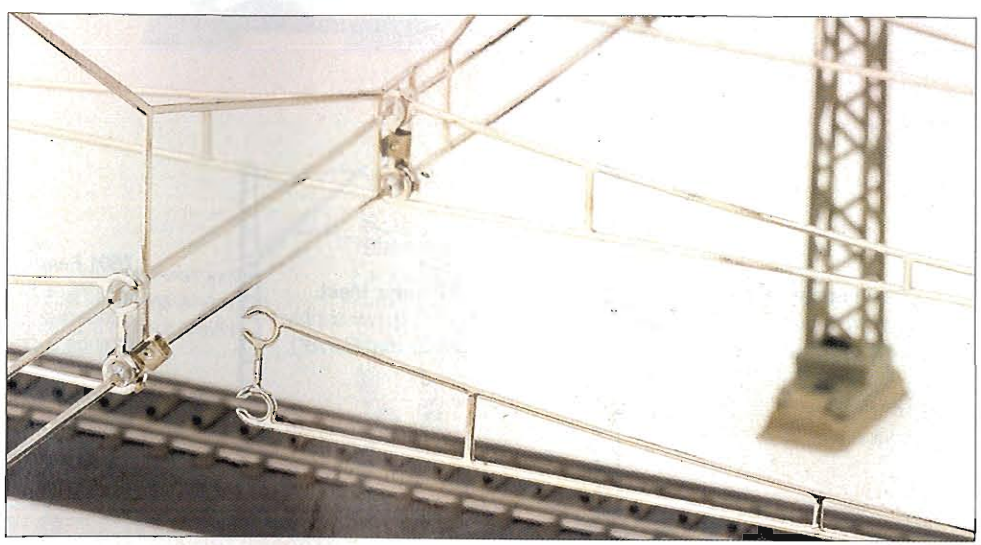
6. Installing catenary wire on cross spans
The parallel wire sections are hung on the cross span with the 7006 wire insulator. They are thereby isolated from each other electrically.

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.





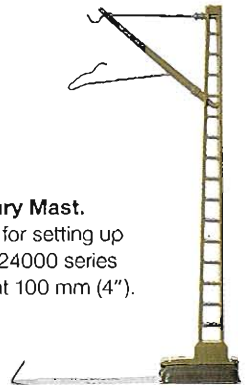




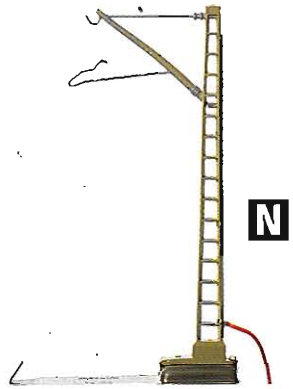


Catenary

Catenary for 24000 Series C Track

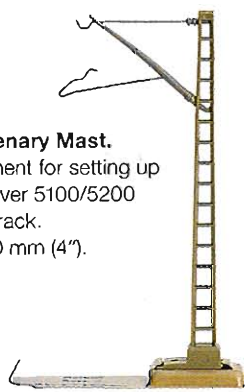


74100 Catenary Mast.
Basic element for setting up catenary over 24000 series C Track. Height 100 mm (4").

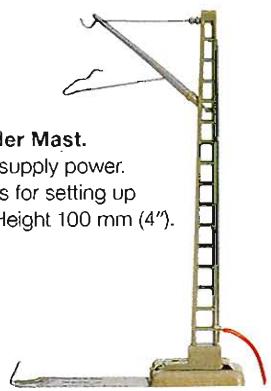


74120 Feeder Mast.
One wire to supply power and for signals. Instructions for setting up catenary. Height 100 mm (4").

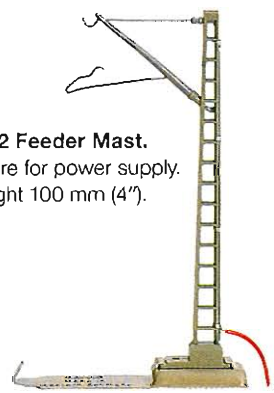
Catenary for 5100/5200 M Track



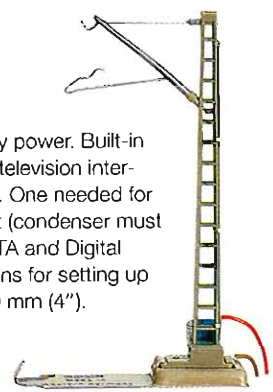
7009 Catenary Mast.
Basic element for setting up catenary over 5100/5200 series M Track. Height 100 mm (4").



7010 Feeder Mast.
2 wires to supply power. Instructions for setting up catenary. Height 100 mm (4").



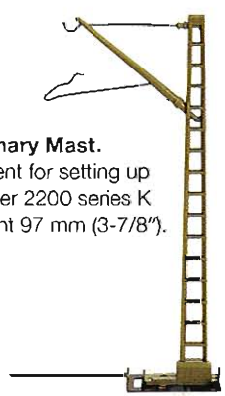
7012 Feeder Mast.
1 wire for power supply. Height 100 mm (4").



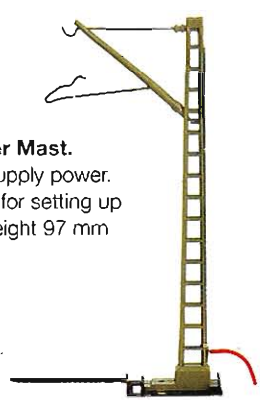
7201 Feeder Mast.
Three wires to supply power. Built-in condenser for radio/television interference suppression. One needed for each catenary circuit (condenser must be removed for DELTA and Digital operation). Instructions for setting up catenary. Height 100 mm (4").

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.

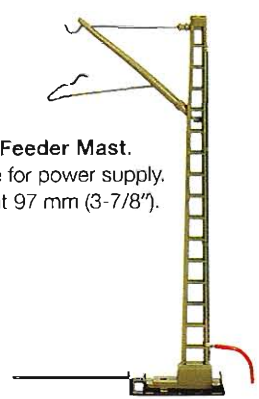
Catenary for 2200 K Track



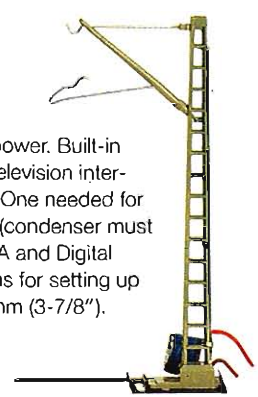
7509 Catenary Mast.
Basic element for setting up catenary over 2200 series K Track. Height 97 mm (3-7/8").



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").

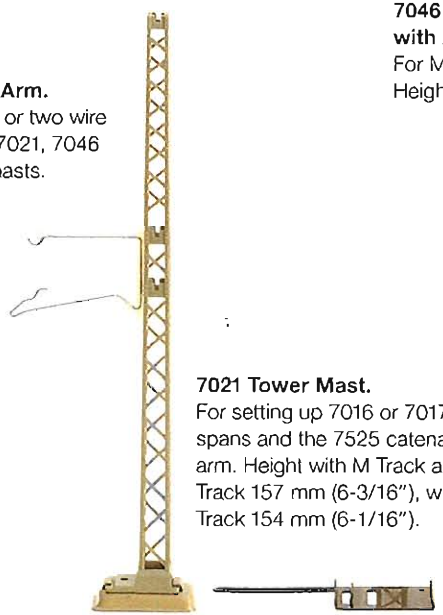


7501 Feeder Mast.
Two wires to supply power. Built-in condenser for radio/television interference suppression. One needed for each catenary circuit (condenser must be removed for DELTA and Digital operation). Instructions for setting up catenary. Height 97 mm (3-7/8").

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 all Track Systems

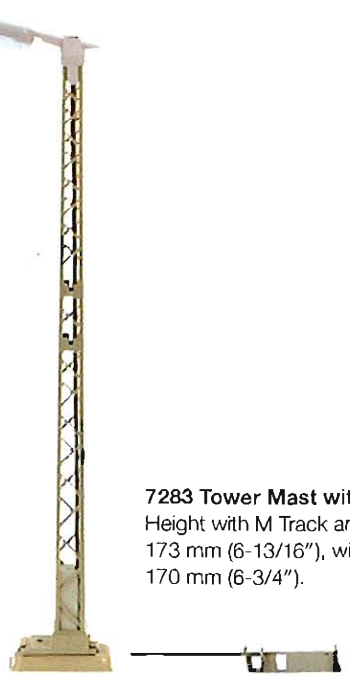
7525 Catenary Arm.
For hanging one or two wire sections on the 7021, 7046 or 7283 tower masts.



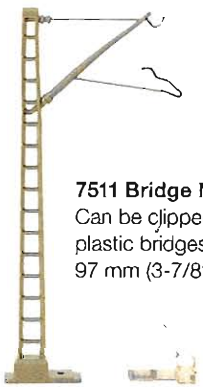
7021 Tower Mast.
For setting up 7016 or 7017 cross spans and the 7525 catenary arm. Height with M Track and C Track 157 mm (6-3/16"), with K Track 154 mm (6-1/16").

7046 Tower Mast with Arc Lamp.
For M and C Track.
Height 192 mm (7-9/16").

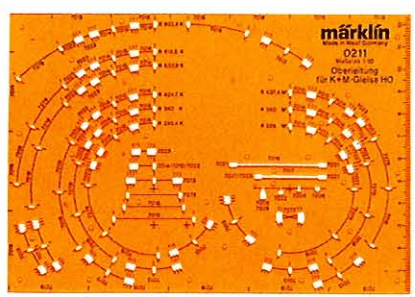




7283 Tower Mast with Lamp.
Height with M Track and C Track 173 mm (6-13/16"), with K Track 170 mm (6-3/4").



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 6 mm (approx. 19/32"x 15/64").



Catenary

Catenary for all Track Systems



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").



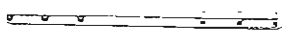
7013 Wire Section.
For push-in connection, expecially for turnouts.
Length 240 mm (9-1/2").



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").

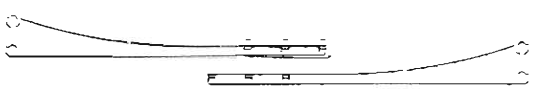


7022 Insulated Section.
Solid section for interrupting current flow (push-in connection). Length 115 mm (4-1/2").

All wire sections are nickel plated



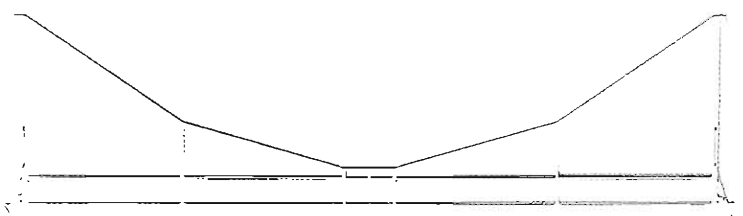
7277 Crossing Section.
For all crossings and double slip turnouts (except 2257 and 2275).





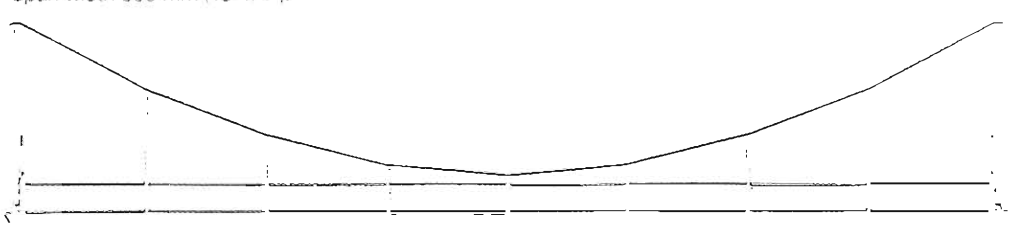






7017 Cross Span.
Connects to tower masts. Spans up to 4 tracks depending on track spacing.
Span width 280 mm (11").

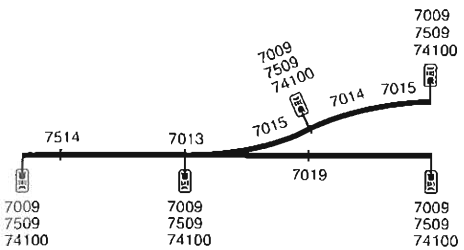
7016 Cross Span.
Connects to tower masts. Spans up to 6 tracks depending on track spacing.
Span width 390 mm (15-1/4").



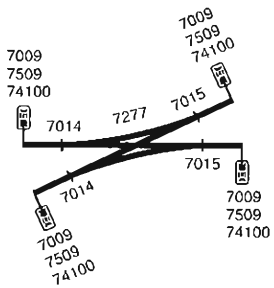
Catenary Geometry

märklin HO

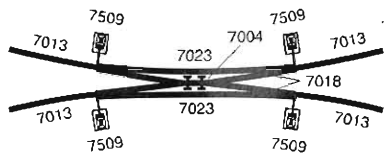
Turnouts
2261, 2264, 2271
5137, 5140, 5202, 5221
24611, 24612



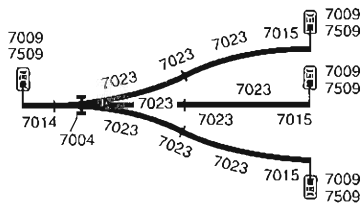
Crossings
2258, 2259, 2260
5114, 5128, 5207, 5211, 5215
24620, 24640



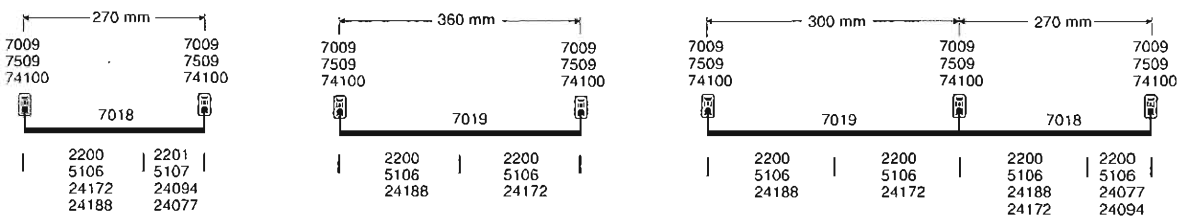
Crossings
2257, 2275



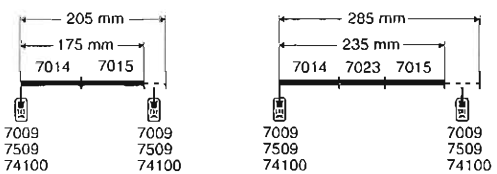
Three-Way Turnouts
2270
5214



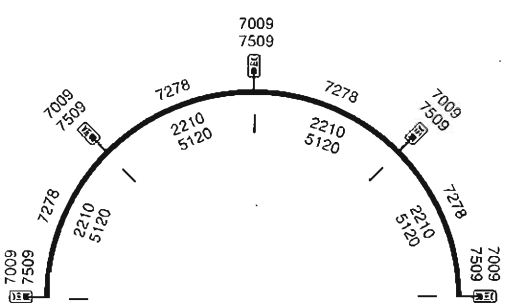
Straight Sections



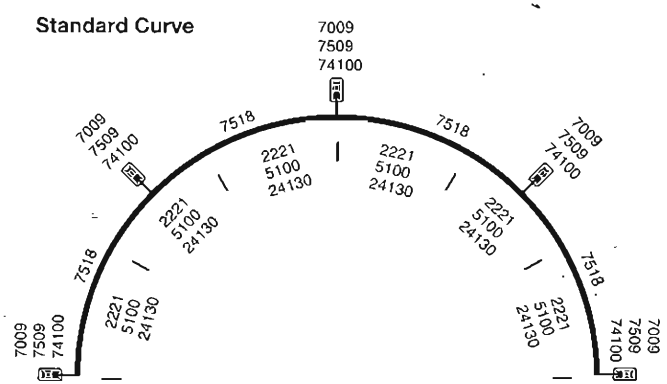
Intermediate Length



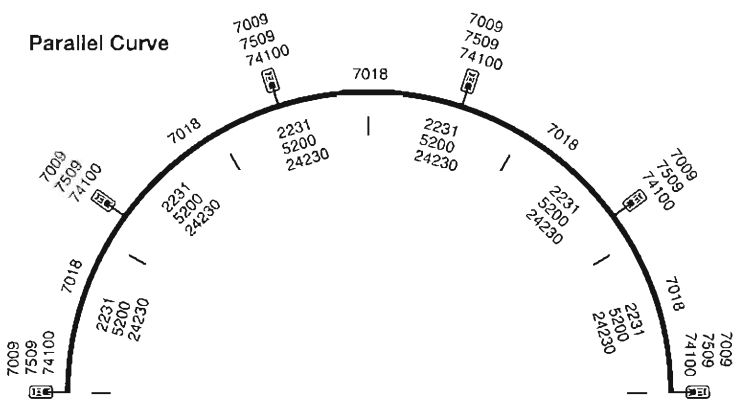
Industrial Curve



Standard Curve



Parallel Curve



Signals for M Track

Stop and Go on the rails

Model signals fulfil 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 C Track
The semaphore/target signals were originally designed for M Track, but can also be installed easily on layouts with C Track with just a few additional parts. The following are required to make connections for signals:
1 x 74030 center rail insulators (for 2 signals)
2 x 74040 feeder wire set
7131 one plug
7135 two plugs

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

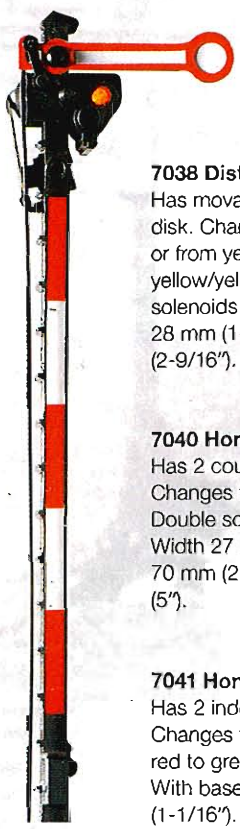
7036 Distant Signal.
Has movable disk. Changes from yellow/yellow to green/green. Double solenoid. With base plate. Width 28 mm (1-1/8"). Length 65 mm (2-9/16"). Height 73 mm (2-7/8").

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").



7036



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 Vr 1



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

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



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

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.

Tip: Semaphore/target signals for C Track
The color light signals were originally designed for K Track, but can also be installed easily on layouts with C Track with just a few additional parts.

The following are required to make connections for signals:
1 x 74030 center rail insulators (for 2 signals)
2 x 74040 feeder wire set

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 (2-5/8").

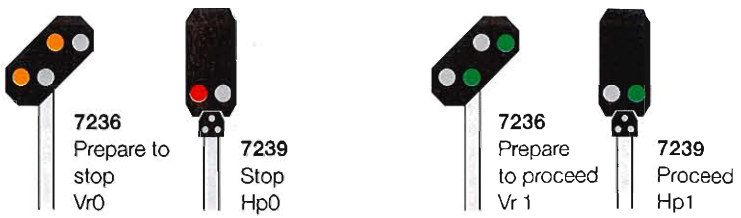
7241 Color Light Home Signal.
Changes from red (Hp0) to green (Hp1) or green/yellow (Hp2) and controls track power with double solenoid mechanism with additional third solenoid for the green/yellow aspect. 2 additional hand levers. With base plate. Width 30 mm (1-3/16"). Length 95 mm (3-3/4"). Height 90 mm (3-9/16").



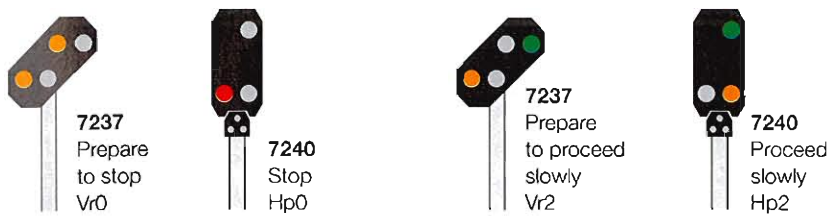
7238 7241

Explanation of signal aspects

Usually on main lines or at stations with no turnouts/crossings.



Usually at or near stations with turnouts/crossings.

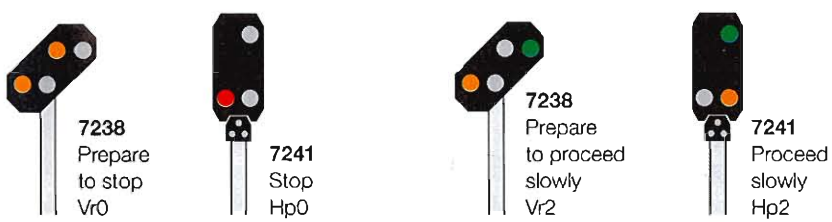




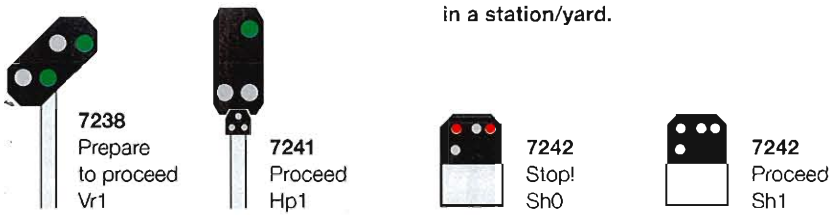
7242 Yard Signal.
Changes from red/red (Sh0) white/white (Sh1) and controls track power with double solenoid mechanism. Additional hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 18 mm (11/16").

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.

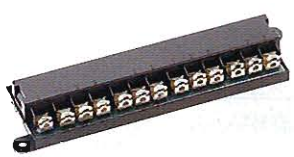
At or near stations with turnouts/crossings or straight through operation.



Controlling switching movements in a station/yard.

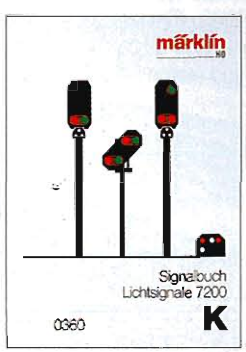


7244 Universal Relay.
With 4 single pole switches. Contacts have 2 amp capacity. Can be activated by control box, circuit track, contact track, reed switch or digital decoder.





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").

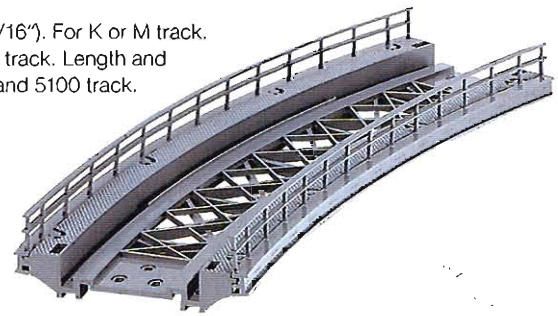


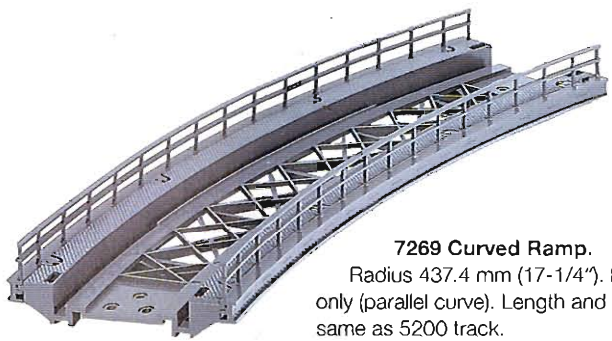
0368 Märklin Signal Manual for 7200 Signals.
Extensive explanations with six-color illustrations of how the 7200 signals and universal relay are installed with K track and how they are used. Contents 48 pages. Format 18 x 25 cm (7-1/8" x 9-1/8").

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.

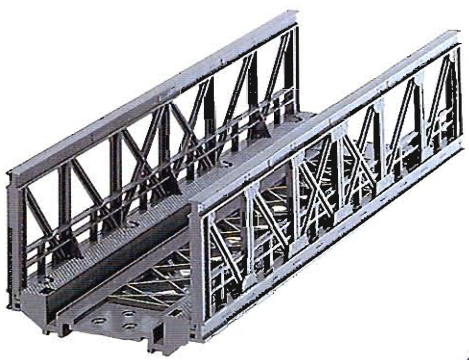
7267 Curved Ramp.
Radius 360 mm (14-3/16"). For K or M track. 3 clips for mounting K track. Length and radius same as 2221 and 5100 track.

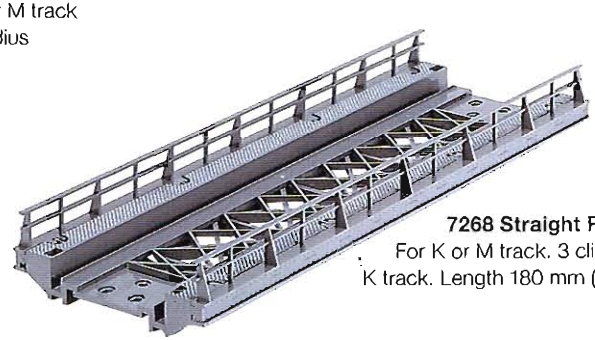




7269 Curved Ramp.
Radius 437.4 mm (17-1/4"). For M track only (parallel curve). Length and radius same as 5200 track.

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").





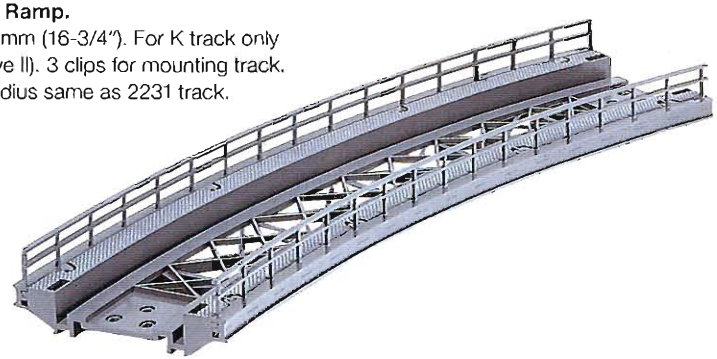
7268 Straight Ramp.
For K or M track. 3 clips for mounting K track. Length 180 mm (7-3/32").



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").

New bridges for C Track will be available in the near future.

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 mm 1 x 7250 1 x 7252 1 x 7253

A Grade with M Track for Electric Locomotives with Catenary

15 x 18 cm/7-3/32" track sections

13 x 7268

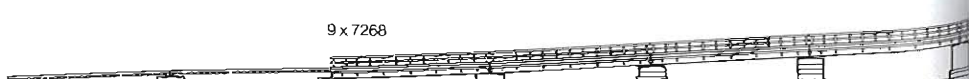


Pillar Height	1	2	3	4	5	6	7
	2.5 mm 1 x 7250	5.5 mm 1 x 7250 1 x 7251	11.5 mm 1 x 7250 1 x 7251 1 x 7252	20.5 mm 1 x 7250 3 x 7252	29.5 mm 1 x 7250 1 x 7251 4 x 7252	38.5 mm 1 x 7250 1 x 7252 1 x 7253	47.5 mm 1 x 7250 1 x 7251 2 x 7252 1 x 7253

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 mm 1 x 7250 1 x 7251 1 x 7253

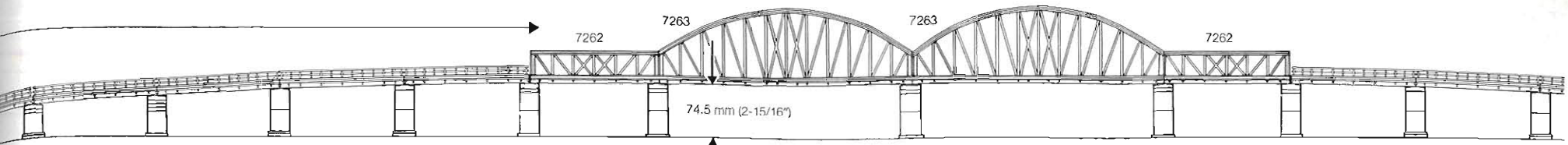
A Grade with K Track for Electric Locomotives with Catenary

14 x 18 cm/7-3/32" track sections

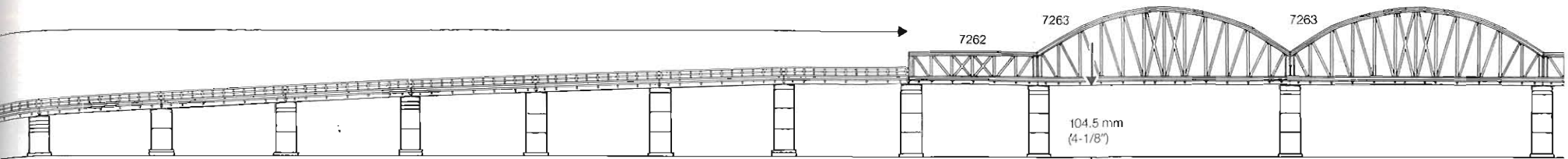
12 x 7268



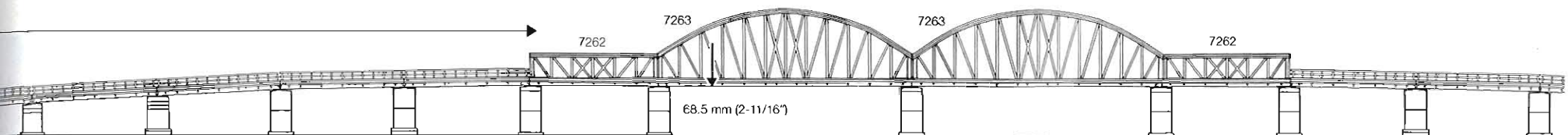
Pillar Height	1	2	3	4	5	6	7
	2.5 mm 1 x 7250	2.5 mm 1 x 7250	8.5 mm 1 x 7250 1 x 7252	17.5 mm 1 x 7250 1 x 7251 2 x 7252	26.5 mm 1 x 7250 4 x 7252	35.5 mm 1 x 7250 1 x 7251 1 x 7253	44.5 mm 1 x 7250 2 x 7252 1 x 7253



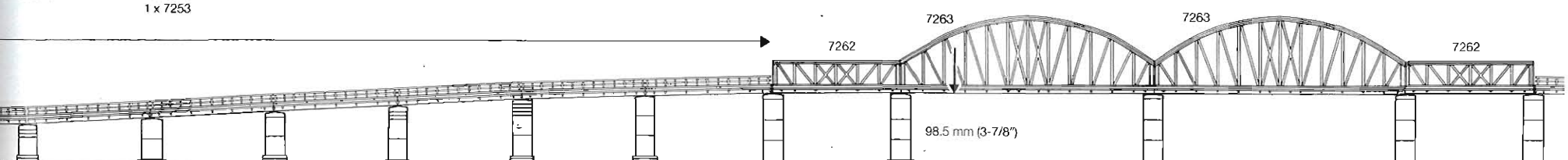
7	8	9	10	11
47.5 mm	56.5 mm	65.5 mm	71.5 mm	74.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	4 x 7252	1 x 7251	1 x 7251	2 x 7252
2 x 7252	1 x 7253	2 x 7253	1 x 7252	2 x 7253
1 x 7253			2 x 7253	



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			

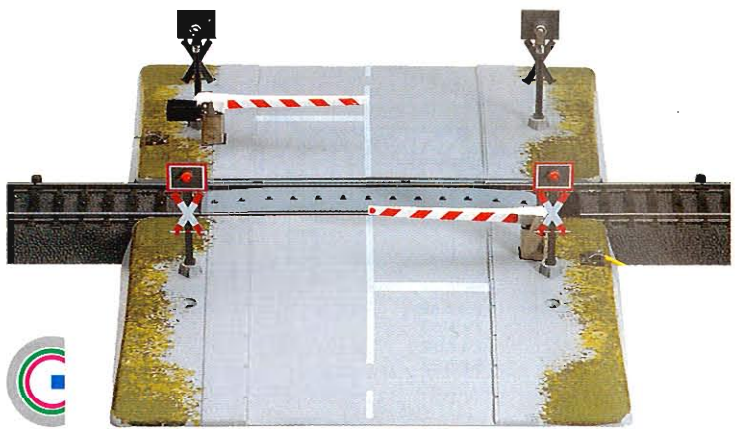


8	9	10	11	12	13	14
53.5 mm	62.5 mm	71.5 mm	80.5 mm	89.5 mm	95.5 mm	98.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	2 x 7253	1 x 7251	3 x 7252	1 x 7251	1 x 7251	1 x 7252
3 x 7252		1 x 7252	2 x 7253	4 x 7252	3 x 7253	3 x 7253
1 x 7253		2 x 7253		2 x 7253		

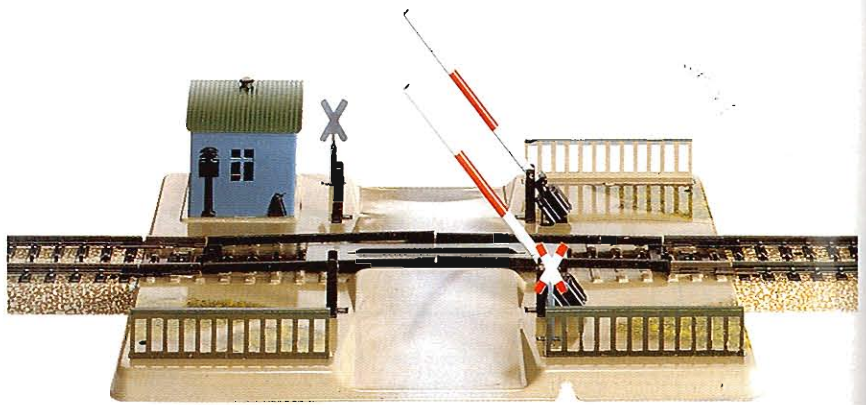
Railroad Grade Crossings

The gates for the fully automatic railroad crossing gates 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 and C Track; with M Track only the 5115, 5116 or 5145 contact tracks can be used (see page 253).

74920 Fully Automatic Railroad Grade Crossing.
With half gates. For direct connection to C Track. 2 solenoid activated gates with 2 warning signals and 2 red warning lights which come on when the gates come down. Ready to be connected to the layout, simple installation. Contact track set: 3 straight tracks each 94.2 mm (3-3/4"). Dimensions for each base half 137 x 95 mm (5-3/8" x 3-3/4").



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").





5115 Straight Contact Track.
Length 180 mm (7-3/32"). Same as 5160.



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.



24951 Straight Transition Track.
Allows C Track to be connected to the 7292 and 7390 railroad grade crossings. Length 180 mm (7-3/32").



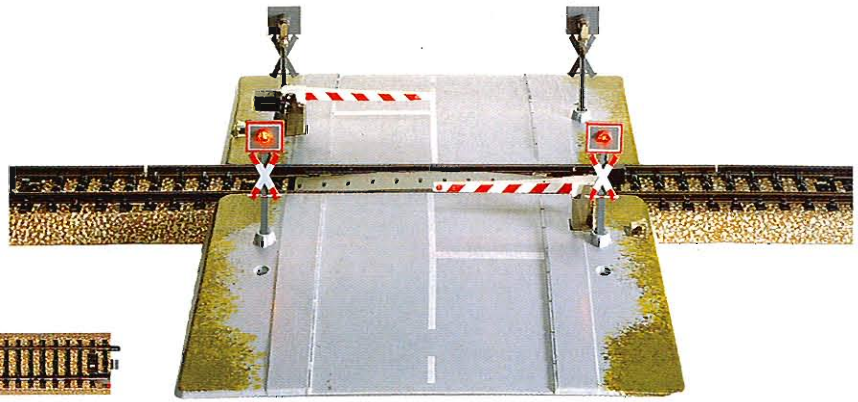
24922 Straight Transition Track.
Allows C Track to be connected to the 7592 railroad grade crossing. Length 180 mm (7-3/32").

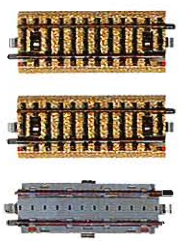


2291 Straight Transition Track.
Allows K Track to be connected to the 7292 and 7390 railroad grade crossings. Length 180 mm (7-3/32").



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").

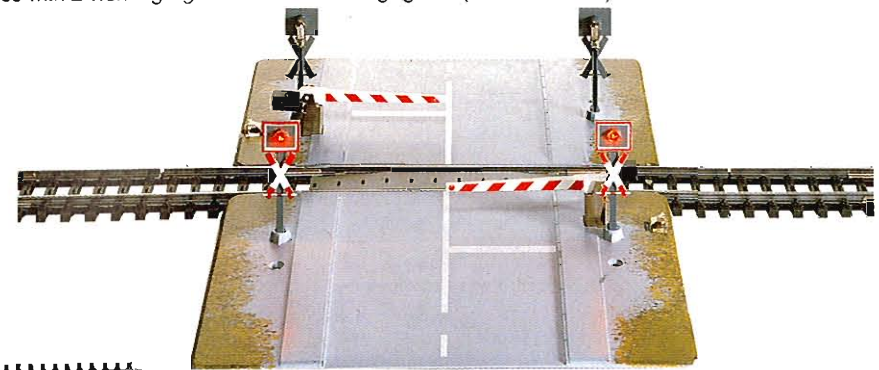


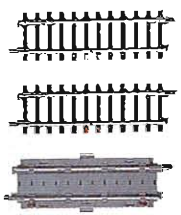




7293 Add-On Set.
For 7292 railroad grade crossing. For M Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 27 to 62 mm (1-1/16" to 2-1/2") (track spacing of 64 to 99 mm/ 2-1/2" to 3-7/8").

7592 Fully Automatic Railraod 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").





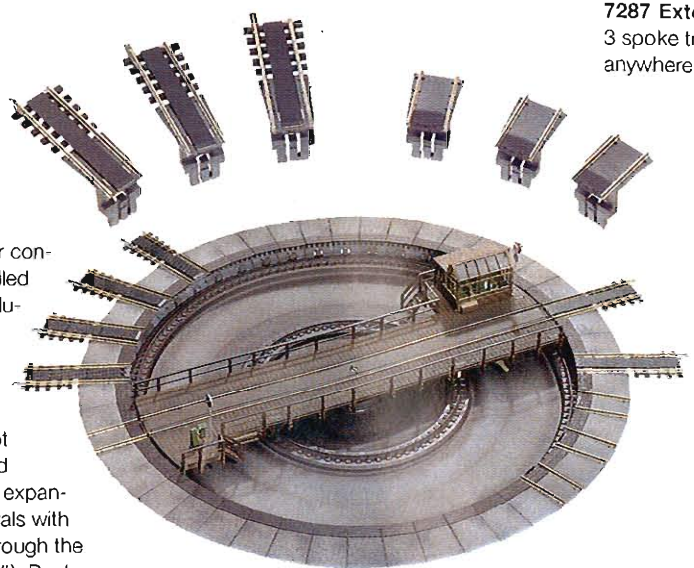


7593 Add-On Set.
For 7592 railroad grade crossing. For K Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 33 to 68 mm (1-5/16" to 2-11/16") (track spacing of 64 to 99 mm/2-1/2" to 3-7/8").





Turntable

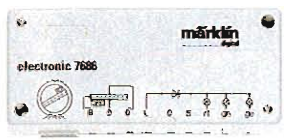


7286 Remote Control Turntable.
Standard DB design 27 meters (88' 6"). Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included. Function: turns to the right/left in single steps and continuously to a stop. Can be retrofitted with 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 C Track and M Track in conjunction with adapter tracks. 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.

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.

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.



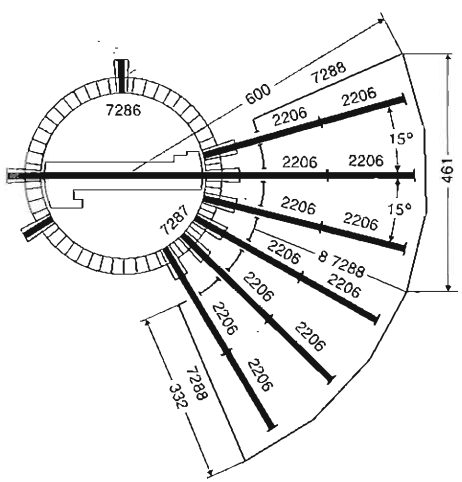
A 6021 Control Unit and a 6040 Keyboard are required to operate the digital turntable (7286 with 7687). It is also possible to control the turntable with a computer (6051 Interface). The digital control is independent of the conventional or digital control of the trains.

2291 Straight Adapter Track.
Allows M track to be connected to the 7286 turntable. Length 180 mm (7-3/32").

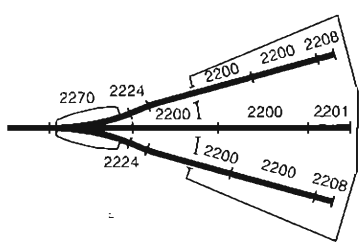
N

24922 Straight Adapter Track.
Allows C 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 2270 three-way turnout.



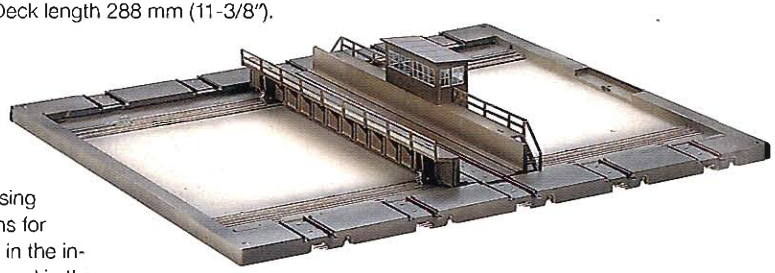


7288 Locomotive Shed Kit. 3 stalls at 15° intervals. Suitable for use with the 7286 turntable. For M and K track (track not included). Doors that close automatically when a locomotive enters. Two each additional 7288 locomotive sheds can be built on to this unit without intermediate walls by using the 87288 roof support kit. Dimensions 335 x 461 mm (13-3/16" x 18-1/8"). Height 128 mm (5").

72888 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. Track connections for M Track. Can also be used with C Track and K Track in conjunction with adapter tracks. 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. Additional connections for catenary. 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.

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.



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").

N

24951 Straight Transition Track.
Allows C Track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").

2291 Straight Adapter Track.
Allows K track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").

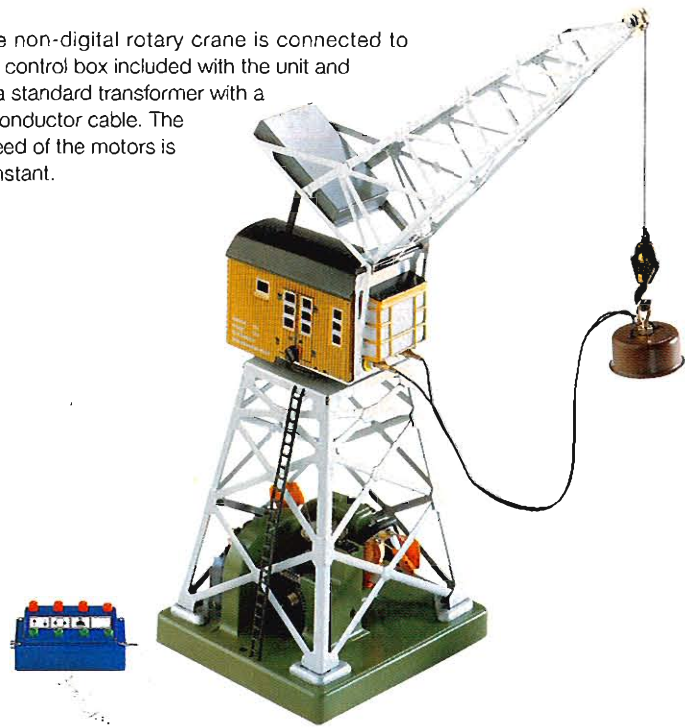


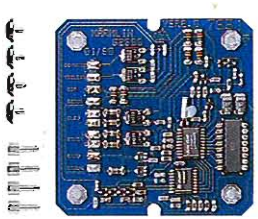
Rotary Crane

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").



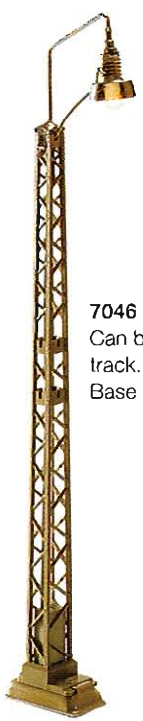
7280 Street Light.
Height 117 mm (4-5/8").
Base diameter 25 mm (1").



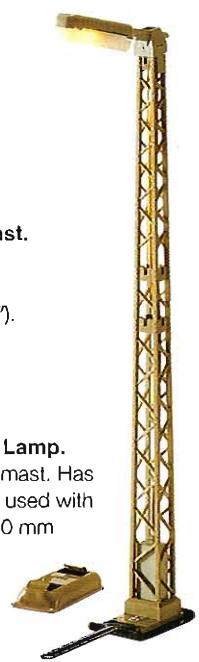
7282 Street Light.
Twin lights. Height 120 mm (4-3/4").
Base diameter 25 mm (1").



7047 Lamp.
Height 127 mm (5"). Base diameter 27 mm (1-1/16").



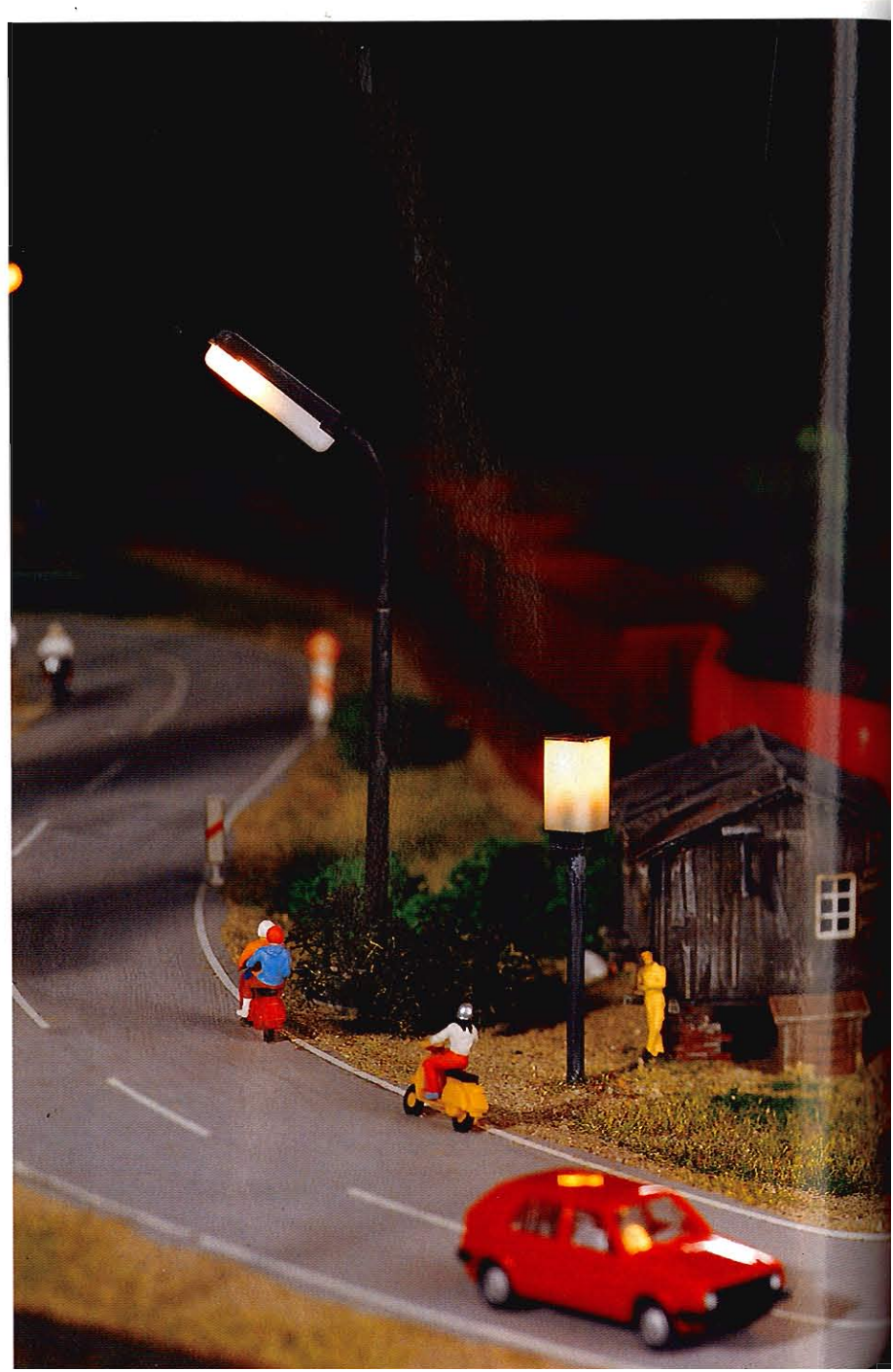
7046 Arc Lamp with Lattice Mast.
Can be used with catenary for M track. Height 192 mm (7-9/16").
Base 14 x 28 mm (9/16" x 1-3/32").



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 0000** 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 0010** 0,8 VA
Car lighting	7079	
Signals	7188, 7339	**60 0020** 0,8 VA
Car lighting	73150*, 7330*, 7333*, 7335*	**60 0080** 0,9 VA
Lamps	7046, 7047, 7048	**60 0100** 0,8 VA
Light mast	5113	
Car lighting	7323	
Car lighting	7197, 7318, 7320, 7322, 7329	**60 0150** 1,0 VA
Car lighting	7074	**60 0200** 0,8 VA
Signals	7242	**60 2000** 0,5 VA
Crossing gates	7292, 7592	**60 2010** 0,5 VA
Signals	7239, 7240, 7241	
Signals	7187, 7236, 7237, 7238, 7239, 7240, 7241	**60 2020** 0,5 VA
Signals	7187, 7236, 7237, 7238, 7240, 7241	**60 2040** 0,5 VA
Car lighting	7317	**61 0080** 0,7 VA

* The 61 0080 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 in the Märklin H0 wiring system

Red = locomotive power connection (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 (0.0003 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").

N

71060 Wire.
Dealer package assortment with 10 rolls each of red, brown, blue and yellow wire. Length of each roll 10 meters (33 feet). Wire cross section 0.75 sq. mm (0.001 sq. in.). Rolls of wire can also be sold separately.

The wire in this dealer package assortment with a cross section of 0.75 sq. mm (0.001 sq. in.) is recommended for large H0 layouts and for Märklin 1.



7000 Staples.
Bag of 50 pieces. For mounting wire on wood base boards.

7000

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.

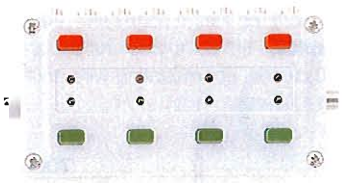
7130 Plug and Socket Assortment.
100 pieces (66 plugs and 34 sockets). Assorted according to average requirements for each color.

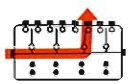


7115 7135 7130

Control Boxes

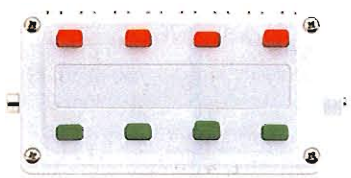
For remote-control operation

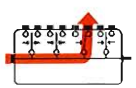




Schematic of 7271
(Button 3 pushed)

7271 Control Box.
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LEDs when used with 7549 (K) and 74490 (C) turnout mechanisms. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

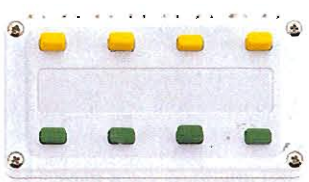


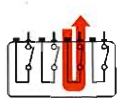


Schematic of 7272
(Button 3 pushed)

HOBBY

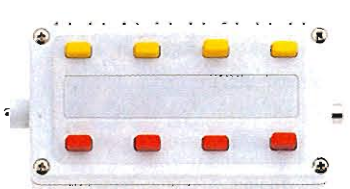
7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7072 control box.

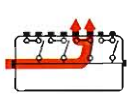




Schematic of 7273
(Button 3 pushed)

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. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7211 control box.





Schematic of 7274

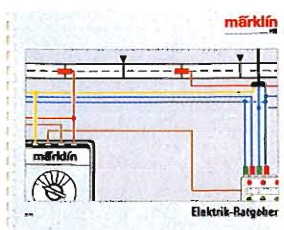
7274 Control Box.
For dividing or switching a track or accessory circuit into 4 different circuits. For example, 4 accessory circuits for building illumination can be turned on or switched over. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7210 control box.



7209 Distribution Strip.
Has 11 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 11/16").

Feeder connections and insulators:
for C Track, on page 217
for M Track, on page 225
for K Track, on page 235

Wire, sockets and plugs can be found on page 259.



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").



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").

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 259) and turnout or signal mechanisms use about 6 watts when activated. Additional electric accessories should be connected to an additional accessory transformer.



HOBBY

76645 100 volts Japan. 32 VA.
6647 230 volts. 32 VA.
76648 240 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.
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.

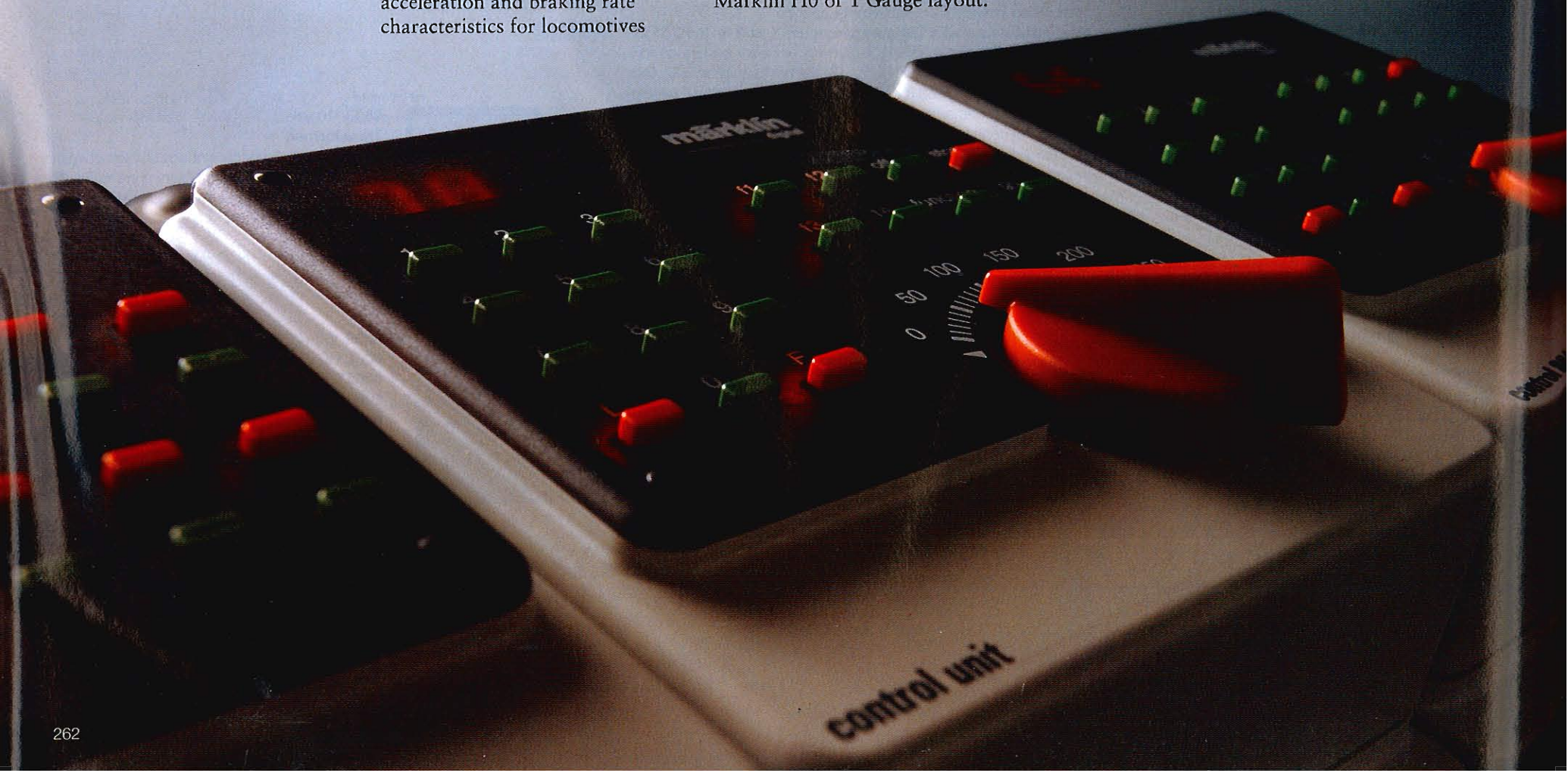
More Fun with Model Railroading with Märklin Digital.

märklin digital

Märklin Digital expands the hobby of model railroading with the fascinating possibilities of computer technology. Märklin Digital makes operating a model railroad a richer, more realistic experience. With more than 10 years of experience, Märklin Digital is a mature system employing a technology that ensures you can still use it in the future with new products.

Märklin Digital controls up to 80 locomotives, 80 function models and 256 solenoid accessories. Many auxiliary functions can be activated independent of the movement of the trains, such as headlights, TELEX couplers, smoke units and sound effects as well as digital function models such as a turntable and rotary crane. You can set prototypical maximum speed, acceleration and braking rate characteristics for locomotives with high-efficiency propulsion. You have the choice of operating your layout with digital accessory controllers, Memory controllers and PC track diagram control board screens.

Märklin Digital can be expanded step by step, whether you are just getting started for the first time or if you want to convert your Märklin H0 or 1 Gauge layout.



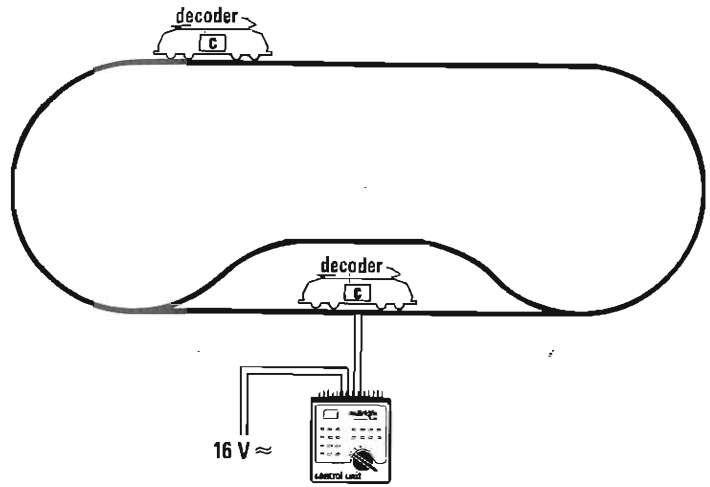
How Does Märklin Digital Work?

märklin digital

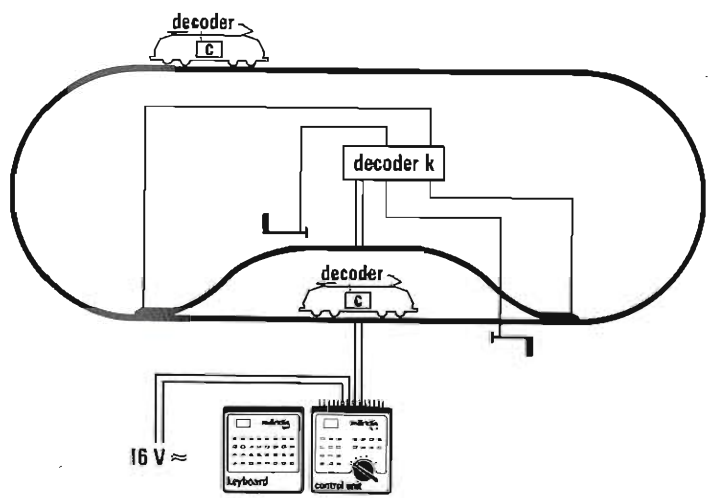
With conventional locomotive operations you control the operating voltage in the track or the catenary with the train control transformer; the locomotive goes faster or more slowly or it changes direction. All locomotives in the same power circuit do this simultaneously. You have to isolate areas of 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.

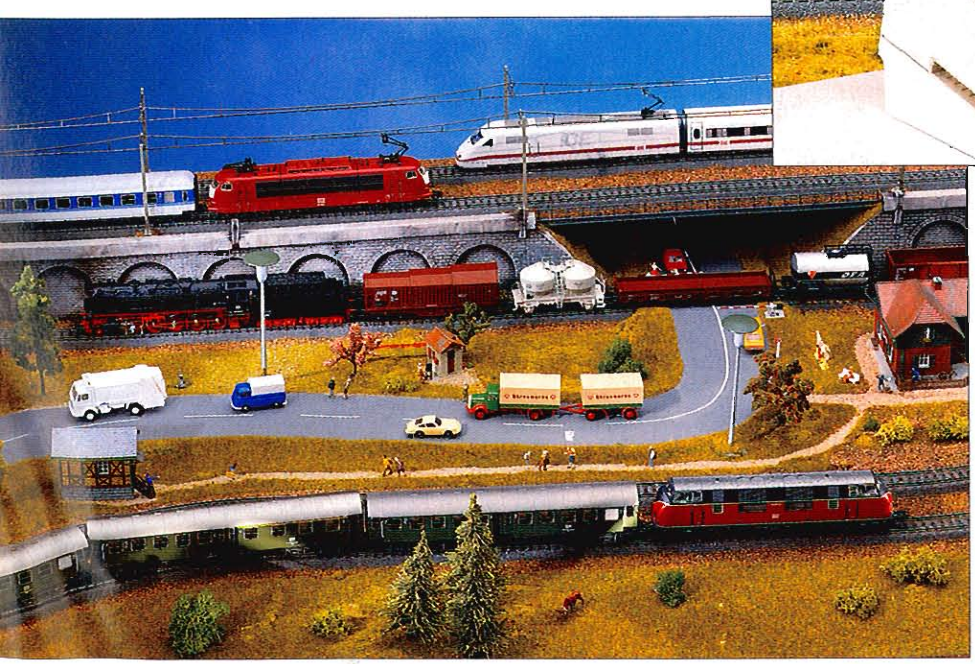
In the Märklin H0 system you will find DELTA starter sets (see pages 20–25) in different sizes as well as universal and digital locomotives. In Märklin 1 all Maxi locomotives and standard 1 Gauge models come from the factory ready for digital operation.

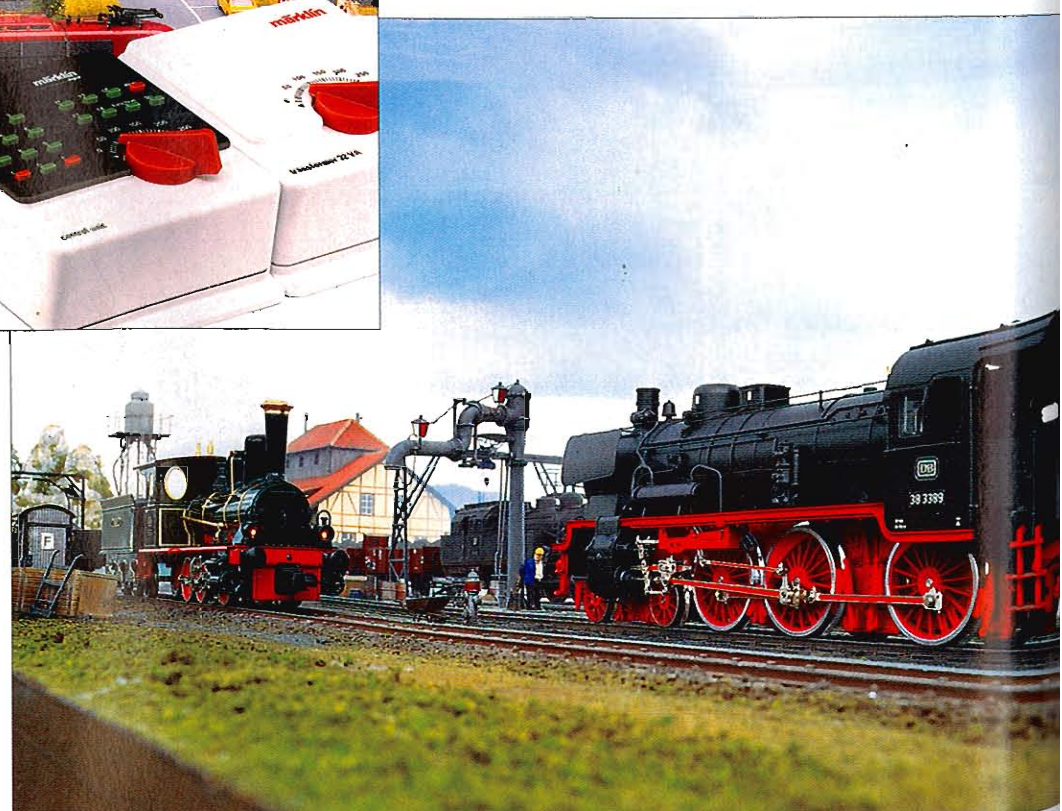
Change here, please

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.

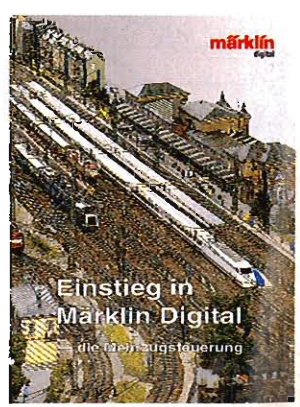


control unit

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").

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.



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").

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.



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").



6038 Adapter 180.
Extension cable for remote setup of the Control 80 f, Keyboard, Memory or Interface. 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.

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.



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.



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").

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.

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 94–98).



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").



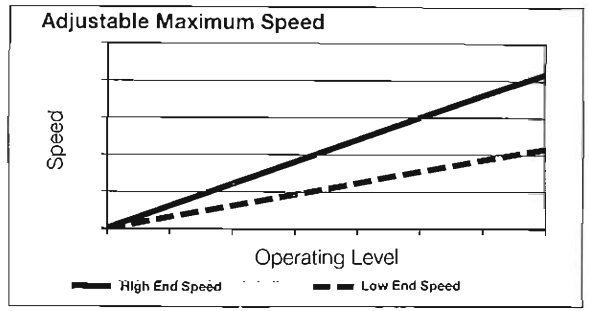
6090 Digital Propulsion Set.
Consists of locomotive decoder and high-effciency motor. Can be controlled with the Control Unit (6021). For Märklin H0 locomotives with drum-style commutator motor. Adjustable maximum speed, acceleration and braking delay. Motor monitored on ascending and descending grades. 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").

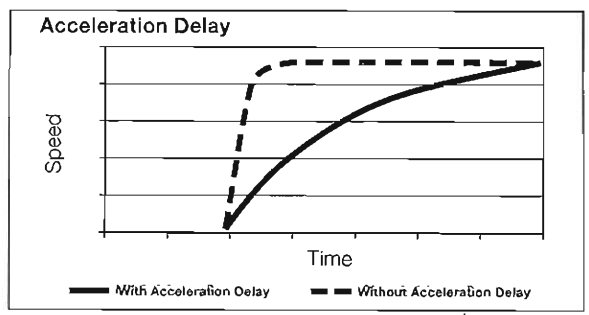


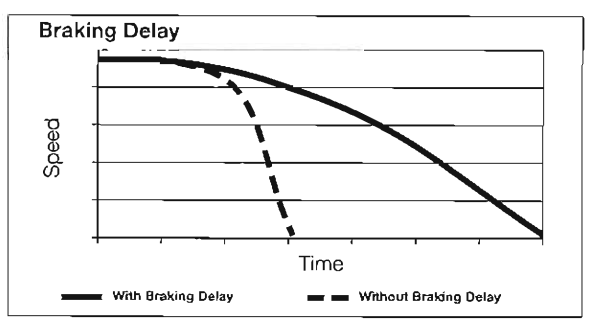
6095 c 95 Decoder.
Decoder for standard design single motor Märklin 1 locomotives. Can be controlled with the Control Unit (6021). Up to 5 controllable locomotive functions. Can be coded for 80 different digital addresses. Adjustable maximum speed, acceleration and braking delay. Built-in load-dependent 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).







The diagrams present the principles of this propulsion concept.

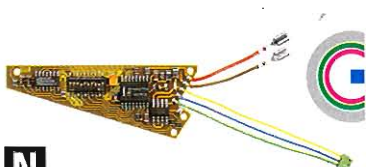
Controlling Accessories Digitally

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").



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74460 Digital Installation Decoder.
Can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. Address can be set with coding switches.



6073 k 73 Turnout Decoder.
Can be installed in M track turnouts and double slip switches 5128, 5137, 5140, 5202 and 5207.

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 tracks. Can be activated by Keyboard, Memory or Interface. Coding switches for setting decoder address. Four 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, Memory or Interface. Four different outputs. Coding switches for setting decoder address. 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.

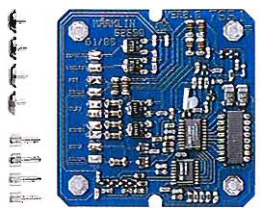
The routine switching sequence can be recorded, stored and called up again in the Memory, just as you would with a tape recorder. Up to 24 routes, each with up to 20 setting commands for turnouts and signals, can be set up automatically at the push of a single button in this manner. A maximum of four 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.



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 a Control Unit. Position commands are entered with a Keyboard or Interface. Operation is also possible without the accessory controllers. Routes currently called up indicated by LEDs. The routes and the last current status for the unit remain in memory storage after the power is shut off. Suitable for automatic operation. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").

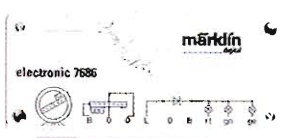
Digital Function Models

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.



7652 Digital Retrofit Kit for Rotary Crane.
Consists of crane decoder and all necessary hardware. For converting the 7051 remote control rotary crane (see page 257) to digital operation.

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.



7687 Digital Retrofit Set for 7286 Turntable.
Enables easy control of the 7286 turntable (see page 255) 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.

All of these models can be used with the 6021 Control Unit only.

List Of Current Digital Components

Item no.	Description	H0 ≈	1
6002	Transformer	•	•
6017	Booster	•	•
6021	Control Unit	•	•
6036	Control 80 f	•	•
6038	Adapter 180	•	•
6039	Adapter 60	•	•
6040	Keyboard	•	•
6043	Memory	•	•
6051	Interface	•	•
60511	COMBOARD	•	•
6073	k 73 decoder	•	
6080	c 80 decoder	•	
6081	c 81 decoder	•	
6083	k 83 decoder	•	•
6084	k 84 decoder	•	•
6088	s 88 decoder	•	•
6089	Adapter s 88	•	•
6090	c 90 decoder	•	•
6095	c 95 Decoder		•
6603	DELTA module	•	
74460	C Track decoder	•	

Track diagram control board by computer.

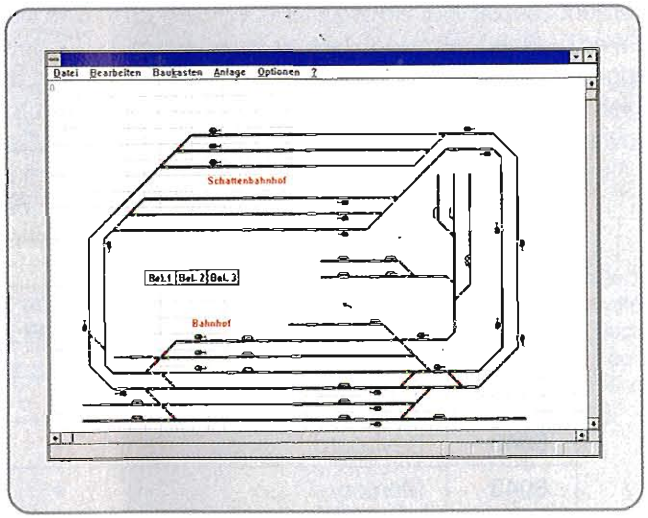
Finally, a practical and prototypical use for your personal computer: the COMBOARD track diagram control board program.

You simply connect the Interface to your digital layout and plug the Interface cable into the computer. Then, you use the mouse to arrange the symbols for various accessories and special track pieces on the screen so that they correspond to your layout. There's no need for additional knowledge of a computer or for additional wiring. Everything is easy to understand right from the start.

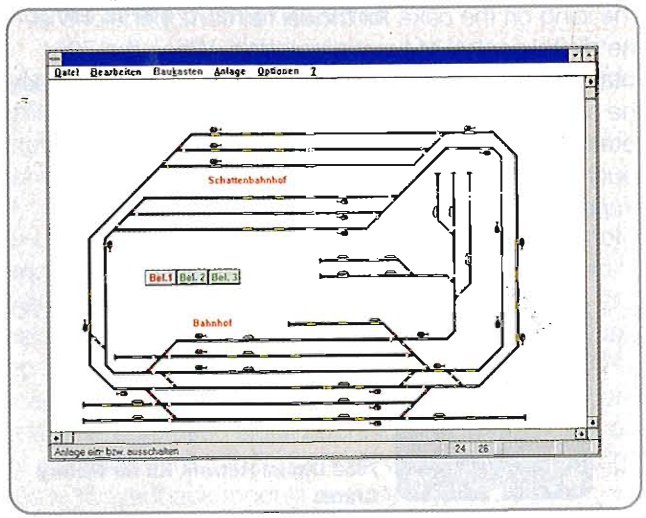
Using the mouse or the keyboard, you control turnouts, signals, uncoupler tracks and other solenoid accessories; the status of each item can be seen clearly on the computer screen. You can also control complete routes, blocks and staging yards as well as operating models such as a turntable, transfer table and the digital rotary crane.

Another advantage of COMBOARD is the modular way in which you set it up. It can be expanded easily to include functions for new solenoid accessories or for control of locomotives (planned for later availability). This program is suitable for 1 Gauge and all Märklin H0 track systems (K, M and C Track).

Any personal computer with the MS Windows 3.1 (or higher) operating system, CD ROM drive and monitor with VGA resolution (or better) can be used with COMBOARD. The PC must have two serial ports for the connections to the Interface and the mouse.



▲ In the Editor Mode the individual switching and graphics elements for a manageable presentation of the layout are assembled and routes, blocks or staging yards are set up.



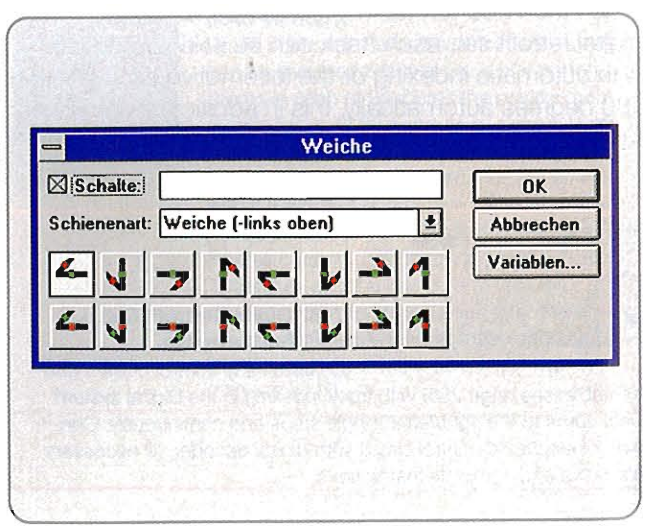
▲ In the Program Mode solenoid accessories can be switched by simply clicking on the switching elements with the computer's mouse. Previously initiated automatic procedures are carried out and displayed in the background.

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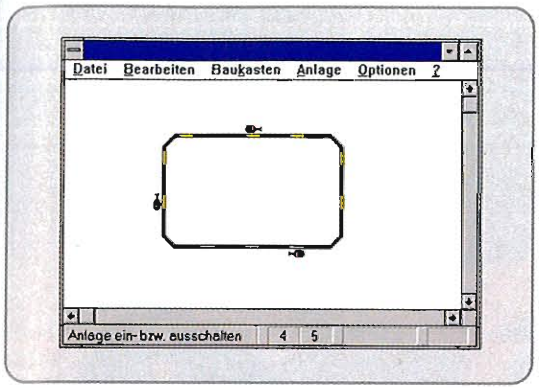
60511 "COMBOARD" Track Diagram Control Board.
Software program for controlling solenoid accessories on a digital model railroad layout with a computer.

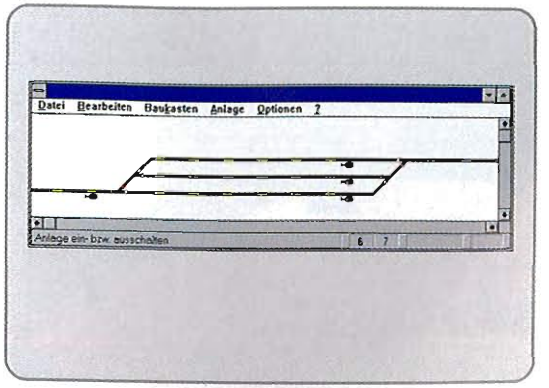
Hardware requirements:
- Märklin digital central unit (Motorola format)
- Interface (6050 or 6051)
- s 88 decoder (6088) only for operation with feedback function.
- Computer with MS Windows 3.1 operating system, VGA graphics, (minimum 640 x 480 dots, 16 colors), CD ROM drive, mouse

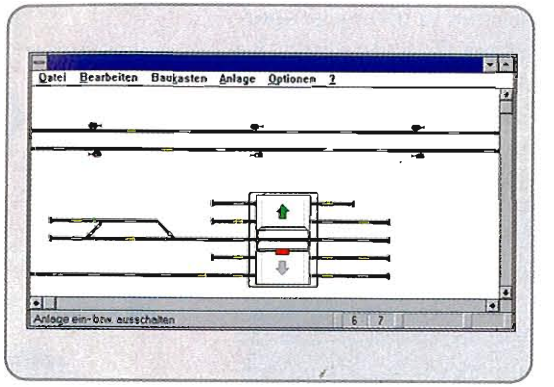
Program features:
- Modular setup of a track diagram control board on the computer screen. Control using the keyboard and a mouse.
- Easy switching of turnouts and signals
- Ability to switch routes
- Potential for track occupation indicator
- Block operation
- Staging yard control
- Can be used to operate turntable, transfer table and digital rotary crane
- German text



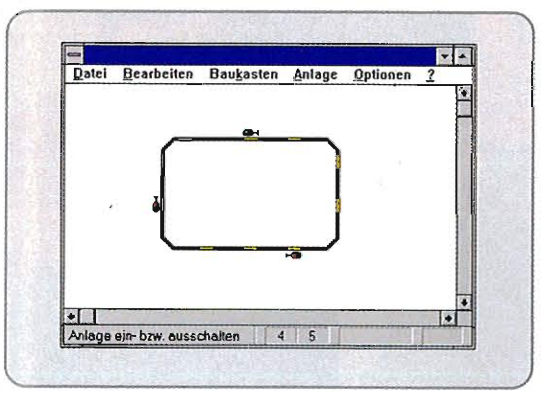
▲ In the Editor Mode different variants are available for each switching element. The variants for a turnout are displayed in this example.

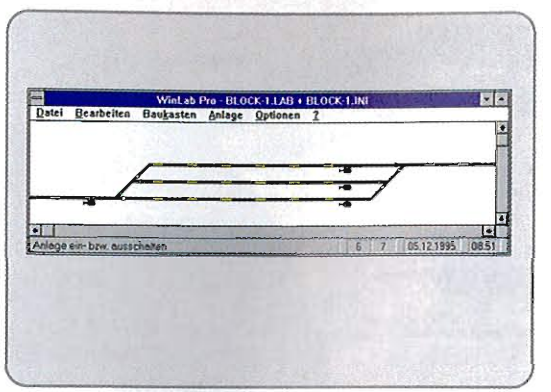






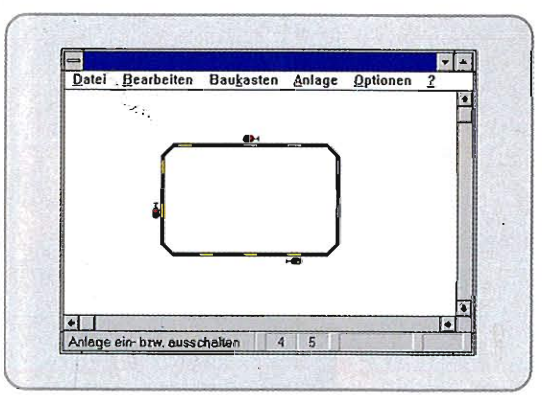
▲ Working models such as a transfer table (in this example), turntable or rotary crane can be integrated into the track diagram control board.



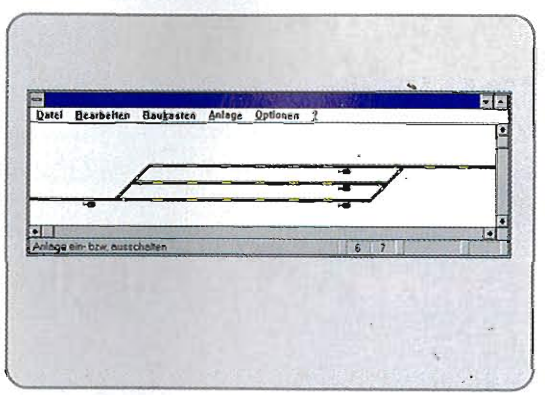




6051 Interface.
Link to a computer. 80 locomotive addresses and 256 accessories can be controlled though this unit. Connector for s 88 (6088) feedback module decoder. Output features are the same as the previous 6050 Interface. A cable for a computer (RS-232-C, 9 pole connection) and a diskette with 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").



▲ Block operation – demonstrated here with a small oval route with 3 blocks – runs fully automatically.

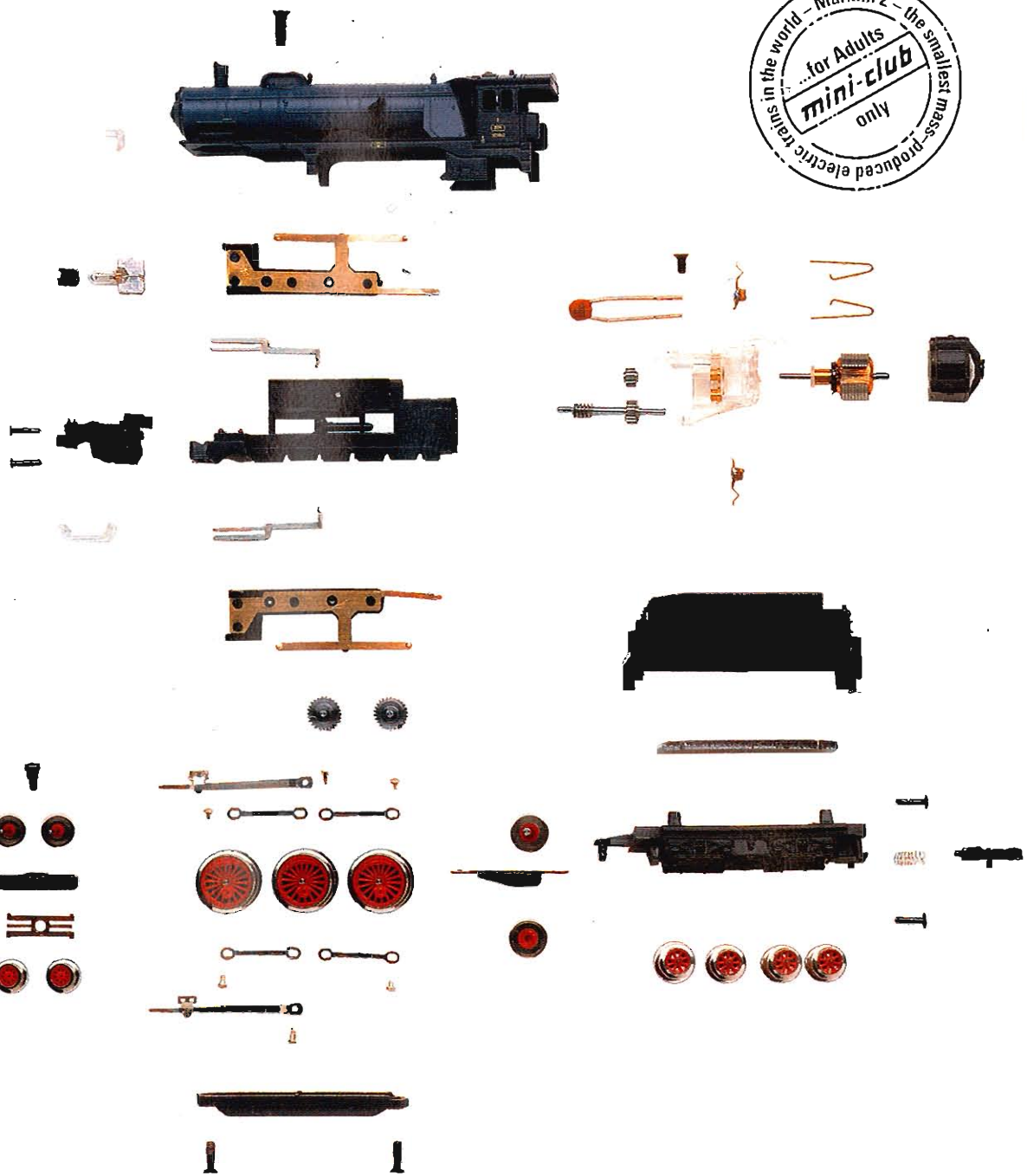


▲ Staging yard – here a small three track variant is shown as an example – can be programmed as a semi automatic or two different, fully automatic versions.

Everything is possible with mini-club.

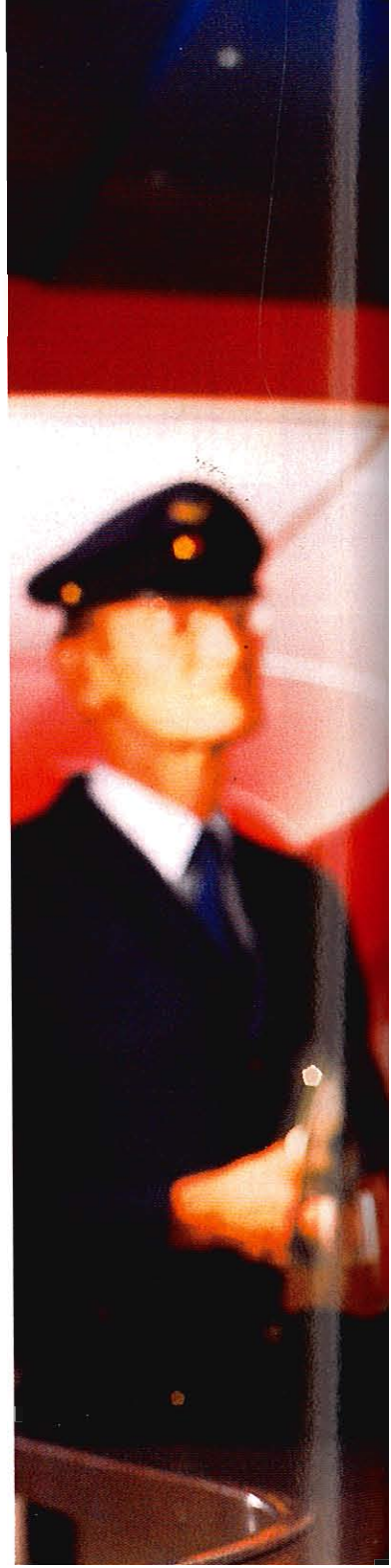
Size is sometimes in inverse proportion to its effect. You can verify this by giving, for example, a one carat diamond – or even mini-club as a gift. The emotions that this smallest, mass-produced model railroad in the world triggers are due not only to its unbelievable miniaturization, but also to its idea:

Free of any space problems you can set up a mini layout in the smallest corner; even a large railroad with trains of prototypical length requires only a little more space. mini-club layouts have thus been mounted on ladies' hats, in gold fish bowls and in attache cases; but they've also been utilized to represent the transportation situations for entire regions – mini-club makes almost everything possible.





Model Size Z
Gauge 6.5 mm (1/4″)
Scale 1:220

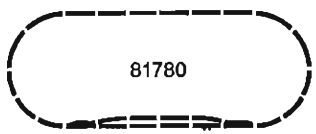




Starter-Sets

81780 230 volts
Freight Train with Power Pack.
Contents: 1 German Federal Railroad (DB) class 41 freight locomotive with tender, 1 type E 037 gondola, 1 "BP" oil tank car, 1 type Klms 440 low side car with tarp cover, 1 "Warsteiner" beer car, 1 type Pwg 012 freight train baggage car, 12 straight tracks, 12 curved tracks, 2 electric turnouts, rerailing ramp, control box, distribution strip, wire, plugs, sockets and power pack. Train length 369 mm (14-17/32").
Can be expanded with the SET sets 8192, 8193 and 8194 or as desired.





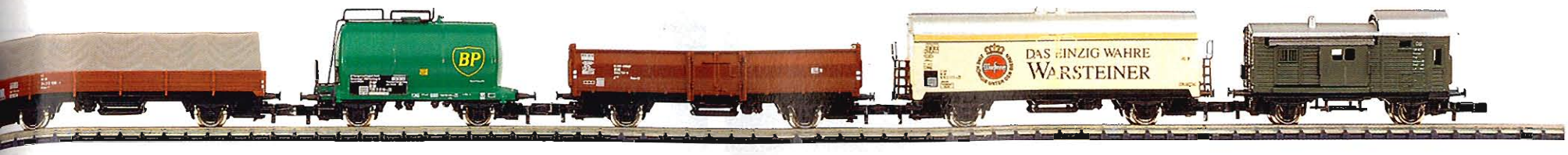


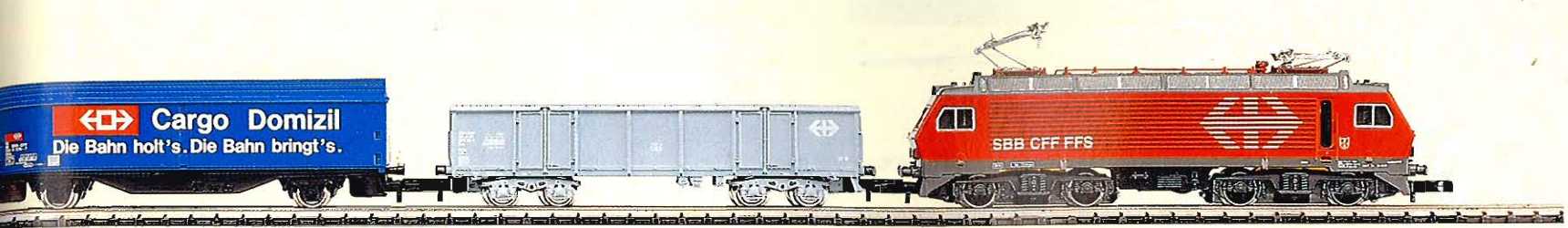
1062 x 402 mm
(42" x 16")



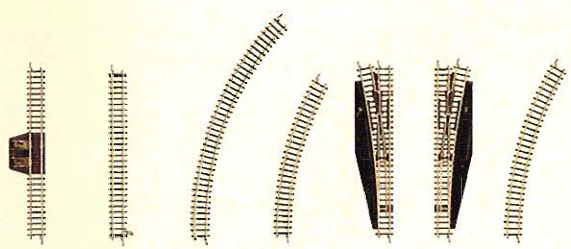




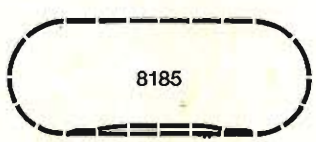




8185 230 volts
Freight Train with Power Pack.
Starter set with Swiss prototype locomotive and cars. Contents: 1 Swiss Federal Railways (SBB) class Re 4/4^{IV} electric locomotive, 1 type Eaos gondola, 1 "Cargo Domizil" sliding wall boxcar, 1 "Shell tank car, 12 straight tracks, 12 curved tracks, 2 electric turnouts, 1 Winterstorf station kit, control box, distribution strip, wire, plugs, sockets and power pack. Train length 290 mm (11-13/32").
Can be expanded with the SET sets 8192, 8193 and 8194 or as desired.



Freight train models are illustrated full size

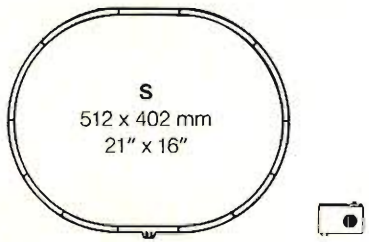


1062 x 402 mm
(42" x 16")





Set Extension Program

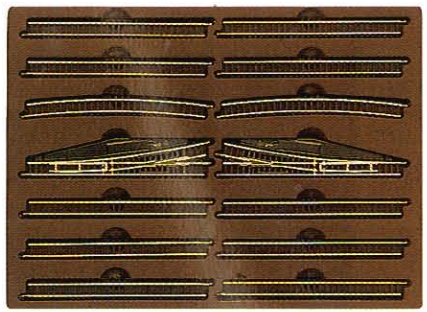


The SET extension set program is an ongoing system, with which you can expand the track layouts in steps from the starter sets. After getting started with the previous 8180/8182 S starter set, the E 8190 or E 8191 set is used to expand the layout further. After that you can expand your layout systematically in any order desired with the T1 8192, T2 8193 and T3 8194 track extension sets.

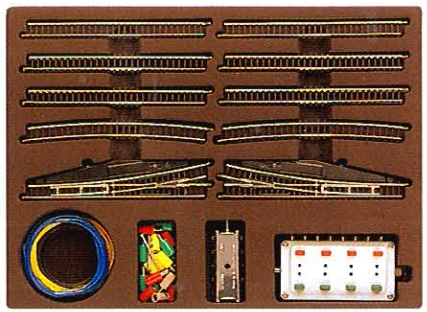
If you are getting started with the 81780 or 8185 starter sets, then you already have the E 8191 extension set integrated into your layout, and you can continue to expand effortlessly with the T1 8192, T2 8193 and T3 8194 track extension sets.

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.

8190

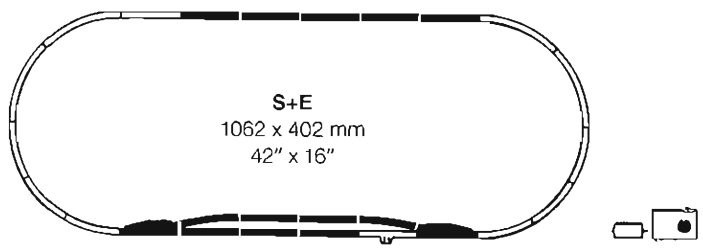


8191

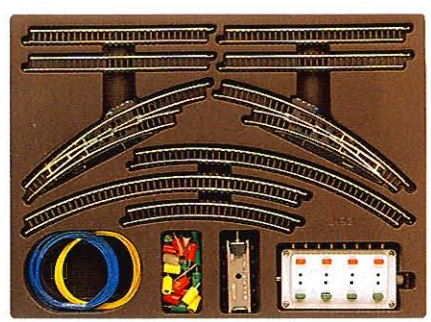


8190 E Extension Set with Manual Turnouts.
Contents: 10 straight tracks, 2 curved tracks, 2 turnouts and instructions.

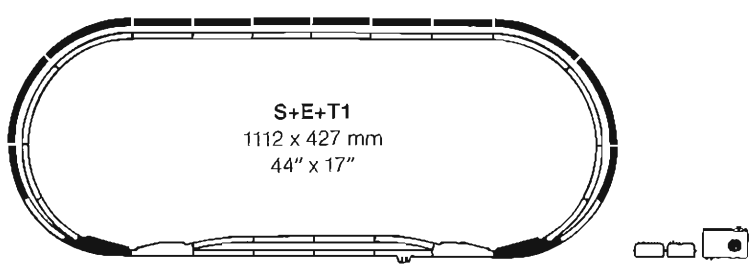
8191 E Extension Set with Electric Turnouts.
Contents: 10 straight tracks, 2 curved tracks, control box, distribution strip, wire, plugs and sockets, and instructions.



8192



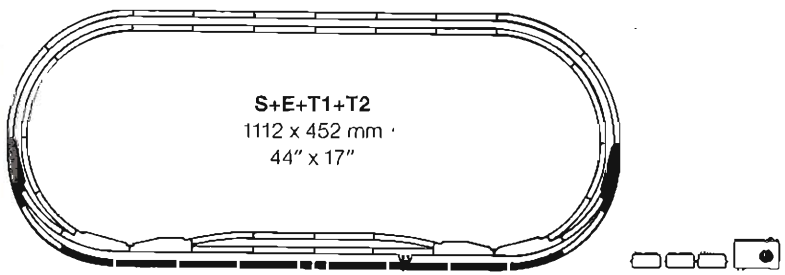
8192 Double Track Set T1.
Contents: 6 straight tracks, 6 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.

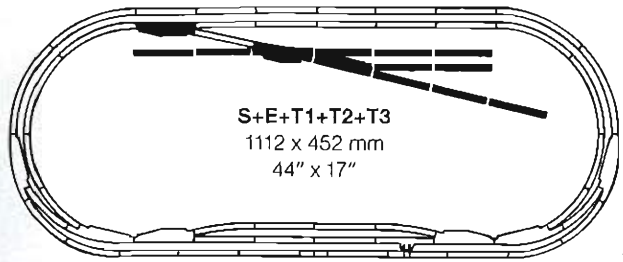


8193



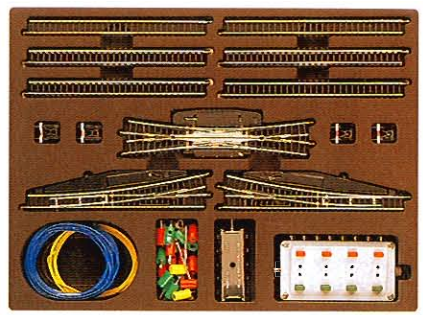
8193 Station Track Set T2.
Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.

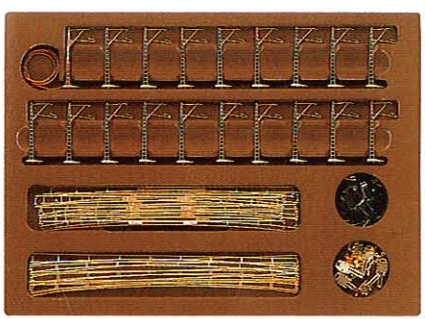




8194 Yard Track Set T3.
Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, control box, distribution strip, wire, plugs and sockets, and instructions.

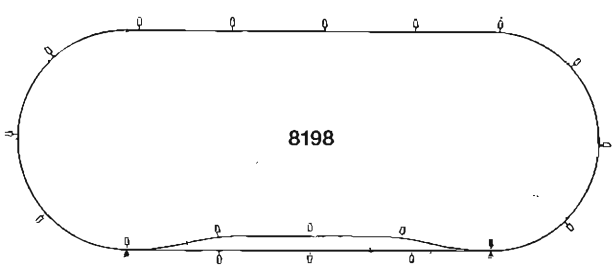
8194

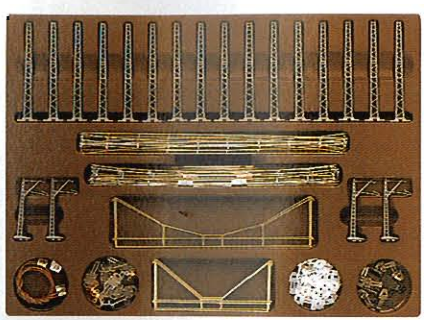




8198

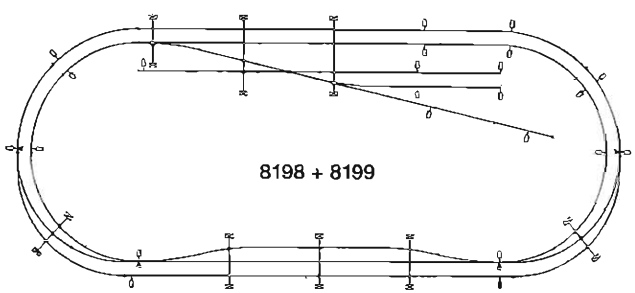
8198 Catenary Set for S + E.
Contains all parts needed to set up catenary on S + E layout. Contents: 19 catenary masts, 20 sections catenary wire, 8 insulators, 6 connecting springs and instructions.





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



Locomotives



If you measure first 45 millimeters (1-3/4") and than 120 millimeters (4-3/4") with your thumb and forefinger, you'll being looking at the length of the shortest and longest mini-club locomotives. The entire spectrum of railroading lies between these two: steam, diesel or electric locomotives from the provincial railroad to the modern period. All of the models have a proven, reliable propulsion technology, and most have prototypical headlights – the new SBB class 460 even has the original Swiss changeover headlight code.

märklin Z

K.Bay.Sts.B. S 3/6



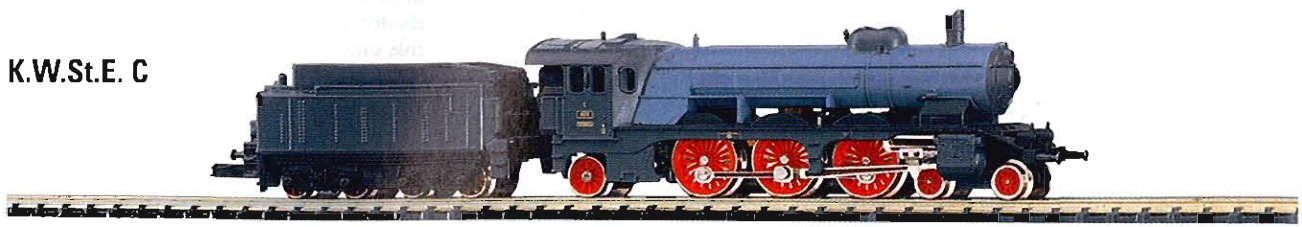
8892 Express Train Locomotive with Tender.
Royal Bavarian State Railroad S 3/6. All driving axles powered. Length over buffers 106 mm (4-1/8").

Models are illustrated full size

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.

K.W.St.E. C

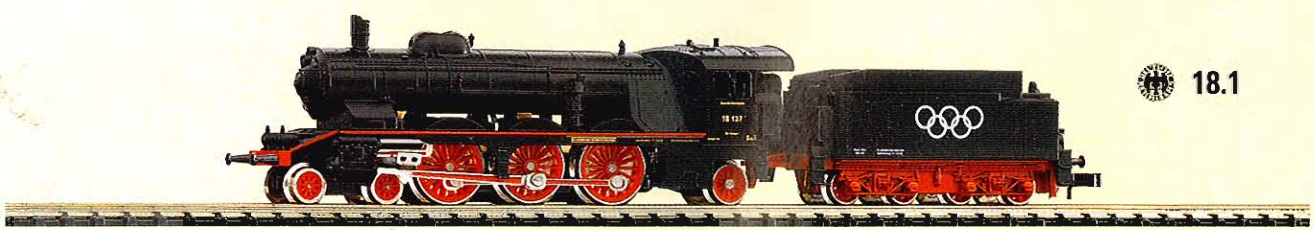


88180 Express Locomotive with Tender.
Royal Württemberg State Railways (K.W.St.E.) class C. All axles powered. Length over buffers 110 mm (4-21/64").

The class C express locomotive with a 4-6-2 wheel arrangement and a four-axle tender came into being at the start of this century, because the steam locomotives existing at that time were no longer adequate for the increasing demands on motive power, especially on grades such as the Geislingen Grade.
This elegant, rakish machine was lovingly named the "Schöne Württembergerin" ("Beautiful Lady of Württemberg") and was one of the most successful creations of its kind. The first locomotives were already in service by 1909. By 1921 the locomotive builder Maschinenfabrik Esslingen had delivered a total of 41 locomotives to the Württemberg State Railways.

The Württemberg express train passenger cars 87940, 87950, and 87960 are appropriate units to go with the 88180 locomotive and can be found on page 297.

Insider Model for 1996



18.1

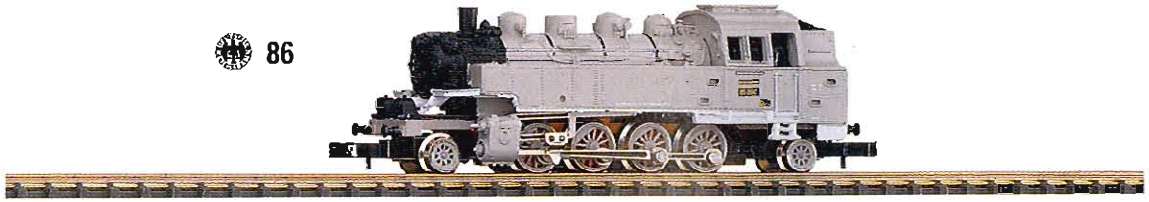
88183 Express Locomotive with Tender.
Former German State Railroad Company (DRG) class 18.1. All axles powered. Length over buffers 110 mm (4-21/64").

The 88183 locomotive is being produced for Insider members in a one-time series only in 1996.

Please note the information on the Märklin Club on page 64. Additional Insider models for 1996 in H0 and 1 can be found on pages 65 and 401.

Steam locomotives

86



88961 Tank Locomotive.
Former German State Railroad Company (DRG) class 86 in prototypical photo gray paint scheme. All driving axles powered. Length over buffers 63 mm (2-1/2").

The 88961 locomotive is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.



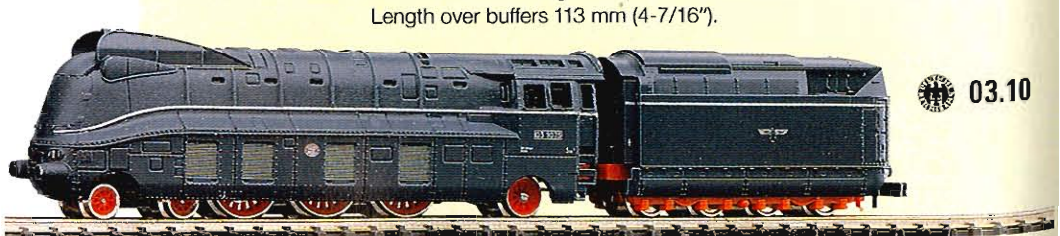
A small brochure gives information about the history of the photo gray paint scheme in the German State Railroad period.

88271 Freight Locomotive with Tender.
Former German State Railroad Company (DRG) class 41. All driving axles powered. Length over buffers 112 mm (4-13/32").



41

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").



03.10

88861 Streamlined Express Locomotive with Tender.
Former German State Railroad (DR) in scarlet red paint scheme with full streamlining applied to the locomotive and tender. All axles powered. Length over buffers 113 mm (4-7/16").

The 88861 locomotive is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

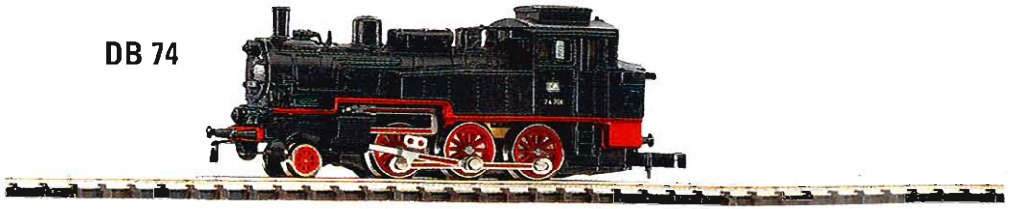
03.10



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.

DB 74

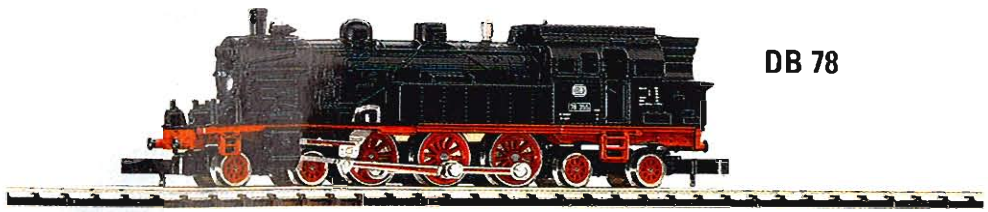


8895 Tank Locomotive.
German Federal Railroad class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16″).

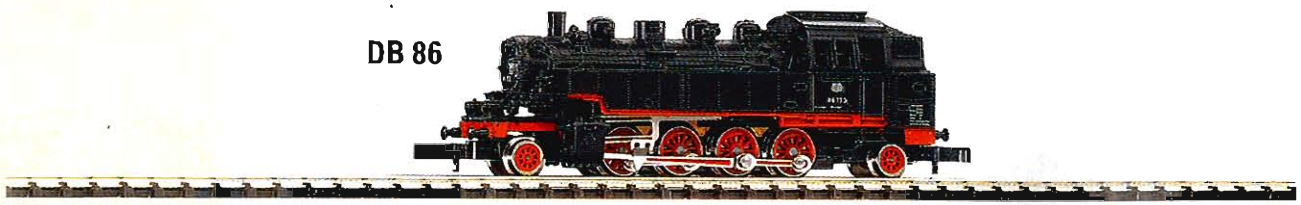
The class 78 of the former German State Railroad and the later German Federal Railroad came out of the Prussian T 18. It pulled passenger, fast passenger and D-Zug express trains. It was often used with push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same high speeds both forward and in reverse.

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



DB 86



8896 Tank Locomotive.
German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8″).

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



Locomotive models are illustrated full size

DB 41



8827 Freight Locomotive with Tender.
German Federal Railroad class 41. All driving axles powered. Length over buffers 112 mm (4-1/2″).

Steam Locomotives

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").



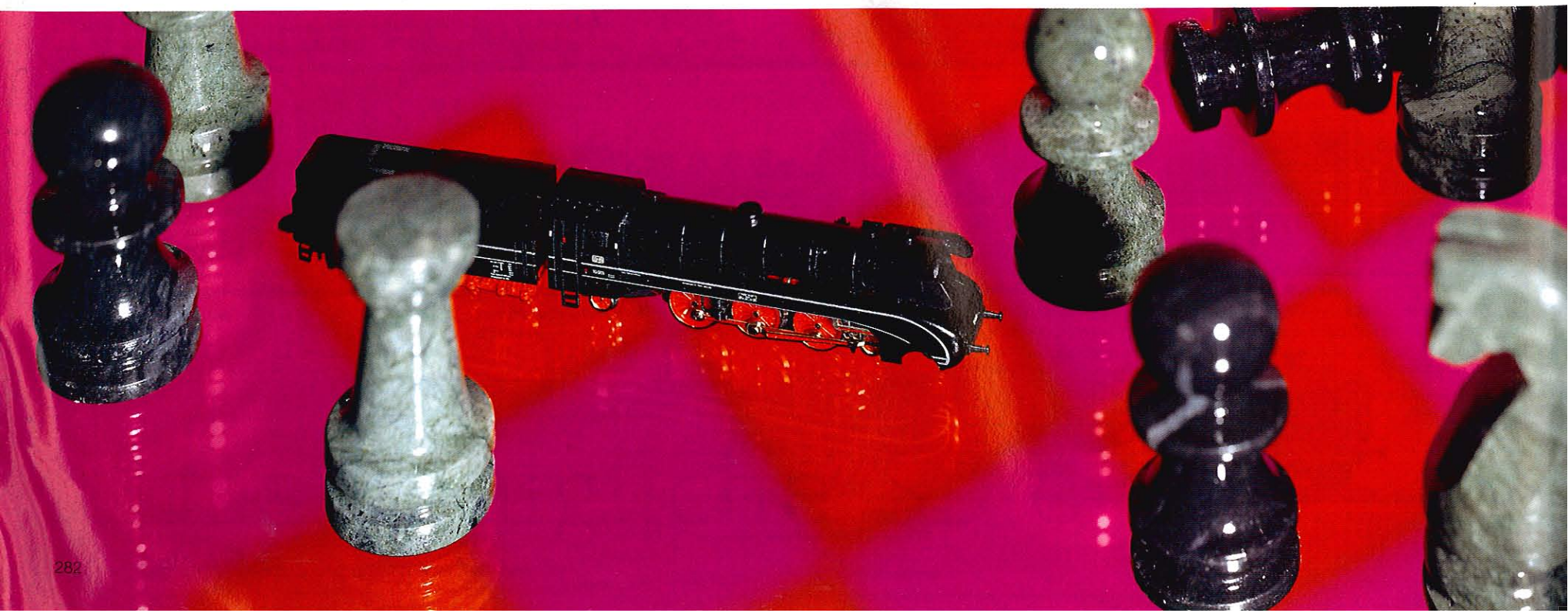
DB 050

8883 Freight Locomotive with Tender.
German Federal Railroad (DB) class 052. All driving axles powered. Length over buffers 109 mm (4-1/4").

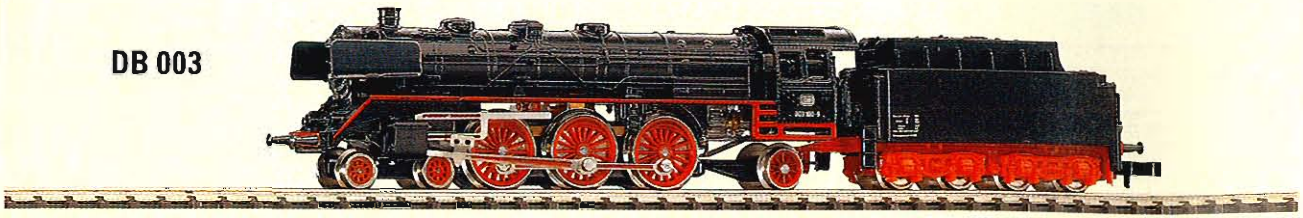
DB 052



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 thousandth 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.



DB 003

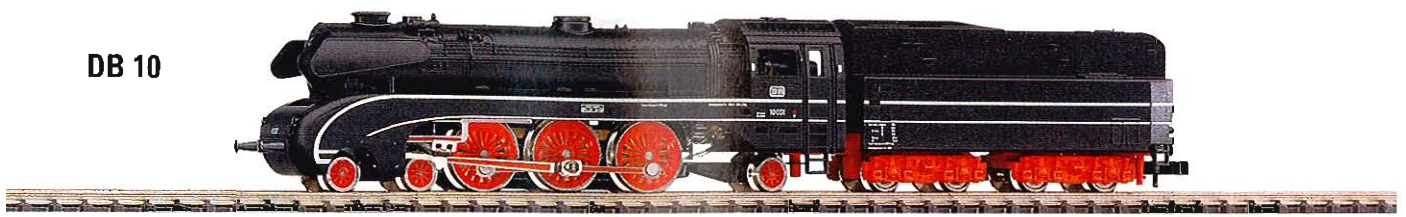


Until 1978 the world record for continuous running for model railroads in the famous "Guinnes Book of Records" was 440.7 km (275.44 miles) in about 300 hours. The 8885 mini-club locomotive with 6 passenger cars ran 720 km (450 miles) without stopping in 1,219 hours. This new record was set in an independent 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 10

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.



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").



8810 "Pacific" Locomotive with Tender.
"The Blue Comet" for the New Jersey Central Railroad. All driving axles powered. Length 116 mm (4-1/2").

Diesel Locomotives

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.



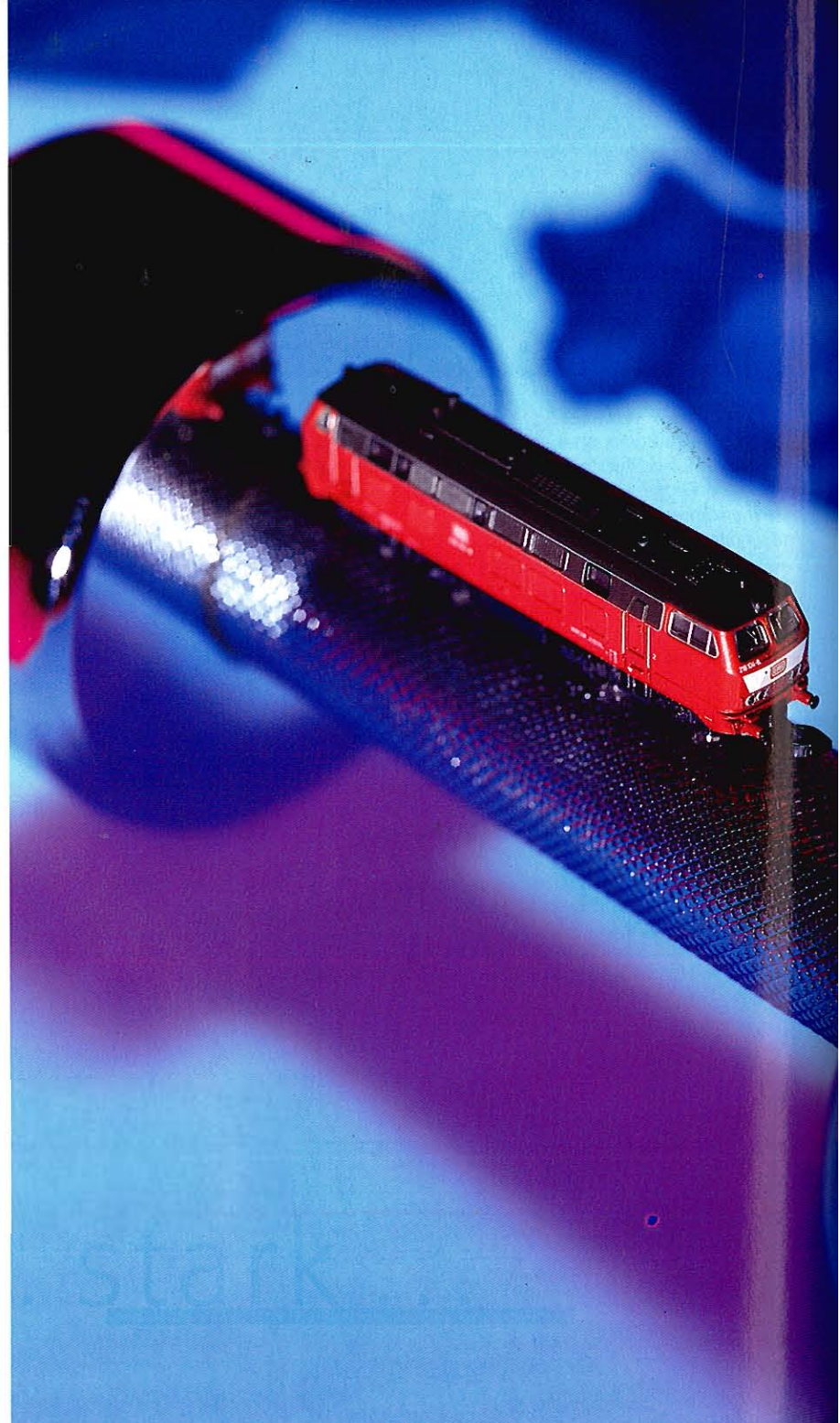
DB 218

8878 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad 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 class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3").



DB 221



8820 Diesel Hydraulic Locomotive.
German Federal Railroad class 221. All axles powered. Length over buffers 84 mm (3-5/16").

8833 Diesel Hydraulic Locomotive.
Swiss Federal Railways (SBB) class Am 4/4. All axles powered. Length over buffers 84 mm (3-5/16").

Am 4/4



8809 Diesel Locomotive.
General Motors Electro-Motive Division F 7 in the 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").

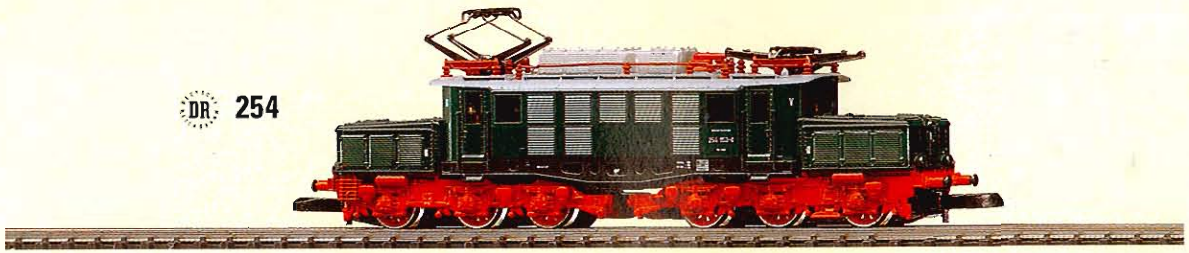
The Southern Pacific Railroad's Daylight streamliner with its typical orange and red color scheme was one of the comfortable, long-distance passenger trains on the West Coast of the United States. These trains were pulled by the F series diesel locomotives, also in double and multiple unit sets, such as the "Shasta Daylight" from San Francisco to Portland, Oregon. This route was 718 miles long, the longest of the Daylights.

S.P. F 7



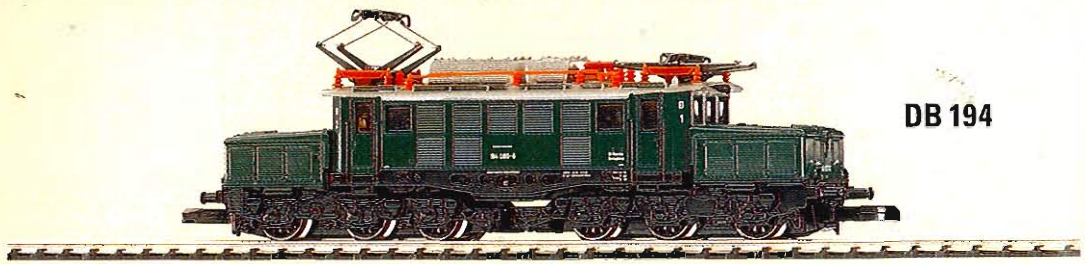
Electric Locomotives

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").

8822 Freight Locomotive.
German Federal Railroad (DB) class 194. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").



DB 194

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 an appropriate locomotive for the S-Bahn cars with advertising covering the sides, 87970, 87980, and 87990 (see page 301). In real life this locomotive and S-Bahn cars are used in daily service in the Rhine-Ruhr area.



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. All axles powered. Length over buffers 88 mm (3-1/2").

The German Federal Railroad class 120 is a turning point in the development of locomotives. Modern semi-conductor technology enables the use of three-phase motors as propulsion units. In addition to lower maintenance costs arising from the simple design, they allow a high degree of tractive effort over almost the entire speed range. The continuous rating is 5,600 kilowatts (approx. 7,510 horsepower) and the maximum speed is 160 km/h (100 mph).

DB 120.1



8848 General Purpose Locomotive.
German Federal Railroad class 120.1. All axles powered. Length over buffers 87 mm (3-7/16").

N

88571 Freight Locomotive.
German Railroad, Inc. (DB) class 151 in the original green color scheme with the new DB logo. Both trucks powered. Length over buffers 88 mm (3-1/2").



DB 151

DB 151



8826 Freight Locomotive.
German Federal Railroad class 151. All axles powered. Length over buffers 88 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 mph) 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.

The official presentation was in Bonn in March of 1993. Test runs and 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.

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").

Electric Locomotives

88221 Electric Locomotive.
Austrian Federal Railways (ÖBB) class 1020. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

1020



The E 94 came into being on the German State Railroad as a further development of the class E 93. By 1945 a total of 146 of these locomotives had been placed into service. After World War II 44 locomotives remained in Austria. Three additional locomotives were built in Vienna after the end of the war and delivered directly to the ÖBB. In the mid 1950s the ÖBB renumbered the entire group of locomotives as the class 1020.

In 1995, 55 years after the first locomotives were placed into service, the class 1020 was officially retired by the ÖBB.

In 1996 all of Austria will be celebrating the millennium anniversary of its name. In 996 Emperor Otto III granted to the Bishop of Freising several dominions in what is present day Lower Austria. In the grant deed the land received by the Bishop was documented for the first time as "Ostarrichi", or Austria

996 – 1996

Österreich

Märklin is producing a whole series of interesting Austrian models on the occasion of this millennium.

Be 6/8^{III}



8856 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8^{F}. 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



SOB 446

88472 Electric Locomotive.
Southeast Railroad (SOB) class 446. Paint scheme follows the original locomotive in the metal construction set design. All axles powered. Length over buffers 76 mm (3").



The Southeast Railroad (Südostbahn or SOB) is one of the best known private Swiss railroads, and since 1994 it has gradually been acquiring former class Re 4/4^{IV} electric locomotives from the Swiss Federal Railways (SBB). The SOB is also now using these locomotives as rolling advertisements on its network which is located in the scenic area between Lake Zuger and Lake Zürich.

The 88472 locomotive is being produced in a one-time series only in 1996.



460

88441 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

After the official presentation of the units in August of 1991, the Swiss Federal Railways (SBB) took possession of the first class 460 locomotives at the start of 1992. The immense output of 6,100 kilowatts (8,180 horsepower) enables this modern, general purpose locomotive to be used for heavy freight trains as well as for passenger trains. The Italian automobile designer Pininfarina is responsible for the modern design of the class 460. The shape of the locomotive is not the only thing extraordinary about its appearance, however. The SBB is allowing a series of its class 460 locomotives to be decorated with advertising as part of a new advertising concept. A whole series of other "advertising locomotives" has enriched the colorful image of the Swiss railroad network since the first locomotive with advertising for the Agfa Company's photographic products.

The 88442 locomotive is being produced in a one-time series only in 1996.



460

88442 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With advertising for Agfa-Gevaert, Inc., Dübendorf. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

88443 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With advertising for Miele Company, Spreitenbach. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

460



The 88443 locomotive is being produced in a one-time series only in 1996.



460

88444 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88444 locomotive is being produced in a one-time series only in 1996.

Railcars and Railcar Trains

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").

DB 410 ICE

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").

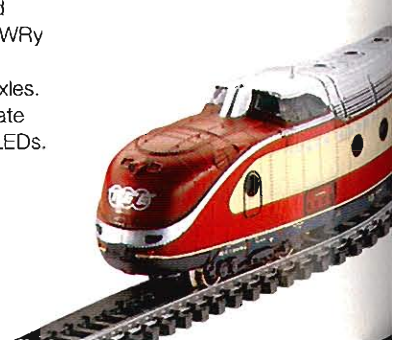


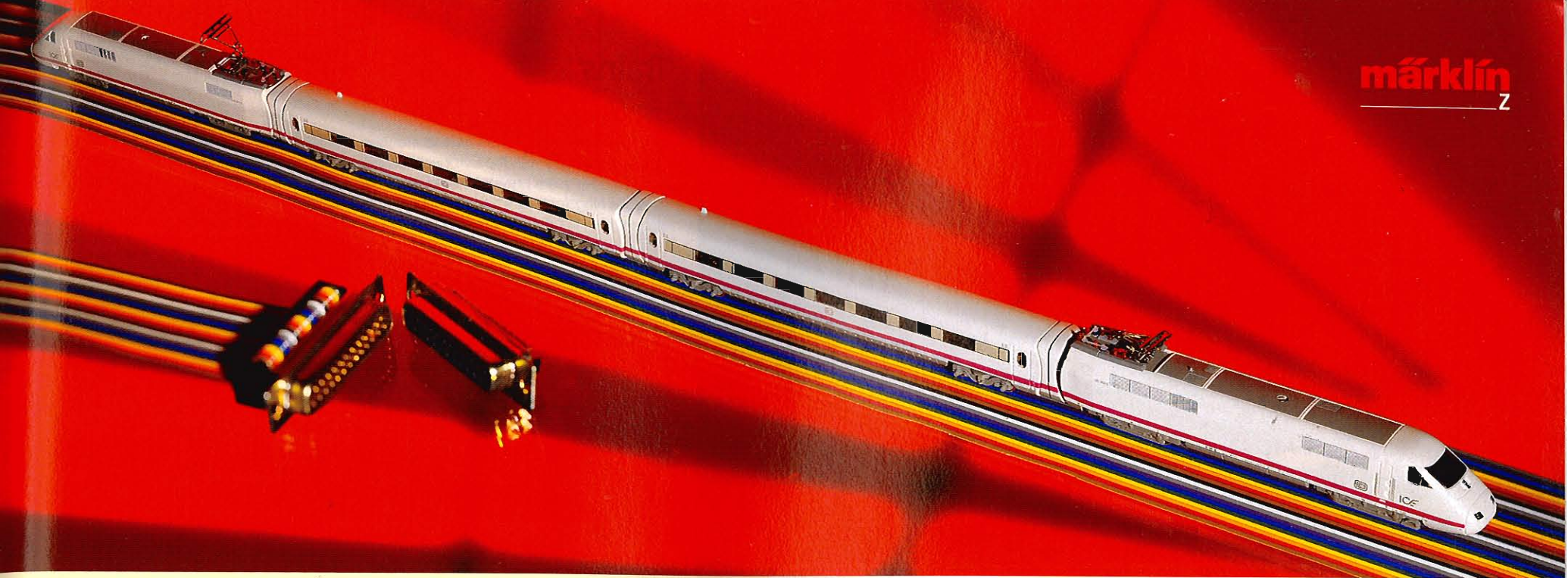


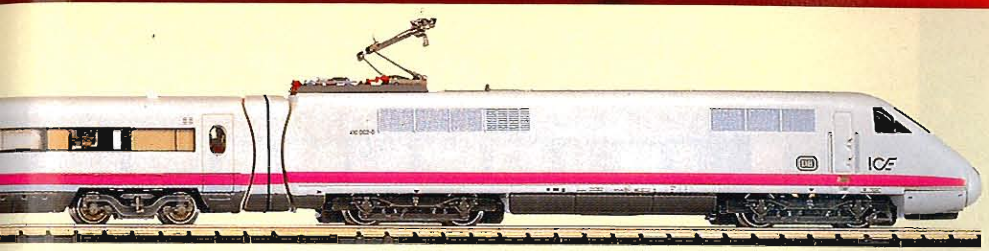
8771 ICE Intermediate Car.
Goes with 8871 ICE railcar train. Special vestibule connections. Special couplings, only for ICE train. Length 110 mm (4-5/16").

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").

DB VT 11.5







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.

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.



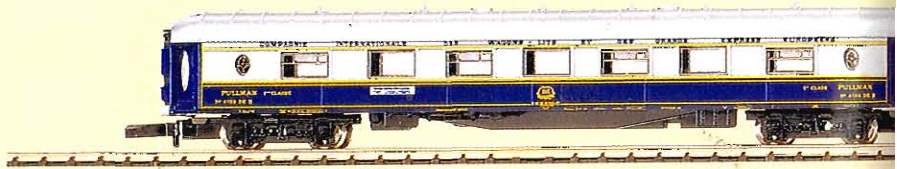
The 8873 TEE diesel railcar train can be supplemented with the 8793 car set (see page 295).

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.

After being used for TEE service, these trains were operated until 1988 in InterCity service and for large travel agencies.

Trains

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.



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.



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

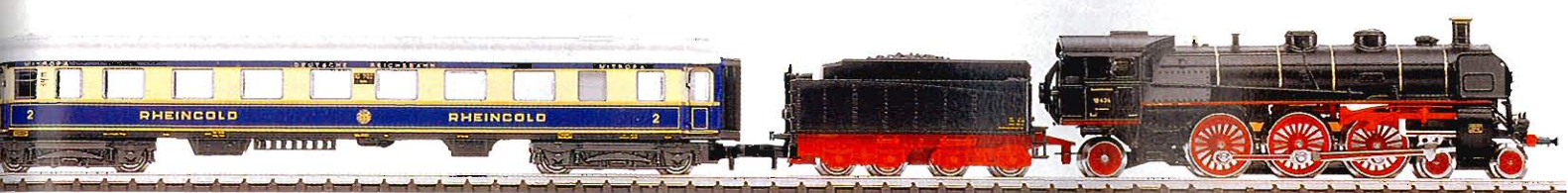


Models of the trains are illustrated full size



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").





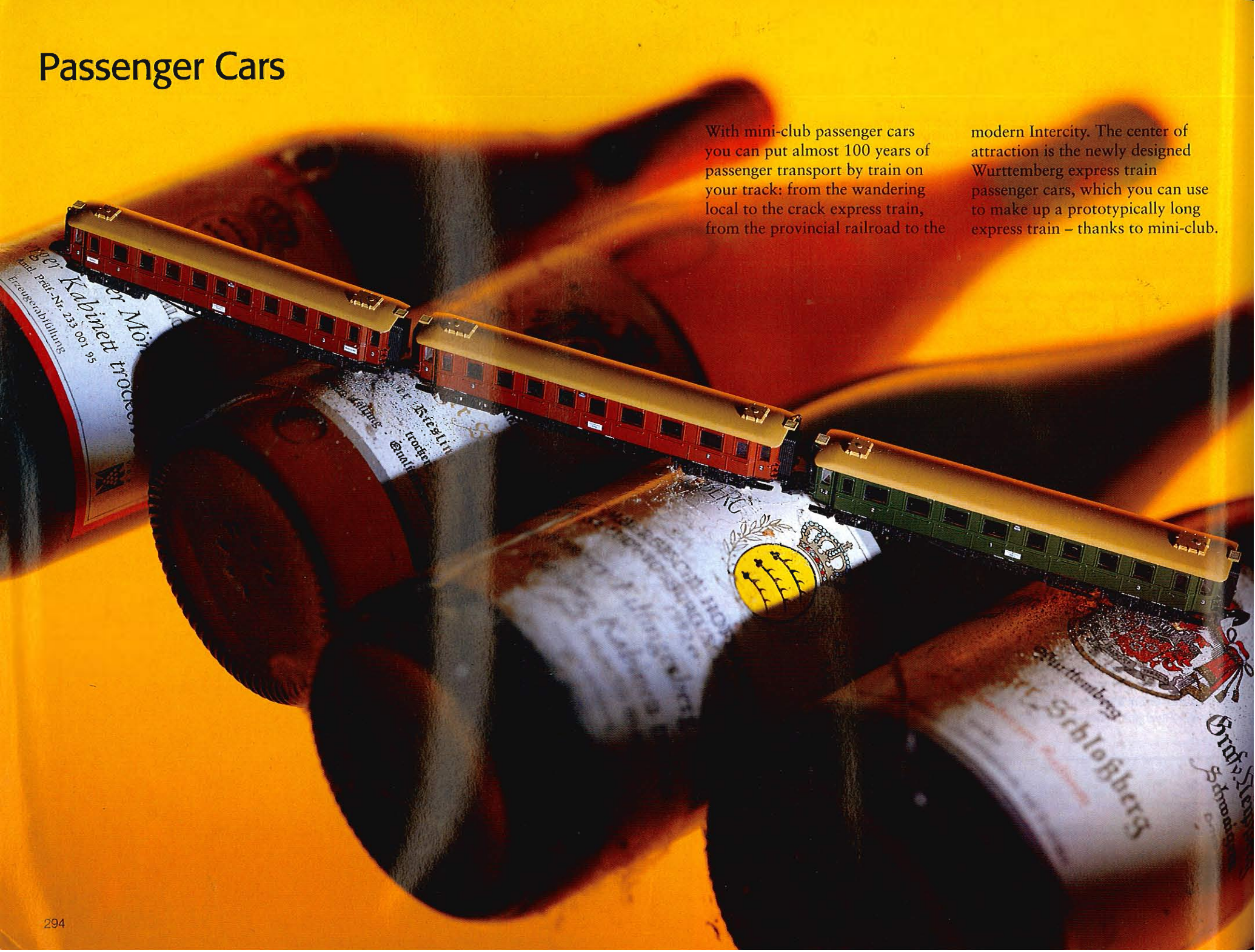
8133 "Rheingold" Train.
Contents: 1 class 18.4 express locomotive with tender of the former German State Railroad Company (DRG), 1 salon car SB 4ü 28 2nd class, 1 salon car SB 4ü K28 2nd class with galley, 1 salon car SA 4ü 28 1st class, 1 salon car SA 4ü K28 1st class with galley and 1 baggage car SPw 4ü 28. Locomotive and cars in special version. Not available separately. Train length 639 mm (25-5/32").

added to the offerings of deluxe trains which at that time bore such sonorous names such as "North Express", "Riviera Express" and of course the "Orient Express". As a total concept 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.



Passenger Cars

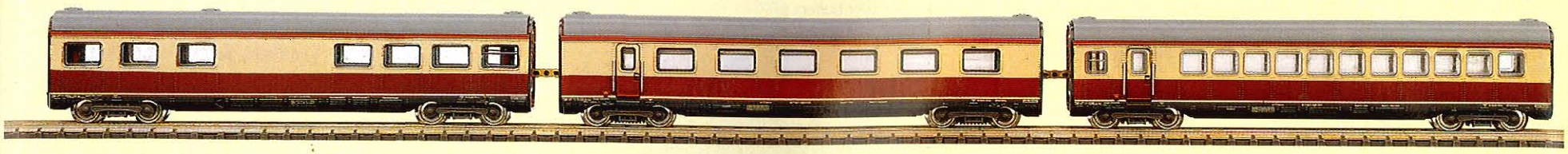


With mini-club passenger cars you can put almost 100 years of passenger transport by train on your track: from the wandering local to the crack express train, from the provincial railroad to the modern Intercity. The center of attraction is the newly designed Wurttemberg express train passenger cars, which you can use to make up a prototypically long express train – thanks to mini-club.

märklin Z

German Federal Railroad (DB)

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



The 8793 car set supplements the 8873 TEE diesel railcar train (see page 291).

Tegernsee-Bahn AG (TAG / Tegernsee Railroad, Inc.)

87071 "Tegernsee Railroad" Car Set.
Contents: 3 different design passenger cars. 1 four-axle type Byg passenger car, 2nd class. 2 three-axle type B3yg passenger cars, 2nd class. All cars in special version. Not available separately. Total length 217 mm (8-35/64").



The 87071 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Models of the cars are illustrated full size

Passenger Cars

Württemberg Provincial Railroad



8700 Passenger Car.
Length over buffers 60 mm (2-3/8″).

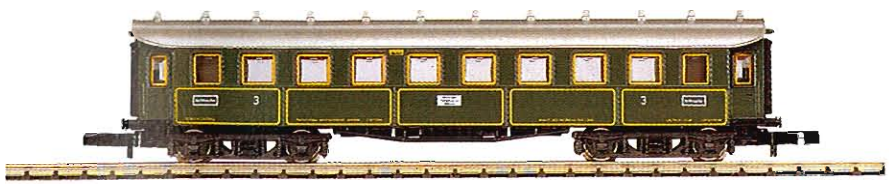


8701 Passenger Car.
Length over buffers 60 mm (2-3/8″).



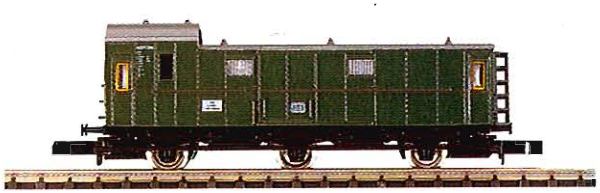
8739 Passenger Car.
Length over buffers 60 mm (2-3/8″).

Royal Bavarian State Railroad (K.Bay.St.B.)

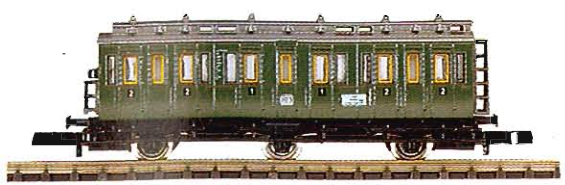


8730 Express Passenger Car.
CCü. 3rd class. Length over buffers 87 mm (3-7/16″).

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″).



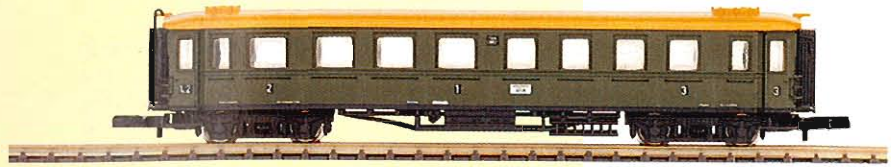
8705 Compartment Car.
Former B3-pr03 with brakeman's cab. Length over buffers 57 mm (2-1/4″).

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.

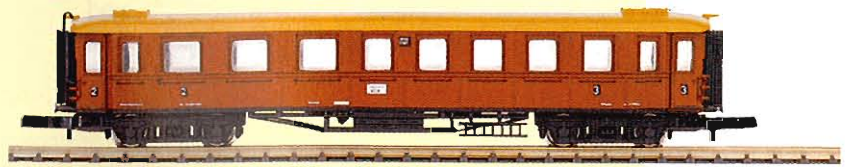
Express Train Passenger Cars

märklin Z

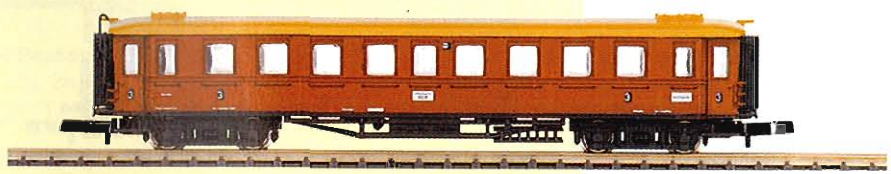
Royal Württemberg State Railways (K.W.St.E.)



87940 Württemberg Express Train Passenger Car.
ABCCü. 1st, 2nd and 3rd class. Length over buffers 88 mm (3-15/32").



87950 Württemberg Express Train Passenger Car.
BCCü. 2nd and 3rd class. Length over buffers 88 mm (3-15/32").



87960 Württemberg Express Train Passenger Car.
CCü. 3rd class. Length over buffers 88 mm (3-15/32").

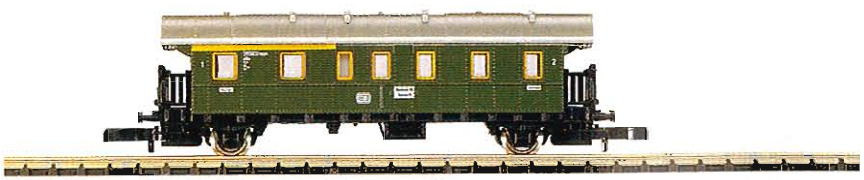
At the turn of the century the Royal Württemberg State Railways (K.W.St.E.) purchased new express train passenger cars to meet the increasing demands of passenger rail traffic. These cars were built by the Esslingen Machine Company starting in 1904. These cars were totally new designs and their most noticeable feature was a particular standardization of different subassemblies. The resulting design was so advanced that these cars were operated far beyond the borders of Württemberg all over Germany and in parts of Europe. They should be considered as one of the most successful car designs of the K.W.St.E.

The 88180 Württemberg locomotive is an appropriate unit for these express train passenger cars and can be found on page 279.

Passenger Cars

"Thunder Boxes" – Standard Design Passenger Cars of the German Federal Railroad (DB)

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").



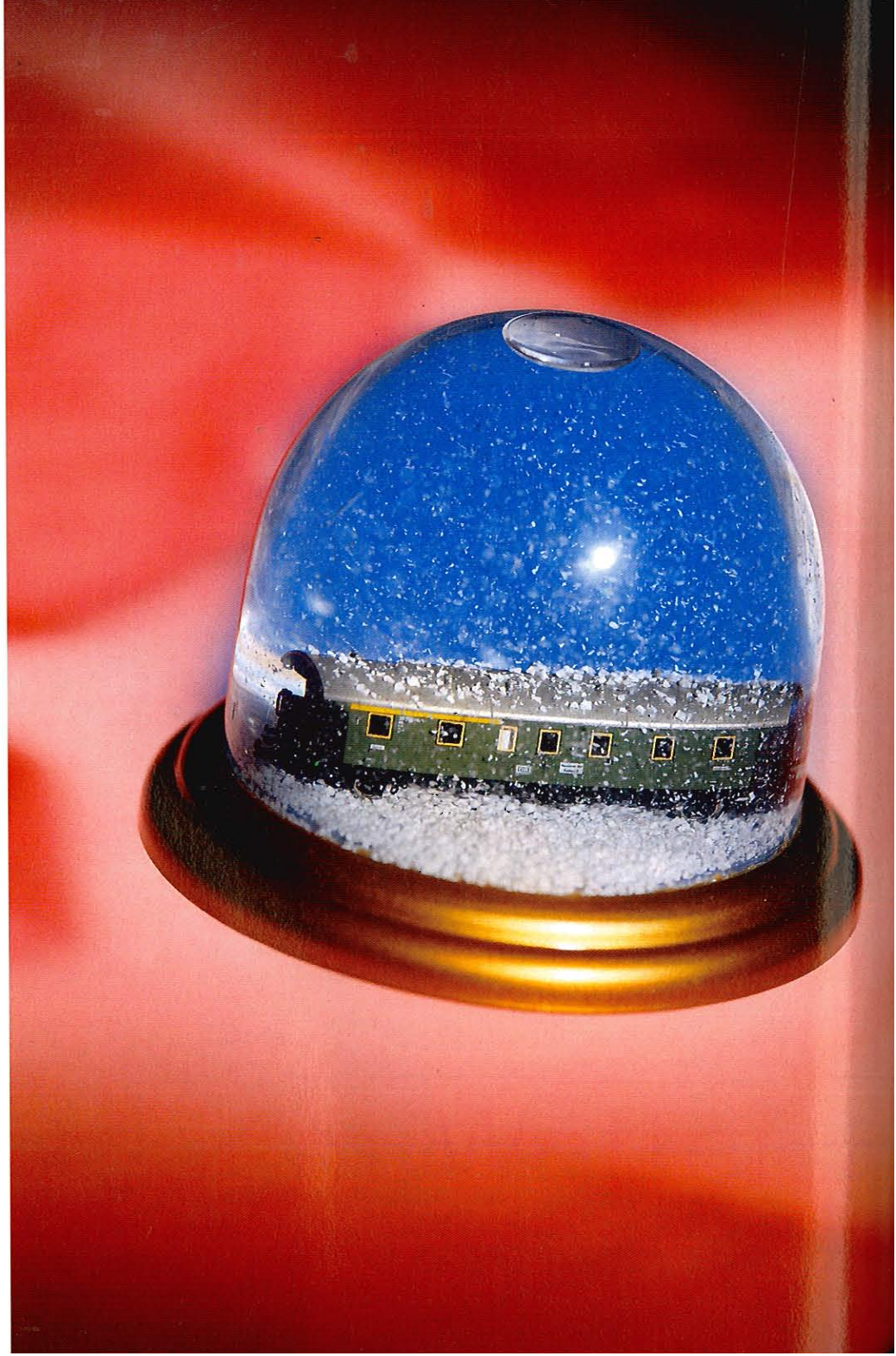
8750 Passenger Car.
ABi 29. 1st and 2nd class. Length over buffers 63 mm (2-1/2").



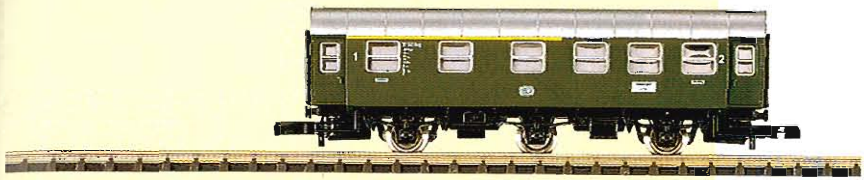
8751 Passenger Car.
Bi 29. 2nd class. Length over buffers 63 mm (2-1/2").



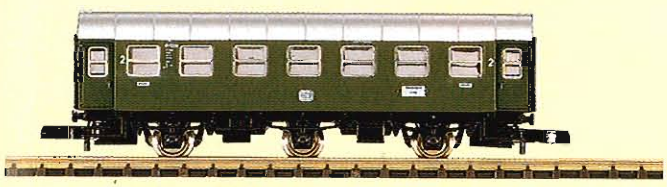
8752 Baggage Car.
D2ie. Length over buffers 63 mm (2-1/2").



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").



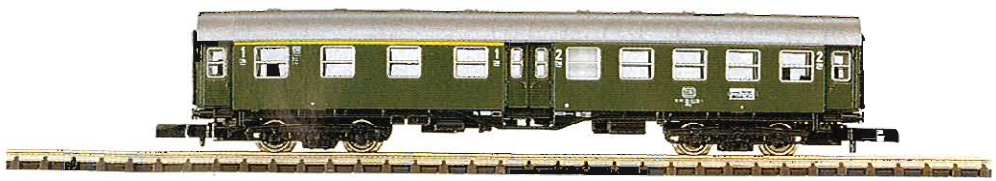
8707 Passenger Car.
B3yge. 2nd class. Length over buffers 61 mm (2-3/8").



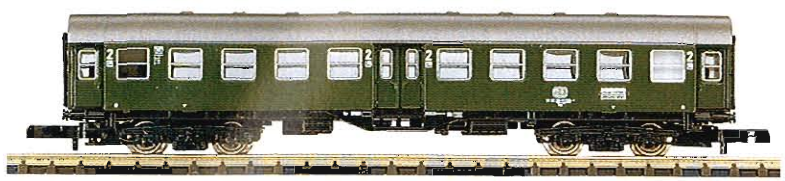
8708 Passenger Car.
BD3yge with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8").

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.

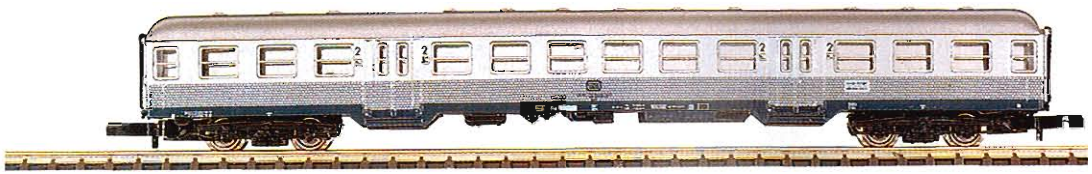
The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for the most part.



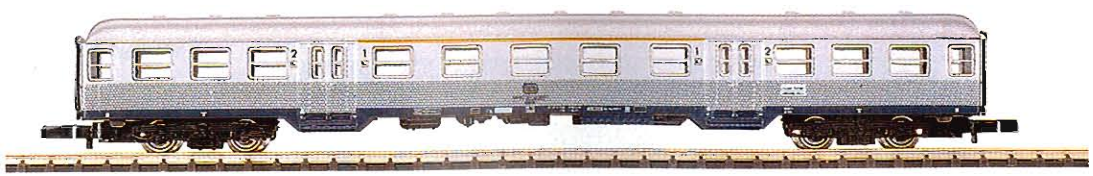
8755 Passenger Car.
BDyg 533 with baggage compartment. 2nd class. Length over buffers 89 mm (3-1/2").

"Silberlinge" ("Silver Coins")

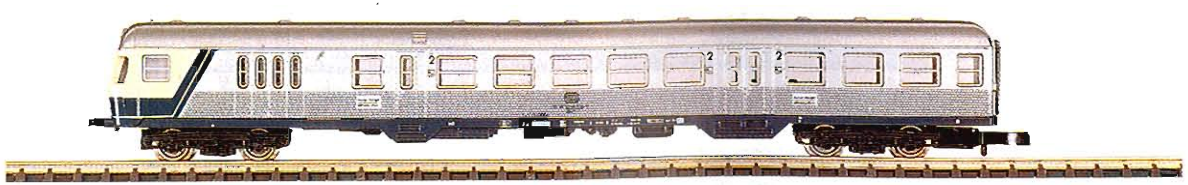
Commuter Cars of the German Federal Railroad (DB)



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").



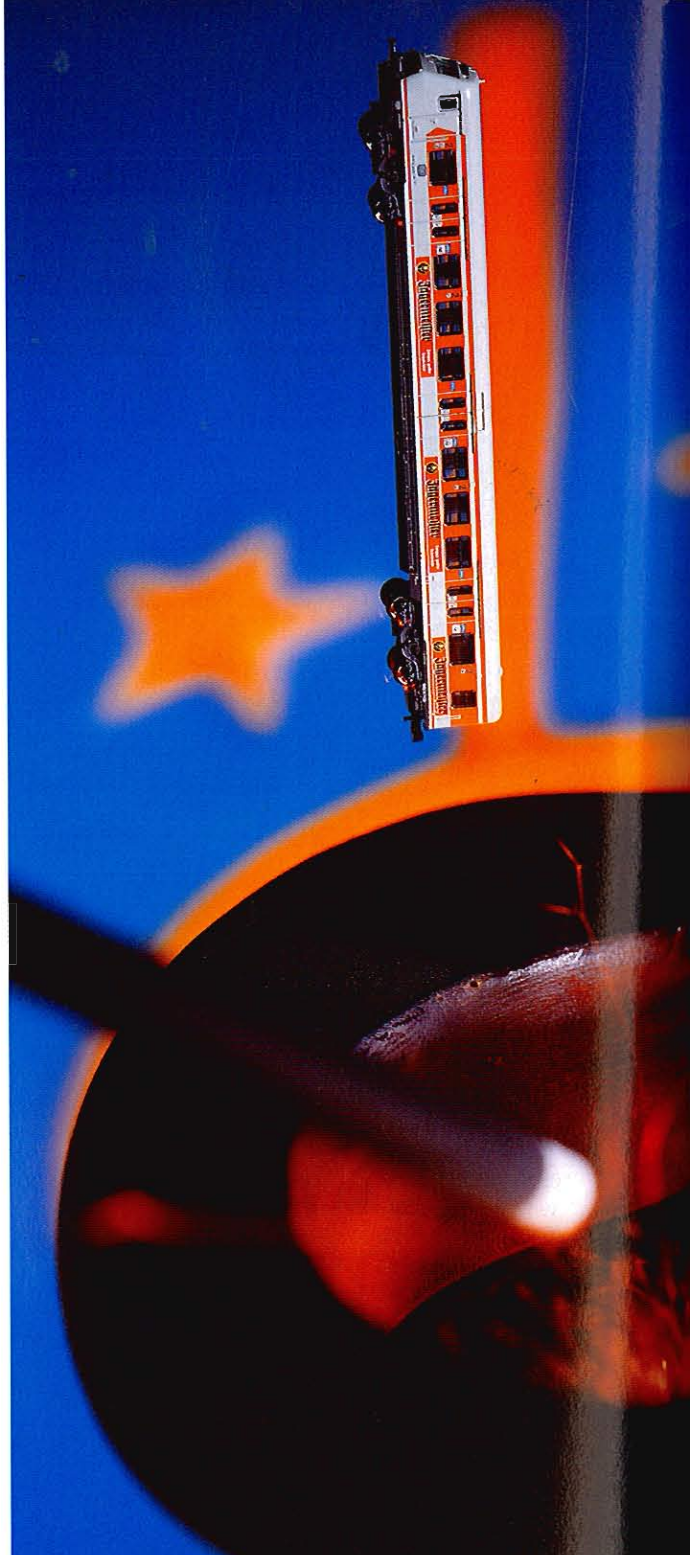
8718 Commuter Car with Control Cab.
BDnf 735 with baggage compartment. 2nd class. Length over buffers 120 mm (4-3/4").

When operated control car first, triple white headlights shine.





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





S-Bahn Cars

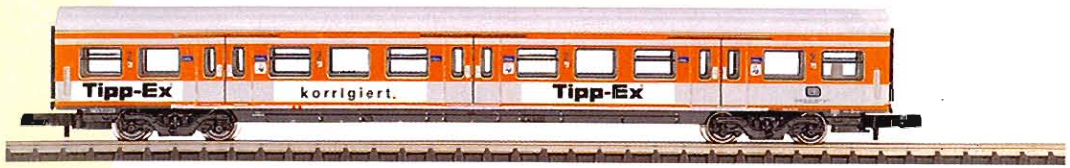
märklin Z

German Federal Railroad (DB)

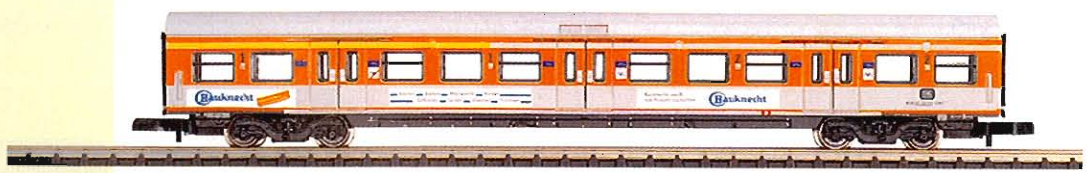
With an interconnected system of over 300 kilometers (187 miles) the S-Bahn in the Rhine-Ruhr area serves a region where more than 6 million people live and work. Over 200,000 passengers use the S-Bahn daily in the urban areas on the Rhine and Ruhr Rivers.

This makes the advertising on the side of S-Bahn cars an especially attractive and effective way of communicating marketing messages. As advertising along the car sides, as half or full paint schemes for the cars, these rolling advertisements enrich the colorful image in this urban center.

Locomotive-hauled trains are used on the Rhine-Ruhr S-Bahn. The German Federal Railroad class 111 (Märklin model 8855, see page 286) is the right locomotive model for this. It has a color scheme the fits in with the S-Bahn paint scheme and forms a complete unit with the cars.



87970 S-Bahn Car.
Bx 794.1 with advertising along the car's sides for "Tipp Ex". 2nd class. Length over buffers 111 mm (4-3/8").



87980 S-Bahn Car.
ABx 791.1 with advertising along the car's sides for "Bauknecht". 1st and 2nd class. Length over buffers 111 mm (4-3/8").



87990 S-Bahn Car with Control Cab.
Bxf 796.1 with advertising along the car's sides for "Jägermeister". 2nd class. Length over buffers 115 mm (4-1/2").

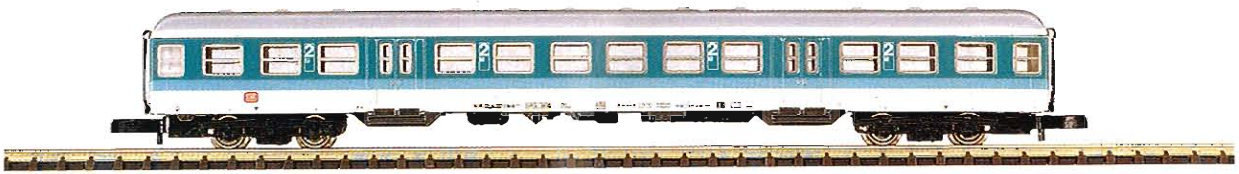


When operated control car first, triple white headlights shine.

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

Citybahn Cars

Commuter Cars of the German Federal Railroad (DB)

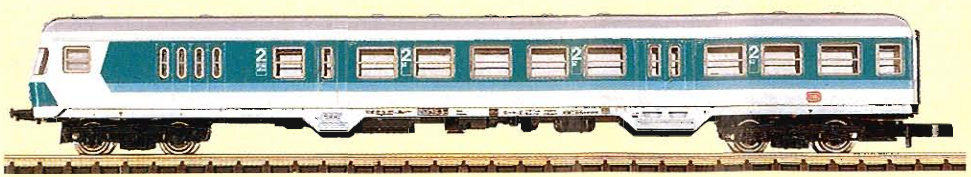


8780 CityBahn Commuter Car.
Bnrzb 778.3 in new color scheme. 2nd class. Length over buffers 120 mm (4-3/4″).



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.



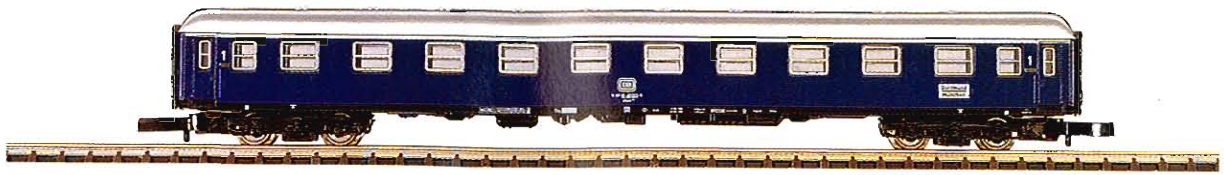
When operated control car last, dual red marker lights shine.



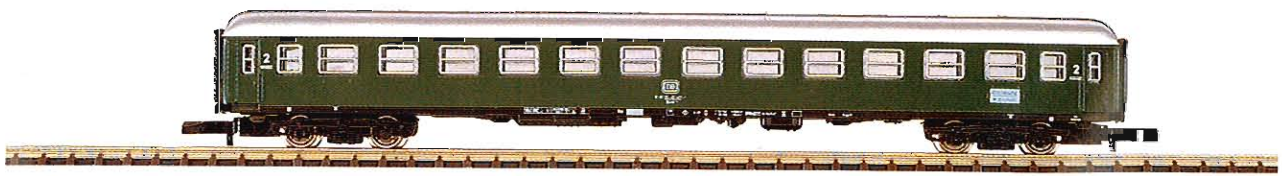
Express Train Passenger Cars

märklin Z

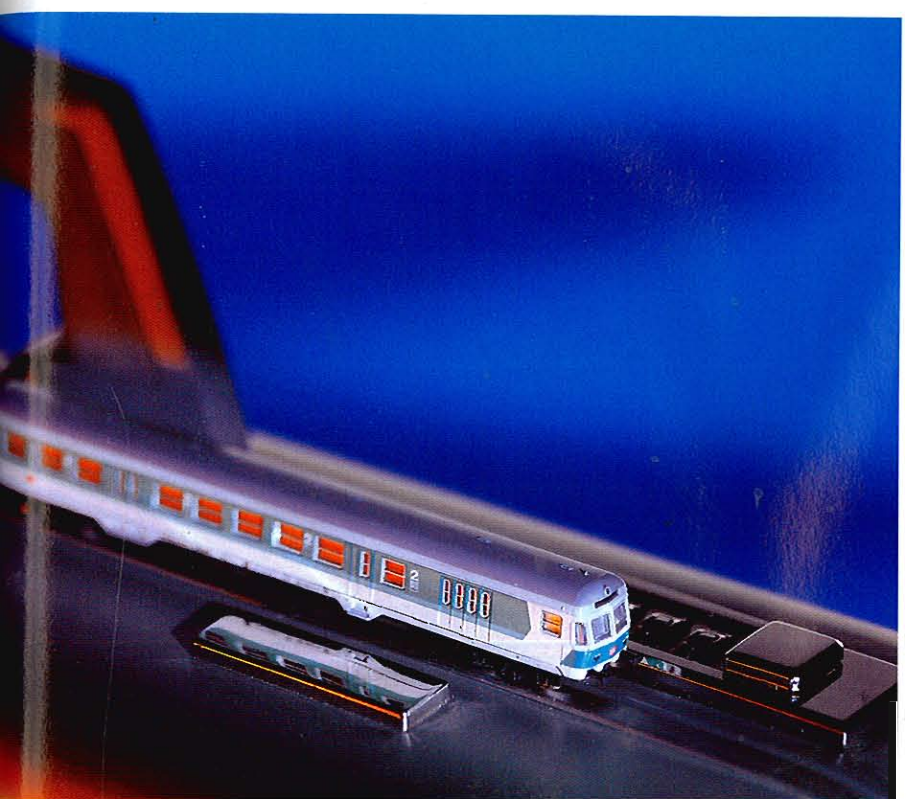
German Federal Railroad (DB)

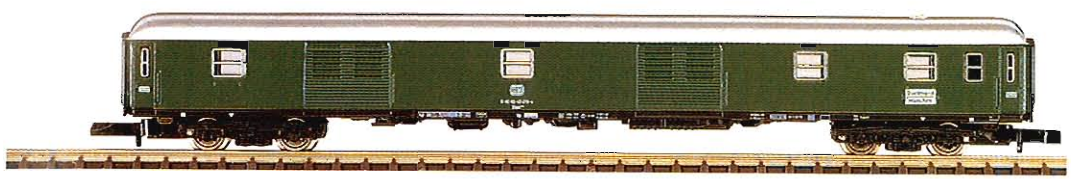


8710 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm (4-3/4").



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").



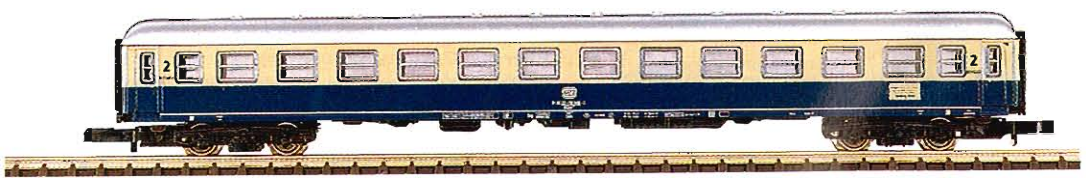
8713 Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").

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").

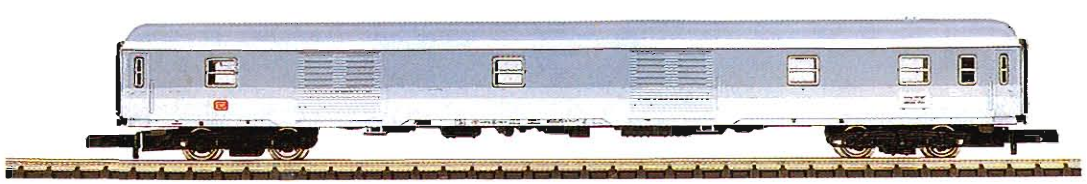


8721 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm (4-3/4").



8722 Express Train Baggage Car.
Dm 902. Length over buffers 120 mm (4-3/4").

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.



8757 Express Train Baggage Car.
Dm 902 in new color scheme. Length over buffers 120 mm (4-3/4").

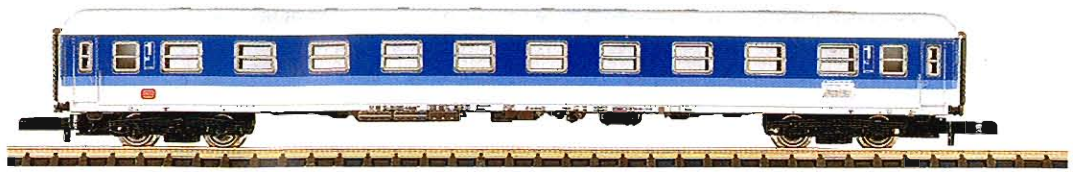


InterRegio / Express Train Passenger Cars

märklin Z

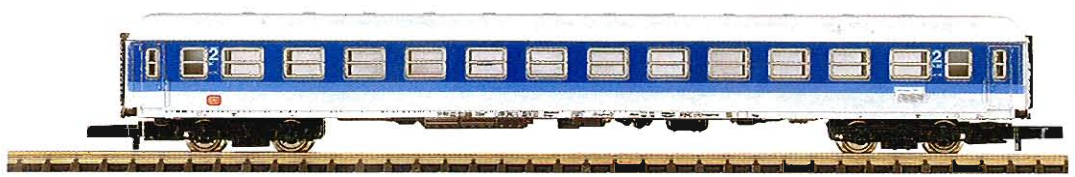
German Federal Railroad (DB)

8743 InterRegio Car.
Aim. 1st class. Length over buffers 120 mm (4-3/4").



In the last few years InterRegio (IR) trains have to a large extent replaced the out-moded D-Zug trains. The cars in the former are operated on lines with an every other hour frequency. In addition to a new paint scheme, they also have a totally new interior which features light, airy compartments and friendlier colors.

8744 InterRegio Car.
Bim. 2nd class. Length over buffers 120 mm (4-3/4").

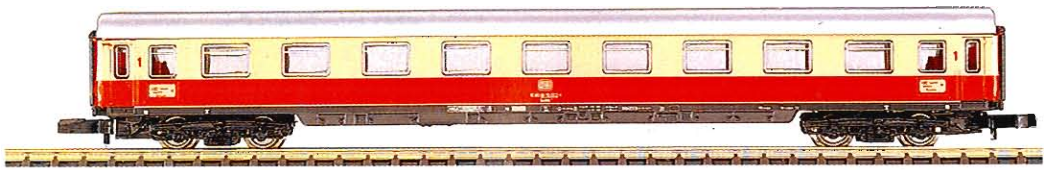


8734 Express Train Coach.
Avmz 207. (A9 EUROFIMA). 1st class. Length over buffers 120 mm (4-3/4").

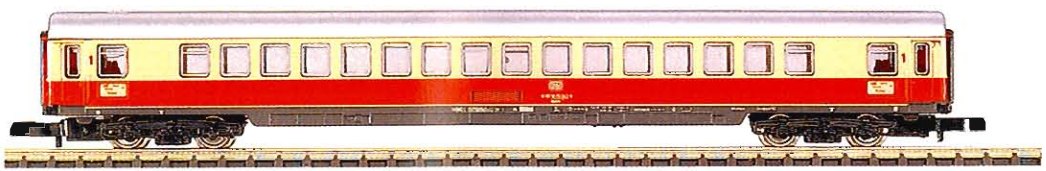


InterCity Cars

German Federal Railroad (DB)



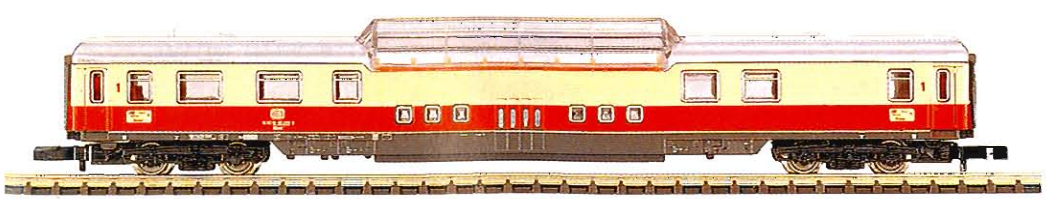
8724 TEE/IC Compartment Car.
Avmz 111. 1st class. Length over buffers 120 mm (4-3/4").



8725 TEE/IC Open Seating Car.
Apmz 121. 1st class. Length over buffers 120 mm (4-3/4").

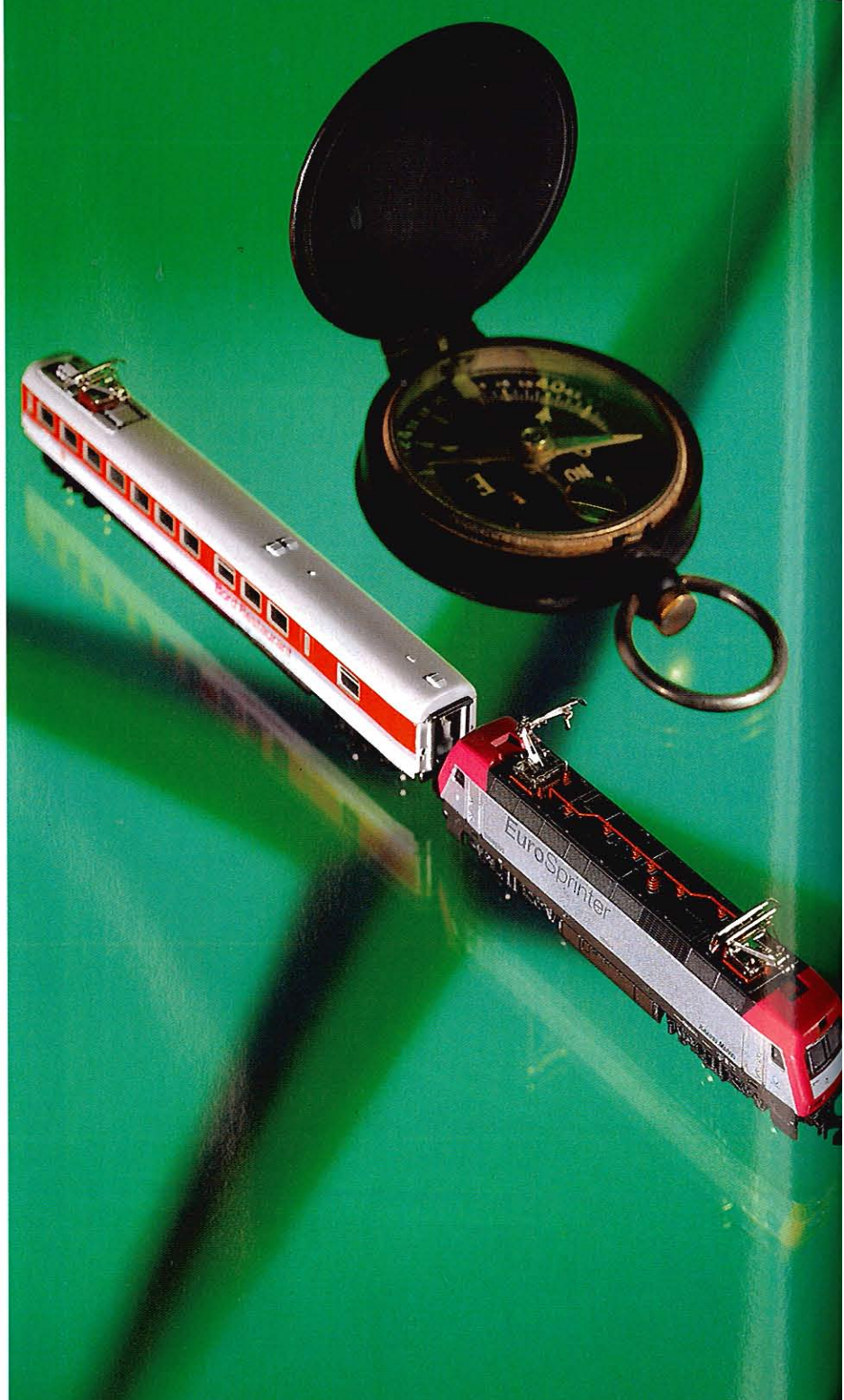


8726 TEE/IC Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").



The IC trains are the best that the German Federal Railroad has to offer in passenger train service. The very comfortably equipped compartment and open seating cars were originally built for the TEE lines and at first offered only 1st class accommodations.

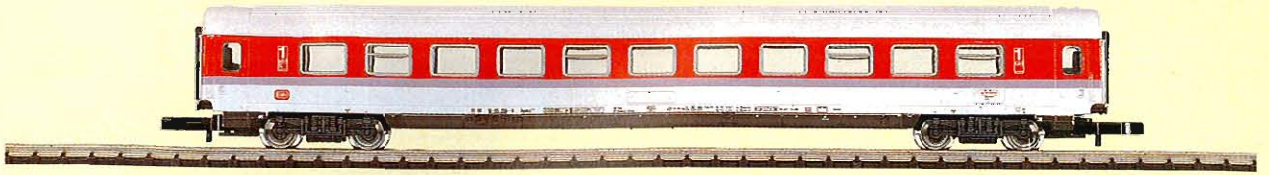
8728 TEE Vista Dome Car.
ADm 101. 1st class. Length over buffers 120 mm (4-3/4").



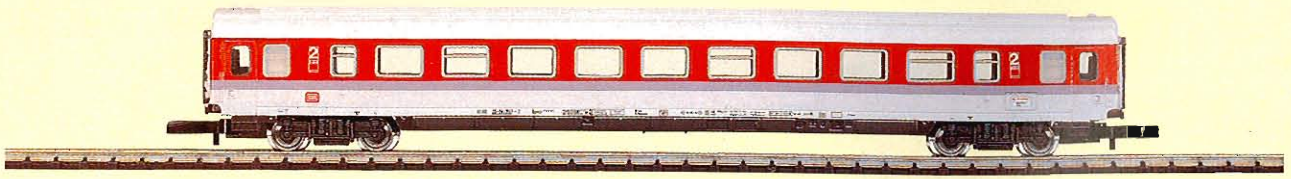
InterCity Cars / Special Cars for passenger trains

märklin Z

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").



The InterCity trains in the new colors are a brand name product of superior quality. They are part of a new concept in the services offered by the railroad. This concept is intended to symbolize speed and a high level of comfort.

8773 InterCity Open Seating Car.
Bpmz 293 in new color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").



8774 Bord Restaurant.
WRmz 135 in new color scheme. Sprung single-arm pantograph.Length over buffers 120 mm (4-3/4").

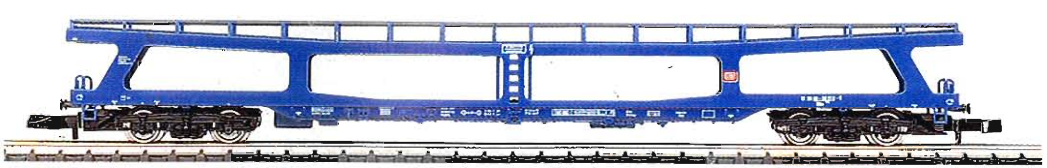


8715 Passenger Train Auto Transport Car.
DDm 915. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature autos.



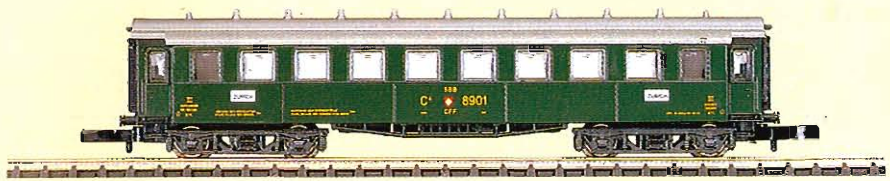
8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.

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.



Express Train Passenger Cars

Swiss Federal Railways (SBB)



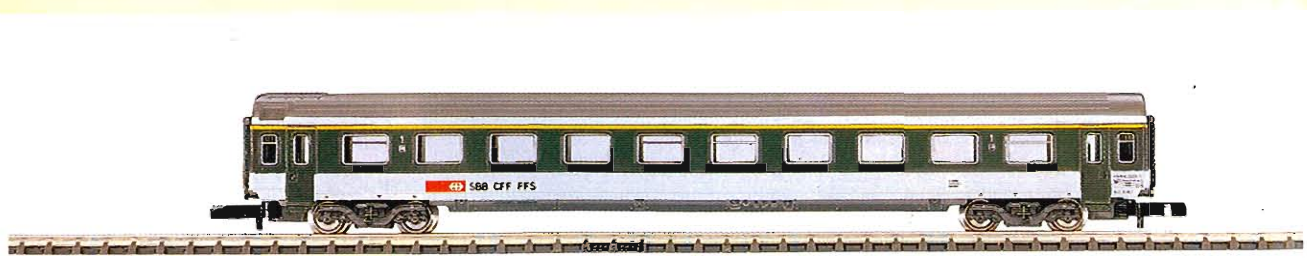
8748 Express Train Passenger Car.
Older design C4ü. 3rd class.
Length over buffers 87 mm (3-7/16").

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.

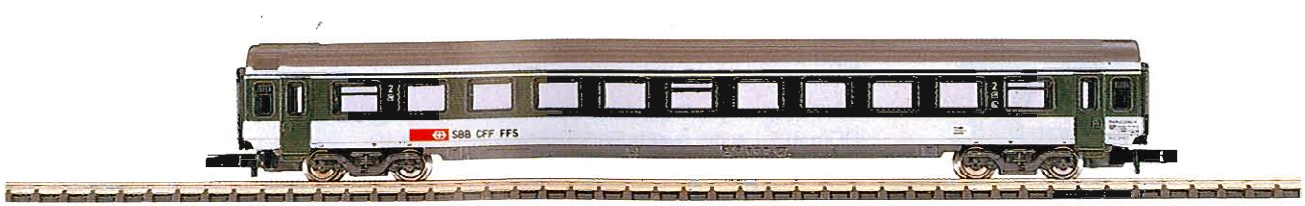


8749 Express Train Baggage Car.
Older design F4ü. Length over buffers 91 mm (3-9/16").

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

märklin Z

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").

Freight Cars



The freight cars in the mini-club program are a reflection of the times. The different car types as well as their lettering and the advertising on their sides range from the past to the present. As always, mini-club is the modern railroad on the right track with the latest high-volume and special design cars.

German Federal Railroad (DB)

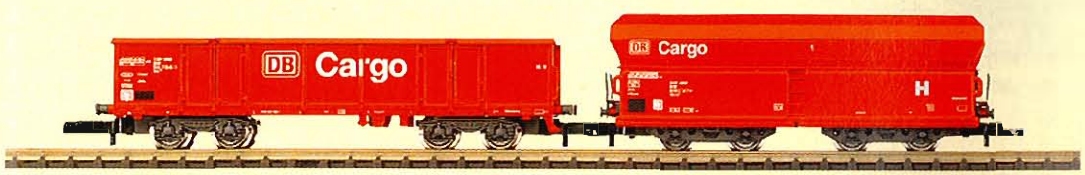
82152 Freight Car Set.
Contents: 2 type Hbis 299 sliding wall boxcars with different advertising on their sides. 1 sliding wall boxcar lettered for Fachingen, Heil- and Mineralbrunnen (curative and mineral waters), Inc., Mainz, Germany. 1 sliding wall boxcar lettered for Apollinaris & Schweppes, Inc., Bad Neuenahr-Ahrweiler, Germany. Both cars in special version. Not available separately. Total length 131 mm (5-1/8").

The 82152 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.



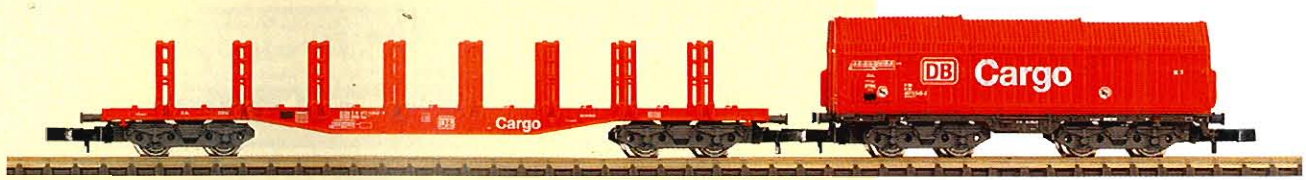
Photographs show the freight car models in their original size.

German Railroad, Inc. (DB)



82500 "DB Cargo" Freight Car Set.
Contents: 4 different design freight cars in a striking red color scheme with "DB Cargo" lettering in white, the new paint scheme for the German Railroad, Inc. 1 hopper car. 1 flatcar with telescoping covers. 1 four-axle gondola. 1 four-axle stake car. All cars in special version. Not available separately. Total length 275 mm (10-13/16").

The new paint scheme for freight cars was part of a presentation made in Frankfurt/Main. All of the German Railroad, Inc.'s freight cars will gradually be painted in this striking color scheme with "DB Cargo" in white lettering. Even individual cars in this scheme will stand out in a train of European cars. The red color symbolizes activity, strength and competence on the part of the German Railroad, Inc.



The 82500 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

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").

Former German State Railroad Company (DRG)



The 82311 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

82311 Freight Car Set.
Contents: 3 tank cars with brakeman's cabs, privately owned cars for OLEX, German Gasoline and Petroleum Company, Inc., Berlin-Wilmersdorf, Germany, used on the DRG. Tank cars in different color schemes, with finely detailed, partially open frames. All cars in special version. Not available separately. Total length 129 mm (5-3/32").



82321 Freight Car Set.
Contents: 3 different design freight cars. 1 type Pwg freight train baggage car, sliding doors that can be opened. 1 type O Association design gondola with brakeman's cab. 1 type G boxcar with brakeman's cab, as a temporary refrigerator car to transport ocean fish, sliding doors that can be opened. All cars in a special version. Not available separately. Total length 126 mm (4-31/32").

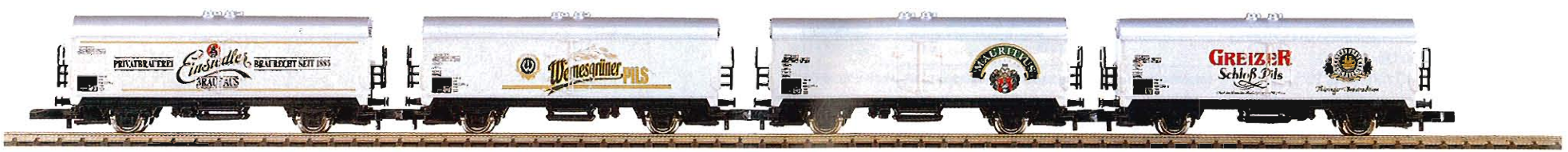




Track maintenance trains generally consist of cars that have been retired from their original assignments. In addition, they are altered for the new work and are painted in the typical maintenance train blue. Windows are also welded shut in the crew cars according to need, such as for a sleeping compartment, or are provided with frosted glass.

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").



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").



Freight train models are illustrated full size

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").



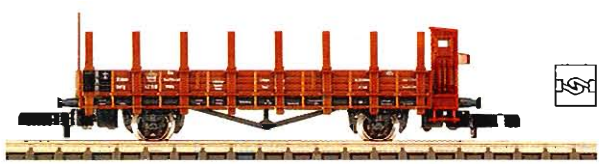
Royal Saxon State Railways

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



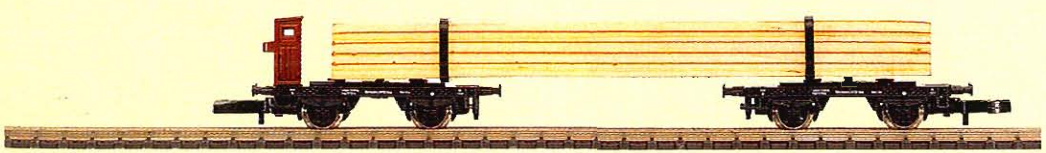
8602 Boxcar.
Association design with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



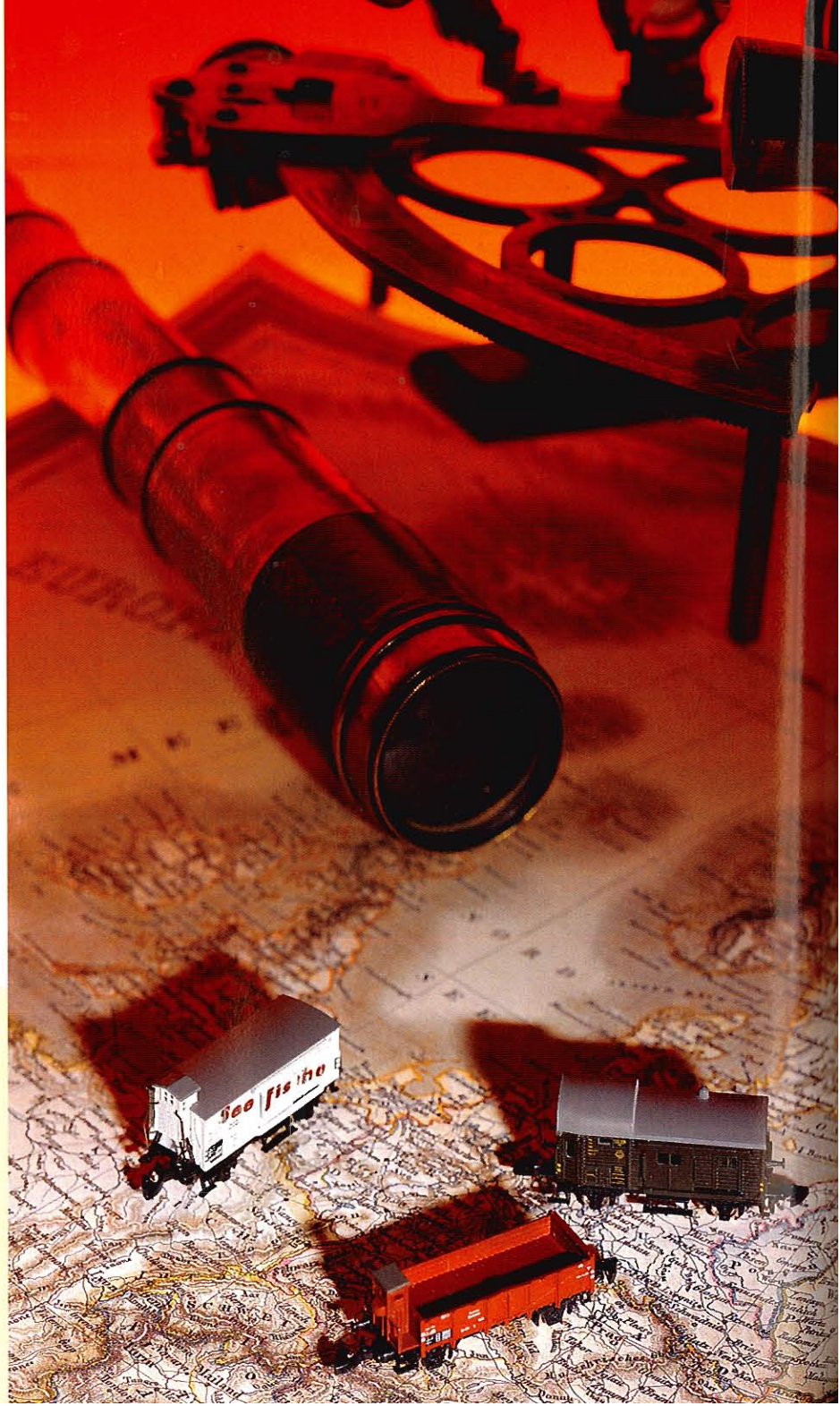
Grand Ducal Oldenburg State Railroad

8658 Stake Car.
Association design Rm with brakeman's cab. Spoked wheels. Length over buffers 56 mm (2-1/14").

Royal Württemberg State Railways (K.W.St.E.)



8219 Lumber Car.
Two part car with brakeman's cab. Loaded with processed lumber. Length over buffers 96 mm (3-3/4").



German Federal Railroad (DB)



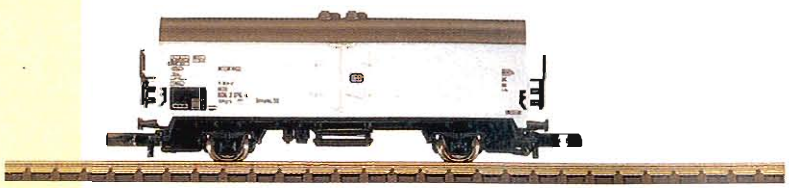
8639 Boxcar.
G 10 with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



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").

Freight Cars

German Federal Railroad (DB)



8665 Low Side Car with Tarp.
Klms 440. Tarp is removable insert.
Length over buffers 54 mm (2-1/8").



8610 Low Side Car.
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").



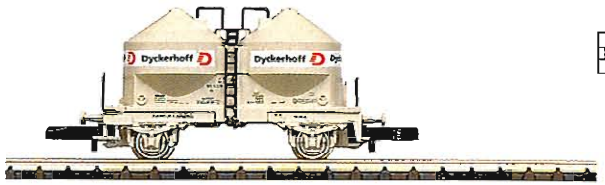
8650 Gondola.
Eaos 106. Length over buffers 63 mm (2-1/2").

8617 Container Car.
With Märklin container. Length over buffers 54 mm (2-1/8").



German Federal Railroad (DB)

8632 Powdered Bulk Freight Car.
Type Ucs 908 for Dyckerhoff Company. 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.

8666 Powdered Freight Silo Car.
Ucs 908. Length over buffers 40 mm (1-9/16").





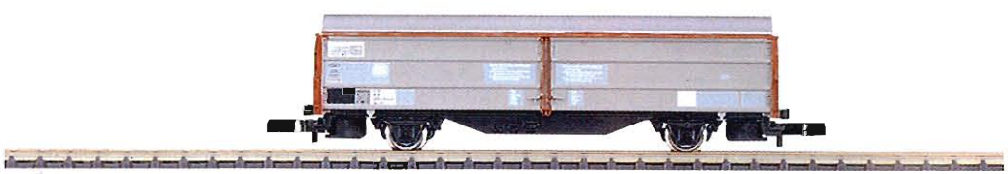
8624 Ballast Car.
Talbot self-unloader for DB maintenance work. Unloading hatches that can be opened. Length over buffers 33 mm (1-5/6").



8630 Hopper Car.
Fals 176. Length over buffers 53 mm (2-1/8").



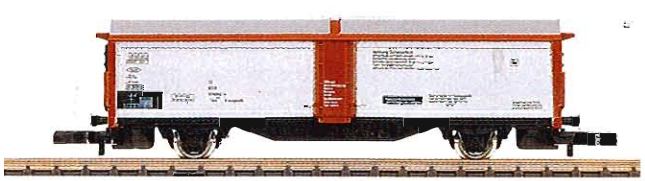
8685 Covered Hopper Car.
Tad-u 961. Length over buffers 53 mm (2-1/8").



N **82151 Sliding Wall Boxcar.**
Hbis 299. Paint scheme with repaired areas picked out in another color. Length over buffers 64 mm (2-1/2").



8635 Flat Car with Telescoping Covers.
Shimms 708. Length over buffers 55 mm (2-1/8").



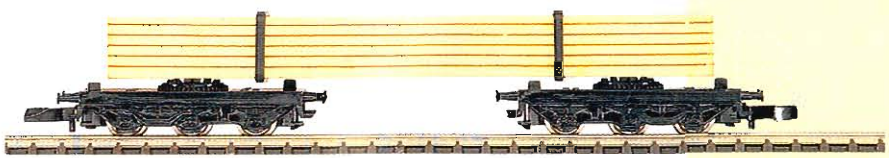
8623 Sliding Roof/Sliding Wall Boxcar.
Tbis 870. Length over buffers 64 mm (2-1/2").

Special design freight cars

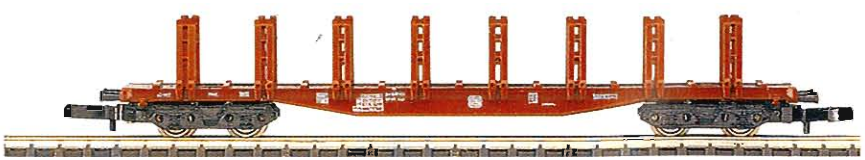
German Federal Railroad (DB)



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″).

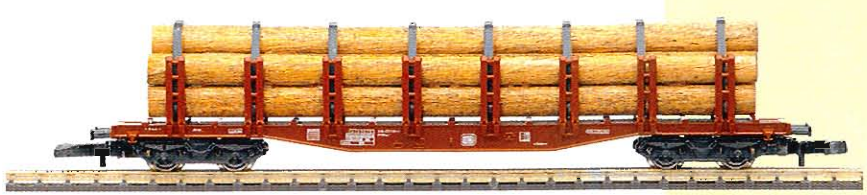


8619 Lumber Car.
2 part car. Loaded with lumber. Length over buffers 93 mm (3-5/8″).



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.



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″).

German Federal Railroad (DB)





N

82270 Piggyback Flatcar.
Sdgkms 707. Privately owned by Kombiwaggon, Inc., Eltville, Germany. Used on the German Railroad, Inc. Loaded with a removable semi trailer lettered with "Sarotti unser Schokoladen-Liebling" ("Sarotti, our favorite chocolate") for Nestle Chocolates, Inc., Frankfurt, Germany. Tractor included. Length over buffers 78 mm (3-1/16").



N

82280 Piggyback Flatcar.
Sdgkms 707. Privately owned by Kombiwaggon, Inc., Eltville, Germany. Used on the German Railroad, Inc. Loaded with 2 removable interchangeable, open body trailers for DANZAS Freight Forwarders, Frankfurt, Germany. Length over buffers 78 mm (3-1/16").

N

82411 High-Capacity Sliding Wall Boxcar.
Habins. Privately owned by Transwaggon, Inc., Hamburg, Germany. Used on the German Railroad, Inc. Length over buffers 106 mm (4-1/8").



German Federal Railroad (DB)

N

82412 Four-Axle High-Volume Sliding Wall Boxcar.
Type Habis. Privately owned by DANZAS Freight Forwarders, Frankfurt, Germany. Used on the German Federal Railroad. Large advertisement on the car sides for "HENKELL TROCKEN" of Henkell & Söhnlein Sparkling Wines Company, Wiesbaden, Germany. Length over buffers 106 mm (4-3/16").



The 82412 high-volume sliding wall boxcar is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

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″).

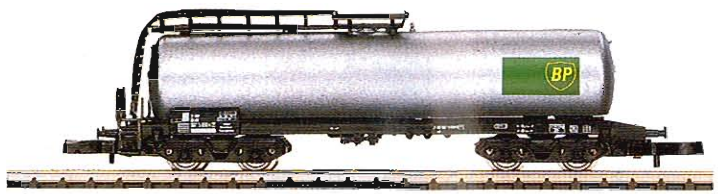


8627 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 75 mm (3″).





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″).



Tank Cars

German Federal Railroad (DB)



8607 Gas Tank Car with Heat Shield.
Privately owned by VTG, Company.
Length over buffers 75 mm (3″).



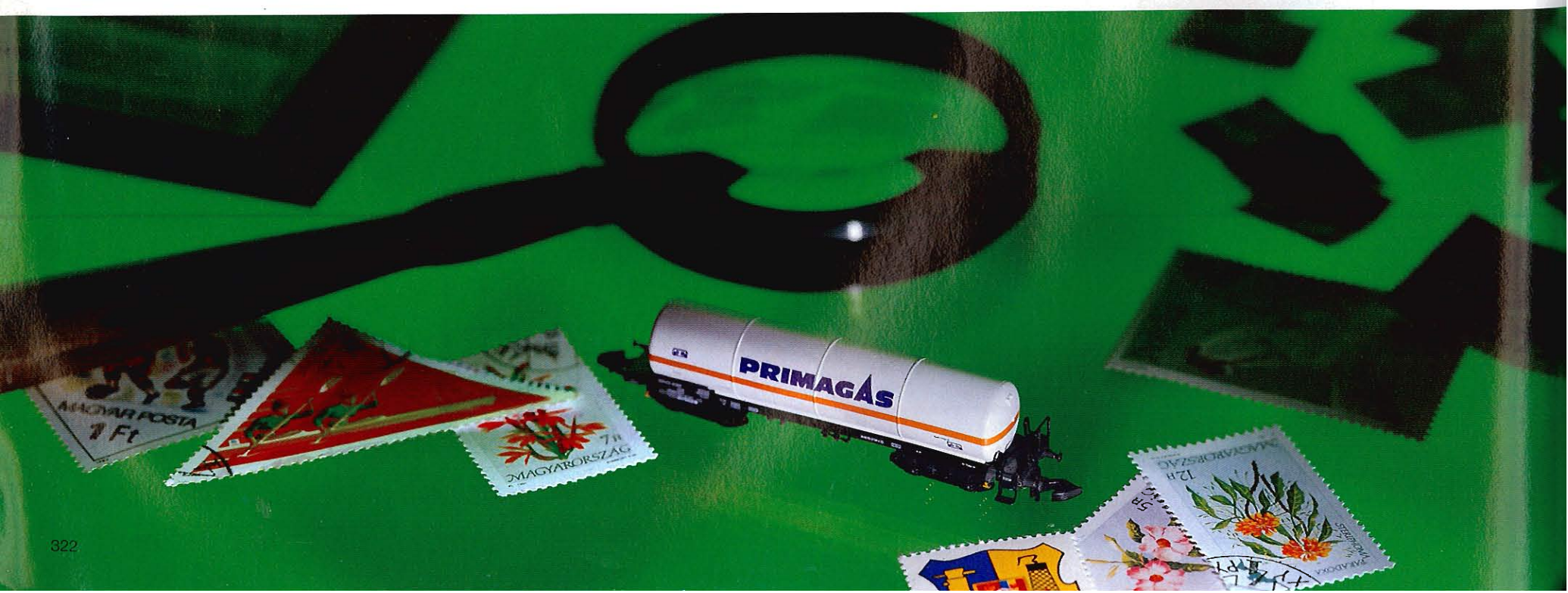


82180 Pressure Gas Tank Car without Heat Shield.
Privately owned by PRIMAGAS, Inc., Krefeld, Germany. Used on the German Federal Railroad (DB). Length over buffers 75 mm (3″).



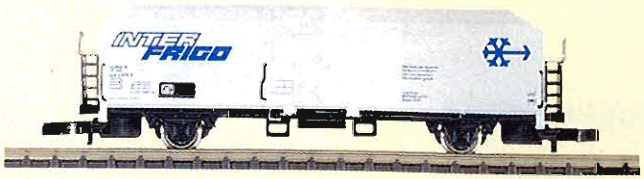
8608 Gas Tank Car with Heat Shield.
Privately owned by EVA Company. Length over buffers 75 mm (3″).

8667 Gas Tank Car with Heat Shield.
Privately owned by ETRA Company. Length over buffers 75 mm (3″).



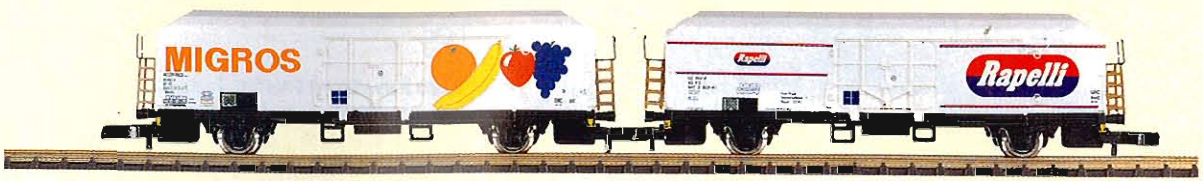
Italian State Railways (FS)

82161 Refrigerator Car.
Privately owned by INTERFRIGO, Basle, Switzerland. Used on the Italian State Railways (FS). Length over buffers 64 mm (2-1/2").



International refrigerator traffic is served by the INTERFRIGO Company in Basle, Switzerland in cooperation with 23 European railroads. This company has a rolling stock pool of over 20,000 refrigerator cars in different designs. A large part of the standard cars is registered in Italy with the FS; they are used quite freely in all countries, however.

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").



In 1996 all of Austria will be celebrating the millennium anniversary of its name. In 996 Emperor Otto III granted to the Bishop of Freising several dominions in what is present day Lower Austria. In the grant deed the land received by the Bishop was documented for the first time as "Ostarrichi", or Austria (Österreich in German).

996 – 1996

Österreich

Märklin is producing a whole series of interesting Austrian models on the occasion of this millennium.

Austrian Federal Railways (ÖBB)



82501 Freight Car Set.
Contents: 3 different design freight cars. 1 four-axle petroleum oil tank car with advertising for "Schwechat 2000", privately owned by ÖMV, Inc. of Vienna. 1 type Shimms flatcar with telescoping covers with advertising for "Rail Cargo Austria", the brand name for the ÖBB freight service. 1 type Hbis sliding wall boxcar with advertising for "Gösser Bier" from Steierbrau, Inc., Graz, Austria. All cars in special version. Not available separately. Total length 200 mm (7-7/8").

Freight Cars

Swiss Federal Railways (SBB)



8229 Powdered Freight Silo Car.
Type Ucs. Length over buffers 40 mm (1-9/16").



8220 Powdered Freight Tank Car.
Uacs. Length over buffers 75 mm (2-15/16").

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



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").

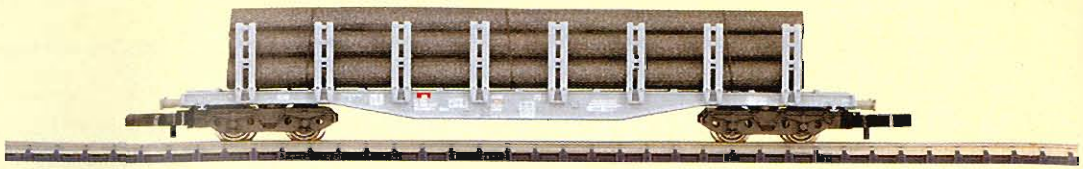
These sliding wall boxcars are used in the SBB's Less-than-carload freight. The large surfaces of their side walls are used for advertising this new transportation concept called "Cargo Domizil".





Swiss Federal Railways (SBB)

86551 Stake Car.
Type Spns. Loaded with pipes. Length over buffers 95 mm (3-3/4").

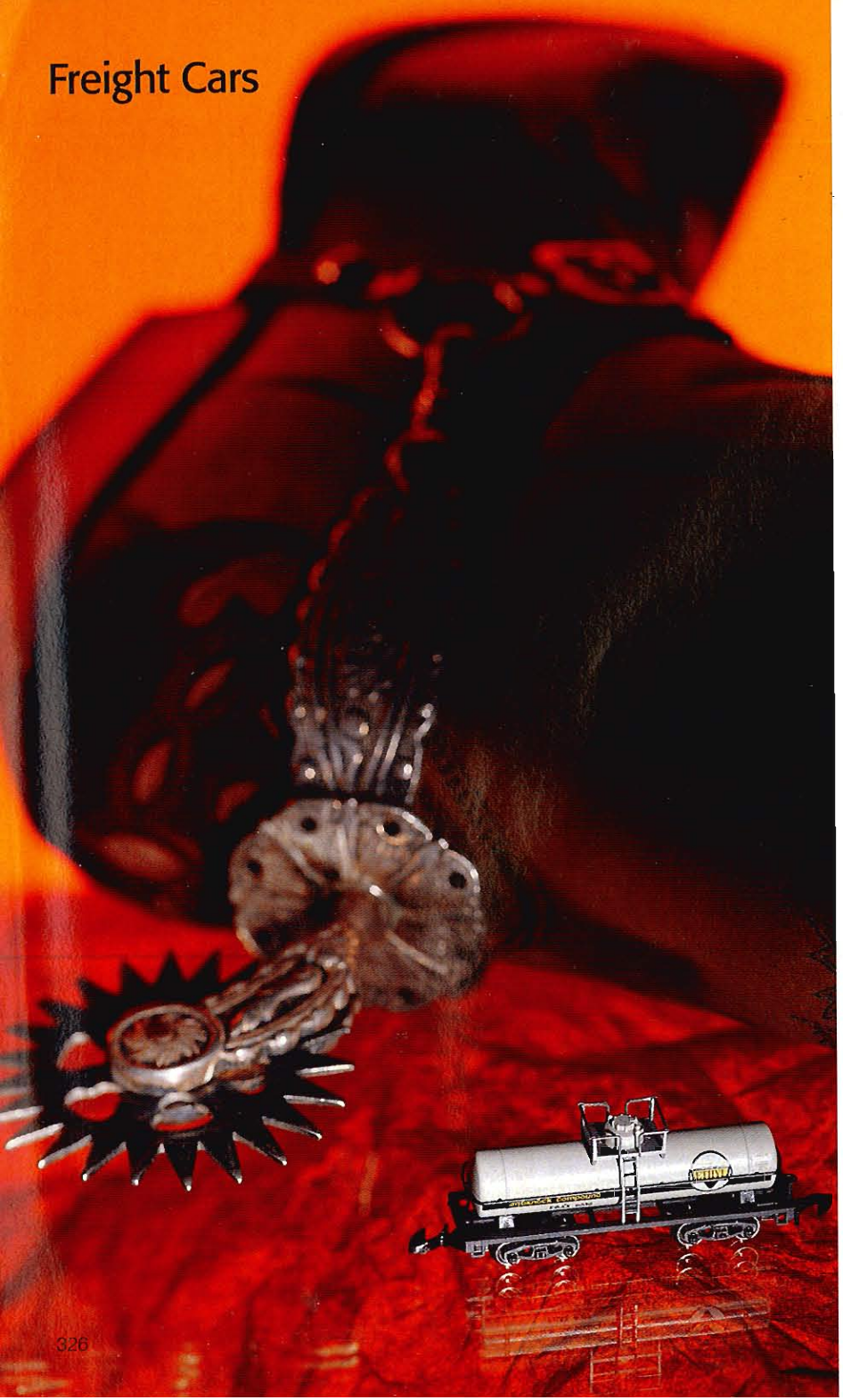


8210 "MIGROS" Car Set.
Contents: 3 Hbils sliding wall boxcars with different lettering for the MIGROS wholesale and retail company. 1 sliding wall boxcar lettered for "Biscuits Glaces". 1 sliding wall boxcar lettered for "Bischofszell". 1 sliding wall boxcar lettered for "Chocolat Frey". All cars in special version. Not available separately. Total length 198 mm (7-3/4").



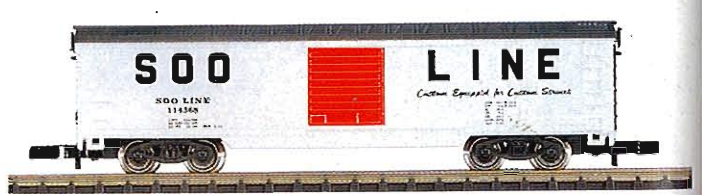
8201 "Swiss Mineral Waters" Car Set.
Contents: 3 Hbils sliding wall boxcars with different lettering. 1 sliding wall boxcar lettered for "Orangina", 1 sliding wall boxcar lettered for "Elmer Citro", 1 sliding wall boxcar lettered for "Valser". All cars in special version. Not available separately. Total length 198 mm (7-3/4").





USA Freight Cars

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").

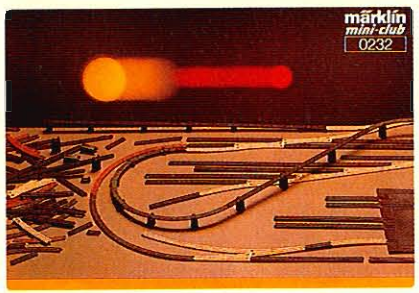
Layout Building

märklin Z

The smallest mini-club radius measures a whole 145 mm (5-3/4") – this will fit a book shelf, a desk drawer or wherever you have some space. The second advantage of Z Gauge is the ability to do a sweeping main line with elegant curves and long station platforms where long trains are shown to their best advantage. mini-club offers the entire spectrum of model railroading with three track radii, long flex track, genuine working catenary, working models and many accessories.

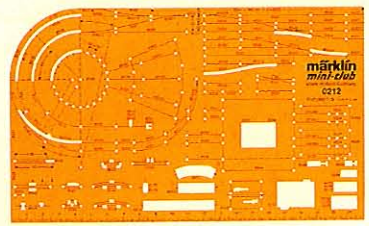


Layout planning / Overview of Track



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.



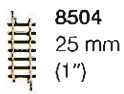
0212 Track Planning Stencil.
For planning your own track layout. All track sections in the stencil are in a scale of 1:5. Extensive instructions included.

Overview of Track

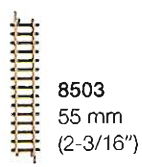
With a gauge of 6.5 mm (1/4"), the total width of the track is 11.5 mm (29/64"), the height 2.5 mm (approx. 3/32"). Rail joiners are used to connect sections of track, and an additional lug/socket feature built into the tie strip reinforces the track joint. The mini-club track system has an easy-to-understand 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



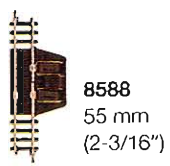
8504
25 mm
(1")



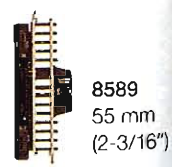
8503
55 mm
(2-3/16")



8587
55 mm
(2-3/16")



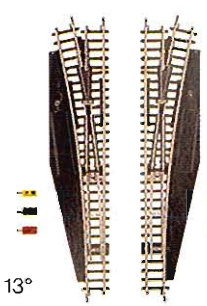
8588
55 mm
(2-3/16")



8589
55 mm
(2-3/16")

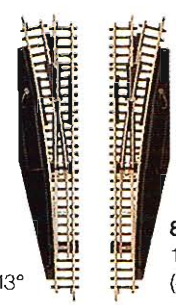
Crossings and Turnouts

Radius
490 mm
(19-1/4")



8562 L
110 mm
(4-3/8") / 13°

8563 R
110 mm
(4-3/8") / 13°

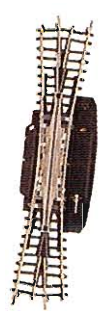


8565 L
110 mm
(4-3/8") / 13°

8566 R
110 mm
(4-3/8") / 13°



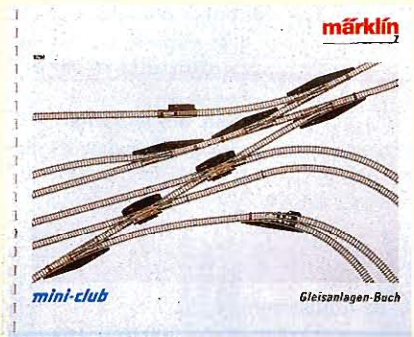
8591
13°



8560
112.8 mm
(4-7/16") / 13°
r = 323 mm
(12-3/4")



8559
112.8 mm
(4-7/16") / 13°



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").



8931
16 mm
(5/8")



8991
15 mm
(19/32")



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")



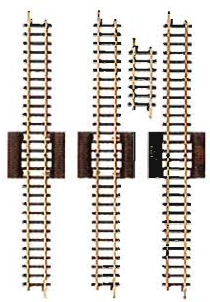
8592
100 to 120 mm
(3-15/16"
to 4-3/4")



8505
220 mm
(8-13/16")



8594
660 mm
(26")



8993
3 x 110 mm
(4-3/8")
1 x 25 mm (1")

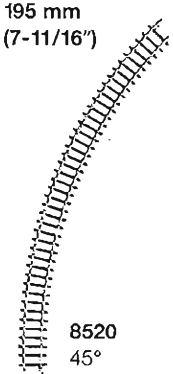
Curved Track

Radius
145 mm
(5-3/4")



8510
45°

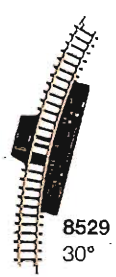
Radius
195 mm
(7-11/16")



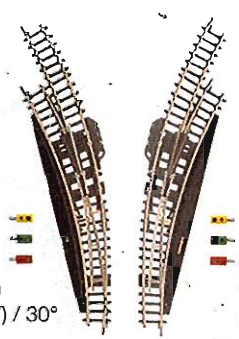
8520
45°



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°

Straight and Curved Track


8500


8503


8504


8592


8505


8594

Curved Track

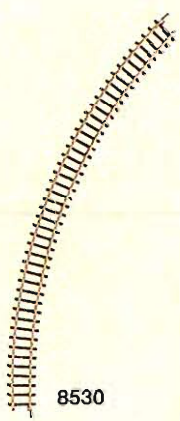
8510 Curved Track.
Radius 145 mm (5-3/4"). 45°.

8520 Curved Track.
Radius 195 mm (7-11/16"). 45°.

8530 Curved Track.
Radius 220 mm (8-11/16"). 45°.


8510


8520


8530

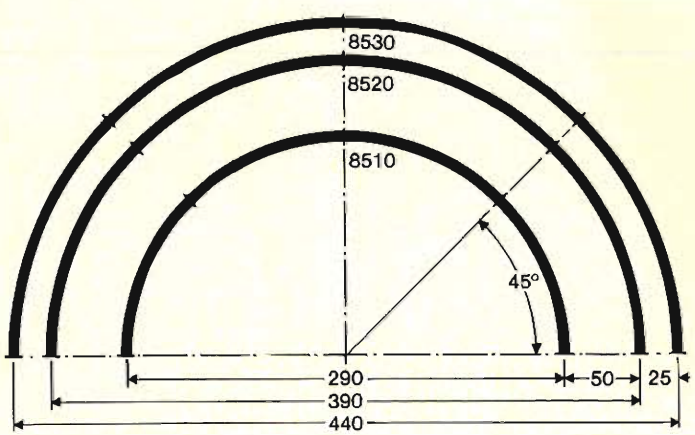
Straight Track

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 creating an electrical rail joint.

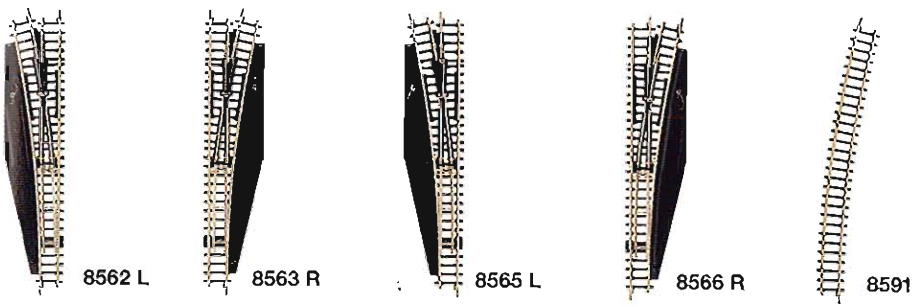
The 3 Track Radii
8510 circle = 8 sections
8520 circle = 8 sections
8530 circle = 8 sections

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.



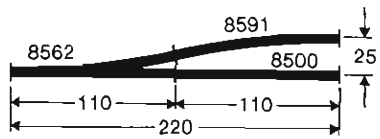
8562 L 8563 R 8565 L 8566 R 8591

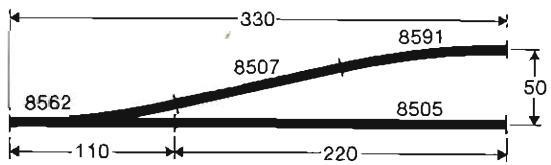
8565 L Left Manual Turnout.
Length 110 mm (4-3/8″). 13°.
Radius 490 mm (19-1/4″).

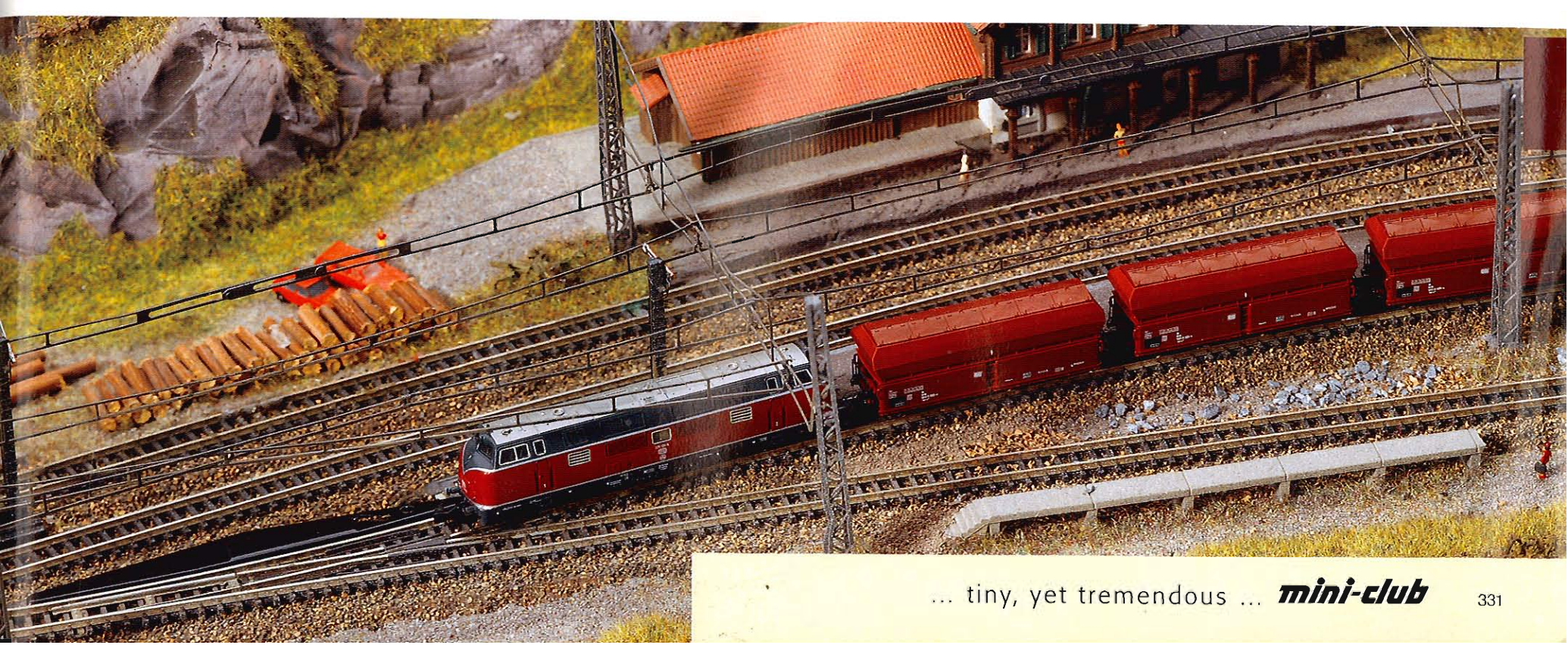
8566 R Right Manual Turnout.
Length 110 mm (4-3/8″). 13°.
Radius 490 mm (19-1/4″).

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.

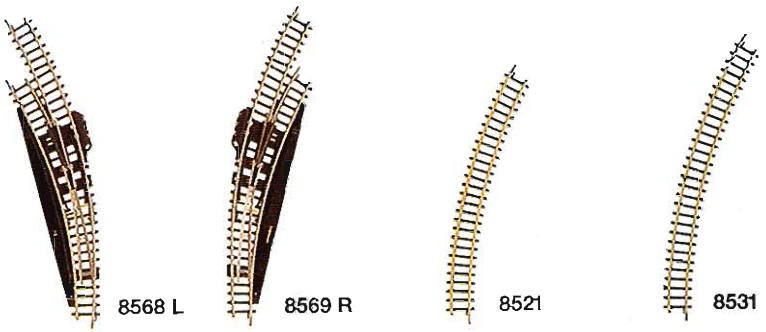
Turnouts 8562 L, 8563 R, 8565 L and 8566 R



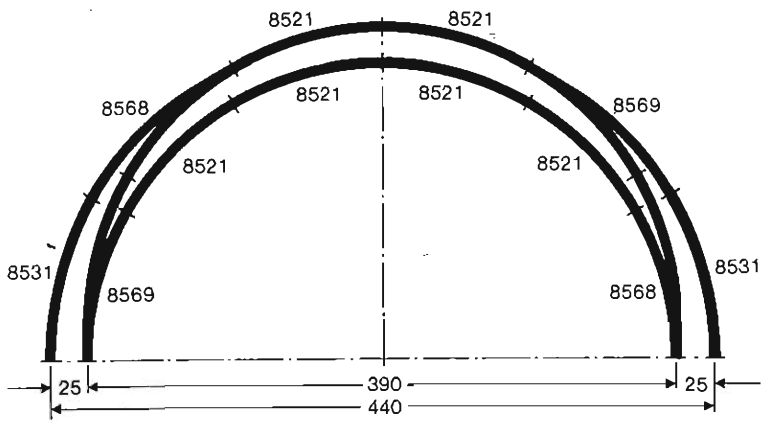




Curved Turnouts / Crossings



8568 L and 8569 R Curved Turnouts



Curved Turnouts

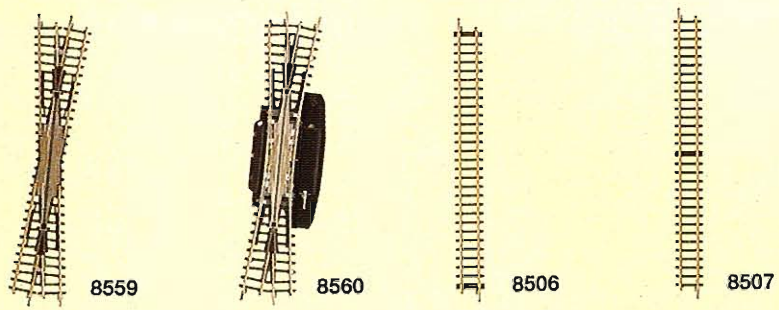
8568 L Electric Left Curved Turnout.
Radius 195 mm (7-11/16″). 30° (same as 8521). Main track length 125 mm (4-5/16″).

8569 R Electric Right Curved Turnout.
Radius 195 mm (7-11/16″). 30° (same as 8521.) Main track length 125 mm (4-5/16″).

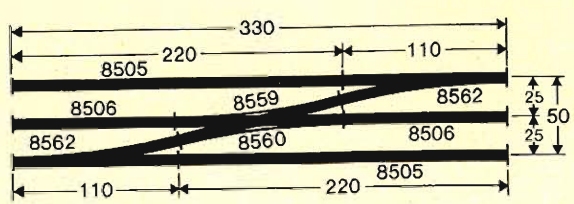
8521 Curved Track.
Radius 195 mm (7-11/16″). 30°.

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

Straight Function Tracks


8587


8588


8589


8590

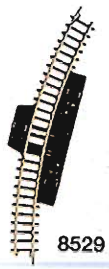
8587 Straight Uncoupler Track.
Has hand lever or can be operated by remote control with the 7072 or 7272 control boxes. Length 55 mm (2-3/16″).

8588 Straight Isolating Track.
Length 55 mm (2-3/16″). With terminal clips. One rail is gapped in the middle.

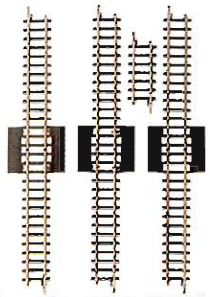
8589 Straight Circuit Track.
Length 55 mm (2-3/16″). With terminal clips. Passing train activates function.

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


8539


8993

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

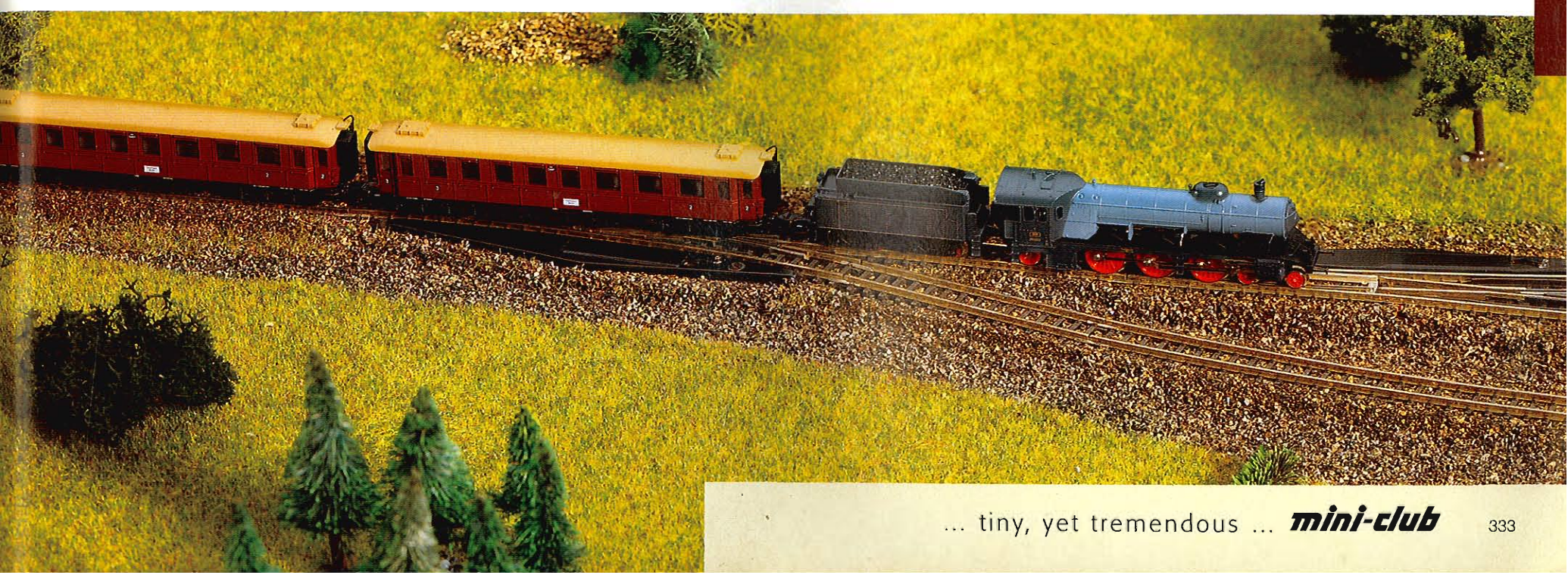
Accessories

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.



Catenary

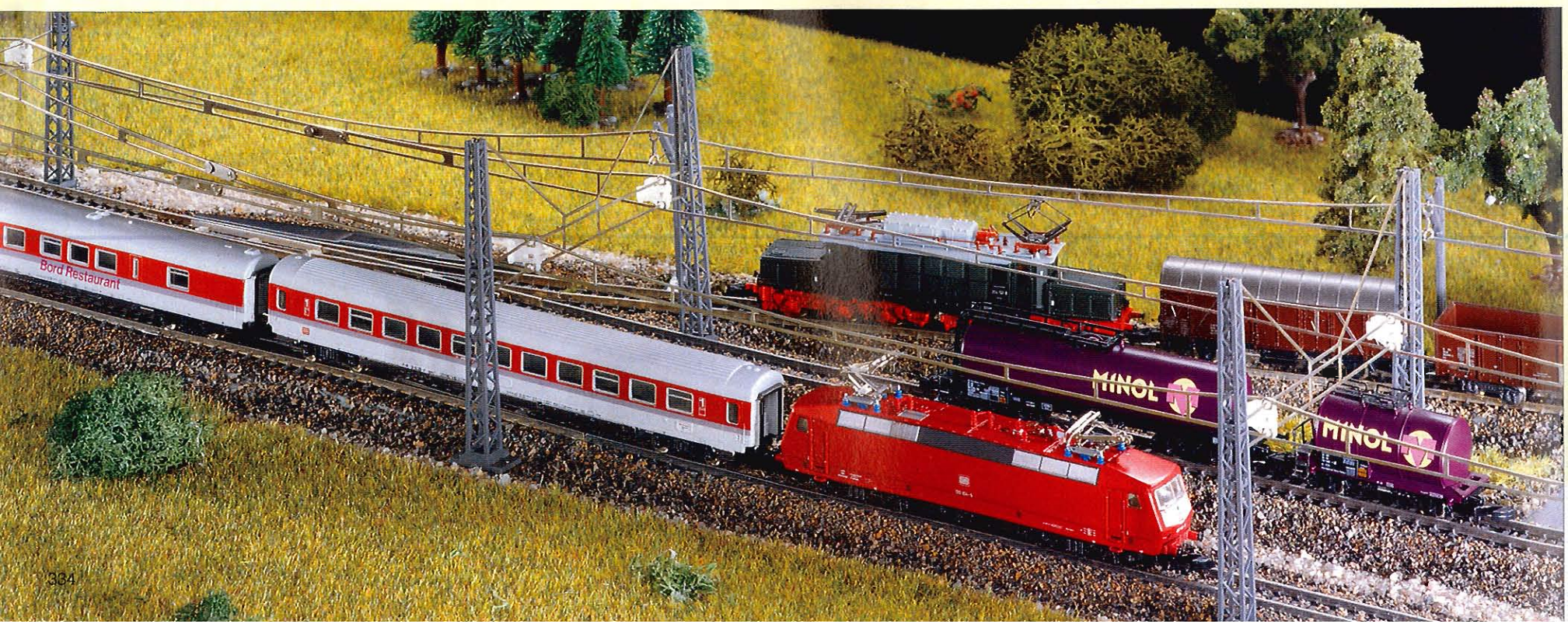
mini-club catenary functions and supplies power just like catenary in the prototype. All electric locomotives can easily be set for catenary operation by adjusting the selector switch. This increases the operating enjoyment considerably, because now 2 locomotives can be operated independently of each other on the same track with 2 power packs.

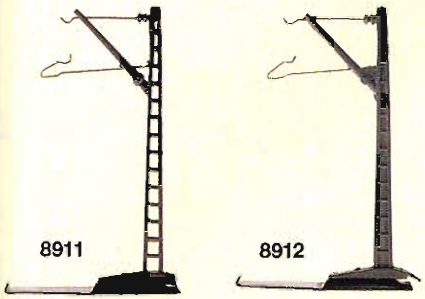


Tower masts and cross spans are used over three or more tracks (station and yard areas). Catenary circuits can be separated using the catenary insulators.

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.

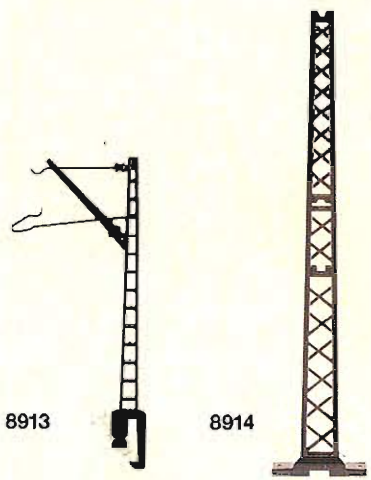






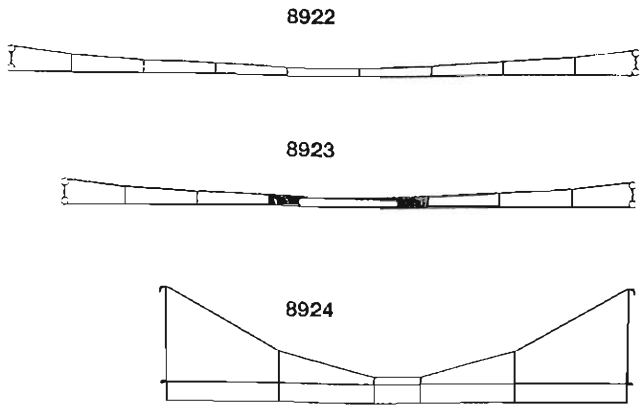
8911 Catenary Mast.
Standard mast with base plate. Height 38 mm (1-1/2").

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").



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.



8922 Wire Section.
For straight and curved track. Length 165 mm (6-1/2").

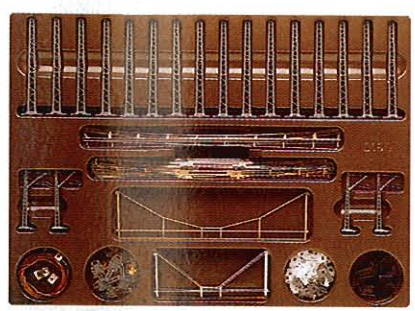
8923 Wire Section.
Adjustable in length from 150 to 180 mm (5-7/8" x 7-1/8").

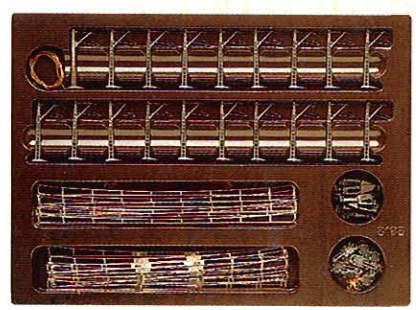
8924 Cross Span.
For attaching to tower mast. Spans 5 tracks. Span width about 123 mm (4-7/8").

8925 Cross Span.
For attaching to tower mast. Spans 3 tracks. Span width about 72 mm (2-7/8").

Catenary Sets

8198 S + E Catenary Set.
For SET extension program (pages 276/277). 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.





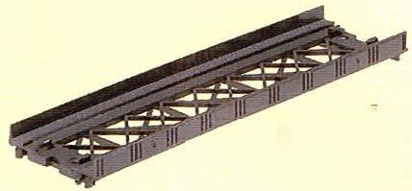
8199 T1 + T2 + T3 Catenary Set.
For SET extension program (pages 276/277). Supplements 8198 for T1 to T3. Contents: 4 catenary masts, 16 tower masts, 30 wire sections, 8 cross spans, 30 catenary insulators, 8 separater clips, 6 connecting springs, 5 catenary terminal clips and instructions.

Bridges and ramps

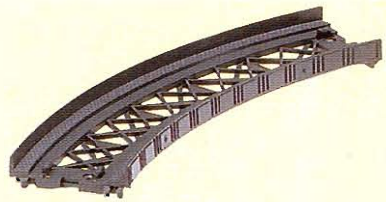


8975 Arched Bridge.
Length 220 mm (8-13/16").

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.



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



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″).

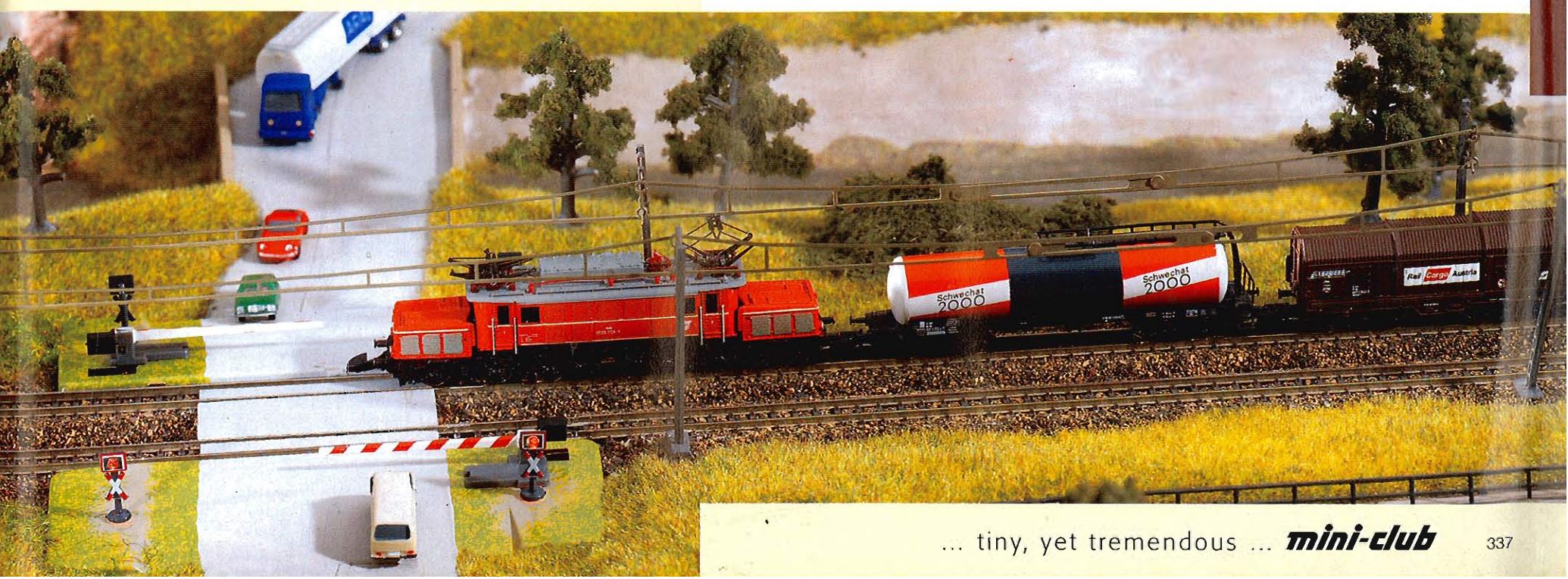


8940 Home Signal with 1 Semaphore.
Light changes from red (Hp0) to green (Hp1). Double solenoid mechanism. Has train control function. Can be activated with the 7072 or 7272 control box or with circuit tracks. Height 45 mm (1-3/4″).

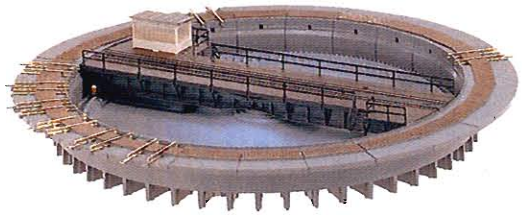


8992 Railroad Crossing Gates with Half Gates.
Set consists of 2 solenoid activated gates, each with 2 red warning lights which go on when the gates descend. Dimensions for each base 96 x 37 mm (3-3/4″ x 1-1/2″).

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.

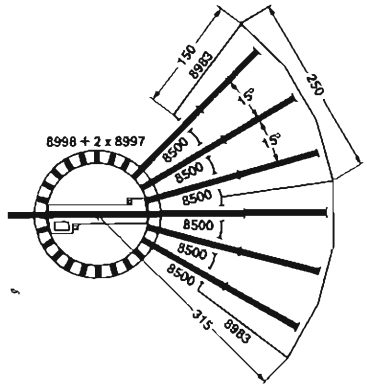


Turntable



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.

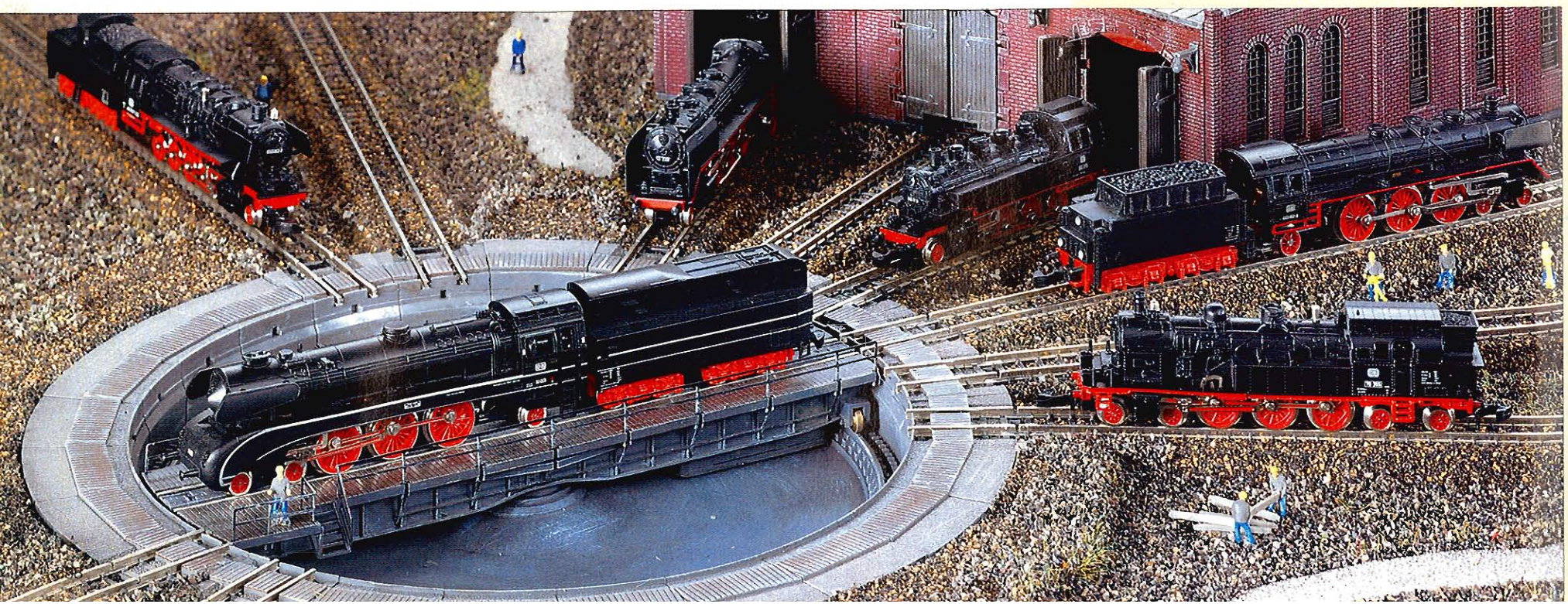
8997 Extension Set for 8998 Turntable.
8 spoke tracks that can be snapped onto turntable edge. The turntable can be expanded to 24 spoke tracks with 2 extension sets.



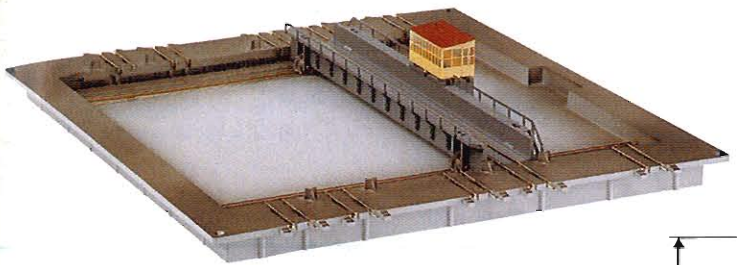
This illustration shows how 2 of the 8983 locomotive sheds can be set up with the 8998 turntable.

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.





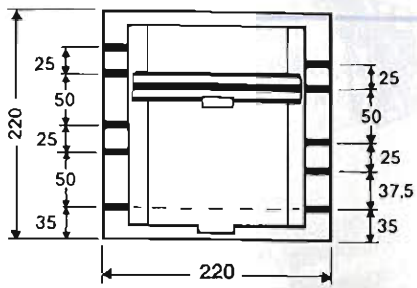
Transfer Table



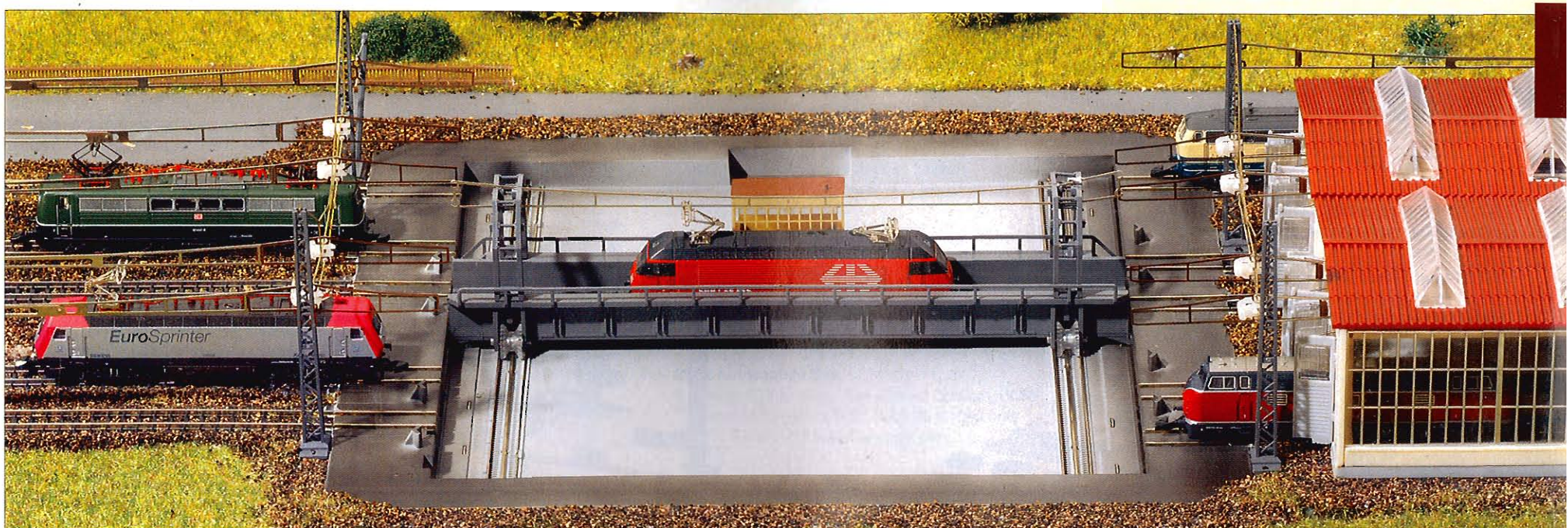
8994 Transfer Table.
2 approach tracks and 8 stall tracks. Transfer table pit requires sunken installation for flush mount on layout. Controller for remote control of deck and locomotives. Electric motor mechanism. Automatic shutoff of power to all tracks not in contact with the deck. Width and length 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.



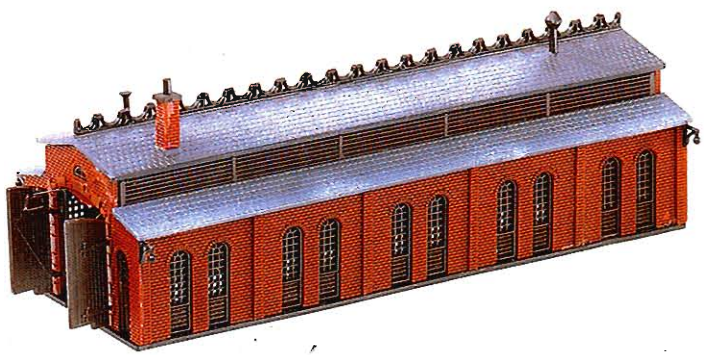
Layout Accessories

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").

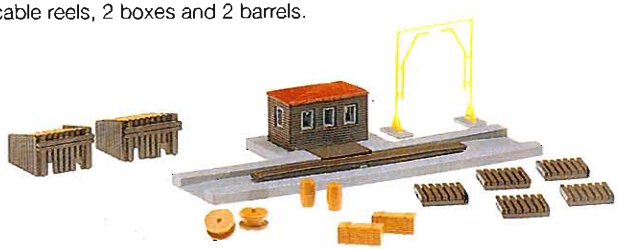


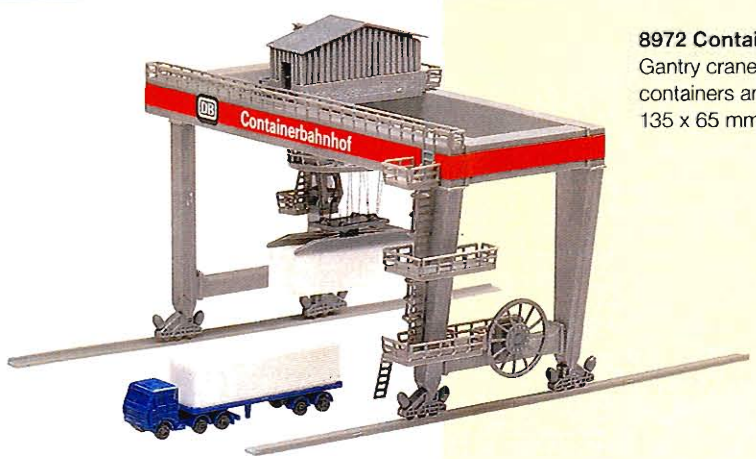
8981 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 1 locomotive stall track. 1 special track section included to automatically stop locomotives. Base dimensions 150 x 50 mm (5-29/32" x 2").



8996 Water Tower Kit.
With water standpipe. Base dimensions 52 x 52 mm (2" x 2-1/2"). Height 75 mm (3").

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.





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").

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″).



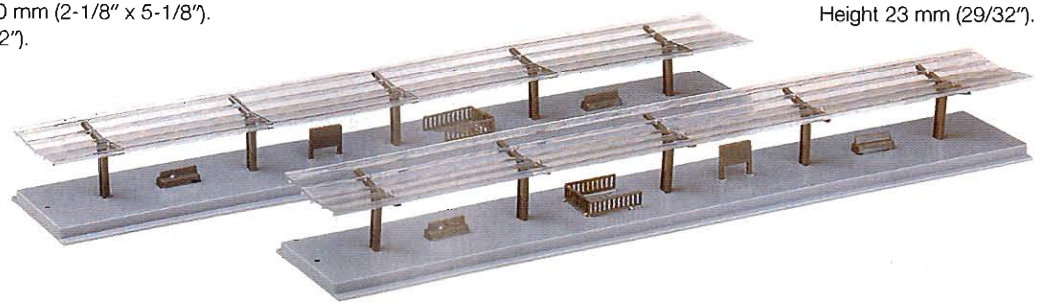
8970 Wintersdorf Station Kit.
Main and annex building with roofed passage-way. Can be used by itself and with 8971 freight shed. Base dimensions 72 x 112 mm (2-7/8″ x 4-3/8″). Height 54 mm (2-1/8″).





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″).

8961 Station Platform Kit.
2 parts. Total length 440 mm (17-1/4″). Width 38 mm (1-1/2″). Height 23 mm (29/32″).



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 transporters with a closed box body and 2 Mercedes transporters with side and rear windows.



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



8917 Fire Truck Set.
Contents: 1 fire truck with ladder, 1 crash truck and 1 DB 508 fire truck with fire fighting equipment.



8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.

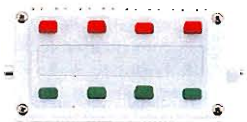


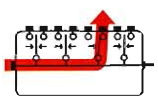
8916 Truck Set.
Contents: 1 semi truck tractor with trailer for Silit Company and 1 semi truck tractor with trailer for Villeroy & Boch Company.



Control Boxes

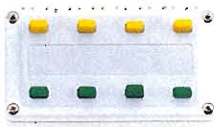
For remote-control operation

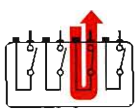




Schematic of 7272
(Button 3 pushed)

7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7072 control box.

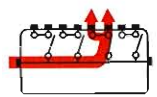




Schematic of 7273
(Button 3 pushed)

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. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7211 control box.





Schematic of 7274

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 over. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7210 control box.



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.

269060 Light Bulb.
For 8871 ICE powered end units.

602100 Light Bulb.
For 8718 and 8782 commuter cars, for rear of 8896 and 88961 locomotives, for 8957, 8958, and 8959 lamps.

8987 Pair of Brushes.
For locomotives 8803 and 8895.

8988 Pair of Brushes.
For locomotives 8826, 8829, 8831, 8854, 88571 and 8867.

8989 Pair of Brushes.
For locomotives 8806, 8809, 8810, 8812, 88180, 88183, 8820, 8822, 88221, 8827, 88271, 8833, 8837, 88441, 88442, 88443, 88444, 88472, 8848, 8855, 8856, 8871, 8873, 8878, 8879, 8883, 8884, 8885, 8886, 88861, 8889, 8892, 8896 and 88961.



8955 Scheren Pantograph.
With mounting screw. For locomotives 8812, 8822, 88221, 8826, 8829, 8854, 8856 and 88571.



8956 Single-Arm Pantograph.
With mounting screw. For locomotives 8837, 88441, 88442, 88443, 88444, 88472, 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.



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").



6645 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").

On the trail of the prototype.

The larger the scale, the greater the enjoyment, which is why our 1 Gauge gains more and more enthusiasts; as a modular layout in a club, as a permanent garden railway or as a quickly set up toy train for the weekend. The larger scale of the 1 Gauge locomotives, cars and loads makes operations even more realistic. Also, don't forget the high degree of play value in "natural" loads and accessories that many 1 Gauge enthusiasts build themselves.

With Märklin 1 Gauge you have the choice of two alternatives which are based on a common track system, identical couplers and compatible propulsion technology: Maxi is a train system made entirely of metal that will give you years of rich and wonderful experiences. It continues the Märklin tradition of high-quality sheet metal toys. Maxi is almost indestructible and can be used indoors as well as outside in the yard or on the terrace.

The standard 1 Gauge program features the finest of detailing and high-quality propulsion technology. For this reason our models look as good in a showcase as they do in operation on a layout.





märklin 1

Model Size 1
Gauge 45 mm (1-3/4″)
Scale 1:32

Shall we play indoors or outdoors?

When we talk about Maxi as the train system that will give you years rich and varied experiences, you can take us at our word. Because playing with Maxi appeals to all of the senses: The heavy weight and the massive sheet metal provide a solid, sturdy sort of quality. The metal sounding clatter of the wheels over the rail joints sounds just like the real railroad. Doors that open and roofs that can be removed keep one's hands occupied. And the smell of metal and oil as you service your locomotives and cars after a day out on the garden railway says everything to your nose. In brief: Real railroad atmosphere comes with Maxi.





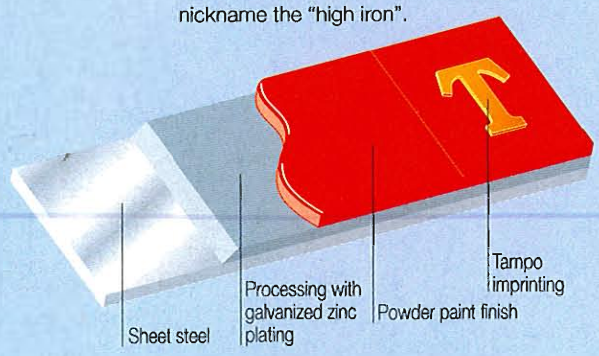
Everything speaks for Maxi.

You can approach Maxi in two ways, with feeling or with understanding. For feeling it's best to go to your Märklin dealer and hold a Maxi locomotive once in your hands. Anything else that could be said about it would be too much. If you want to approach Maxi with understanding, we have assembled the most important reasons in its favor:



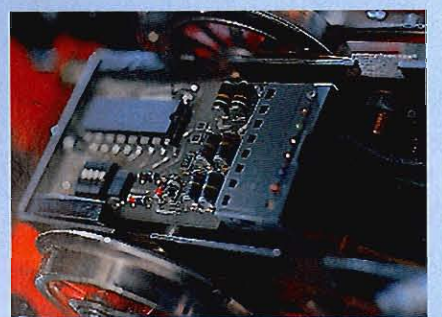
Metal construction:
The locomotives and cars consist entirely of metal – the bodies are made of heavy, precisely formed sheet metal, the wheel sets are of nickel-plated zinc castings.

The weight:
The heavy metal construction promotes pulling power and realistic running characteristics. The high level of weight also improves electrical pickup. And when you hear the clatter of the wheels over the rail joints, you have an idea of where the railroad got it's nickname the "high iron".

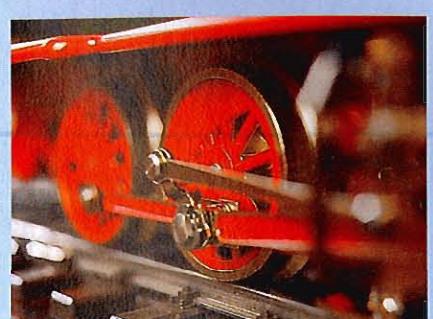


The manufacturing process:
The high-quality sheet steel is processed in several steps like modern automobile car body building. The final step is the color-fast powder paint finish; scratches on this finish can be quickly repaired with a paint kit from an autoparts store. Tampo printing is used to produce sharp striping and lettering.

Technology: The sturdy mechanism is located in a protected position in the locomotive and is designed for many years of service. The electronic circuit plate allows operation with AC power, Märklin DELTA or Digital and simply plugs into the locomotive wiring circuit; a second circuit plate is included for operation with DC power.



The DELTA multi-train system:
All Maxi locomotives have a built-in DELTA module. Using a hand controller you can address up to four Maxi locomotives, or with four hand controllers you can control them independently of each other at the same time. On a single power circuit and without extensive wiring.

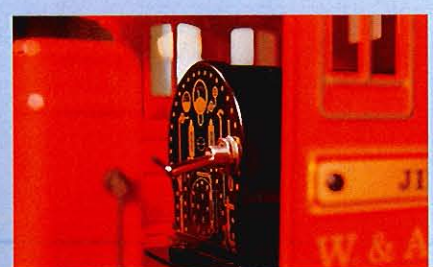


The quality:
Metal construction, multi-step processing and technology make Maxi almost indestructible. Long life is guaranteed with even the most rigorous play conditions; the occasional scratch and dent actually increases the charm of sheet metal toys.



Headlights:
Every Maxi locomotive is equipped with headlights at one or both ends. These headlights switch over with the direction of travel on several of these locomotives.

Railroading outdoors:
With this kind of quality Maxi is the ideal railroad system for the yard or terrace. The track is durable and is weather resistant. The size of 1 Gauge also makes Maxi the ideal railroad for playing outdoors.



Smoke generator:
The smoke generator in Maxi steam locomotives can be turned off with a switch in the cab to reduce power consumption when operating several locomotives at the same time.

Play value:
The car bodies are screwed on the frames and are equipped for experimental discoveries. Doors can be opened, roofs can be removed, and different working models along with the handy size of the models increase the play value.





Couplers:
The sturdy 1 Gauge couplers are the same for Maxi and for standard 1 Gauge. Locomotives and cars can be coupled together any way you want. Preuncoupling when switching cars is also possible with the uncoupler track.



Using Maxi with standard 1 Gauge:
Maxi is fully compatible with the standard 1 Gauge and its track, turnouts, signals, Märklin Digital and other model railroad technology. With a scale of 1:32 Maxi has an almost inexhaustible choice of prototypes among the standard gauge railroads of the world.

The Maxi book:
The Maxi book offers you all sorts of useful information with tips for the planning, operation, construction and care of an outdoor layout, with suggestions for expansion and many technical hints.

Locomotive name plates:
On each Maxi locomotive the name plates put on at the factory can be exchanged for custom plates. You can order locomotive name plates with individual names from Märklin for a small charge – ideal as a gift, for a souvenir, or as a joke.

Unpack, set up, play.

Maxi is an adventure in playing right from the start. Because Maxi doesn't need a table or a board. The track is durable and is weather resistant which means that it can be laid down everywhere: on the floor, the terrace or in the yard. Maxi can be set up and just as quickly taken down everywhere.

The Maxi starter set has everything to make your enjoyment complete: transformer, oval of track, locomotive with figures of an engineer and fireman, a passenger car and a low side gondola. Of course we haven't forgotten the feeder clips and the Maxi instruction booklet with its many tips on setting up the layout and caring for it.

It's typically Maxi that the locomotive in the starter set has the same technical refinements as all Maxi steam locomotives, headlights, smoke generator that can be turned off, locomotive name plates that can be changed and a built-in DELTA module. A circuit plate for operation with DC power is also included.



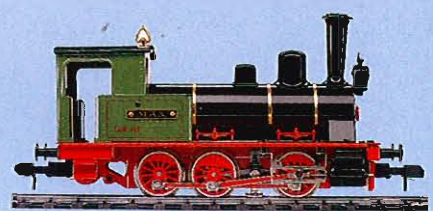


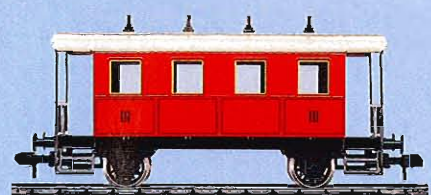
märklin

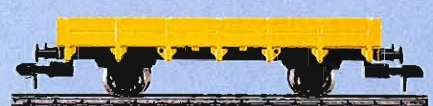
5440 230 Volts
5441 110 Volts USA
"Maxi" Starter Set.
Contents: 1 Swabian tank locomotive, 1 passenger car 3rd class, 1 low side car, 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA transformer, 1 figure of an engineer, 1 figure of a fireman, 1 no. 5654 feeder clip set. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronic circuit plate for operation with AC power or Märklin DELTA. Electronic circuit plate included for operating the locomotive with DC power. Built-in smoke generator with a switch in the engineer's cab to turn it on and off. Locomotive has headlight at the front.

Another Maxi starter set with American models can be found on pages 360/361.

The 5440/5441 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see pages 412/413) and the entire 1 Gauge assortment.







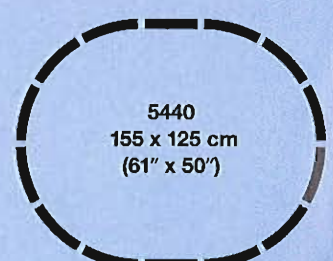


2 x



12 x





MAXI

Noblesse oblige.

What better way could you find to christen such a stately Prussian locomotive and tender? The "Alte Fritz" reflects the pride of the era, the fine striping and strong colors are proof of an attempt at a certain kind of splendor such as was common among the royal provincial railroads of the times. This is fine with us, because the Maxi models with their powder paint finish make an even more attractive impression with these color schemes. The Prussian passenger car is the appropriate addition to this locomotive.

N

54701 Prussian Passenger Car.
Prussian Railroad two-axle passenger car. 3rd class. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").





N

54522 "Alter Fritz" Prussian Locomotive with Tender.

Three-axle steam locomotive with tender in the typical colors of a Prussian locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included for operating the locomotive with DC power. Headlights front and rear that change over with the direction of travel. Built-in smoke generator with a switch in the engineer's cab to turn it on and off. Length over buffers 48.0 cm (18-29/32").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

Whither the country, so goes the railroad.

The Swabians call their region the "Ländle" (diminutive for "Country" or "little Land"), and our Swabian Maxi models fit right in. The "Rössle" tank locomotive steams amiably and a little fussily through the hilly countryside. A pair of Württemberg cars from the provincial railroad period in tow. No wonder that the Swabians have celebrated their railroad in song.

But the Rössle would not be typically Swabian, if there were not a sturdy, modern model railroad technology concealed beneath its outer surface. Like all Maxi locomotives it can be used with DELTA and with Digital, and there's a circuit plate included for operation with DC power.

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″).

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″).

These models will run on curved track with a radius 600 mm (23-5/8″) and larger.



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″).

MAXI

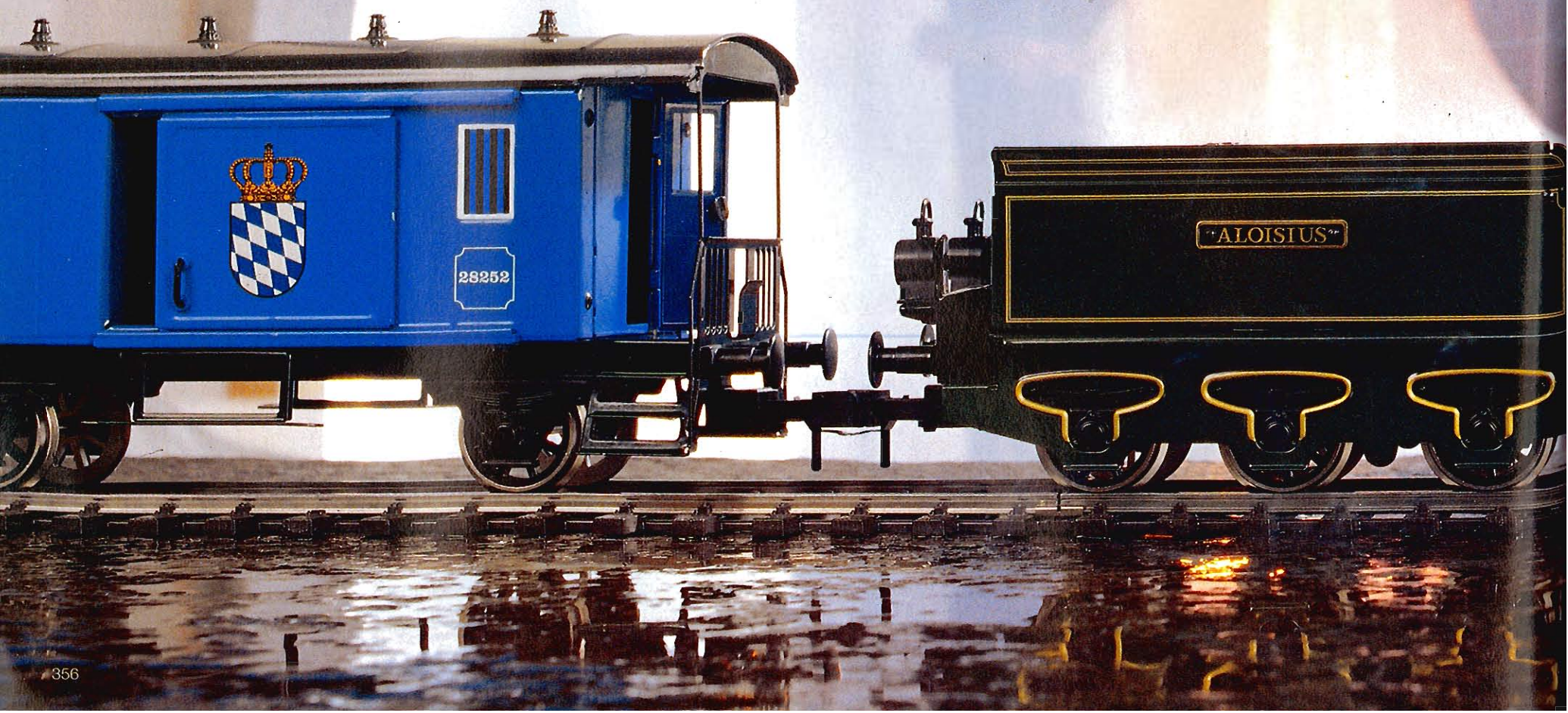
Royal Nostalgia.

There was a time when you could wave to a king and when the railroad bore a name whose initials "K.Bay.Sts.B." alone could make your heart beat faster. Nostalgia is beautiful, chiefly when it appears as cheerfully as Maxi: Our Bavarian models liven up any layout in the colors of their eras with fine striping and carefully lettered cars.

The locomotive with a tender is called Aloisius and has all of the Maxi technical features: a smoke generator that can be turned off, two headlight lanterns front and rear, electronics for operation with AC power, Märklin DELTA or Digital. The circuit plate for operation with DC power is also included.

54851 Bavarian Baggage Car.
Two-axle Bavarian 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").

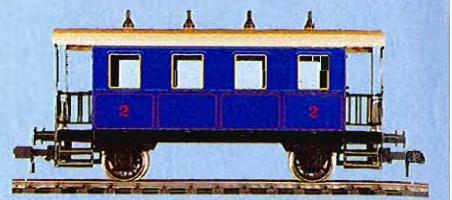
These models will run on curved track with a radius 600 mm (23-5/8") and larger.



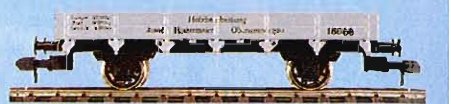
märklin

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

Lueg ä daa, s'Vreneli chunt.

Don't worry, you don't have to be able to say this. This is how you would express your admiration in Swiss dialect for this small Swiss tank locomotive. It will win everyone's heart the first time you see it puffing through an imaginary Swiss landscape with smoke coming out of the stack and with a museum car for a brewery behind it. Typically Swiss features are the large feedwater pump and yellow grab irons.

N

54702 Swiss Passenger Car.
Swiss Railroad two-axle passenger car. Lettered for the company Feldschlösschen AG, Rheinfelden, Switzerland. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").



MAXI

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").



54501 "s'Vreneli" Swiss Tank Locomotive.
Three-axle tank locomotive in the typical colors of a Swiss locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included for operating the locomotive with DC power. Headlights front and rear that change over with the direction of travel. Built-in smoke generator with a switch in the engineer's cab to turn it on and off. Length over buffers 28.5 cm (11-7/32").



54831 Boxcar.
Two-axle boxcar lettered for Maggi Company, Singen, Germany. Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16").



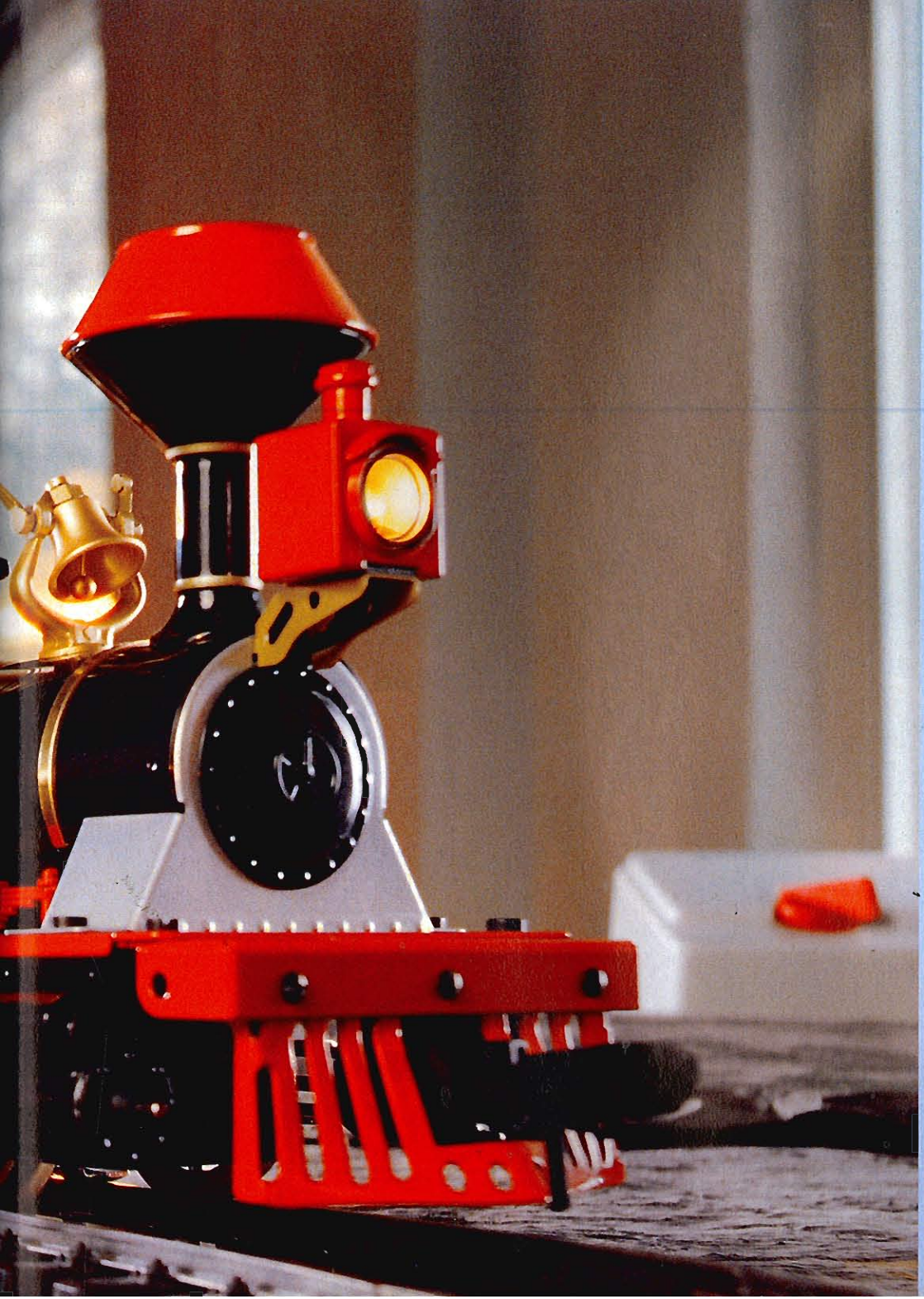
54832 Swiss Freight Car.
Two-axle boxcar lettered for the company Feldschlösschen AG, Rheinfelden, Switzerland. Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16").

MAXI

Maxi in the New World

To roam playfully in foreign countries, to explore other cultures, to overcome borders, to wander through history. Everything is allowed in a fantasy – colorfully supported by the Maxi starter set with the new tank locomotive and cars for the "Western & Atlantic R.R." Typically Maxi, this small American locomotive comes complete with an electronic circuit for operation with DC power, AC power or with DELTA. A smoke generator that can be turned on and off and a headlight also come with this locomotive.





54401 230 Volts
54402 120 Volts
"American" Starter Set.
Contents: 1 American tank locomotive, 1 low side car, 1 caboose. All three models painted for the Western & Atlantic Railroad. 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA transformer, 1 no. 5654 feeder clip set, 1 figure of an engineer, 1 figure of a fireman. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronic circuit plate for operation with AC power or Märklin DELTA. Electronic circuit plate included for operating the locomotive with DC power. Built-in smoke generator with a switch in the engineer's cab to turn it on and off. Locomotive has headlight at the front.

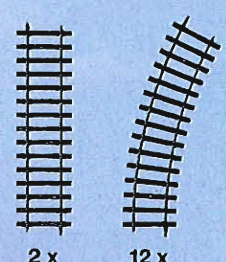
Another Maxi starter set can be found on pages 350/351.

The 54401/54402 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see pages 412/413) and the entire 1 Gauge assortment.

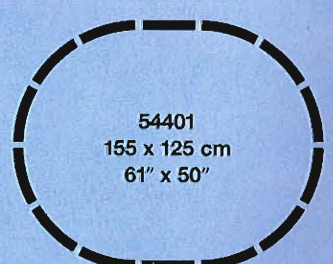












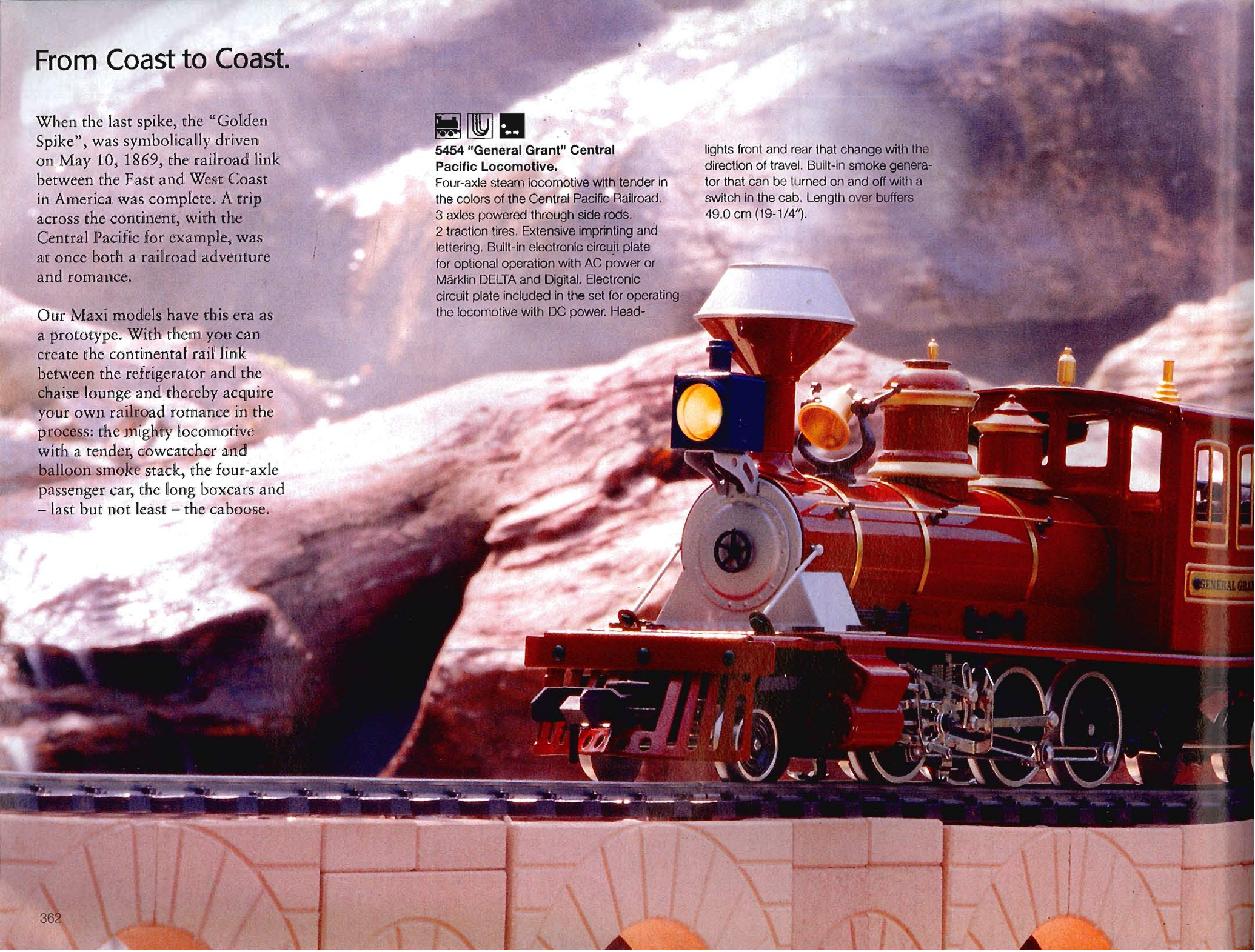
MAXI

From Coast to Coast.

When the last spike, the "Golden Spike", was symbolically driven on May 10, 1869, the railroad link between the East and West Coast in America was complete. A trip across the continent, with the Central Pacific for example, was at once both a railroad adventure and romance.

Our Maxi models have this era as a prototype. With them you can create the continental rail link between the refrigerator and the chaise lounge and thereby acquire your own railroad romance in the process: the mighty locomotive with a tender, cowcatcher and balloon smoke stack, the four-axle passenger car, the long boxcars and – last but not least – the caboose.

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").



märklin

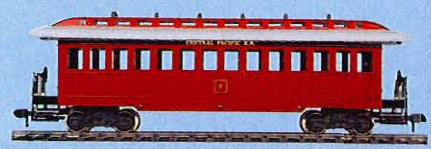
5492 Boxcar.
Four-axle boxcar with American lettering. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (14-3/16″).

This model can be run on curved track with a radius of 60 cm (23-5/8″).



N

54871 Boxcar.
Four-axle boxcar lettered for the Western Pacific Railroad. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (14-3/16″).



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″).



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

Do You Play Maxi?

Union Pacific, Western Pacific – even the names are music for railroad enthusiasts. The Maxi models don't take a backseat to anyone: the locomotive with its tender, the long, four-axle passenger car with doors that can be opened and with a removable roof, the impressive boxcar with wide sliding doors. And last but not least on a real freight train, the caboose with its characteristic cupola. Each of these Maxi models with its heavy metal construction and durable paint finish will provide lasting value and robust operation.

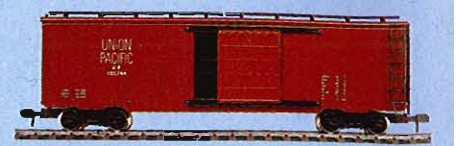
54860 Caboose.
Union Pacific Railroad four-axle caboose. 2 trucks. Doors at the ends that can be opened. Length 25.0 cm (9-27/32").

54720 American Passenger Car.
Union 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").



54530 "Washington" Union Pacific Locomotive.
Four-axle Western American steam locomotive with tender in the typical colors of the Union Pacific Railroad. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included for operating the locomotive with DC power. Headlights front and rear that change over with the direction of travel. Built-in smoke generator with a switch in the engineer's cab to turn it on and off. Length 49.0 cm (19-1/4").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").



5487 Boxcar.
Four-axle boxcar with American lettering, 2 trucks. Sliding doors that can be opened. Length 36.0 cm (14-3/16").



54756 Tarp Car.
Two-axle low side car with tarp cover and American advertising. Tarp and tarp frame can be removed. Side walls on the low side car can be removed. Length over buffers 27.5 cm (10-13/16").

MAXI

Pure Maxi power.

By now the railroad enthusiast with an interest in American models has swallowed his chewing gum and is whistling with recognition. Because the General Motors EMD F7, a symbol for American diesel electric locomotives, shows Maxi's true size. Just standing still it looks massive – all the more so when two locomotives are coupled together for doubleheading as is done in the prototype. For that reason the F7 is also available as an unpowered model. Both Maxi versions have lighted number boards.

54301 Diesel Electric Locomotive (A-Unit).
General Motors EMD F7 four-axle diesel locomotive in the colors of the Union Pacific Railroad. 2 motors. 2 axles powered. 4 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included for operating the locomotive with DC power. Headlight at the front. Lighted number boards. Couplers at both ends. Length 48.0 cm (18-7/8").





N

54302 Diesel Electric Locomotive (A-Unit unpowered)
for the Union Pacific Railroad. Complements the 54301 locomotive to form a prototypical two unit locomotive. Headlight at the front. Lighted number boards. Couplers at both ends. Length 48.0 cm (18-7/8").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

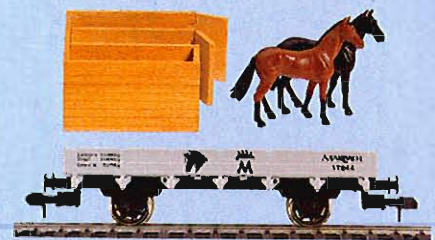
Traveling on four legs.

When horses go traveling, that creates a great idea for playing with Maxi. Because our four-legged friends like to travel with a lot of baggage: several sacks of feed, enough barrels of water and a transport crate, most likely for the horseshoes and nails. It makes sense that a special freight car is necessary for this, with large sliding doors for loading everything in the car. Loading the horses on and off the train on their own ramp is also great fun. Our Maxi set contains two Maxi freight cars, a kit for a wooden barn, horses, figures and many accessories.



N

54755 Horse Transport Car Set.
Set consists of a two-axle boxcar and a two-axle low side car, a kit for a wood barn, a loading ramp, 2 x 3 horse stalls, 4 horses, 2 figures, 5 barrels, 1 transport crate and 10 sacks.



Boxcar for the transport of accessory loads, with sliding doors on the sides and doors at the ends that can be opened. Length over buffers 27.5 cm (10-13/16").



Low side car for the transport of the horse stalls, with side walls on the car can be removed. Length over buffers 27.5 cm (10-13/16").

All parts in a special version. Not available separately.



MAXI

These models will run on curved track with a radius 600 mm (23-5/8") and larger.

Big time operations in the freight yard.

Typically Maxi: With loads, load cradles or removable side walls, these car models are meant to be played with.

The crane car especially will amaze Maxi enthusiasts: The crane can be rotated, the boom and hook can be raised and lowered with two hand cranks, and four hinged outriggers will keep the crane anchored. A boom support car for carrying the boom when the crane is in transit is also included. The Maxi crane car is an eye catcher on any layout, with its sturdy metal construction and yellow/black powder paint finish.

N

54990 Crane Car Set.
Set consists of a three-axle crane car and a two-axle crane boom support car. Crane car with rotating crane. Boom can be adjusted with hand crank. Crane hook can be raised and lowered with second hand crank. Hinged support struts with spindle levelers at the four corners of the car. Crane boom support car with support struts. Total length over buffers 54.0 cm (21-1/4").



54804 "Load Cradle Car" Car Set.
Set consists of 2 flatcars with load cradles. Loaded with real lumber. Load cradles with chains. Total length over buffers 56.5 cm (22-1/4").

54801 Transport Flatcar.
Two-axle transport car lettered for a Bavarian farm machinery manufacturer. Loaded with a metal tractor. Side walls can be removed. Length over buffers 27.5 cm (10-13/16").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").



Things to add on.

Often it is the many small details that give life to a layout. For example, figures crowding at the station, sitting in the cars or representing railroad officials. Our 1 Gauge folks have increased in number – seated figures that are worth taking a close look at: types, faces, attitude, hair styles, clothing and accessories have been lovingly and carefully modeled.

The freight loads with Europa pallets, barrels and transport crates are made of real wood. And the theme sets combining Maxi and Märklin metal construction sets (see pages 434/435) are an interesting idea for playing with the product.

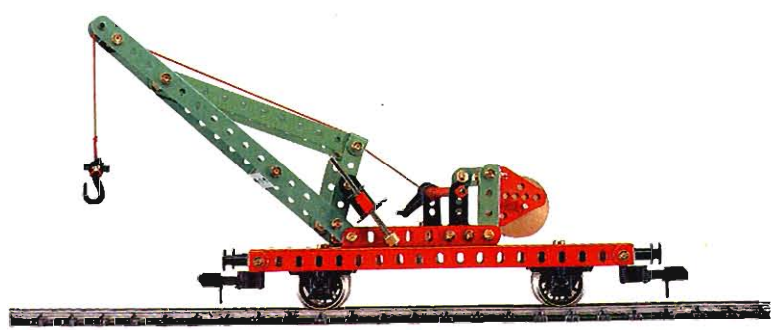


N

56401 Figure Set.
This set consists of 10 different seated, painted figures. These figures can be used in passenger cars and for a station scene on a Maxi metal railroad or a Märklin1 model railroad layout. Scale is 1:32.



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



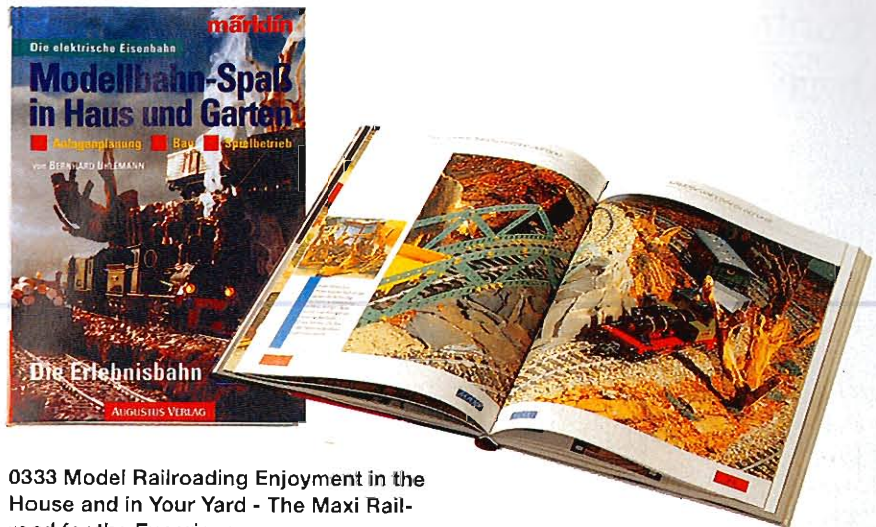
1511 "1 Gauge Freight Car" Theme Set.
Construction set for building any one of different types of freight car models, such as a crane car, stake car, etc. Working attachment parts give the different possible models all sorts of play value. The basic frame in this construction set has wheel sets and couplers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

MAXI



N

56600 Load.
5 Europa pallets, 5 barrels and 1 transport crate. All made of wood. Pieces not available separately.



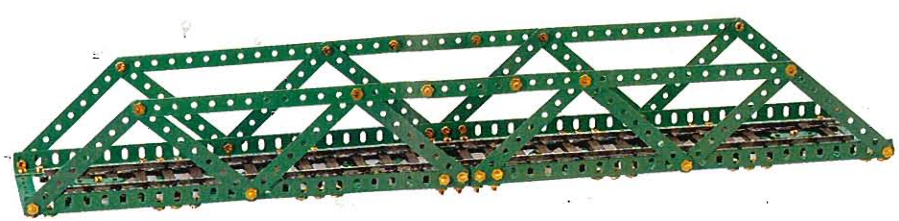
0333 Model Railroading Enjoyment in the House and in Your Yard - The Maxi Railroad for the Experience.
Introduction to the metal Maxi toy railroad. The many ways to use Maxi indoors and outdoors are presented in this book. The explanations in the text are supplemented by many illustrations. The many tips and hints presented represent a wealth of information for the operator of standard 1 Gauge, too. Contents 160 pages. Format 21 x 29.7 cm (8-1/4" x 11-11/16"). German text only

N

56051 Marker Light Kit.
Marker light with red light bulb, can be attached on the end of a car. Can be mounted on the buffer or on the end wall/hand rail of a car. Power supplied through two wheel contact strips.



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



Different working models such as a container crane, rotary crane and different carnival rides can be built with the Märklin metal construction set system. These models are appropriate in size for the metal Maxi railroad and any one can be constructed with the contents of the M 100 basic set (item no. 1080, see pages 428/429).

Fun for family and friends: Everyone controls his own train.

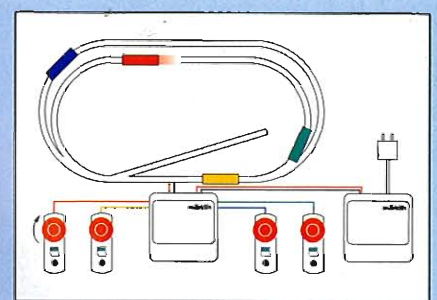
Typically Märklin: With the DELTA multi-train system you can simultaneously control four locomotives independently of each other. Please take note: with only one track circuit and without extensive wiring. The necessary receivers are already built into the Maxi locomotives. All that you need is a DELTA 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.

DELTA



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.

MAXI

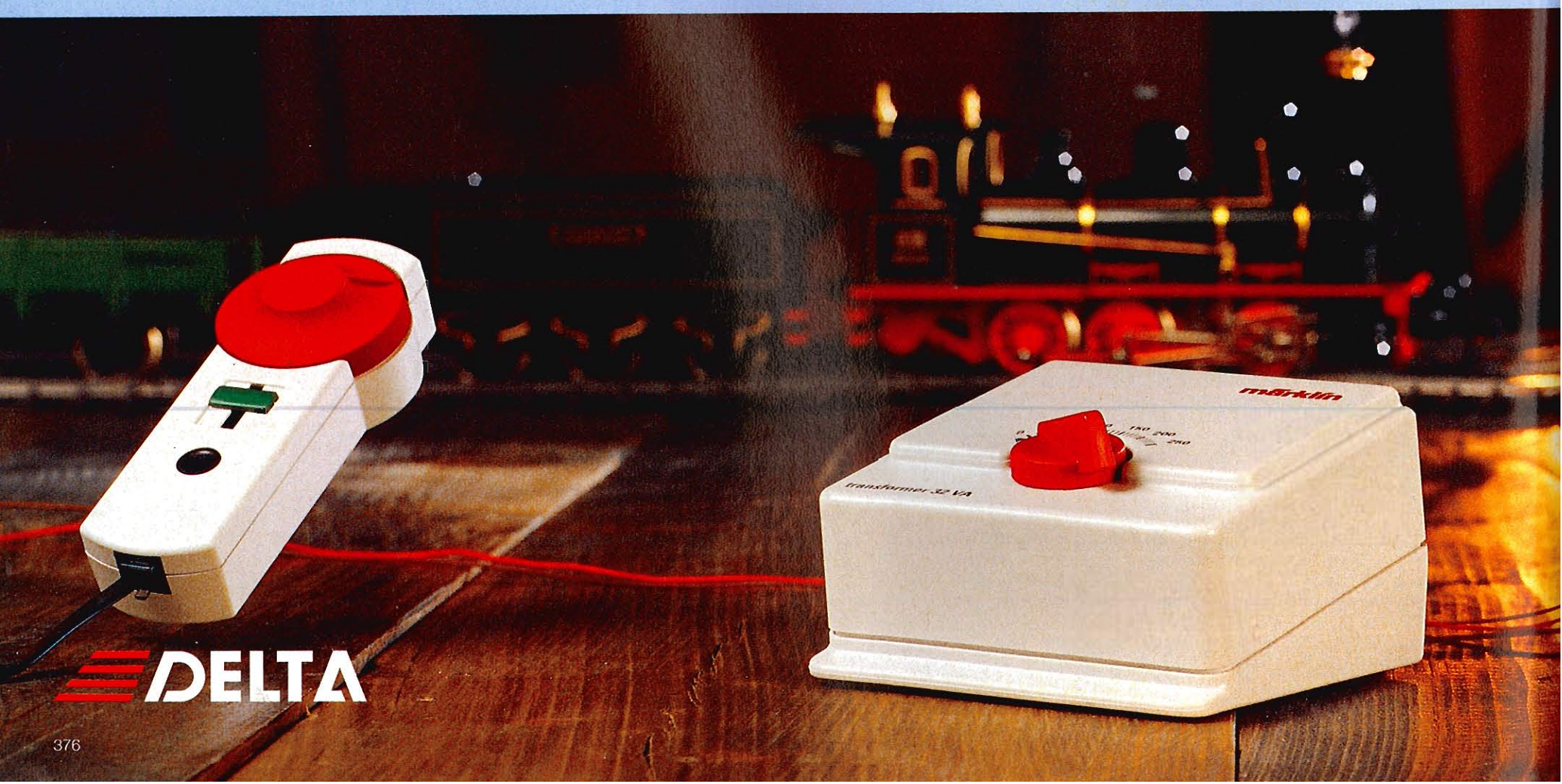
All sorts of freedom for operating trains and for playing with them.

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 railroad can be expanded with the entire track system and accessory program for the standard Märklin 1 (see pages 408–419).

The Maxi toy train railroad is controlled with the Märklin 6647 transformer (in North America 6627).

76645 100 volts Japan. 32 VA.
6647 230 volts. 32 VA.
76648 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

6607 DELTA station.

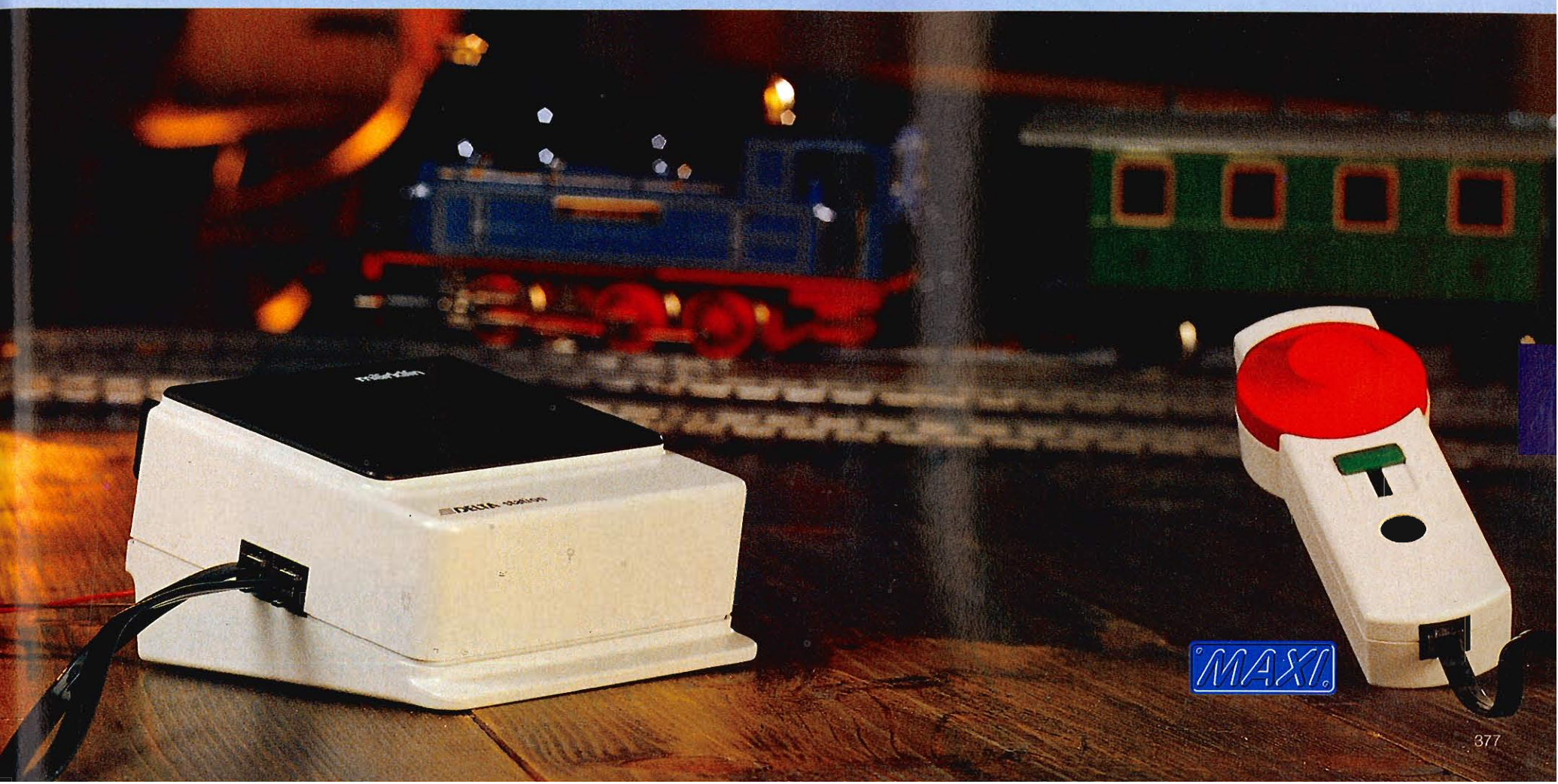
DELTA electronic unit for individual control of locomotives with built-in DELTA modules. The output of this DELTA station is designed for the new Maxi locomotives. When connected to a transformer (6001/6002) a maximum power of approximately 45 VA (approx. 35 VA with the 6001) is available. Up to 4 DELTA 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 right railroad also runs outdoors.

With Maxi the hobby of model railroading is finally in season all year round. Because Maxi provides the best conditions for it: sturdy construction, high-quality processing of the raw materials used for the trains, practical technology and a track system that is durable and weather resistant. Naturally there are a couple of basic ground rules to keep everything running. For example, the track and wheel sets must be kept dry and clean for reliable current pickup. A moist cloth is sufficient to keep the locomotives and cars clean, as well as a drop of oil now and then for the motor and axles.

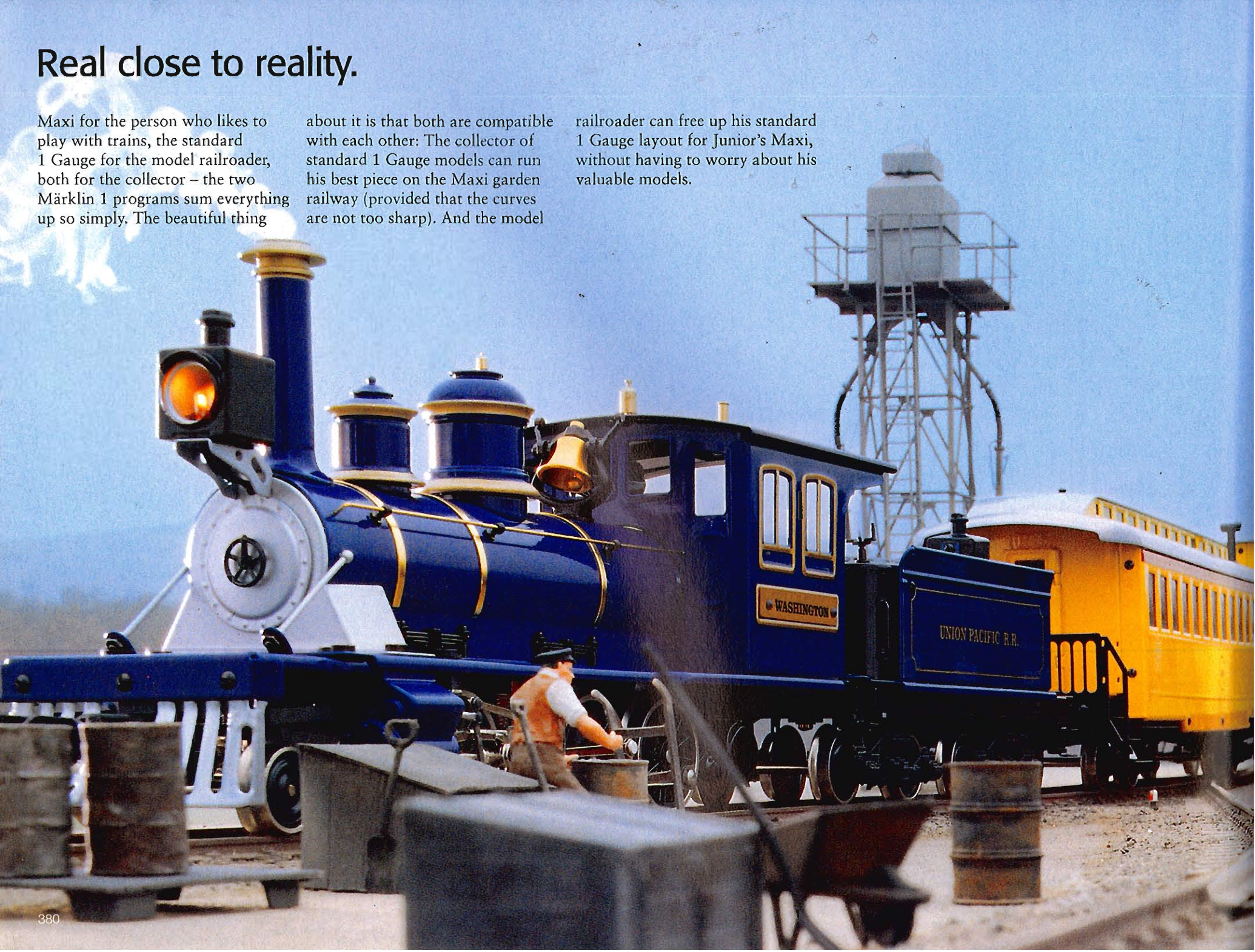
The fascination of an outdoor layout is self evident: Nature. You don't have to prune every tree and bush to a scale of 1:32. Rather, Maxi can become a new theme for your gardening season, according to your likes, talent and leisure time – if you don't particularly care to play with the trains. If you do like to run the trains, then ideally with the DELTA multi-train system, because you can be controlling the trains right on the spot with the DELTA hand controllers.




ROSSLE
8830 kg
A B C
15 t 15 t
Stuttgart 8709
Kranschutzwagen
DB

Real close to reality.

Maxi for the person who likes to play with trains, the standard 1 Gauge for the model railroader, both for the collector – the two Märklin 1 programs sum everything up so simply. The beautiful thing about it is that both are compatible with each other: The collector of standard 1 Gauge models can run his best piece on the Maxi garden railway (provided that the curves are not too sharp). And the model railroader can free up his standard 1 Gauge layout for Junior's Maxi, without having to worry about his valuable models.



To talk a little more about the standard 1 Gauge. In some of the photos in this section you have to look several times to realize that you're looking at a diorama with Märklin models. Because our standard 1 Gauge models are so finely detailed, sharply lettered and constructed that they compare very favorably to their prototypes down to minor details. This also holds true for the operating characteristics: maximum speed, acceleration rate and braking delay can all be set individually. The built-in load compensation on ascending and descending grades also simulates realistic operation. Some of these functions are fully effective only with Digital operation. Headlights and TELEX couplers can be activated as an auxiliary function or a sound effects circuit can be retrofitted according to the model.



Steam locomotive with universal features.

The conversion has been good for it: The longer side view with a pilot truck and altered boiler has transformed the proven but somewhat plump Prussian G8 into a sprightly looking, general purpose machine with the name class 56. In 1 Gauge the result has been a marvelous, finely detailed model that you can use for either freight or passenger trains.

This model will only run on curves with a minimum radius of 1,020 mm (40-5/32″).

DB 56$^{2\text{-}8}$





märklin

55280 Freight Locomotive with Tender.
German Federal Railroad (DB) class 56[2-8]. 4 axles powered through 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 délay (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 be turned on/off in digital operation. Built-in smoke generator (can be turned on/off in digital operation). Built-in sound effects circuit in the tender with steam sounds, bell and whistle, which can be turned on only in digital operation. Movable cab doors. Coal bunker filled with real coal. Figures of locomotive engineer and fireman included. Length over buffers 57.5 cm (22-5/8").

In the 1930s many of the class G8[1] locomotives were rebuilt as the class 56[2-8]. A striking feature that distinguishes these two classes is the addition of the pilot truck to the latter class. The repositioning of the cab and boiler also gives the locomotive a whole new look from the sides.

This conversion allowed the maximum speed to be increased by 15 km/h (approx. 9 mph) to 70 km/h (approx. 44 mph). This made the locomotive suitable for passenger service. Approximately 370 of these locomotives were acquired by the German Federal Railroad. In 1967 the last locomotive of this class was retired by the DB.

A Vigorous Single.

After the "Tiny Twins" we are going to fulfill the wish of many 1 Gauge model railroaders and offer the class 236 (V 36) as a single unit locomotive. This diesel locomotive was widely used into the 1960s and proved itself chiefly in commuter service in large urban areas, because its good acceleration was more important at many stops than a high end speed. Compared to steam locomotives its diesel mechanism required far less maintenance. In addition, it was easier to service and could operate forwards and in reverse equally fast.



DB V 36



märklin

55301 Diesel Hydraulic Locomotive.
German Federal Railroad (DB) class V 36. All 3 axles powered through 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 be turned on/off in digital operation. Unit equipped at both ends with a TELEX coupler that can be controlled in digital operation. Length over buffers 28.5 cm (11-1/4").

Now there's a TELEX coupler for Märklin 1, too. With this new remote-controlled coupler a locomotive can be uncoupled from a car or a train in digital operation at the push of a button. This TELEX coupler can be used with the Märklin claw coupler which is standard equipment on the regular 1 Gauge and Maxi cars.

This model will only run on curves with a minimum radius of 760 mm (30").

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 lokomotives 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 as a 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 requires curved track with a minimum radius of 1,020 mm (40-5/32").

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). Headlights can be turned on/off in digital operation. Detailed cab. 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.

A lone wolf on the Intercity scene.

The class 218 was painted only once as an experiment in red/cream as an Intercity locomotive. This single unit was later incorporated into the German Railroad's museum and still looks the same to this day.

Our model is just as good as its one-time prototype – in terms of appearance, sound or technology. Appearance-wise – you can see that for yourself – the super paint job and sharp lettering are amazing. Acoustically the sound effects module is equally amazing; it's designed for digital operation and can be retrofitted into the locomotive. It simulates the sound of the prototype's 2,500 horsepower motor across the speed range and even reproduces the sounds of the motor being started and turned off.

The prototypical drive concept with a centrally mounted motor with cardan shaft propulsion to all four axles is technically quite convincing. On our 1 Gauge models standard equipment is operating characteristics with adjustable maximum speed, acceleration rate and braking delay that follow the prototype.

N **56560 Diesel Sound Effects Circuit.** Diesel sound effects circuit with loudspeaker for retrofitting into the class 218 (5571, 55711 and 85711). This sound effects circuit can be turned on only in digital operation. After it is turned on, the sound of a diesel motor starting up is reproduced. The speed of the locomotive determines the sound of the diesel motor in operation. When the circuit is turned off, the typical sound of a diesel motor being turned off can be heard. The sound of a locomotive horn can also be activated with Märklin Digital.

DB 218



55711 Diesel Locomotive.
German Federal Railroad (DB) class 218. 1 motor powers all 4 axles. 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 be turned on/off in digital operation. Ready for installation of 56560 diesel sound effects circuit. Figure of locomotive engineer in the front engineer's cab. Length over buffers 51.5 cm (20-1/4").

This model requires curved track with a minimum radius of 1,020 mm (40-5/32").

The 55711 locomotive is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

The class 218 diesel locomotive with the road number 218 217 was the only unit in this series to be painted in an experimental IC red/cream color scheme. This locomotive is still in operation today in this scheme. The German Railroad, Inc. incorporated this model into its museum collection in this version, and it therefore has the earlier DB logo for the German Federal Railroad.

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 its 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.





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 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 be turned on/off in digital operation. Ready for installation of 56560 diesel sound effects circuit (see pages 388/389). Length over buffers 51.5 cm (20-1/4").

This model requires curved track with a minimum radius of 1,020 mm (40-5/32").

Supplies for the "Economic Miracle".

The economy was booming in the 1960s. The demand for raw materials and energy was constantly increasing, and the railroad made great efforts to meet the increasing demand for transportation. Private companies like VTG began to lease cars. The VTG tank cars, typically painted gray, can still be seen today in unit trains or in mixed compositions.

Our VTG train with the V 100[10] and three four-axle tank cars is a typical branchline train of its period. Our completely reworked model of the class 212 diesel locomotive has the different front of its prototype. The cardan shaft propulsion is linked prototypically to all four axles.

This train requires curved track with a minimum radius of 1,020 mm (40-5/32").





märklin

55721 "Fuel Transport" Train Set.
Set consists of 1 German Federal Railroad (DB) class V 100[10] general purpose diesel hydraulic locomotive and 3 four-axle standard design tank cars for the VTG Company.

Locomotive features: 1 motor powers all 4 axles. 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 be turned on/off in digital operation.

Features of the tank cars: different car number for each car. Prototypical imprinting and lettering.

Locomotive and cars not available separately. Train length 160 cm (63").

The model of the V 100 is a complete redesign of the class 212 locomotive previously available under item no. 5573. As with the model of the class 218 (5571, 55711), all 4 axles on this locomotive are powered by a single motor through a cardan shaft mechanism. This locomotive is modeled on the class V 100[10], which differs from the class 212 in the design of its ends. The VTG four-axle tank cars are completely new tooling.

Almost like real life.

Our 1 Gauge cars attract attention not only for the abundance, but also for the right proportions of their details: window frames, brake cranks, spoked wheels, rivets, fasteners and lettering are as filigree in detail as on the prototype. If the 1 Gauge figures were alive, they could grab a hand rail, open the door, climb on board and take a seat. For example, in the China Express that ran through the area around Dietfurt during the Mardi Gras season in 1960. Or they could take a seat on the wooden benches in fourth class in a Württemberg passenger car. New stars among the freight cars are the massive, four-axle standard design tank cars.




Carl Mayer & Sohn. Tel 127
DB
462 998 X05

Car Set

Royal Württemberg State Railways (K.W.St.E.)

58211 Württemberg Passenger Car Set. Set consists of one each 2nd, 3rd and 4th class Württemberg passenger car as well as a baggage car. All cars with doors at the ends that can be opened and spoked wheels. Baggage car with sliding doors on the sides that can be opened. Cars not available separately. Total length over buffers 130.8 cm (51-1/2″).



This car set with its Era 1 lettering is best matched with the K.W.St.E. class T 18 tank locomotive (Märklin model 5524) offered last year.

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8").



German Federal Railroad (DB)

58091 "CHINA EXPRESS" Passenger Car Set.
Set consists of 2 type B3yge 761 rebuild cars. 2nd class. With German Mardi Gras lettering "CHINA EXPRESS". Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber diaphragm connections and working sliding roller doors at the cars ends. Removable roof. Cars not available separately. Total length over buffers 83.2 cm (32-3/4").

During the German Mardi Gras period in 1960 the cars for the passenger train to Dietfurt, Germany were lettered "CHINA EXPRESS". This was a humorous reference to the name.of this region in the local dialect.



These cars will only run on curves with a minimum radius of 1,020 mm (40-5/32″).

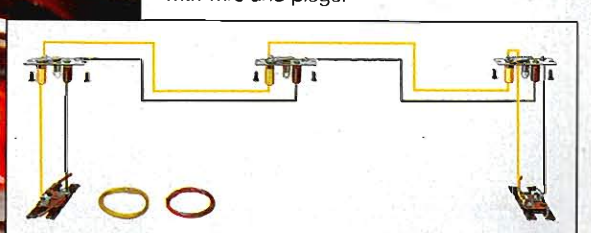




5424 Passenger Car.
2nd class. Doors that can be opened. Standard Märklin 1 Gauge frame. Length over buffers 31.5 cm (12-3/8″).

This car requires curved track with a minimum radius of 600 mm (23-5/8″).

5605 Interior Lighting Kit.
Suitable for one car from the 58091 or all earlier three-axle passenger cars. Consists of 2 wheel pickups and 3 lighting inserts with wire and plugs.



Provincial Railroad Freight Cars

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 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").

These cars require curved track with a minimum radius of 600 mm (23-5/8").



Insider Model for 1996

märklin

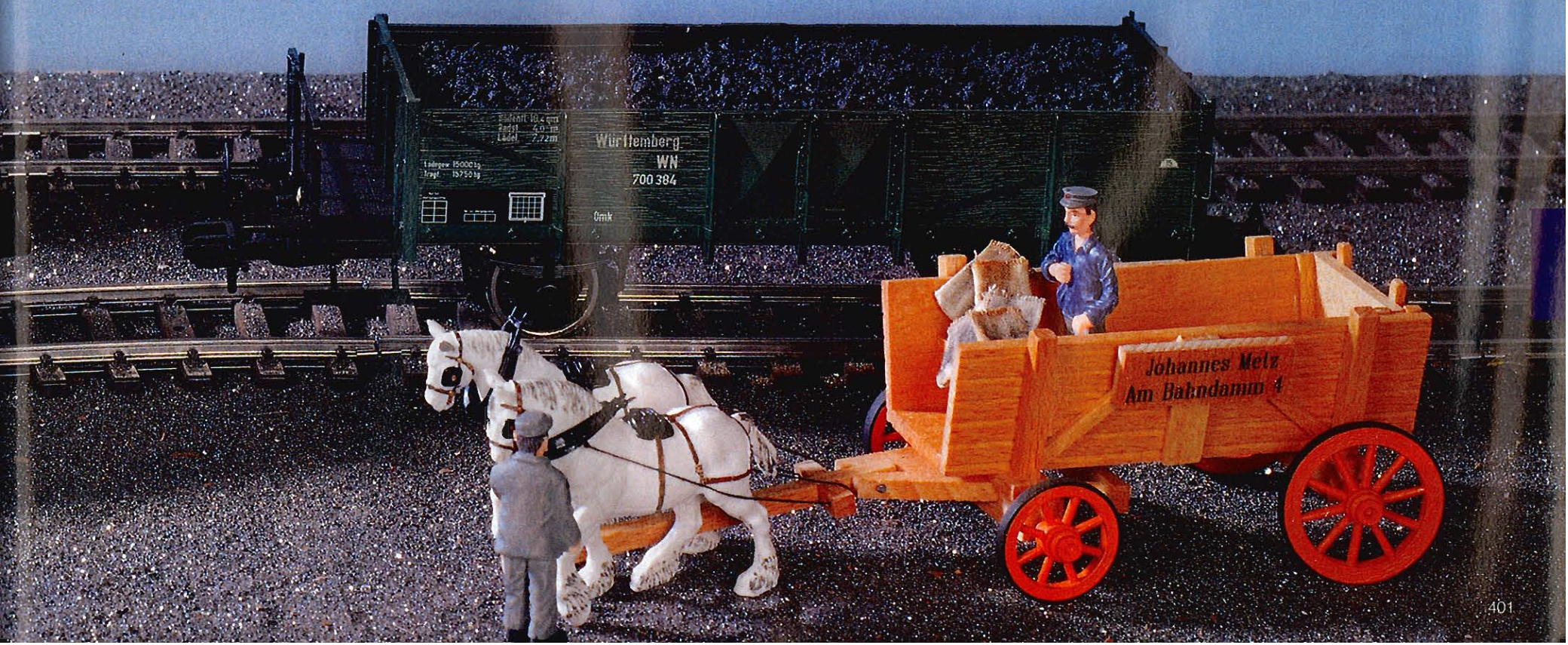
Royal Württemberg State Railways (K.W.St.E.)

58581 "Coal Transport" Car Set.
Set consists of a gondola with a load of coal, used on the Royal Württemberg State Railways (K.W.St.E.), and a horse-drawn wagon for a fuel dealer. Horse-drawn wagon made of wood, wheels of plastic. 2 horses, 2 figures and 20 empty cloth sacks for coal included with wagon. Wagon and accessory pieces from this set not available separately. Car length over buffers 27.5 cm (10-13/16").

This car requires curved track with a minimum radius of 600 mm (23-5/8").

The 58581 car set is being produced for Insider members in a one-time series only in 1996.

Please note the information on the Märklin Club on page 64. Additional Insider models for 1996 in H0 and Z can be found on pages 65 and 279.



Freight Cars

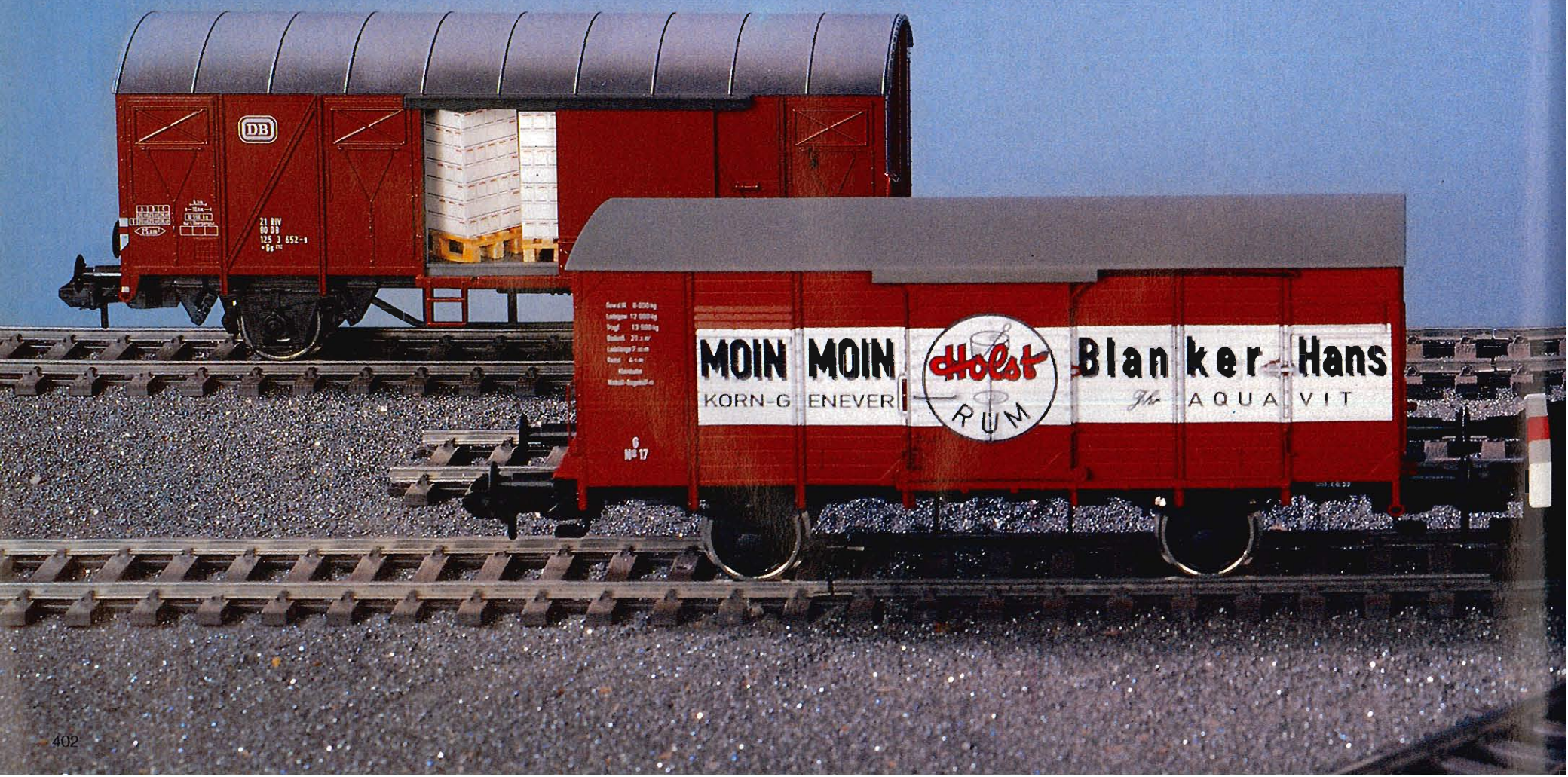
German Federal Railroad (DB)

58262 Boxcar.
Gs 212. Sliding doors that can be opened. 2 Europa pallets made of wood, each with an imitation pile of packed Märklin 1 locomotives in 1:32 scale, included as a load. Standard Märklin 1 frame with truss rods. Length over buffers 31.5 cm (12-3/8″).

The Gs 212 boxcar differs from the Gs 205 model offered earlier mainly in having twice the number of vents on both sides.

58951 Boxcar.
G 10 as a privately owned car with advertising on the sides. Sliding doors that can be opened. Standard Märklin 1 frame. Length over buffers 30.0 cm (11-13/16″).

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8″).



58061 Tank Car.
Privately owned by "Südzucker", South German Sugar, Inc., used on the DB. With brakeman's platform. Extensive prototypical imprinting and lettering. Numerous separately applied detail parts. Detailed frame. Length over buffers 27.5 cm (10-13/16″).

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.

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. Length over buffers 30.0 cm (11-13/16″).

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8″).



Freight Cars

German Federal Railroad (DB)

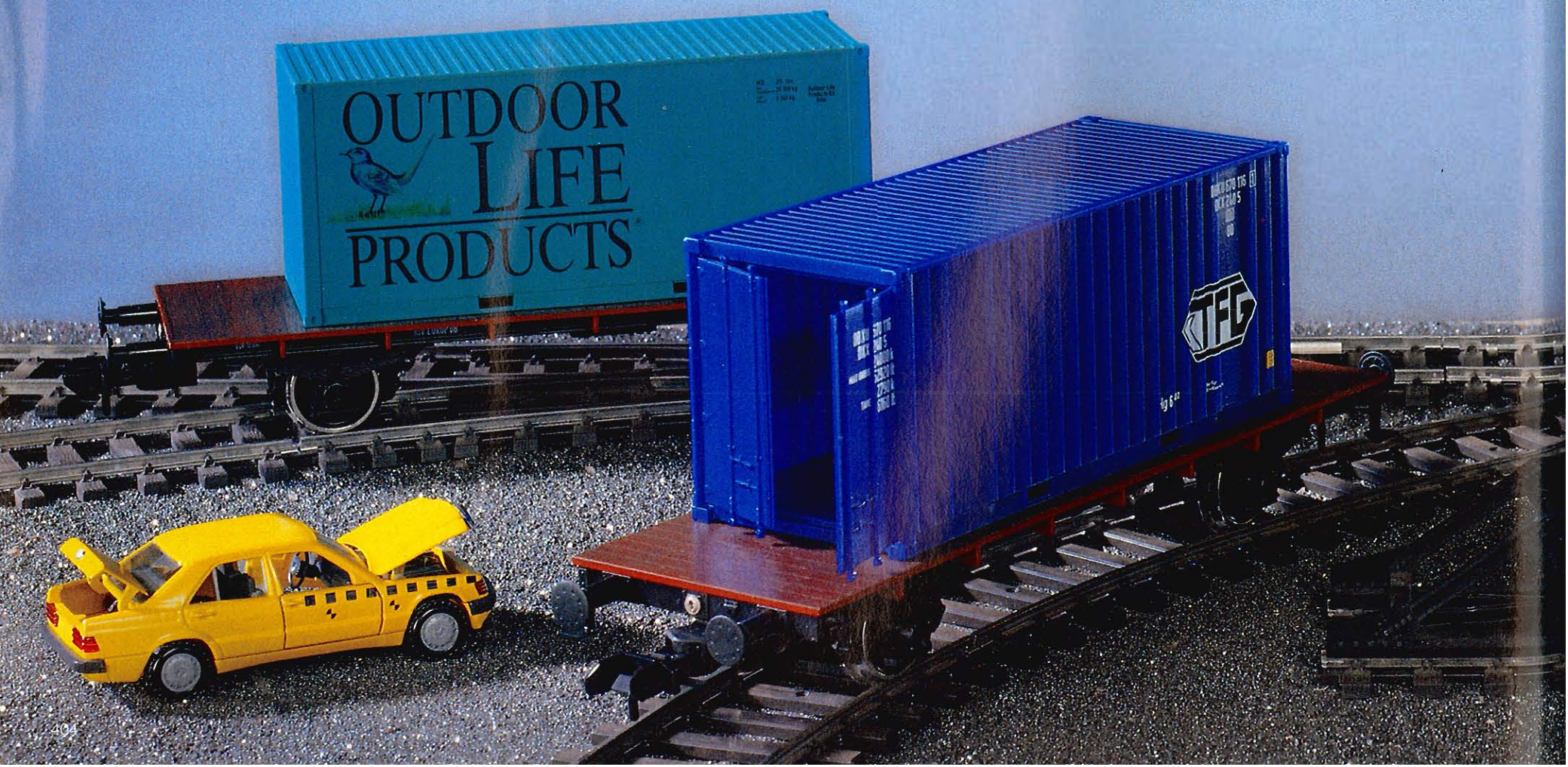
5414 Container Car.
Loaded with a 20 foot container for the "Outdoor Life Products B.V." Company. Container is removable. Doors at one end that can be opened. Standard Märklin 1 Gauge frame. Length over buffers 31.5 cm (12-3/8″).

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

58711 Container Car.
Loaded with a removable 20 ft. container. Inside the container is a Mercedes Benz (W201) in the colors for a crash test car. Doors at one end of the container that can be opened. Standard Märklin 1 frame. Car and auto available only in this set. Length over buffers 31.5 cm (12-3/8″). Length of the automobile 12.5 cm (5″).

Auto manufacturers must meet safety requirements for each country, in order to be able to sell their cars in those countries. These safety requirements are checked with crash tests. The model automobile in the container is on its way to just such a crash test.

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8″).





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″).

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8″).

märklin 1

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.

Freight Cars

German Railroad, Inc. (DB)

58661 Standard Design Tank Car.
"BP" privately owned car used on the DB. Car with brakeman's cab. Scale reproduction of the four-axle standard design tank car. Length over buffers 38.5 cm (15-3/16″).

This standard design tank car fulfills the often received request for a four-axle tank car. With a tank capacity of 48,000 liters (approx. 12,682 gallons), the prototype of this car has more than double the load capacity of a two-axle tank car. A special feature of this car is the tank which is a load bearing element of the car.

German Federal Railroad (DB)

58531 Hopper Car.
Type Fals in the new "DB Cargo" color scheme. The model can be unloaded with the working hatches on the sides. Length over buffers 37.0 cm (14-9/16″).

The 58351 freight car and the class 218 diesel locomotive in the red/cream color scheme (Märklin model 55711, see pages 388/389) are the first units of the German Railroad, Inc. to appear in the Märklin 1 assortment. This interesting segment will be expanded in the next few years with contemporary locomotive and car models.

These cars require curved track with a minimum radius of 1,020 mm (40-5/32″).



Austrian Federal Railways (ÖBB)

5426 Boxcar.
Special car for transporting bicycles. Doors that can be opened. Standard Märklin 1 Gauge frame. Length over buffers 31.5 cm (12-3/8″).

These cars require curved track with a minimum radius of 600 mm (23-5/8″).

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.

Danish State Railways (DSB)

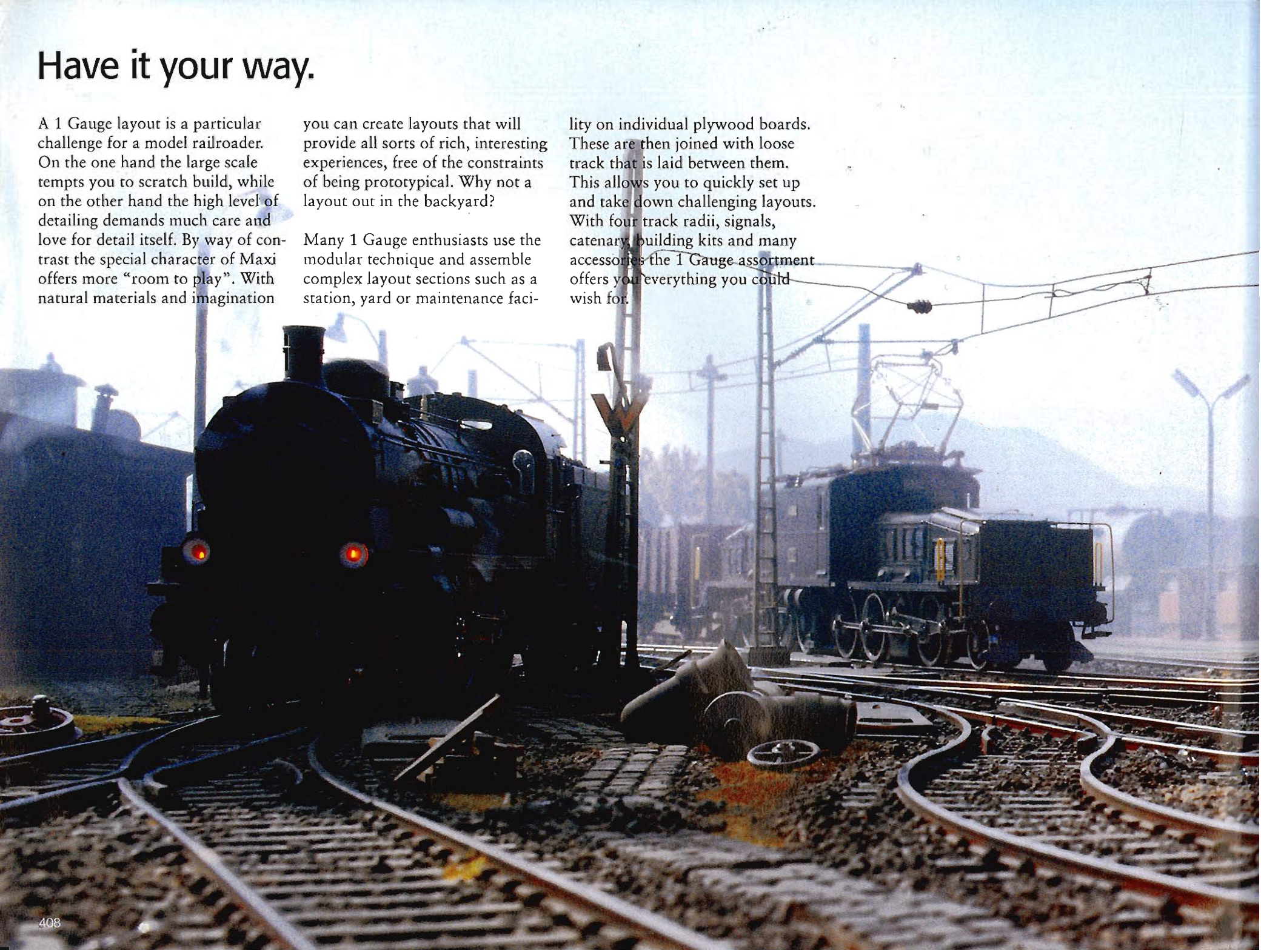
5425 Boxcar.
Color scheme as a design study. Doors that can be opened. Standard Märklin 1 frame with truss rods. Length over buffers 31.5 cm (12-3/8″).

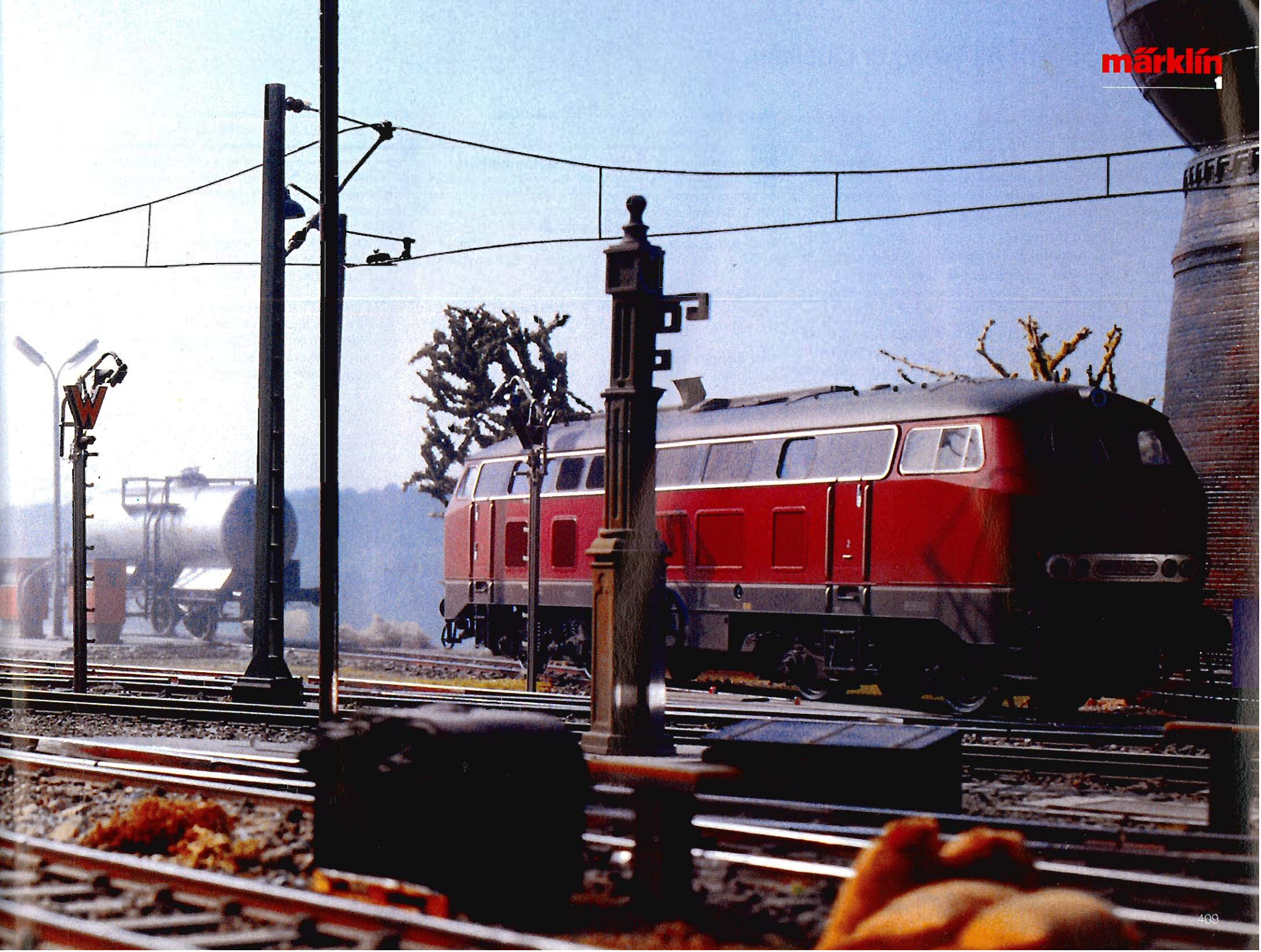


Have it your way.

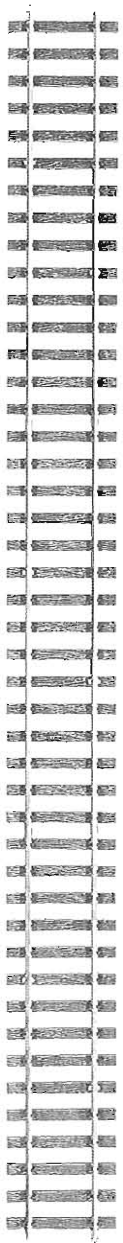
A 1 Gauge layout is a particular challenge for a model railroader. On the one hand the large scale tempts you to scratch build, while on the other hand the high level of detailing demands much care and love for detail itself. By way of contrast the special character of Maxi offers more "room to play". With natural materials and imagination you can create layouts that will provide all sorts of rich, interesting experiences, free of the constraints of being prototypical. Why not a layout out in the backyard?

Many 1 Gauge enthusiasts use the modular technique and assemble complex layout sections such as a station, yard or maintenance facility on individual plywood boards. These are then joined with loose track that is laid between them. This allows you to quickly set up and take down challenging layouts. With four track radii, signals, catenary, building kits and many accessories the 1 Gauge assortment offers you everything you could wish for.





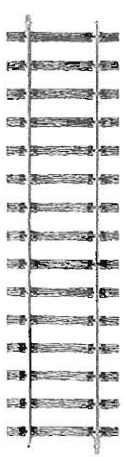
Model Track with All-Weather Qualities.



Maxi and the standard 1 Gauge program run on identical track with shiny, solid rails made of stainless steel that will resist rusting. The two small radii of 600 and 760 mm (23-5/8" and 30") are already available for Maxi. They will fit into a child's bedroom or can snake through the formal garden. Most of the locomotives in the standard 1 Gauge program require the two large radii of 1,020 and 1,176 mm (40-5/32" and 46-1/4").

The filigree appearance of our 1 Gauge track system along with the flex track kit offers the model railroader all of the possibilities for prototypical layout construction. Despite this the track sections are quite sturdy and can be laid without a baseboard. They are durable, they're weather resistant, and they can be used for a permanent outdoor layout as well as for the toy layout that is quickly set up and taken down. The new 900 mm (35-7/16") track makes it even easier to build up the main line.

59033



5903



5905

Straight Track

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59033 Straight Track.
Length 900 mm (35-7/16").
The 59033 track can be installed on straight areas of track and replaces 3 sections of 5903 track.

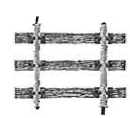
5903 Straight Track.
Length 300 mm (11-3/4")

5917 Straight Track.
Length 150 mm (5-7/8").

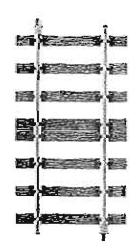
5904 Straight Track.
Length 80.4 mm (3-5/16").

5905 Straight Isolating Track.
Length 80.4 mm (3-5/16").

5916 Straight Track.
Length 59.5 mm (2-3/8").



5916



5917

Curved Track

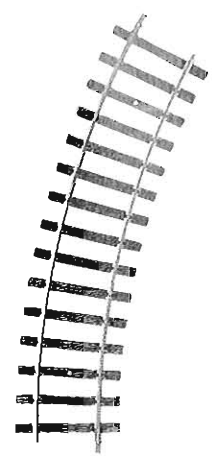
5922 Curved Track.
Radius 600 mm (23-5/8"). 30°.

N

59230 Curved Track.
Radius 760.8 mm (29-15/16"). 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'.



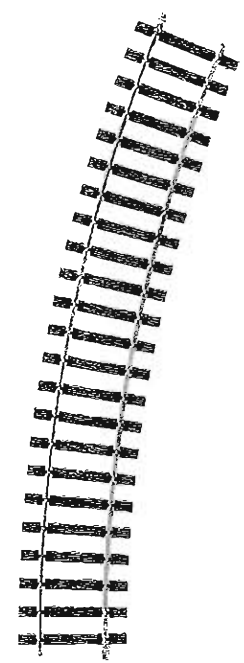
5922



59230



5935



5936

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.

This track serves as a parallel circle to the 5922 curved track. The center-to-center spacing (160.8 mm / 6-11/32") is based on the 5965 and 5966 turnouts.

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.

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

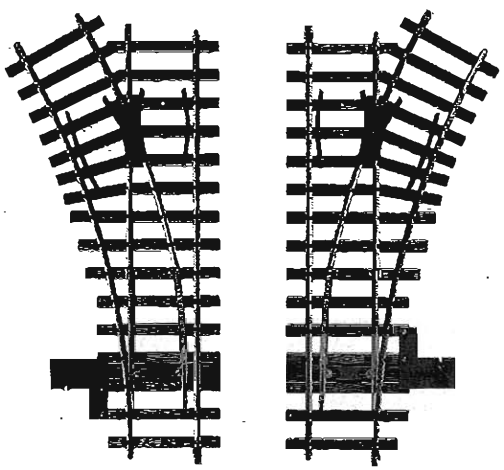
With hand lever. Sprung points. Turnout angle 22°30′. Branch radius 1,020 mm (40-5/32″). Length of the straight side 390.5 mm (15-3/8″). Can be extended to 450 mm with the 5916 straight track included with the unit.

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.

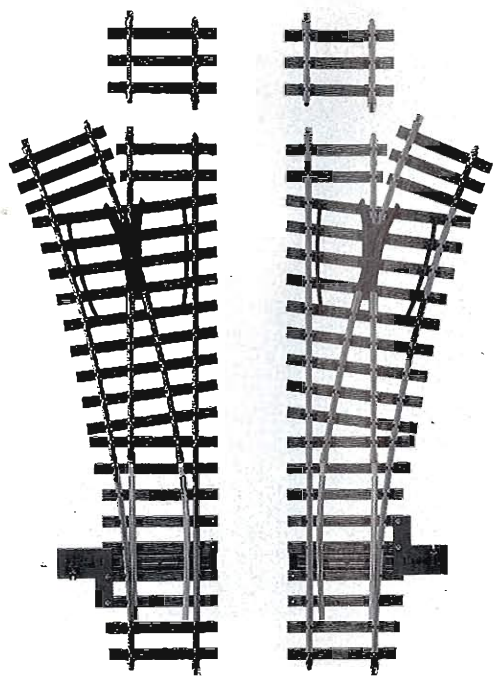
5994 Uncoupler Module.
Mounted on 5903 track. Designed to be joined with straight track at almost any location desired. Solenoid mechanism. Can be operated by remote control using the 7072, 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation).

5602 Track Bumper.
Reproduction of a bolted steel design. Can be slid over the rails. Length 98 mm (3-7/8″).



5965

5966



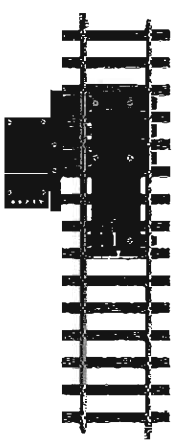
5976 5977



5625



5998



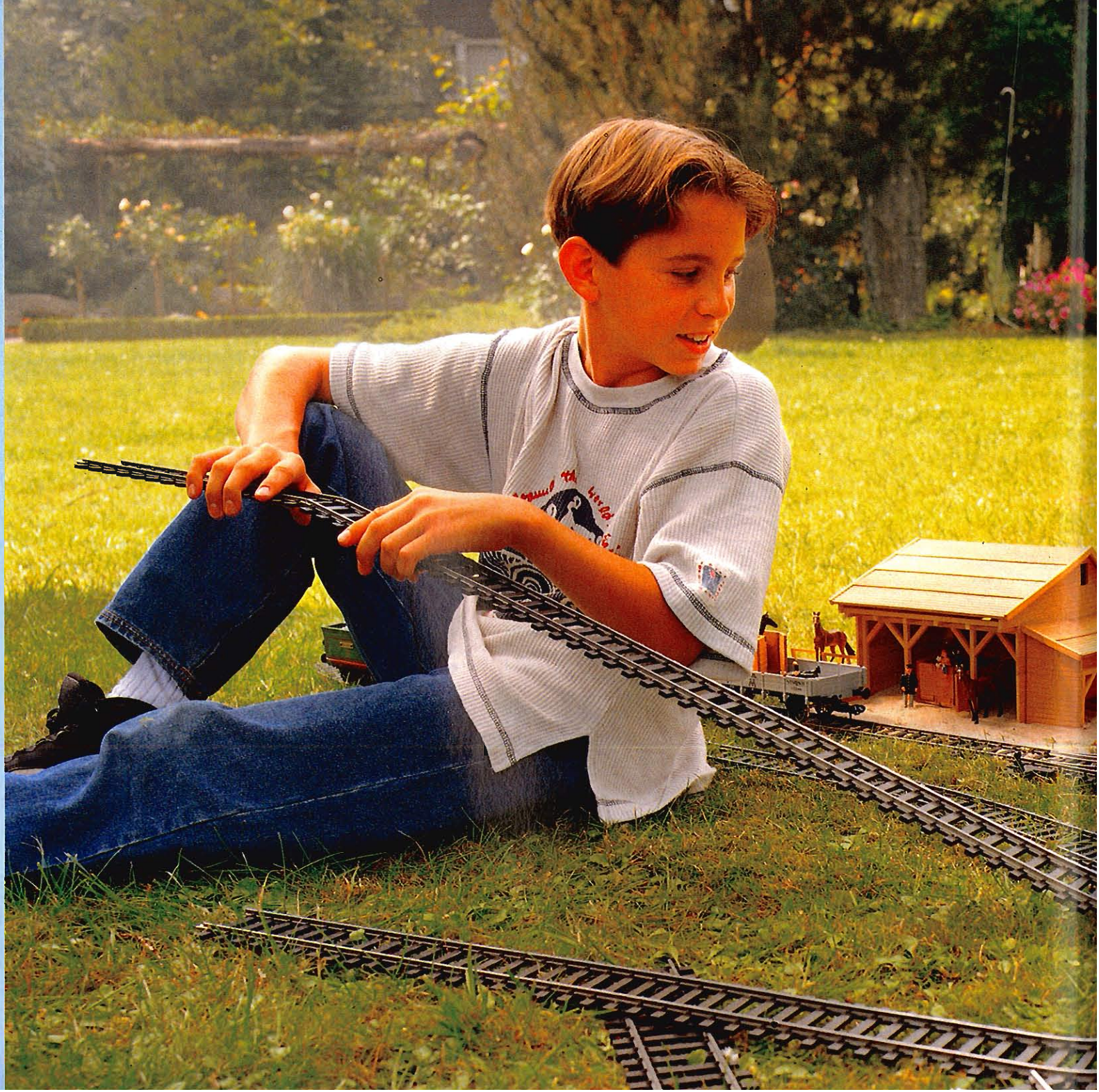
5994



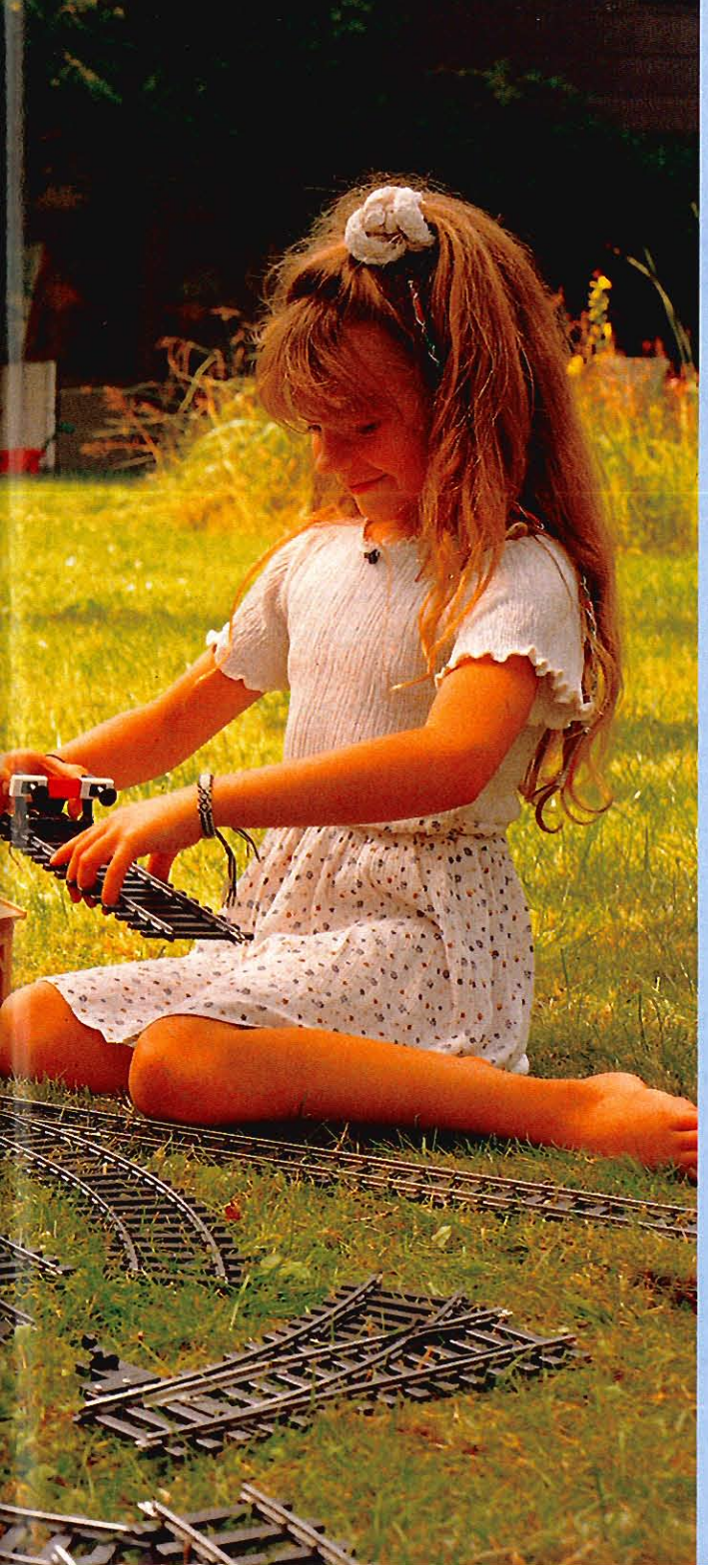
5602

Easier in a set.

You can expand the oval of track from a Maxi starter set with two track extension sets. The E set contains a manual turnout, curved and straight track for a storage siding or loading track. In the T set you'll find a pair of turnouts and straight track for a passing siding or station track. Track clips, feeder clips and instructions are also included in both sets. The turnouts can be retrofitted with the 5625 turnout mechanism for electric operation. The complete 1 Gauge track assortment is available for additional expansion with parallel tracks, large curves and wide radius turnouts.

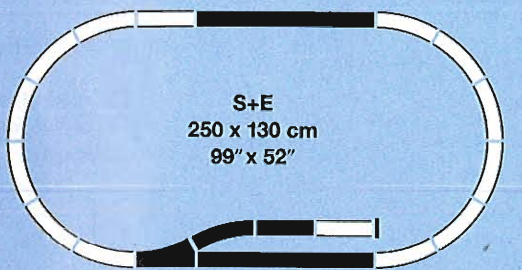


MAXI



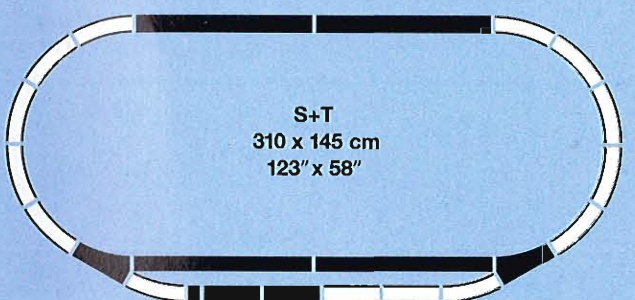
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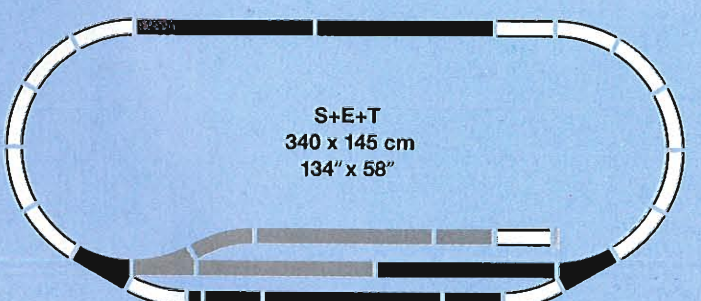
59850 E Track Extension Set.
Track extension set to expand all Maxi starter sets with a storage or a loading siding. Contents: 1 section 5903 straight track, 2 sections 59033 straight track, 1 section 5922 curved track, 1 each 5965 manual turnout, 1 each 5602 track bumper, 1 feeder wire set, track clips and instructions.



N

59851 T Track Extension Set
Track extension set to expand all Maxi starter sets with a passing siding or station track. Contents: 2 sections 5903 straight track, 4 sections 59033 straight track, 1 section 5904 straight track, 1 each 5965 manual turnout, 1 each 5966 manual turnout, 1 feeder wire set, track clips and instructions.





Two Maxi starter sets can be found on pages 350/351 and 360/361.

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.

N

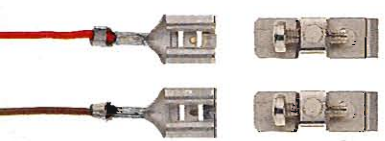
56031 Track Clips.
Replaces 5603 track clips. This design of track clip improves electrical conductivity in the rails in addition to safeguarding track joint connections for 1 Gauge track. Bag with 30 pieces.

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.

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.

N

03200 Supplement II to the Märklin 1 Handbook.
Second supplement to the 0323 Märklin 1 Handbook. Focal points are track planning, making loads and ongoing product information. German text.



5654

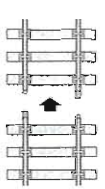


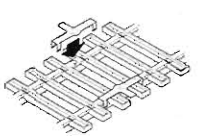
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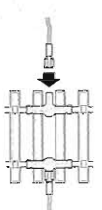


5609





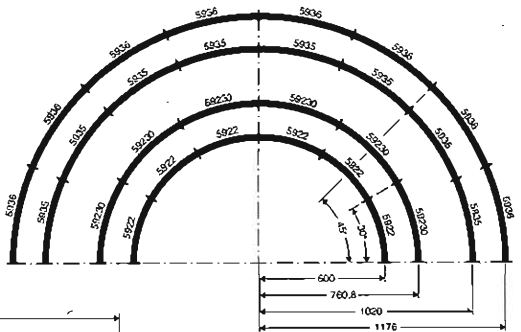




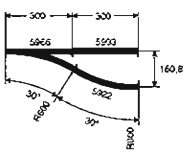
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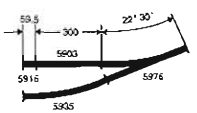
Track Geometry

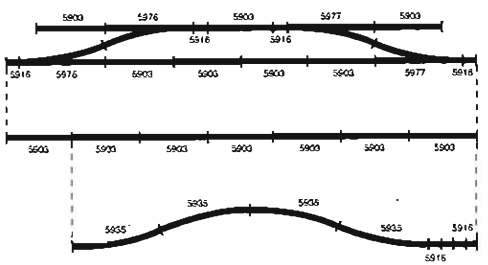
The 4 track radii
5936 circle = 16 sections
5935 circle = 16 sections
59230 circle = 12 sections
5922 circle = 12 sections

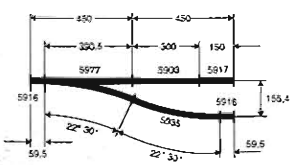


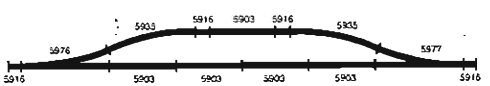


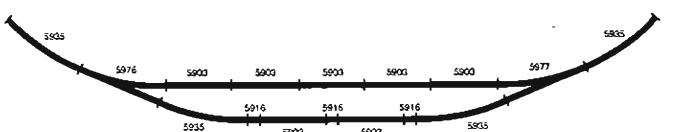


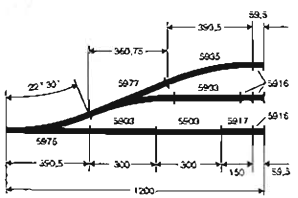


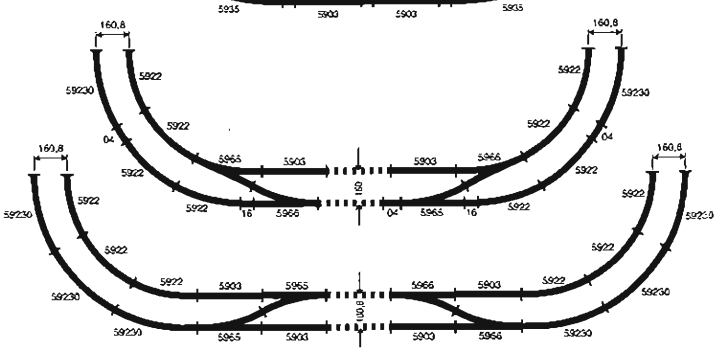














Signals / Catenary

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").

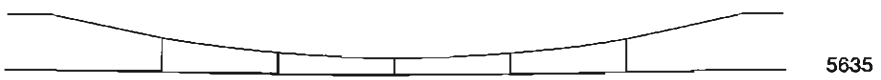
5631 Feeder Mast for Power Supply.
SBB version. 25.5 cm (10").

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



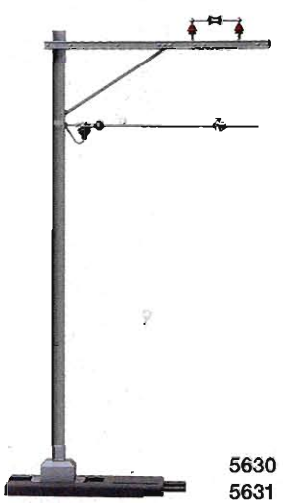
5636



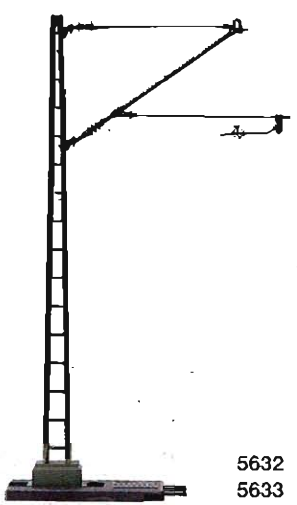
5613



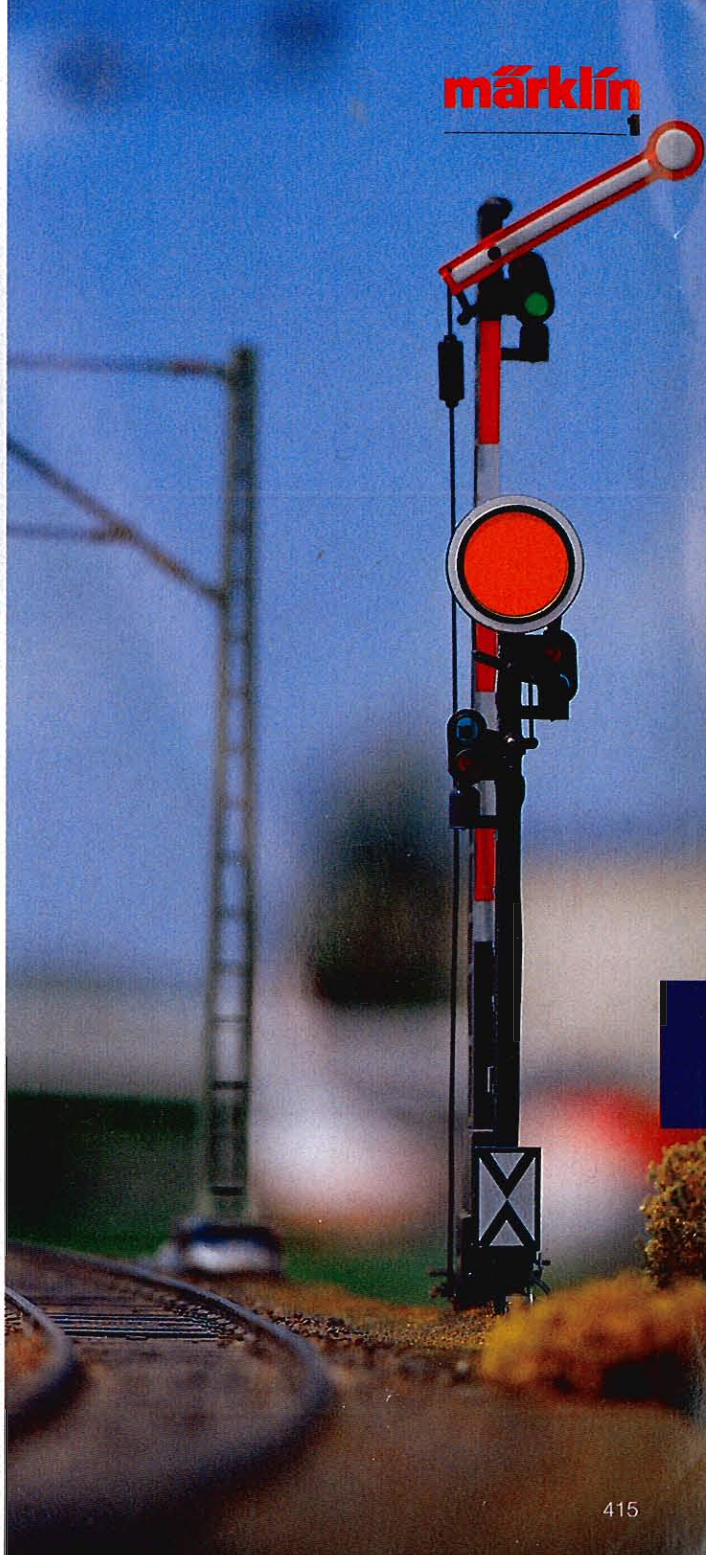
5614



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″).



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″).

Additional accessories such as figure sets and freight loads to enliven your 1 Gauge layout can be found on pages 372/373.



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.



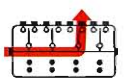
76645 100 volts Japan. 32 VA
6647 230 volts. 32 VA
76648 240 volts. 32 VA
Transformer 32 VA.
Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/2").
This 32 VA transformer is suitable for operation of a Märklin 1 layout indoors only. The 6606 locomotive controller together with a 6000/6001/6002/6003 transformer can be used for operation outdoors.



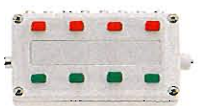
6627 110 volts USA. 30 VA. UL/CSA tested.
Transformer. 30 VA output. Track current adjustable from 4 to 16 volts. Accessory current 16 volts. Plastic housing. Red pilot light. Dimensions 158 x 135 x 75 mm (6-1/4" x 5-5/16" x 3").



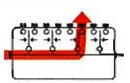
7271 Control Box with Feedback Function. With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LEDs when used with 5625 turnout mechanism. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").



Schematic of 7271 (Button 3 pushed)



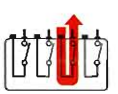
7272 Control Box. For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7072 control box.



Schematic of 7272 (Button 3 pushed)



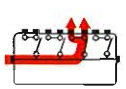
7273 Control Box. For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16"). Replaces the 7211 control box.



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 over. Dimensions 80 mm x 40 mm (3-1/8" x 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").



N

71060 Wire.
Dealer package assortment with 10 each rolls of red, brown, blue and yellow wire. Length of each roll 10 meters (33 feet). Wire cross section 0.75 square millimeters (0.1163 in.). Rolls of wire can also be sold separately.

The wire in this dealer package assortment with a cross section of 0.75 square millimeters (0.1163 in.) is recommended for large H0 layouts and for Märklin 1.

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.

N

02420 Smoke Fluid. Large 50 milliliter (1.69 oz.) bottle for Maxi and Märklin 1 locomotives with built-in smoke generators.

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.



6017 Booster.
Power output component for large digitally 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.



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.

The "COMBOARD" program (see pages 270/271) can be used to control solenoid accessories with a computer.



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
6089 Adapter s 88

Illustrations and product descriptions can be found on pages 266 and 268.



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).

The complete Digital system is shown in its entirety on pages 262-271.

Everything true to Nature.

The large scale and typical character of Maxi offer you more room for play when building a layout. In the simplest example sofa pillows make mountain gorges, books serve as bridges and chairs covered with blankets become tunnels.

Layout building becomes really exciting with materials you can find anywhere in Nature: strange roots, dried branches, tree bark, grasses, moss, and other plants. Before you go storming off into the forest, ask your forestry agent which of these materials may be collected and in what quantities.

Different types of crushed rock are ideal building material for subroadbed, gorges or walls. And gravel in different colors and sizes is suitable for roadbed or as loads. Before you endanger your life going down into abandoned mines, ask at a quarry or gravel pit about available material, or check your local garden supplies store.



Unconventional layout building with natural materials: The large photo shows how impressive scenery emphasizing Maxi's typical character can be formed with old roots, dried branches, stones and gravel. The large bridge from the metal construction sets is also in its element here. The large scale makes it easy to build models, because not everyone is a pro at this. And what might be lacking in perfection in the details is made up for with imagination and originality.



Using your imagination: strange roots



Nature is full of freight loads.



Building up the track's subroadbed with gravel.



The first accents become visible.



Sturdy bridges from the theme sets.

MAXI

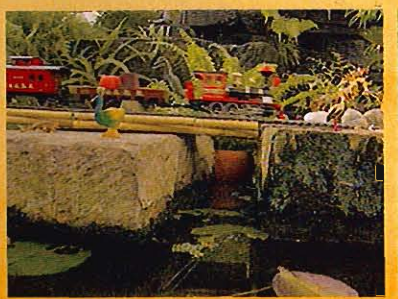
A Model Year in Motion.

Even the biggest catalog with the most beautiful pictures can't compare to the moment when you set the speed control knob to "Run". Noise and motion are part and parcel of railroading: the play of the running gear, the exhaust of the smoke generator. The diesel growl or the locomotive whistle of a sound effects circuit, the meandering of a Maxi train through the backyard, the elegant entry of the new H0 skirted cars into the station.

Every year Märklin produces video cassettes to show the models, the hobby and the prototype in all of its dynamic variety. Professional video teams strive for the perfect image, cut and sound quality. This year's video offerings include two cassettes:

"A Year with Märklin" is a colorful video magazine with the highlights of the year, with shows, record runs, promotions, special models and much more. You'll see the Märklin new items for 1996 on display layouts with exciting stories and informative commentary.

"Full Steam Ahead Through Germany" is a film about the restoration of the Bavarian S 3/6 supported by Märklin and its 12 day trip through all of Germany in May of 1996. A guide book with over 200 color photos is included with this video.



















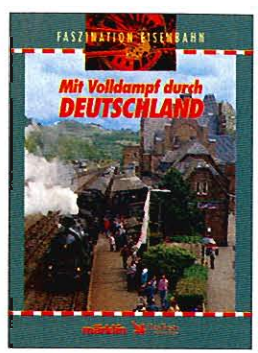


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18944 Video Cassette – "The Märklin Year for 1995"
The video magazine with the highlights for the year 1995, with shows and promotions that include Märklin models and their real life prototypes. In addition, the new items and model variations for the year: Fascinating shots of models in operation on a 30 meter (approx. 98 feet) H0 layout. The new C Track system for H0 for both children and for adult model railroaders. The continuation of the story of our burglar in love with Z Gauge. And in 1 Gauge Maxi goes to America – with many new items from American prototypes as well as Swiss and provincial railroad models: European VHS system. 55 minutes running time plus 20 minutes of new items for 1996. German narration only.

N



02701 Video Cassette with Guide Book – "Full Steam Ahead Through Germany"
A film about the twelve day German trip of a special Märklin train pulled by two steam locomotives. With a short excursion through the history of the Bavarian S 3/6 and its restoration as supported by Märklin. With camera shots of the cab, of the work in the repair facilities and of the servicing of the locomotive. With marvelous scenes of the locomotive running through some of the most beautiful German landscapes and with shots of the cities visited. Interview of the people who took part in the trip and shots of the activities accompanying the trip round out the film. In the accompanying guide book you will learn even more about the different areas visited. A daily trip diary describes the course of the trip and the experiences of the twelve days. Approximately 200 color photos of people, technology and landscapes. European VHS system. Running time 55 minutes. Accompanying guide book with approximately 200 color photos. Format 21 x 29.7 cm (8-1/4" x 11-11/16"). Video and guide book with German narration/text only.

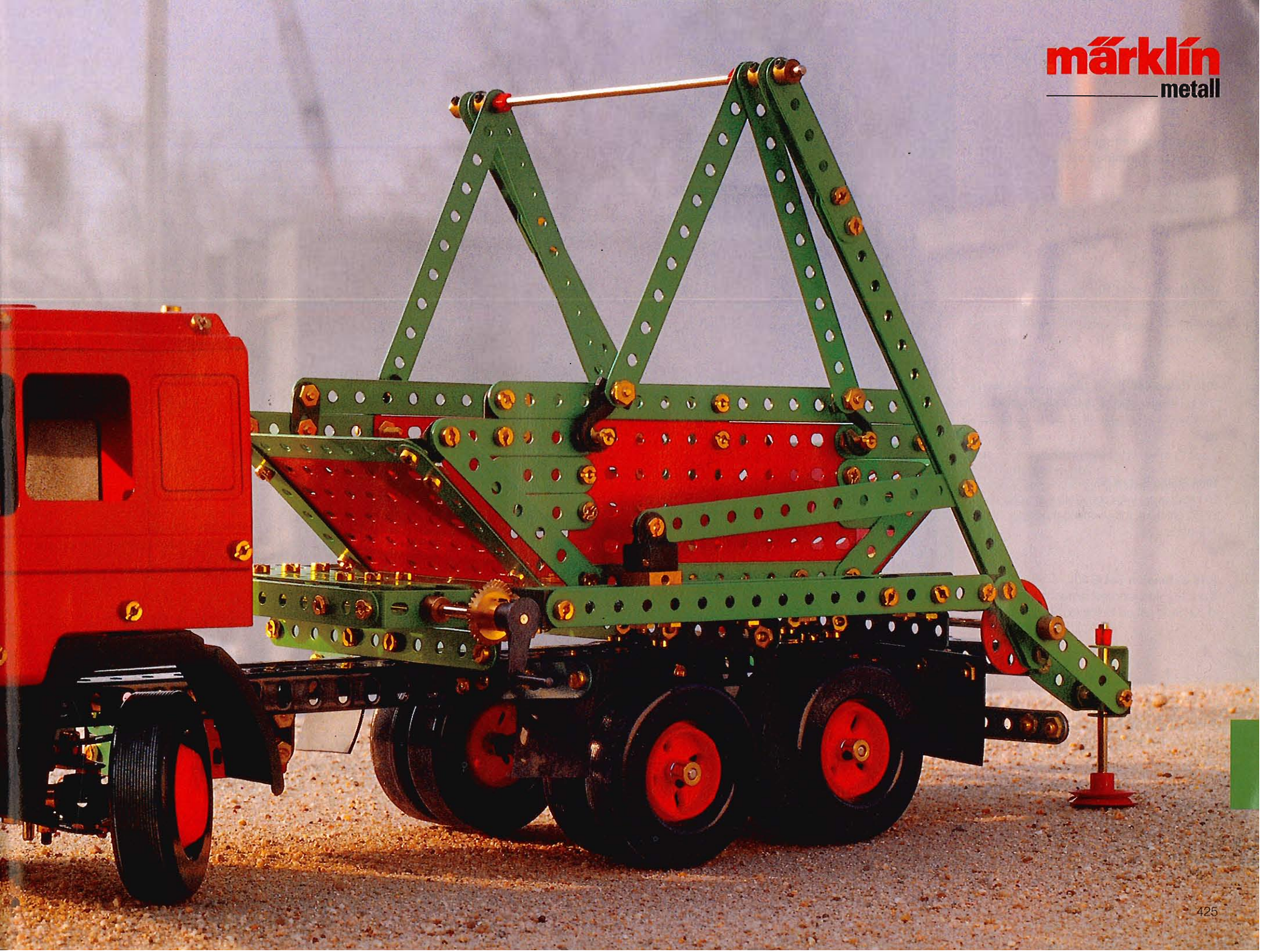
Technology with a Perspective.

A basic question of most children is "How does it work?", a question that with the help of a hammer or a screwdriver has finished off many a toy. The Märklin metal construction sets have taken the opposite path – and that has made them the "evergreen" of technical toys for more than 80 years.

The Märklin metal construction sets consist of simple, easy-to-understand basic elements such as flat girders, plates, angles, shafts, wheels and – as the most important connecting element – nuts and bolts. These simple elements make the technology transparent. The interplay of statics, kinetics and mechanics becomes very easy to grasp. Even complicated functions can be achieved with imagination and patience.

Märklin has repeatedly brought the metal construction sets up-to-date and adapted them to the current technology with new construction elements, motors, and expansion and theme sets.





Basic and Extension Sets

Everything goes together and can be combined easily:

Basic Sets
Extension Sets
Theme Sets

1003 Basic Set m 10.
The new starter set with complete instructions for building 10 different models. 208 pieces.

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.

1004 Basic Set m 30.
The starter set with complete instructions for 30 different, fully working models. 342 parts.

1016 Extension Set E 30.
The E 30 extension set expands the m 30 basic set up to the m 50 basic set.

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





märklin metall

1005 Basic Set m 50.
The larger starter set with very detailed instructions for 50 different models. 458 parts.

1017 Extension Set E 50.
The E 50 extension set expands the m 50 basic set up to the m 60 basic set.

1006 Basic Set m 60.
This large starter set with detailled instructions has interesting ideas for 60 different models. 664 parts.

Basic and Extension Sets

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. 1,469 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.

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





märklin metall

1010 Basic Set M-Start.
Large basic set with complete instructions for building different models such as airplanes, cars, trucks, etc. 537 pieces.

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.

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).

Theme Sets

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.

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. Familiar 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").

N

10851 "Truck" Extension Set.
Any one of several different other types of trucks such as a tow truck, garbage truck or heavy duty transport truck can be built with this extension set in conjunction with the 1085 "Truck" theme set. 205 parts.

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





märklin metall

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.

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").

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").

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

76645 100 volts Japan. 32 VA.
6627 110 volts USA. 30 VA. UL/CSA tested
6647 230 volts. 32 VA.
76648 240 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.)





Models suitable for operation with a motor are marked in the instructions with this symbol.

Basic and Extension Sets

märklin metall



1003

+



1015

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1004



1060



1004

+

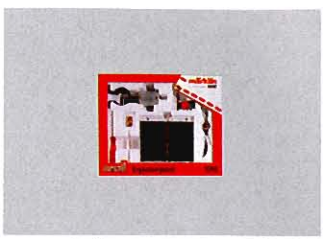


1016

=



1005



1060



1062



1005

+

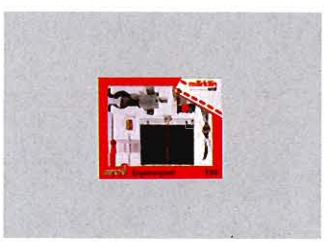


1017

=



1006



1060



1062



1006

+

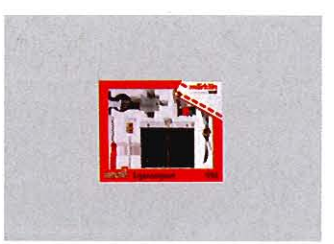


1081

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1080



1060



1062

The Perfect Symbiosis.

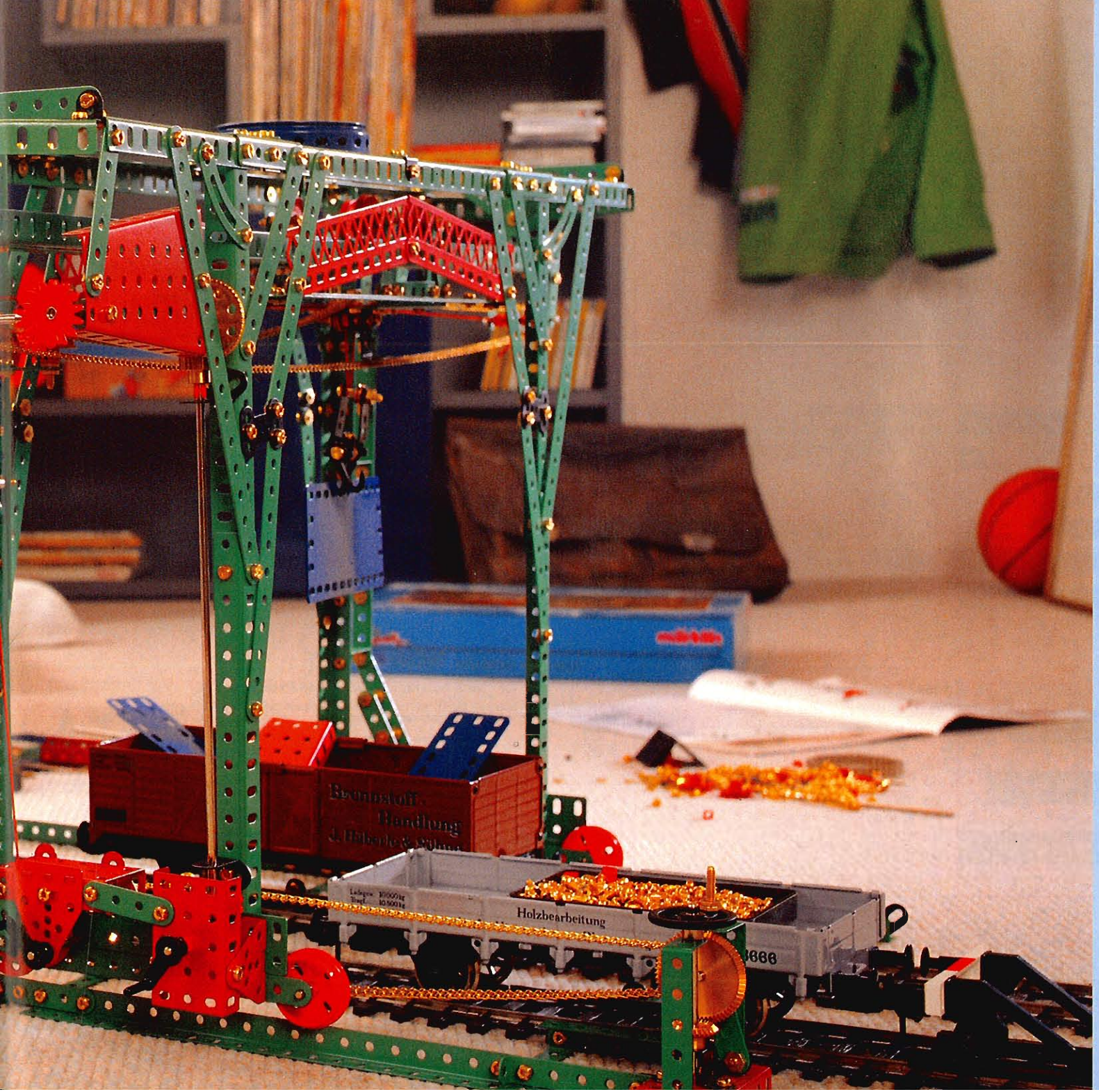
On an automobile assembly line the technicians speak of a "marriage" when the body and the motor of an automobile are brought together for assembly. We have done something similar with Maxi and Märklin metall. Because both go together excellently in terms of style and material and add to each other in their functions.

The theme set "1 Gauge Freight Car" is based on a Maxi frame with 1 Gauge claw couplers and wheel sets. Different types of superstructures, such as a crane car with a movable boom and hand crank for the hook, can be assembled with the parts included in this set. There are almost no limits to what the clever builder can do with this.

The second theme set is a bridge from the Märklin metall program. Two different types of bridges can be assembled from the parts in this set, and both are designed to carry the heavy weight of the Maxi locomotives.

Also, both of these theme sets make ideal gifts.





märklin
metall

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").

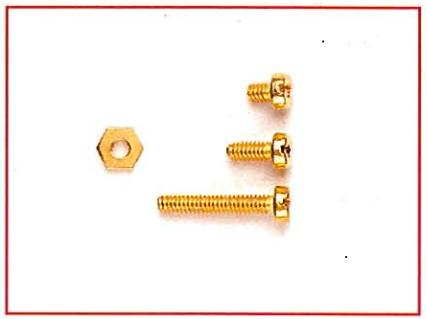
5629 "Bridge" Gift Set.
Kit for the construction of one of two different railroad bridges. Two sections of 1 Gauge track included in this set. The bridge is suitable for the Maxi metal railroad. Bridge length 64.0 cm (25-3/16").

Different working models close in scale to the Maxi metal railroad system such as container crane, rotary crane and different carnival rides can be built with the Märklin metal construction set system. Any one of these models can be constructed with the contents of the m 100 basic set (item no. 1080, see pages 428/429).

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

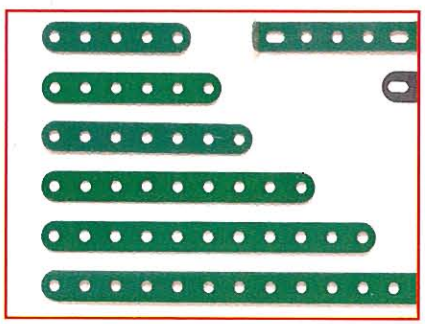
MAXI

Extension Sets



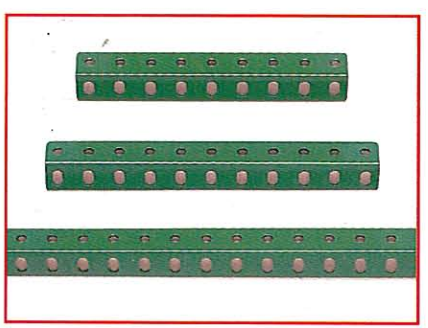
1040 Extension Set.
Bolts in various lengths and nuts.

Contents:
100 x 14 0100
70 x 14 2020
15 x 14 2030
5 x 14 2040



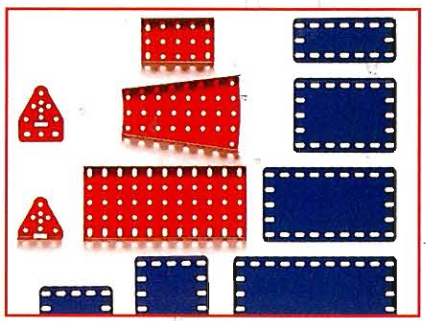
1041 Extension Set.
Flat braces, angle brackets, flat strips and C braces in various lengths.

Contens:
6 x 10 0000
10 x 10 0020
2 x 10 0030
2 x 10 0040
4 x 10 0050
2 x 10 0060
2 x 10 0070
2 x 10 0090
4 x 10 0110
2 x 10 0170
4 x 10 0670



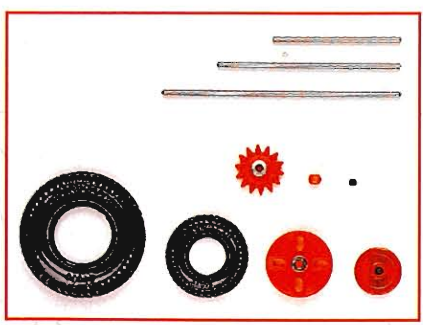
1042 Extension Set.
Angle girders in various lengths.

Contens:
4 x 10 1050
2 x 10 1070
2 x 10 1090
4 x 10 1110
4 x 10 1170



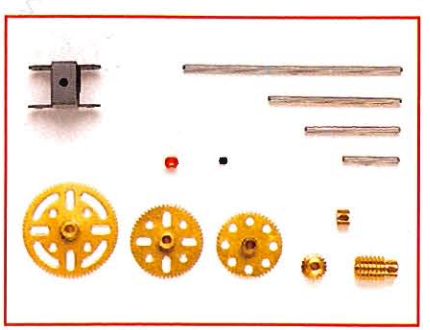
1043 Extension Set.
Various versions of base plates and cover plates.

Contens:
1 x 11 3050
1 x 11 3200
1 x 11 3400
2 x 11 4050
1 x 11 4070
2 x 11 4150
1 x 11 4170
2 x 11 4190
2 x 11 4210
2 x 11 6310
2 x 11 6320



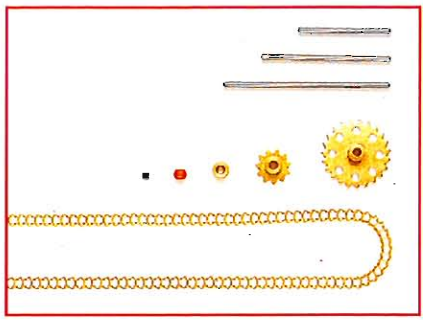
1044 Extension Set.
Various wheels and shafts.

Contens:
2 x 10 2070
2 x 10 2100
2 x 10 2130
2 x 10 3250
2 x 10 3360
2 x 10 9140
10 x 12 4000
4 x 14 0250
2 x 14 0360
8 x 14 2230



1045 Extension Set.
Various gear box parts.

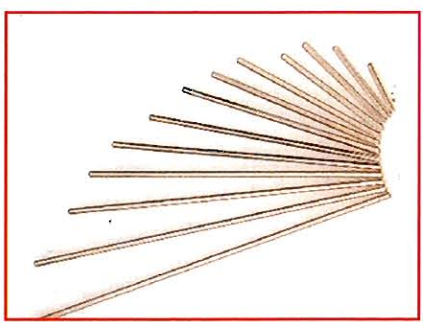
Contens:
2 x 10 2030
2 x 10 2050
1 x 10 2070
1 x 10 2110
1 x 10 4500
1 x 10 4570
1 x 10 5750
1 x 10 7200
1 x 10 9110
2 x 11 0600
1 x 11 7200
10 x 12 4000
8 x 14 2230



1047 Extension Set.
Parts for building a chain drive.

Contents:

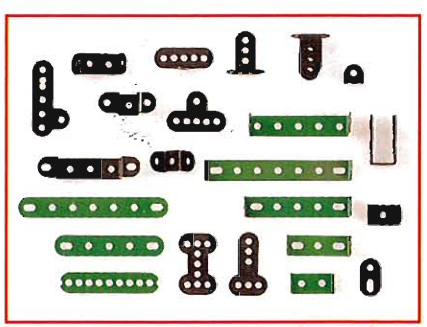
2 x 10 2050	1 x 11 2230
2 x 10 2070	1 x 11 7470
2 x 10 2090	10 x 12 4000
4 x 11 0600	8 x 14 2230
2 x 11 2110	



1067 Extension Set.
Shafts in various lengths.

Contents:

2 x 10 2030	2 x 10 2150
2 x 10 2050	2 x 10 2160
2 x 10 2060	2 x 10 2170
2 x 10 2070	2 x 10 2200
2 x 10 2090	2 x 10 2210
2 x 10 2100	5 x 11 0600
2 x 10 2110	10 x 12 4000
2 x 10 2130	5 x 14 2230



1068 Extension Set.
Various types of connecting elements.

Contents:

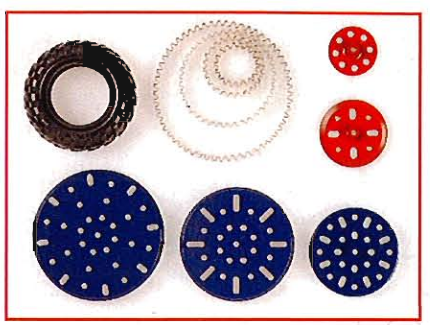
5 x 10 0000	2 x 10 0470	2 x 11 7210
5 x 10 0010	2 x 10 0550	2 x 11 7620
5 x 10 0020	2 x 10 0570	2 x 11 7630
2 x 10 0400	2 x 10 0590	2 x 11 7640
2 x 10 0420	2 x 10 0640	2 x 11 7650
2 x 10 0440	2 x 10 0650	2 x 11 7660
2 x 10 0450	2 x 10 0670	1 x 11 7670
2 x 10 0460	2 x 10 0690	



1069 Extension Set.
Various types of mechanical elements.

Contens:

2 x 10 3120	2 x 10 9010	1 x 11 5450
1 x 10 3380	6 x 11 0600	1 x 11 7040
1 x 10 3500	1 x 111480	1 x 11 7130
1 x 10 7260	1 x 11 5010	1 x 11 7170
1 x 10 7310	1 x 11 5150	10 x 12 4000
2 x 10 9000	4 x 11 5200	10 x 14 2230



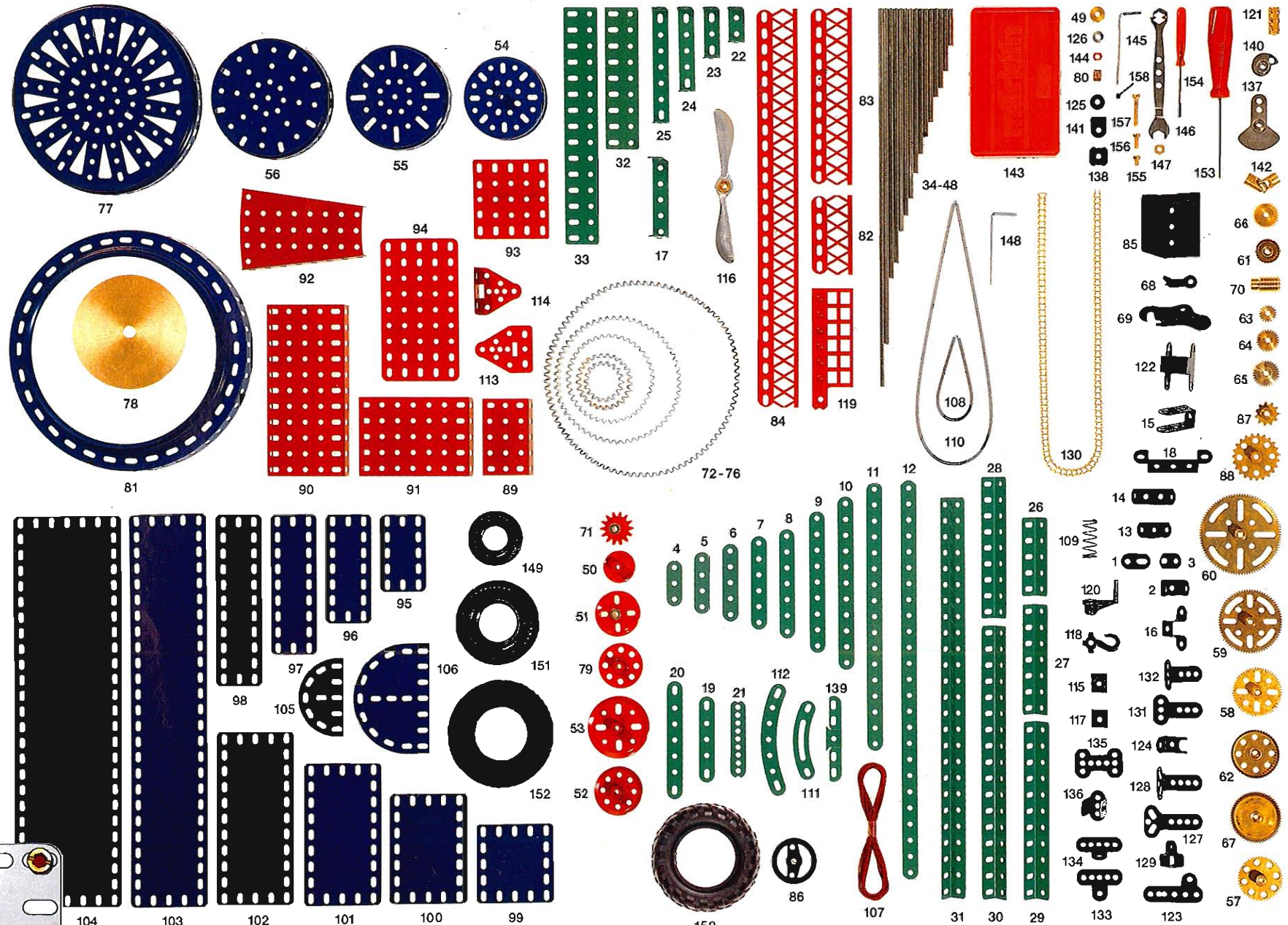
1070 Extension Set.
Wheels, tires and ring gears.

Contens:

4 x 10 3500	1 x 10 9250
1 x 10 3650	1 x 10 9400
1 x 10 3800	1 x 10 9570
1 x 10 3950	1 x 11 0360
1 x 10 9180	2 x 14 0260

From girders to gears …

Many of these spare parts are assembled in the extension sets 1040–1047 and 1067–1070 (see pages 436/437) in combinations most often required in the course of constructing models.



… spare parts that can be ordered

märklin metall

ill. no.	catalog no.	description
1	10 0000	brace
2	10 0010	C bracket
3	10 0020	angle bracket
		Flat Braces:
4	10 0030	3 hole, 35 mm
5	10 0040	4 hole, 50 mm
6	10 0050	5 hole, 60 mm
7	10 0060	6 hole, 75 mm
8	10 0070	7 hole, 90 mm
9	10 0090	9 hole, 110 mm
10	10 0110	11 hole, 140 mm
11	10 0170	17 hole, 215 mm
12	10 0250	25 hole, 320 mm
13	10 0400	double angle brace
14	10 0420	double angle brace
15	10 0440	double yoke
16	10 0450	bearing yoke
17	10 0460	bearing yoke
18	10 0470	bearing yoke
19	10 0550	5 hole brace, 65 mm
20	10 0570	7 hole brace, 95 mm
21	10 0590	adjustment brace
22	10 0640	4 hole C brace
23	10 0650	5 hole C brace
24	10 0670	7 hole C brace
25	10 0690	9 hole C brace
		Angle Girders:
26	10 1050	5 hole, 60 mm
27	10 1070	7 hole, 90 mm
28	10 1090	9 hole, 110 mm
29	10 1110	11 hole, 140 mm
30	10 1170	17 hole, 215 mm
31	10 1250	25 hole, 320 mm
32	10 1590	9 hole double brace
33	10 1650	15 hole double brace
34	10 2030	shaft, 30.0 mm, 4 mm dia.
35	10 2050	shaft, 50.0 mm, 4 mm dia.
36	10 2060	shaft, 63.0 mm, 4 mm dia.
37	10 2070	shaft, 70.0 mm, 4 mm dia.
38	10 2090	shaft, 90.0 mm, 4 mm dia.

ill. no.	catalog no.	description
39	10 2100	shaft, 101.0 mm, 4 mm dia.
40	10 2110	shaft, 115.0 mm, 4 mm dia.
41	10 2130	shaft, 130.0 mm, 4 mm dia.
42	10 2150	shaft, 150.0 mm, 4 mm dia.
43	10 2160	shaft, 163.5 mm, 4 mm dia.
44	10 2170	shaft, 173.0 mm, 4 mm dia.
45	10 2200	shaft, 200.0 mm, 4 mm dia.
46	10 2210	shaft, 213.5 mm, 4 mm dia.
47	10 2260	shaft, 266.0 mm, 4 mm dia.
48	10 2300	shaft, 300.0 mm, 4 mm dia.
49	10 3120	pulley, 12 mm dia.
50	10 3250*	pulley wheel, 25 mm dia.
51	10 3360*	pulley wheel, 36 mm dia.
52	10 3380*	pulley wheel, 38 mm dia.
53	10 3500*	pulley wheel, 50 mm dia.
54	10 3650*	wheel, 65 mm dia.
55	10 3800	wheel, 80 mm dia.
56	10 3950	wheel, 95 mm dia.
57	10 4500*	gear, 50 teeth, 35 mm dia.
58	10 4570*	gear, 57 teeth, 39 mm dia.
59	10 5750*	gear, 75 teeth, 51 mm dia.
60	10 5950*	gear, 95 teeth, 65 mm dia.
61	10 6250*	crown gear, 25 t. 19 mm dia.
62	10 6500*	crown gear, 50 t. 38 mm dia.
63	10 7200*	pinion gear, 19 t. 14 mm dia.
64	10 7260*	pinion gear, 25 t. 18 mm dia.
65	10 7310*	pinion gear, 30 t. 22 mm dia.
66	10 8310*	bevel gear, 30 t. 21 mm dia.
67	10 8600*	bevel gear, 60 t. 42 mm dia.
68	10 9000	small ratchet
69	10 9010	large ratchet
70	10 9110*	worm gear, 14 mm dia.
71	10 9140*	universal gear
72	10 9180	ring gear for 10 3250, 18 t.
73	10 9250	ring gear for 10 3380, 25 t.
74	10 9400	ring gear for 10 3650, 40 t.
75	10 9570	ring gear for 10 3950, 57 t.
76	10 9920	ring gear for 11 0950, 112 t.
77	11 0150	wheel, 150 mm dia.
78	11 0340*	wheel weight
79	11 0360*	disc wheel, 36 mm dia.
80	11 0600*	set collar
81	11 0950	ring, 195 mm dia.
82	11 1050	5 hole railing, 60 mm

ill. no.	catalog no.	description
83	11 1110	11 hole railing, 140 mm
84	11 1250	25 hole railing, 320 mm
85	11 1380	seat
86	11 1480*	steering wheel, 36 mm dia.
87	11 2110*	sprocket wheel, 11 t., 20 mm dia.
88	11 2230*	sprocket wheel, 23 t., 38 mm dia.
89	11 3050	plate, 60 x 40 mm
90	11 3200	plate, 140 x 60 mm
91	11 3300	plate, 60 x 85 mm
92	11 3400	flanged plate
93	11 3510	plate, 60 x 60 mm
94	11 3520	plate, 110 x 60 mm
		Cover Plates:
95	11 4050	3 x 5 hole, 35 x 60 mm
96	11 4070	3 x 7 hole, 35 x 90 mm
97	11 4090	3 x 9 hole, 35 x 110 mm
98	11 4110	3 x 11 hole, 35 x 140 mm
99	11 4150	5 x 5 hole, 60 x 60 mm
100	11 4170	5 x 7 hole, 60 x 90 mm
101	11 4190	5 x 9 hole, 60 x 110 mm
102	11 4210	5 x 11 hole, 60 x 140 mm
103	11 4250	5 x 25 hole, 60 x 320 mm
104	11 4300	7 x 25 hole, 90 x 320 mm
105	11 4350	half circle plate, 60 mm dia.
106	11 4370	half circle plate, 90 mm dia.
107	11 5010	string 4 meters
108	11 5150	spiral transmission wire, 150 mm
109	11 5200	compression spring 12.5 mm dia.
110	11 5450	spiral transmission wire, 450 mm
111	11 6050	curved girder 65 mm
112	11 6070	curved girder 90 mm
113	11 6310	flat bearing plate
114	11 6320	curved bearing plate
115	11 7040*	crank arm
116	11 7060*	aluminium propeller
117	11 7120	sliding lug
118	11 7130	hook
119	11 7140	windmill vane
120	11 7170*	hand crank
121	11 7190*	coupling sleeve
122	11 7200	worm gear housing
123	11 7210	bearing retainer
124	11 7220	disengagement fork

ill. no.	catalog no.	description
125	11 7270**	washer
126	11 7280	spacer, 3 mm
127	11 7300	flat bearing bracket
128	11 7310	curved bearing bracket
129	11 7450	connecting piece
130	11 7470	drive chain, 1 meter
131	11 7620	flat connecting bracket
132	11 7630	curved connecting bracket
133	11 7640	flat connecting piece
134	11 7650	curved connecting piece
135	11 7660	connecting piece
136	11 7670	connecting fork
137	11 7760*	crank with counterweight
138	11 7850	angle strap
139	11 7860	butt strap
140	11 7870*	cam
141	11 7920	shaft retainer
142	11 7930*	universal joint
143	11 8000	box for small parts
144	12 4000**	friction sleeve
145	14 0060	Allen head screwdriver for 14 2230
146	14 0070	wrench
147	14 0100**	nut for all bolts
148	14 0180	Allen head screwdriver for 14 2020, 14 2030 and 14 2040
149	14 0250	tire for 10 3250, 10 9140
150	14 0260	tractor tire for 10 3500
151	14 0360	tire for 10 3360
152	14 0500	tire for 10 3500
153	14 2000	Allen head screwdriver
154	14 2010	flat screwdriver for plugs and sockets
155	14 2020**	bolt, 8.5 mm
156	14 2030**	bolt, 12.0 mm
157	14 2040**	bolt, 25.0 mm
158	14 2230**	set screw
	65 7420	instructions for 1003, 1004, 1005, 1006
	65 8660	instructions for 1080, 1081

* without set screw
** comes only in packages of 10 pieces

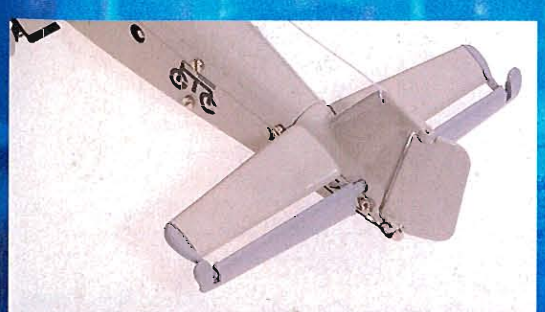
Ju 52

In 1935 Märklin presented the first H0 table top railroad and in 1936 one of the most famous Märklin products, the Ju 52/3 m.

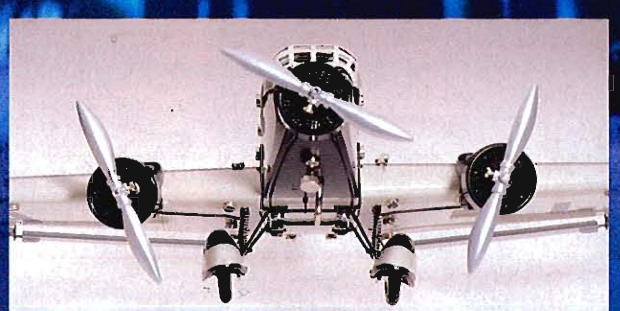
The original was the standard airplane for many airline companies in setting up civilian air passenger service. In subsequent years this airplane could be seen all over the world. Despite the rather slow air speed by today's standards, this airplane was a favorite with pilots because of its good flying characteristics and sturdy technology. This legendary aircraft can still be admired today in the Sinsheim Automobile and Technology Museum in Sinsheim, Germany.

The Märklin 1152 construction set allowed you to build a single, bi or trimotor version of an airplane. The Märklin model of the 1930s was very impressive for the time because of the extensive mechanical features built into it.









N

1980 Trimotor Commercial Airplane.
Reproduction of the former 1152 airplane construction set from the 1930s. Prototype for this model was the Junkers standard commercial airplane (Ju 52/3 m). The model comes fully assembled. The 3 propellers are powered by a windup motor through spiral transmission wires. Movable horizontal tail and rudder. Pilot's cockpit can be opened. Model's wing span is 56.0 cm (22-3/64").

The 1980 model is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

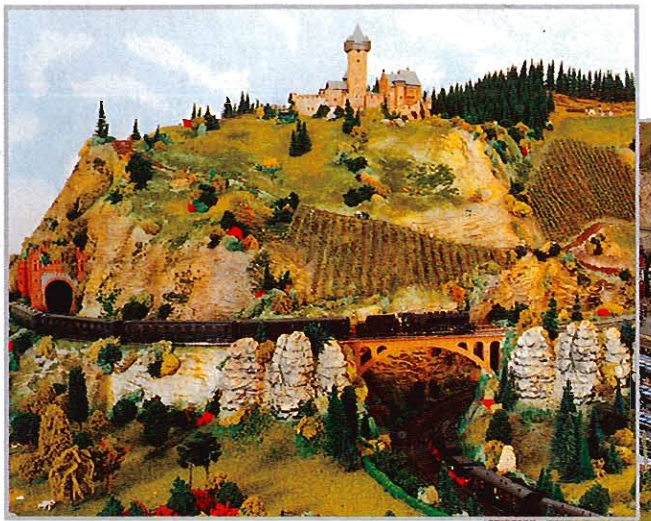


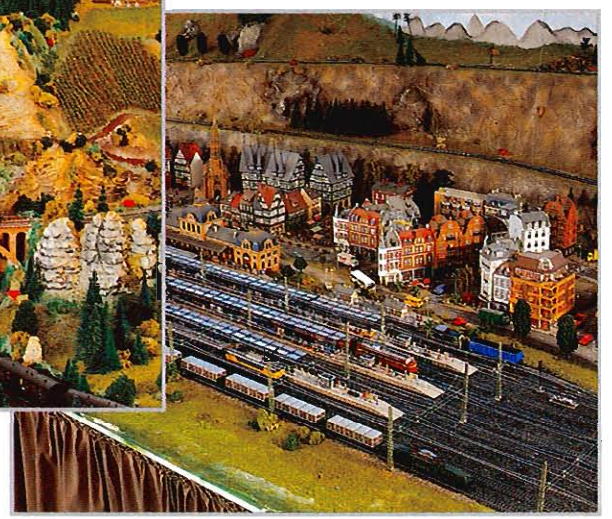
Südeifel Model Railroad Center



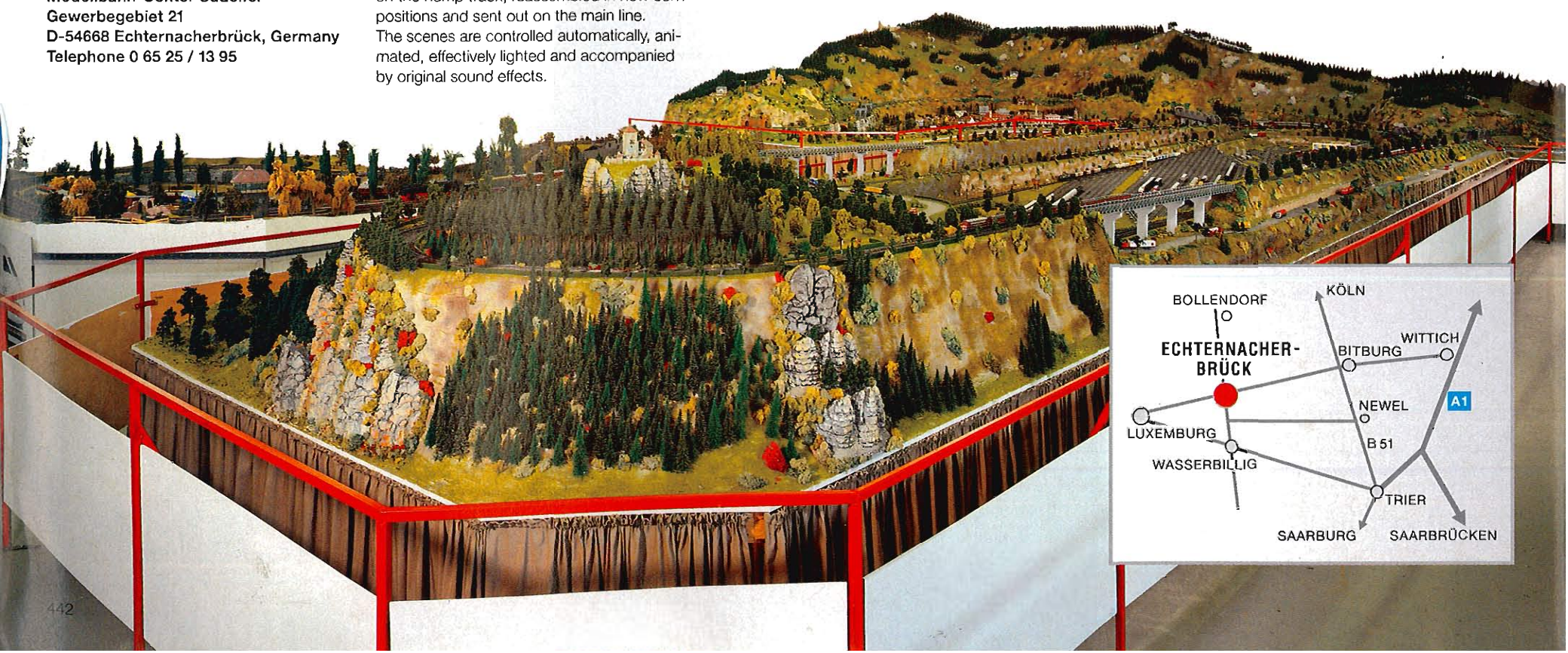
Modellbahn-Center Südeifel
Gewerbegebiet 21
D-54668 Echternacherbrück, Germany
Telephone 0 65 25 / 13 95

At 250 square meters (2,690 square feet) this model railroad layout is one of the largest in Europe. 180 trains run fully automatically on 3,000 meters (approx. 9,842 feet) of track with 364 turnouts, 20,000 meters (approx. 12-1/2 miles) wire was laid, 7 staging yards with 140 tracks can hold trains, 2,000 lamps provide lighting accents, 17,000 trees provide shade and 18,000 figures populate the scene. Even more impressive than the bare figures are the many visual, acoustic and operational highlights of this layout; two large cities and several mountain villages, a railroad maintenance facility from the steam locomotive era, the immense oil refinery with loading station, a rock quarry with automatic loading facilities, long station platforms with much activity, a country fair with numerous attractions. In the digitally controlled switching yard trains are broken up on the hump track, reassembled in new compositions and sent out on the main line. The scenes are controlled automatically, animated, effectively lighted and accompanied by original sound effects.





Hours of operation: Tuesday through Sunday
from 10:00 AM to 6:00 PM
Closed Mondays (excepting holidays)



Pfarrkirchen Model Railroad Center

Where others go on vacation Märklin locomotives provide service day after day and tirelessly pull their trains on almost 400 meters (1,300 feet) of track.



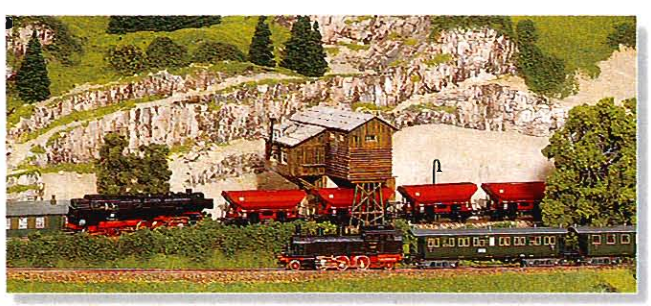


Pfarrkirchen Model Railroad Center
Franz-Stelzenberger-Straße 6
D-84347 Pfarrkirchen, Germany
Telephone 0 85 61 / 83 48
Telefax 0 85 61 / 7 14 99

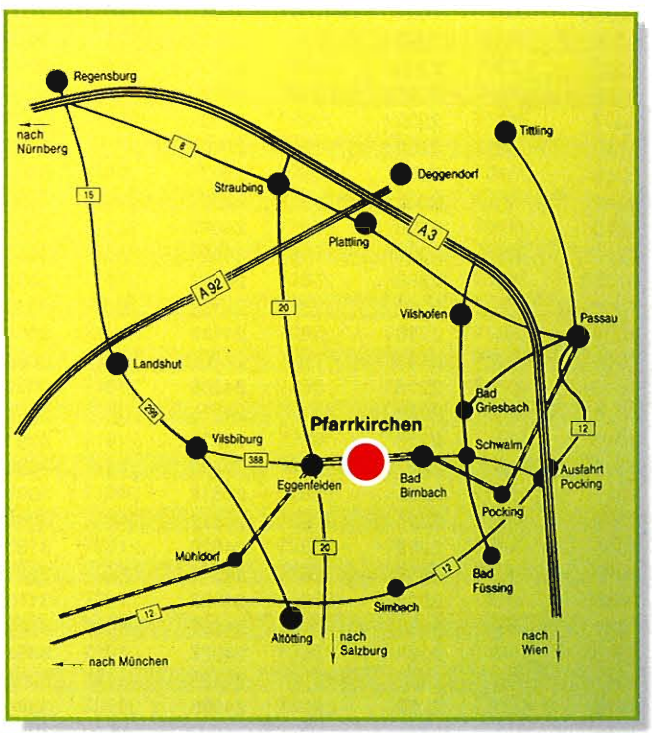
Hours of operation:
Tuesday through Sunday
from 10:00 AM to 6:00 PM.
Closed Mondays
(holidays excepted).

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!**

You will find …

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Shell
PRIMAGAZ
BELL
MINOL
ROLF BEHZ
Cargo Domizil

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.



Other Services and Benefits

Märklin Magazin Subscription Service

Club members may subscribe to the German language Märklin Magazin through the Märklin Club.

Train "Collector's Log"

This inventory control system allows members to log and classify their Märklin engines, rolling stock and special items.

Technical Help

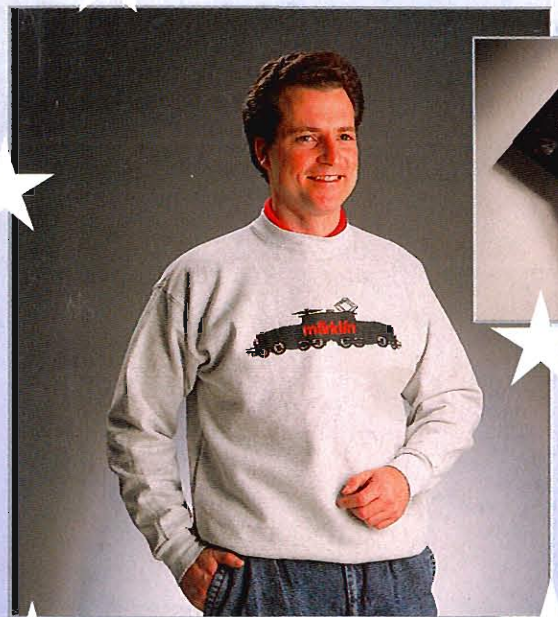
Through the Insider magazine and a variety of guidebooks and videos, a world of technical and layout building assistance is available to Club members.



Special Bonus For Club Members

In 1992 Märklin GmbH established the Insider Club, which is open to enthusiasts who reside in Germany, Austria and Switzerland. Each year the Insider Club releases special locomotives and cars that are produced by reservation only. These highly sought after collectibles are also available to Märklin Club members to purchase, using the reservation system.

To find out how to join the Märklin Club, call or write us at: Märklin, Inc., P.O. Box 510851,





Special Gift Items
You can purchase many special gift items through the Club including coffee mugs, caps and apparel. Informational magazines, videos and books cover a variety of topics from electrical wiring and layout building techniques to exciting stories about the real life railroads and prototypes.

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.





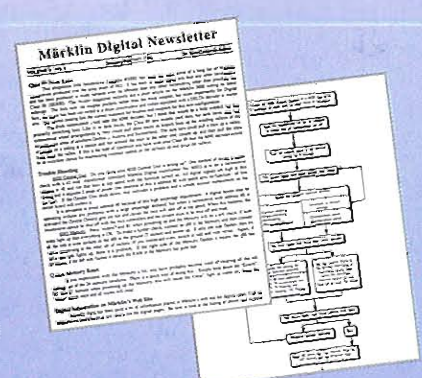
Display Cases
Display the detail and beauty of your Märklin train collection in a high-quality custom oak display case. Cases may be purchased through the club in your choice of H0 or Z gauge.

Prints and Posters
Richly colored prints and posters are suitable for framing. Reproduced artist's illustrations of model trains, and historic Märklin catalog covers, 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.



New Berlin, WI 53151-0851, 414-784-0717 Visit our World Wide Web Site at http://www.marklin.com

Explanation of Symbols

New item for 1996

New version for 1996

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:
- Special five-pole motor (H0)
- Load-dependent motor control
- Adjustable maximum speed
- Adjustable acceleration delay
- Adjustable braking delay

Single headlight at the front

Single headlights which change over with the direction of travel

Dual headlights front

Dual headlights front and rear

Dual 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

Four-light 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:

Germany

November 14 – 18, 1996
14. Internationale Modelleisenbahn-Ausstellung, Cologne

Austria

October 23 – 27, 1996
Modellbau '96 International, Fair Grounds Vienna

Spain

November 15/17 and 22/24, 1996
Salón del Modelismo, Maquetismo y Radiocontrol, Barcelona

Germany

June 28 – 29, 1997
8. Internationales Spur 1-Treffen, Sinsheim

September 27 – 28, 1997
6. Internationales mini-club-Treffen, Speyer

October 11 – 19, 1997
15. Internationale Modelleisenbahn-Ausstellung, Hanover

Belgium

October 3 – 5, 1997
Euromodelbouw 97, Genk

France

March 29 – April 6, 1997
Salon International de la Maquette et du Modèle Réduit, Paris

Great Britain

February 21 – 23, 1997
Model Railway Exhibition, The Brighton Centre

February 21 – 23, 1997
Model Railway Exhibition, Glasgow Exhibition Centre

Austria

October 22 – 26, 1997
Modellbau '97 International, Fair Grounds Vienna

Switzerland

October 4 – 12, 1997
Eisenbahn-Modellbau-Tage, Verkehrshaus Lucerne

Spain

February 14 – 17, 1997
Inter Hobby, Madrid

USA

March 22 – 23, 1997
East Coast Hobby Show, Fort Washington Expo Center, Philadelphia, Pennsylvania

July 2 – 6, 1997
Garden Railway Convention, Hyatt Regency Hotel, Alexandria (Washington DC area), Virginia

July 28 – August 2, 1997
NMRA National Convention, Dane County Expo Center, Madison, Wisconsin

November 1 – 2, 1997
National Model & Hobby Show, Rosemont Exposition Center, Rosemont (Chicago area), Illinois

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D-73008 Göppingen



HOBBY DELTA MAXI märklin HO märklin digital märklin Z märklin 1 märklin metall