märklin

Complete Program
1997 / 98 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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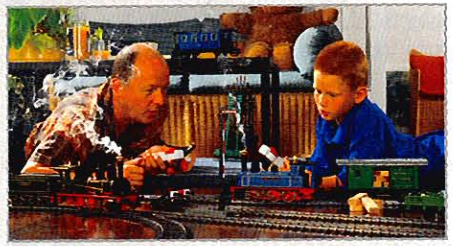
Gebr. Märklin & Cie. GmbH
Postfach 8 60
D-73008 Göppingen

Dear Märklin Enthusiast,

Märklin Model
Railroad Club (inc)
Wgtn NZ

märklin

Many people who don't know model railroading very well view it as burdened with tradition, while many young people today are flocking to video and computer games. You know better, though: Modern model railroading technology offers much more potential for playing, for adventure and for communication than most simulation, adventure and joy stick games. This applies especially to joint or cooperative playing such as is possible with our multi-train control system. Model railroading is one of the few hobbies that brings the generations together, that creates bridges between the past, the present and the future.



You probably value faithfulness to the prototype, fidelity to a particular era, operating procedures and a wide variety of working functions differently and you rate them differently in terms of their importance. But whether conventional AC or DC power, the digital system, or a personal computer to support operations – the technology offers the choices and you can decide for yourself.

So that no one loses sight of the essential things about model railroading, we promote to the best of our ability the meeting of model railroaders, such as at shows or the very successful first model railroad meet that took place in Göppingen in 1997. This catalog, too, is intended to give a look over the "fence" and at the other gauges. Because it is chiefly the lively exchange of experiences, the often passionate dis cussions that develop our hobby further. Many of the new items come from your ideas.

Among the highlights of this year's models are attractive new items from modern railroading in all gauges. The focal point of the historic models is the 150th anniversary of railroading in Switzerland and in the Palatine area of Germany. And there's been activity in the area of technology. The further expansion of the C Track system as well as new digital decoders with up to five auxiliary functions expand your operating potential. And the high-efficiency decoder that can be retrofitted into Maxi locomotives will now give them prototypical operating characteristics and functions in digital operation.



Foto: Christian Zellweger

Our video locomotive is a special type of innovation: a Maxi locomotive with a video camera and a sender that transmits its live image from the track to a television screen. Now you can experience and control the operation of the train on your layout from the vantage point of the locomotive engineer.

mini-club has been around for 25 years and Märklin is celebrating the anniversary of the smallest, mass-produced model railroad system in the world. The brilliant high point of this anniversary is our exclusive anniversary model, a mini-club locomotive with a solid gold body. In just a few days it found its enthusiasts.

Since January 1, 1997 Trix has been a subsidiary company of the Märklin Holding Company. Trix is a specialist in high-quality H0 and N models for DC power and will continue to build on this title in the future.

As a manufacturer we are always having to look for a synthesis between faithfulness to the prototype and functionality in the model. Not everything that is technically possible turns out to work well on a layout or fits the hobbyist's budget. Anyone familiar with Märklin knows that we always err on the side of reliability: Models of high quality and durability, as well as a technology that keeps up with progress, that increases the operating enjoyment and faithfulness to the prototype and that safeguards your investment in the future.

With this in mind we hope you will enjoy Märklin very much.

Your Märklin Team



N

1998 Märklin Art Calendar.
The Russian painter, Gennadi Sokolov, has realized 12 Märklin themes from around 1900 most realistically. Lovely scenes revolving around the company's products being played with, presented and during manufacture have been captured exactly on film. Picture format 42 x 38 cm (16-9/16" x 14-15/16"). Calendar format 60 x 48 cm (23-5/8" x 18-7/8").

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Everything about the Märklin metal construction set can be found in the brochure "Technology with a Perspective": many interesting models, the entire system with extension sets and all spare parts. Ask your Märklin dealer.

märklin HO

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Märklin: History and Innovations.

Märklin has one of the richest traditions among German companies. Almost 140 years ago the "manufacturer of the finest metal toys" started with accessories for dolls' kitchens, and "mechanical objects of the finest construction" followed soon after. Over the course of decades the Märklin assortment included dolls' kitchens, stoves, ships, airplanes, autos, zeppelins, steam engines and trains of various gauges along with their accessories such as track, stations, bridges and station platforms - all of it made of metal.

A mirror of time
Technical progress is reflected in a Märklin toy. The simple windup locomotives were followed by electric trains, in the beginning still powered by standard household current, which was not exactly without its dangers. The electric train first became suitable for children with the transformation down to 20 volts, and finally, Märklin, as a leading manufacturer, brought the advantages of digital technology to model railroading.

Milestones
The first windup train that Märklin also developed a track system for (1891), the metal construction set (1914), the electric table top train in H0 (1935), the smallest, mass produced electric train in the world (1972), the first digital system ready for mass production (1984). Among the milestones should also be included the Märklin plant at Sonneberg in Thuringia (1991) and the acquisition of Trix, the renowned manufacturer for DC models for H0 and N (1997).

The Guinness Book and other Märklin records
mini-club appears twice in the Guinness Book as the smallest, mass-produced electric train in the world, and with a world record for continuous running of 1,219 hours. A mini-club locomotive was also the first locomotive to circle the earth in a space shuttle.



Just 10 class 194 H0 locomotives pulled the longest model railroad train with 2,108 container cars (1993). In Paris 194 Märklin H0 locomotives managed to pull a 26,533 metric ton railroad car, and in Belgium 40 Maxi locomotives did the same with a 108 metric ton class 1602 locomotive.

Seven out of eight locomotives ran the length of the earth's circumference around the tower of the Luxembourg main station. And in Frankfurt the highest model railroad circuit is 222 meters (approx. 728 feet) above the ground with Sky Train.

Statesmen and prominent people
At the G7 economic summit in Munich the heads of state and government signed a special Märklin G7 train. At the WM track and field event in Stuttgart a mini-club display was signed by almost all of the world champions.

On the occasion of the 50th anniversary of UNICEF Märklin produced the model of a prototype locomotive decorated by children. From the sales of the models as well as from the auctioning of locomotives with the signatures of prominent UNICEF diplomats Märklin was able to hand over a donation of DM 401,000 (approx. US $218,000.00 at this writing), the largest single donation in Germany, to UNICEF, a children's aid organization of the United Nations.

About hunters and collectors
Some collectors mutate into hunters when the subject is the auction of Märklin models. Regardless of whether you're talking about a historic metal toy, an H0 model from the 1950s or 1960s or current special models and series, Märklin products are always high in demand. One of the records for a metal toy is a fire station that reached DM 206,000 (approx. US $112,000.00 at this writing) at an auction.

Märklin as a synonym for quality
Märklin models are considered sturdy and functional, because we value very highly the durability of the models and the layout technology in hard operation and play. And we do this to protect the model railroader's investment for many years ahead. H0 models from the 1950s can also run on the new C Track. So, a layout can grow over the years and increase in value, a good example of how Märklin brings the generations together.



Good, good for play.
The seal of approval "Gut" ("Good") (of the Product Testing Institute, for the metal construction sets) and "Spiel gut" ("good for play") for C Track, for DELTA starter sets and for the Maxi toy train. And in 1996 the skirted passenger cars (H0) and the class 56 (1 Gauge) joined the long ranks of the "Models of the Year".

Your authorized dealer's competence
Märklin has an abiding faith in the concept of the authorized specialty dealer, because beginners are not the only ones to appreciate competent advice on which gauge and technology is the right one for their ideas and possibilities. Experienced model railroaders also make use of the service provided by the authorized speciality dealer for advice on systems, repairs and spare parts.

Contact with model railroaders
A lively exchange with model railroaders is a mutual source of





information and inspiration. Märklin takes part actively in shows, sponsors model railroad meets and supports clubs such as the Insider and 1. FC Märklin. Märklin also looks for direct contact on the Internet and offers model railroaders a current forum for all model railroad themes.

Märklin Z, H0 and 1 Gauges
Märklin produces model trains in the gauges Z (mini-club), H0 and 1 Gauge (Maxi, standard 1), all of these scales complete with all of the model railroad technology from track systems to locomotive controllers to accessories.

The smallest: mini-club
The strength of the small Z Gauge is its small requirement for space that enables the smallest of imaginative layouts as well as the construction of extensive, prototypical railroad layouts.

The greatest variety: H0
The Märklin H0 system with the third rail stud contact track system impresses you with its simply electrical setup and high degree of operating reliability. With a large international assortment, three track systems and an extensive range of accessories, the Märklin H0 system has become synonymous for model railroading.

1 Gauge: Maxi and Standard 1
In 1 Gauge Maxi is continuing Märklin's tin-plate tradition, with the latest technology and high-quality processing of the metal construction. This makes Maxi ideal for operation outdoors. This is also possible with the standard 1 Gauge that offers the demanding model railroader the highest level of scale detailing.

DELTA multi-train control system
For small to medium size H0 and 1 Gauge layouts four or five locomotives can be controlled individually and independently of each other with the DELTA system. A DELTA receiver is already built into most locomotives, and other locomotives can be retrofitted with it.

Märklin Digital
With Märklin Digital you can control up to 80 locomotives individually and you can switch on up to five auxiliary functions. High-efficiency propulsion systems give locomotives prototypical operating characteristics. Märklin Digital can be used to control up to 256 solenoid accessories such as turnouts and signals and can automate operating procedures.

Technology with a perspective: Märklin metal construction sets
A classic for over 80 years, and always current, because it makes even complicated mechanical functions easy to understand in a way that is fun. For simple models such as bridges and towers up to vehicles, carousels and motor driven operating models. Metal construction sets can be used to reproduce real technology or to discover new technology.

Reproductions
Märklin tradition comes back to life with reproductions of historic models. The tooling for these models are reproductions of the originals. The models are assembled with a great deal of hand work and are carefully painted. Reproductions are only produced in small series and are delivered with a certificate.

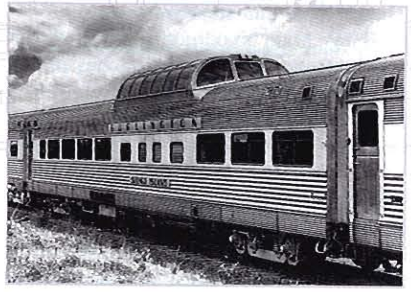
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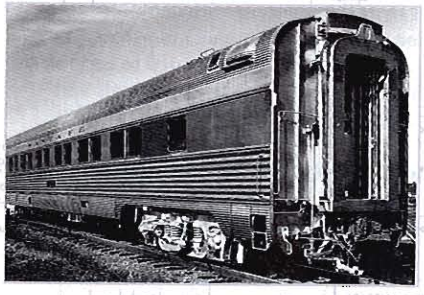
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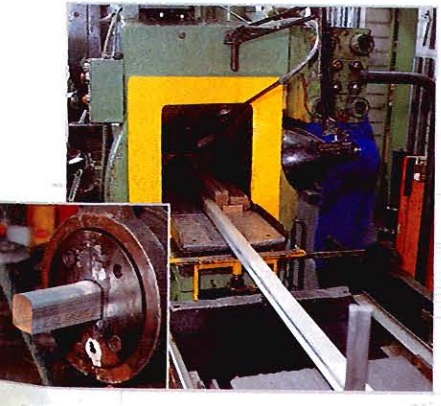
Märklin Technology

Focused on the prototype
Märklin technology transfers appearance, function and operating procedure into the scale and the technology of model railroading. Of greatest importance in this process is its usefulness to the model railroader in order to translate the potential of modern technology into more operating enjoyment and prototypical realism. An example of this is provided by the production of the new streamliner passenger car models.



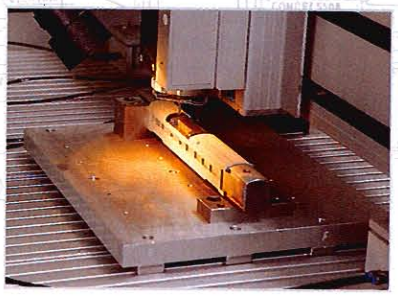


Research and design
The American car builder furnished us with the historic, original plans from which we transferred the characteristic features of the cars into the scale size. With the help of an extensive series of photographs we studied paint schemes, lettering and variations. The first studies of the models were done with hand samples to then develop the forms for different car types with the help of CAD programs.



Car bodies of aluminum
The car bodies are made of aluminum. Using a special continuous extrusion process, the car bodies are produced as an endless aluminum profile and then cut to length. The individual profile dimensions take into account the fine differences in the different car types.

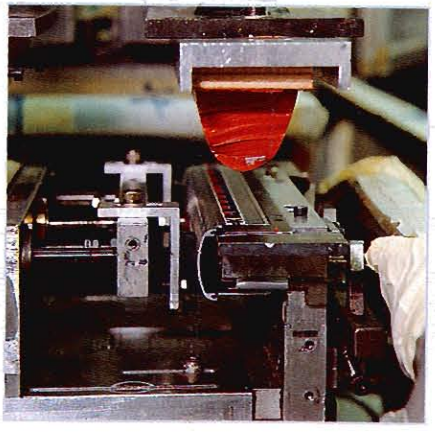
Stamping and milling
The openings for windows, doors, vista dome and wheel cutouts are stamped out and milled; all of the edges are chemically deburred. In the final step the aluminum is given a surface plating.



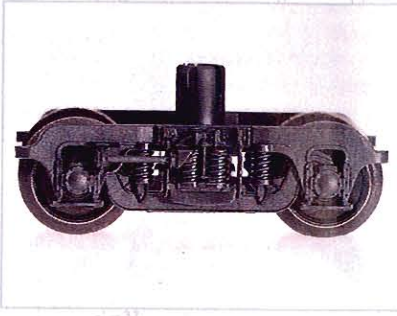


The resulting quality control
All of the production steps are accompanied by rigorous quality control. As an example, the raw body stampings are carefully measured before being processed further. Tooling and forms are also carefully checked on a regular basis. A careful visual and function quality control test is the final step for each model.

Imprinting and lettering
The car bodies are imprinted in Sonneberg with prototypical lettering, where we employ special imprinting inks for the anodized aluminum to produce clear, sharp lettering.

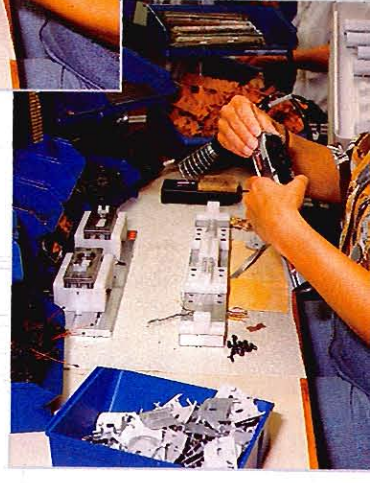


Finely detailed plastic parts
The frame, trucks, interior and end parts are produced parallel to the manufacture of the car bodies. The window bands are given a black window frame with a heat stamp process. There are different underbodies for each car model, and the two ends of the car are different from one another. The trucks are also specially fine in their detailing.





Assembly by hand
During assembly the frame is built up first: underbody, trucks, close couplers, weight, interior, lighting. The window bands are installed on the car bodies and the latter are snapped onto the frames. Doors and end pieces complete the car.





Observation car with marker lights
The round end of the observation car is typical for the streamliner passenger train, and ours is a particularly costly two-part design of combined aluminum-plastic construction. Interior lighting and marker lights are also built into this car.

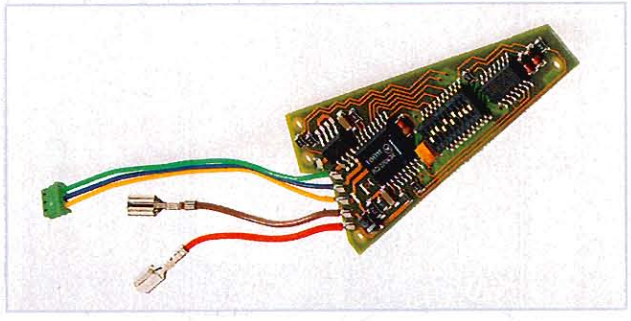
Current-conducting couplers
Power for the interior lighting in this six car set is provided by only two pickup shoes and is distributed to all of the cars through current-conducting couplers. The couplers have guide mechanisms and enable prototypical operation.



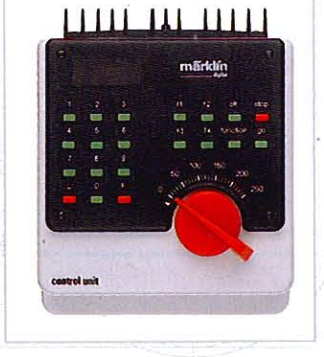
Precision metal body
Another Märklin specialty are locomotives with frames and bodies made of high-quality diecast metal. This raw material keeps its shape is resistant to wear and long lived. Metal underscores the great durability of the models and increases the closeness to the "real" railroad. The continuing improvements in casting technology make the locomotive bodies and frames even more impressive with the finest of detailing.

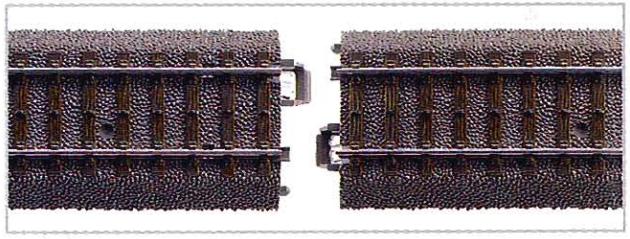
Powerful motors
The propulsion technology for Märklin models is designed for great reliability. The powerful motors are protected against overloading; a high degree of locomotive weight and traction tires increase pulling power. Non-binding gears improve operating characteristics through combinations of turnouts and during braking. Digital high-efficiency propulsion systems control motor rpm; custom tailored, prototypical operating characteristics can be set for each locomotive with high-efficiency propulsion.





Digital future
Märklin Digital expands the variety of functions for a model railroad with the addition of fascinating possibilities and prototypical operating procedures. Locomotives operate like the prototype; the new decoder makes it possible to have up to five auxiliary functions. The digital circuit for accessories offers a very high level of operating ease; even complete routes can be switched with it. It's also possible to control the trains and automate them with a personal computer.
The C Track turnout decoder shows how simple it is to enter the digital future: It can be integrated into the roadbed of the turnout and connected directly to the track with contacts installed at the factory; no additional connections are required.





Reliable track systems
The track systems for all of Märklin's gauges guarantee simple setup, reliable current conduction and reliable operation. The newest development is the C Track system for H0. Its patented "click" plug connection makes it easy for a child to set up. The mechanical and electrical connections, turnout mechanisms, decoder and wiring are hidden out of sight in the roadbed. The excellent appearance will convince even demanding model railroaders. It can be equipped in steps for electrical and digital control.

Safe and conforms to standards
Märklin model trains fulfill the stringent safety requirements for toys. The CE symbol confirms that these guide lines and standards are adhered to. Clear, easily understood operating instructions help you set up a Märklin train and show how to operate it correctly.

CE

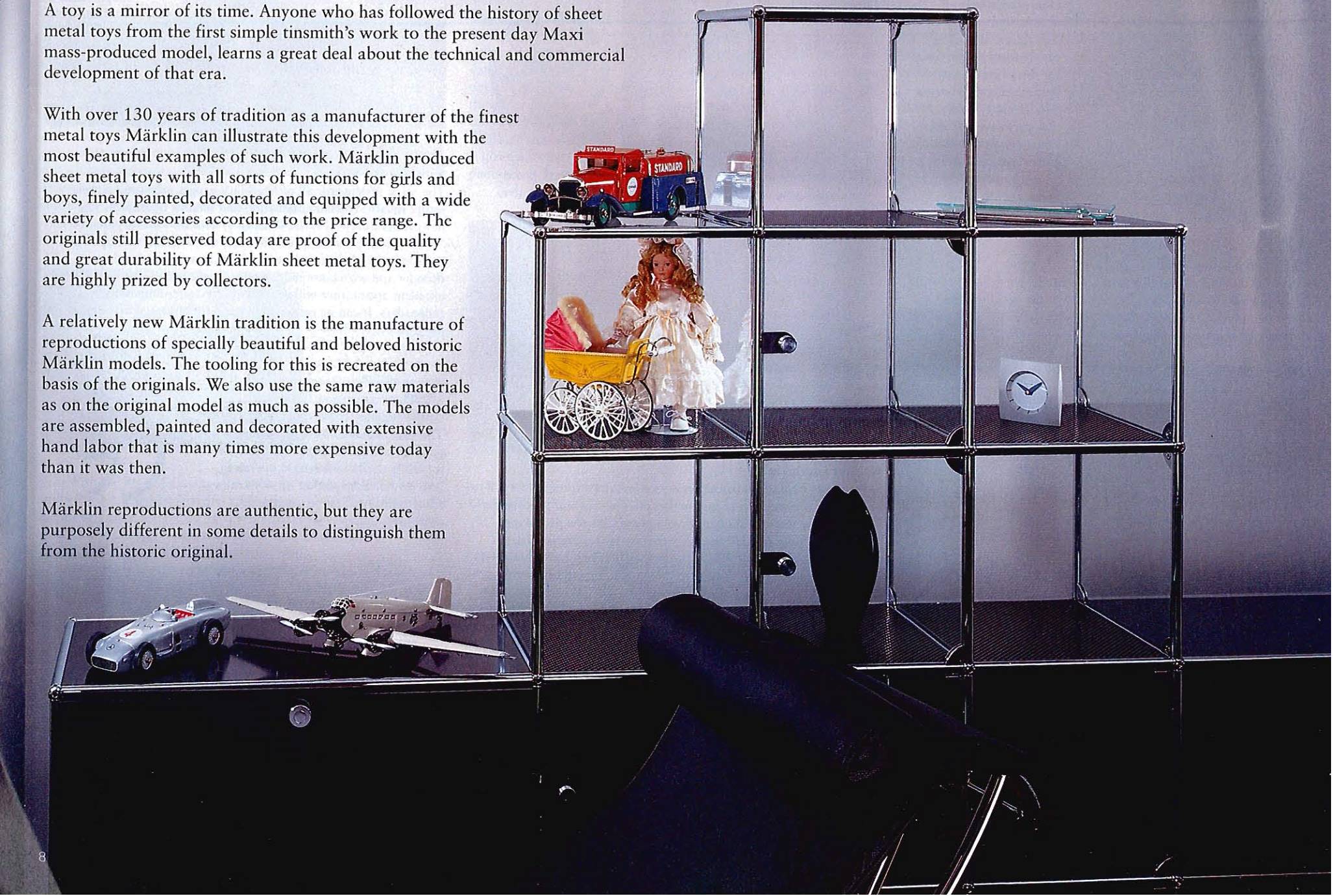
Art and Tradition

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

Toys from all eras are sought after collector's pieces, and there are now special collector shows and auctions for almost every category of toy. With 138 years of history and tradition, it's no wonder that Märklin products are particularly high in favor with collectors. Naturally, the rare originals made of sheet metal are at the top of the list in demand.

And yet, newer and even current models interest collectors, for example, metal H0 locomotives from the 1950s and 60s, the "Northlander" diesel railcar train, the gold locomotive for the 25th anniversary of Z Gauge or locomotives and cars with special advertising themes that are produced for just a limited time or in a limited series.

Any time is the right time to get started in collecting. The book "Wertanlage Märklin" ("Märklin as an Investment in Value") gives a serious introduction for beginners and for experienced collectors.





0301 Märklin as an Investment in Value – The authorized book for collectors of Märklin railroad models of all eras and gauges.
How do you systematically build up a collection? What should you pay attention to? How do you tell the counterfeits from the genuine article?

The two authors, Reinhard Schiffmann and Joachim Koll, passionate model railroaders and collectors themselves, introduce you to the theme of collecting, give a general overview and important tips.

Excellent color photographs show many examples of Märklin locomotives and cars from all periods and gauges as well as stations, signals and accessories from the point of view of "collecting as an investment in value". 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

Utensils and cooking pots for dolls' kitchens were among the first and most beloved Märklin products. The assortment grew to encompass a marvelous variety by the turn of the century: From individual small pieces to stoves of different sizes to completely arranged dolls' kitchens – Märklin had everything that our great grandmothers and grandmothers could wish for.

For many people the detailed doll's kitchens with their wide range of equipment remained only a dream. The individual parts were made of wood and metal just like the real life thing. Each doll's kitchen could be custom tailored in its equipment from this broad assortment of accessories, so that almost no two doll's kitchens were alike.

In those days toys had above all else a social function; they were supposed to prepare girls for their role as housewives and mothers. For that reason these products were usually true to scale and carefully reproduced in all details, even the raw materials used were the same as that employed for the real life objects.

This love of detail combined with careful hand craftsmanship, fine decorations and painting make up the enduring attraction of these models. Our reproduction has been manufactured with tools similar to the originals and the same raw materials as the original model.





N

16041 Doll's Kitchen.

Reproduction of the former no. 682 Märklin doll's kitchen from the time around the turn of the century. Consists of a doll's kitchen, stove, table, 2 chairs, chopping block, different kitchen utensils (pots, pans, coffee grinder, kitchen furniture, canisters, etc.) and a miniature cook. Doll's kitchen, stove and most of the kitchen utensils are made of metal. The table, chair, chopping block and the corners of the kitchen walls are made of wood. The doll is made of material with the typical clothing of a cook. Doll's kitchen with assembled wall cabinets, wash basin and hooks for hanging things. The stove is visually an exact reproduction of an old Märklin stove with no working parts. Scale of the parts 1:12. Dimensions of the doll's kitchen 43 x 20 x 19.5 cm (16-15/16" x 7-7/8" x 7-11/16").

Special one-time series in 1997.









Rakishly cuts through the wind.

In the early 1930s aircraft designers brought the concept of aerodynamics to the automobile industry. Instead of standing perpendicular against the wind, radiators and windshields were slanted backwards; the teardrop style was the ideal form. This rakish design allowed cars with only 30 horsepower to reach speeds of 100 km/h (approx. 63 mph) and more, which at that time was still considered a kind of sound barrier for normal automobiles.

The streamlined automobile from Märklin came into being at this time. Its chassis was derived from the proven construction set automobile that borrowed from a real life Mercedes Benz automobile. With its steering, headlights, differential and a powerful windup motor, it was a high quality toy and at the same time a tool for teaching automotive technology. In contrast, the bodywork had no particular prototype. With its slanted front, sweeping fenders and the trunk integrated into the fastback styling of the rear, this model's shape copied the design trends of the times – and was even ahead of its time, because many automobiles in the late 1930s were built following the "prototype" of the Märklin streamlined automobile.

The Märklin streamlined automobile from the 1930s is being produced as a finished model in a one-time reproduction series only in 1997.



märklin

N

19031 Streamlined Automobile.
Reproduction of the former Märklin automobile model from the 1930s. Finished metal model with headlights, built-in windup motor, working steering and driver's door that can be opened. This model is a very close reproduction of the prototype from the 1930s. Some parts have been consciously altered slightly in form or color to differentiate this model from the earlier car. A certificate documenting the authenticity of each model is included. Vehicle length 37.0 cm (14-9/16").

One-time series in 1997.
Already delivered to authorized dealers.





Full Speed Ahead.

The business of the future, as the German Railroad, Inc. calls itself, is increasing in speed. The latest locomotives, railcar trains and new cars are intended to make passenger and freight service more attractive and more competitive. The willingness to enter new methods of marketing is demonstrated by the first two locomotives authorized by the German Railroad, Inc. to have artistic decoration applied to them – now Märklin runs on German rails in a scale of 1:1. Our models of the ICE 2, the class 101, the bilevel cars and high capacity Cargo cars prove that Märklin is right up there with the modern railroad.



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



The Märklin H0 System

The truth lies in the center

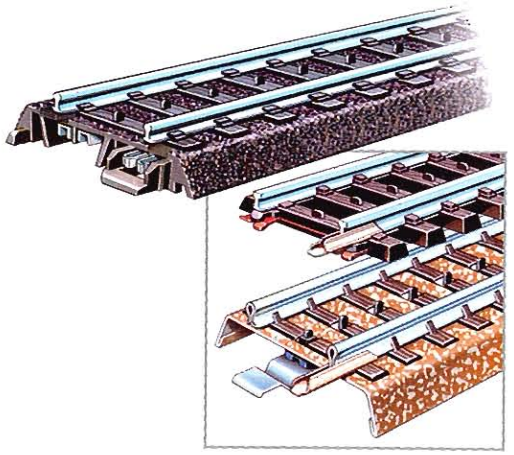
The center rail track system is in principle particularly easy and reliable. With a symmetrical current conduction, the polarity is always the same in the rails. Whether you set up crossings, reverse loops or the most complicated track patterns - the polarity will always be the same in the track; the hot conductor in the center, the ground in the two outer rails. Locomotives take their power through the center pickup shoe, and the current returns through the wheels into both outer rails. The polishing effect of the pickup shoe keeps the center studs clean, and the potentially large contact area makes the system operationally reliable, even with dirty track.

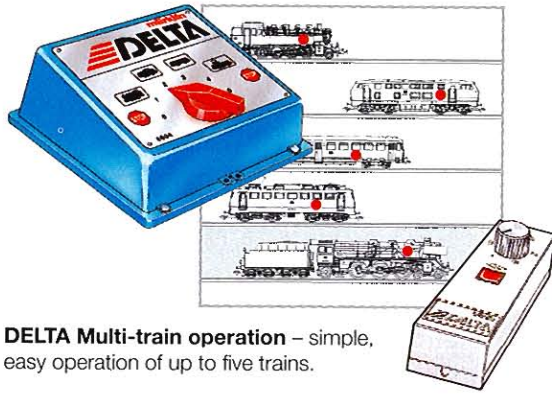
We have improved these advantages even more with the new C Track. It meets all of the mechanical, visual, and electrical requirements of a modern track system. It is ideally suited for both a child's train and for the demanding model railroader. It goes together quickly and is a good data conductor for the Digital system.

The Märklin H0 system also has many additional working functions: working catenary, signals with train control functions and interesting 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 power to 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.

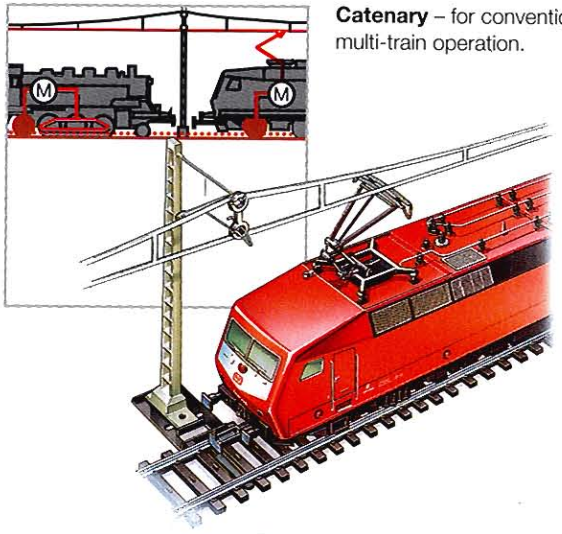
The DELTA multi-train control system and Märklin Digital offer you even more ways to play with or operate your trains. Up to five trains can be run independent of each other on a track power circuit with the DELTA system. With Märklin Digital this can go up to 80, and with up to five controllable locomotive functions. Locomotives with digital high-efficiency propulsion will impress you with prototypical operating characteristics.

Märklin H0 Track Systems – C Track, K Track and M Track.

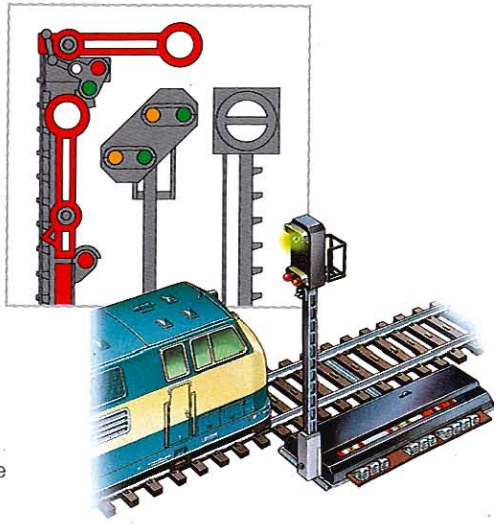




DELTA Multi-train operation – simple, easy operation of up to five trains.

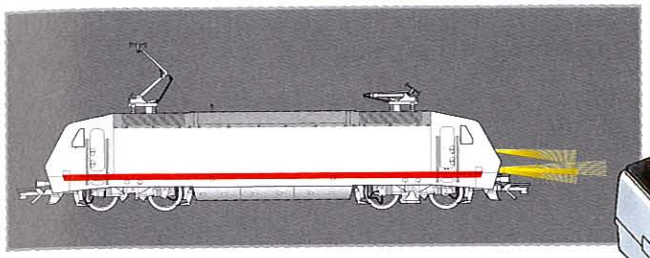


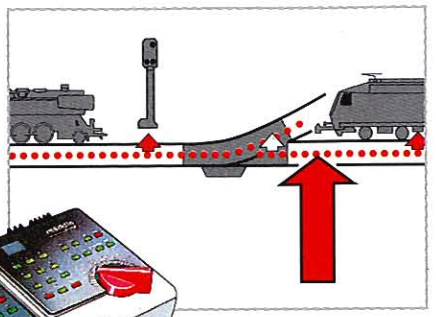
Catenary – for conventional multi-train operation.



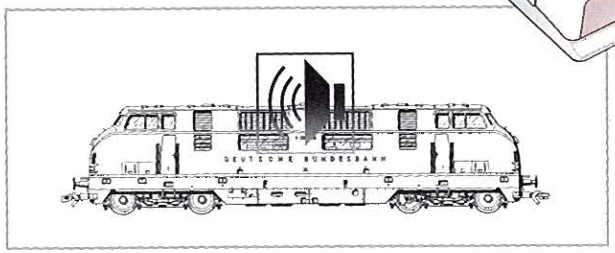
Signals – for realistic operations just like the prototype.

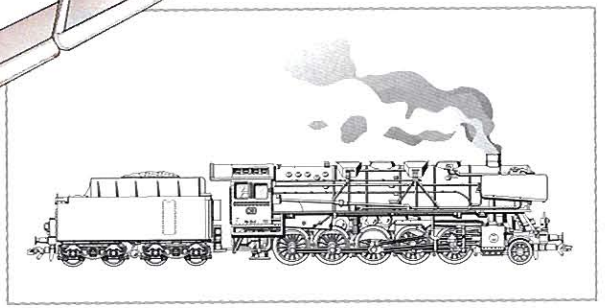
Märklin Digital – the electronic control system for multi-train operation and many model railroad functions.



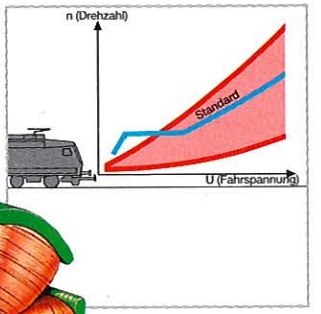


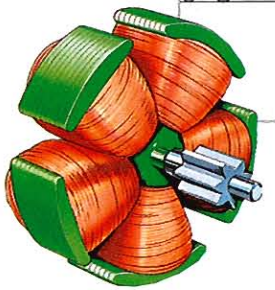




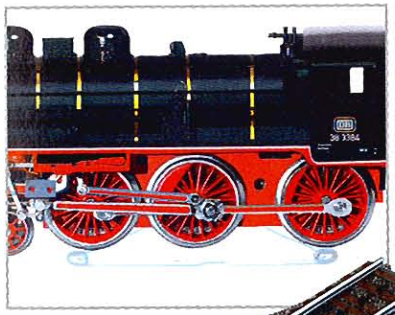


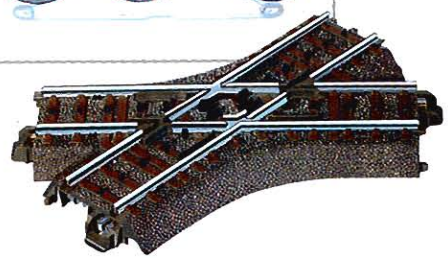
6090 Digital Propulsion Set – professional model railroad operation with locomotive speeds adjusted to that of the prototype.





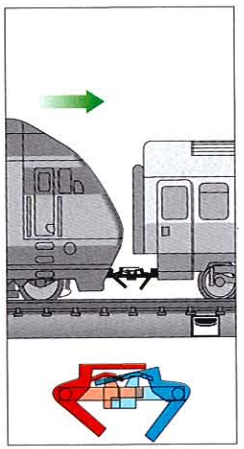
These drawings show the principles of the Märklin system.

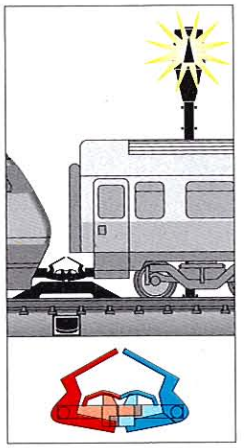


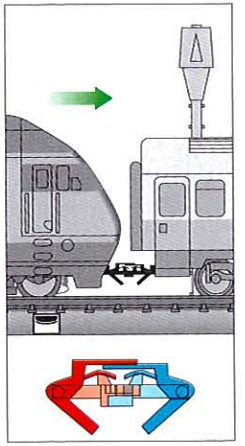


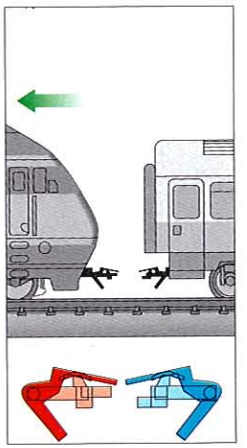
Center rail stud system – for easy-to-understand wiring and reliable electrical flow.

Close couplers – for prototypically realistic close spacing between cars.









Starter Sets

Getting started is everything.

As with sports, a good start in model railroading is critical for "success" later on. For that reason we devote a lot of care to the contents of our Märklin starter sets. Naturally, they are designed according to the motto "Unpack, set up, play.", and contain a complete train, track and a powerful transformer. You can select from passenger or freight trains, historic trains with a steam locomotive, or the modern railroad with an electric locomotive, or the ICE. Each set comes with our brochure for getting started with ideas for how to play with the set and information on building projects, so that you can develop an action filled layout from the starter set.

Märklin starter sets offer you a really easy way to get started in model railroading. The locomotives in our HOBBY starter sets are suitable for conventional operation. The locomotive in the DELTA starter sets comes equipped with a receiver component for multi-train control and can be used on conventional, DELTA and digital layouts. In addition, there are DELTA starter sets with large C and K Track layouts.

The C Track system is very easy to set up, and thanks to its sturdy roadbed, it does not need a base-board. The track layouts that can be built with the starter sets can be expanded any way you like and can be built up in steps with electric turnout mechanisms and digital decoders. The K Track system can be expanded any way you like or in steps with the KOMBI track extension program.



Starter Sets



HOBBY III

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.



DELTA III

29205 230 volts
29206 120 volts
Freight Train Set with C Track Oval and Transformer.
Contents same as 29201, except locomotive comes with built-in DELTA module.



The layout accessories illustrated here are not included in the 29201, 29205 and 29206 starter sets.

112 x 76 cm
45" x 30"

29201/29205


12x

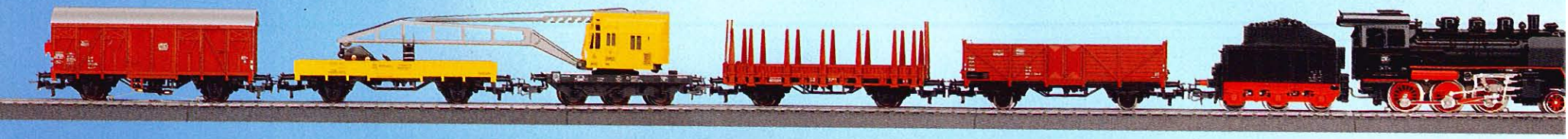

2x


2x



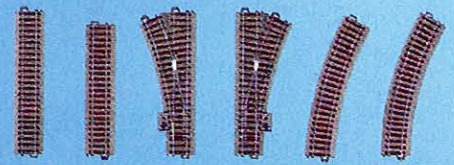
The transformer in the starter sets has connections for the track and for electric accessories. Other locomotives and also turnouts and signals can be operated with this transformer.

Starter Sets





29501 / 29505



5x 7x 1x 1x 2x 12x



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 29501, 29505 and 29506 starter sets.

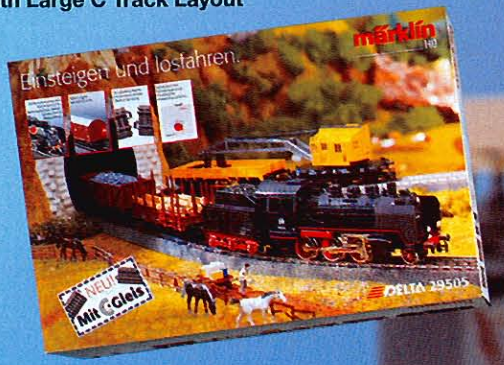
HOBBY III

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.

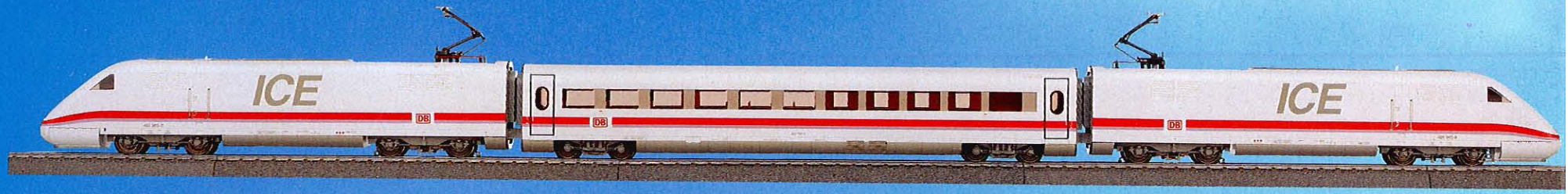


DELTA III

29505 230 volts
29506 120 volts
Freight Train Set with Large C Track Layout and Transformer.
Contents same as 29501, except locomotive comes with built-in DELTA module.



Starter Sets



HOBBY V

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.

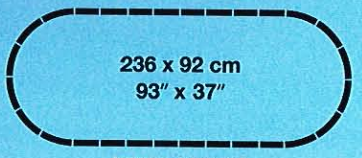


DELTA V

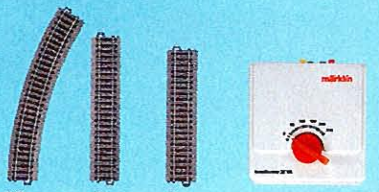
29765 230 volts
ICE Railcar Train with Large C Track Oval and Transformer.
Contents same as 29761, except ICE railcar train comes with built-in DELTA module.



The layout accessories illustrated here are not included in the 29761, 29765 and 29865 starter sets.



29761 / 29765



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



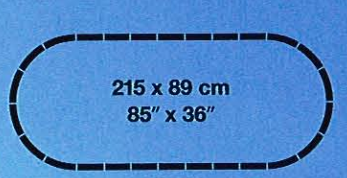
DELTA V

29865 230 volts

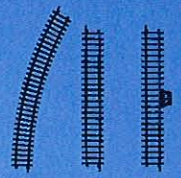
ICE Railcar Train with Large K Track Oval and Transformer.

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.

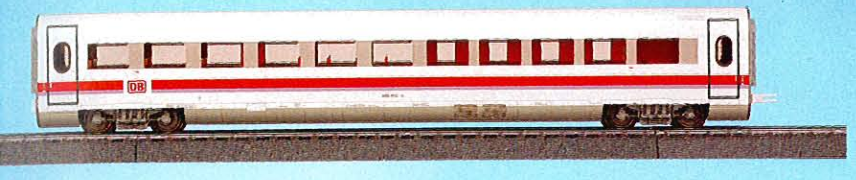




29865







V

43741 ICE Open Seating Coach.

Intermediate car for the ICE railcar train in the HOBBY or DELTA version (from 29761, 29765 and 29865). Not suitable for the 33701, 33712, 37701, 37712 and 40712 ICE trains. Special close couplers with guide mechanisms. Car diaphragms without wind deflector strips. Length 26.4 cm (10-3/8").

Starter Set



DELTA III

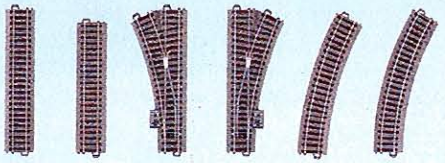
29605 230 volts

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.





29605



5x 7x 1x 1x 2x 12x



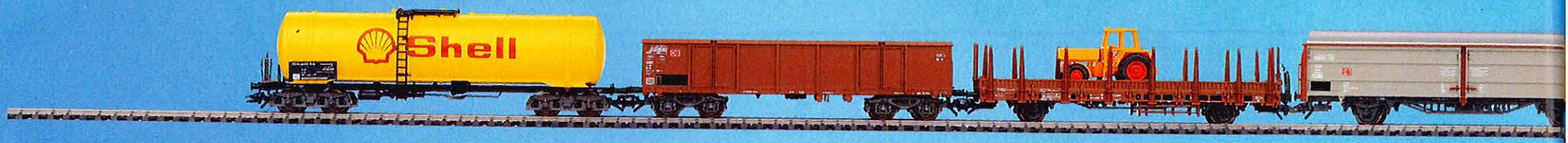


The layout accessories illustrated here are not included in the 29605 starter set.



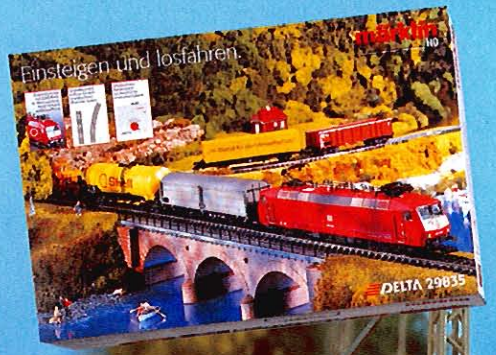
The transformer in the starter sets has connections for the track and for electric accessories. Other locomotives and also turnouts and signals can be operated with this transformer

Starter Set



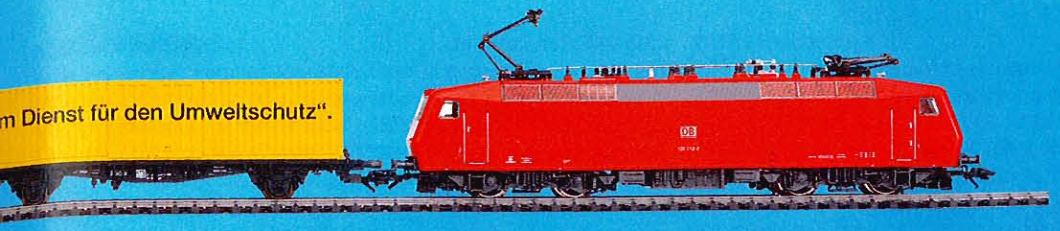
DELTA

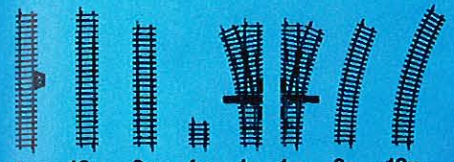
29835 230 volts
Freight Train Set with Large K Track Layout and Transformer.
Contents: 1 German Railroad, Inc. class 120 electric locomotive. With built-in DELTA module. 1 no. 4694 stake car, 1 gondola, 1 sliding wall boxcar, 1 no. 4756 oil tank car, 1 container car, 1 each 40 ft. container, 1 Fendt 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 retrofitted with the 7549 electric mechanism.



200 x 75 cm
79″ x 30″
29835

m Dienst für den Umweltschutz".





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



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 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.

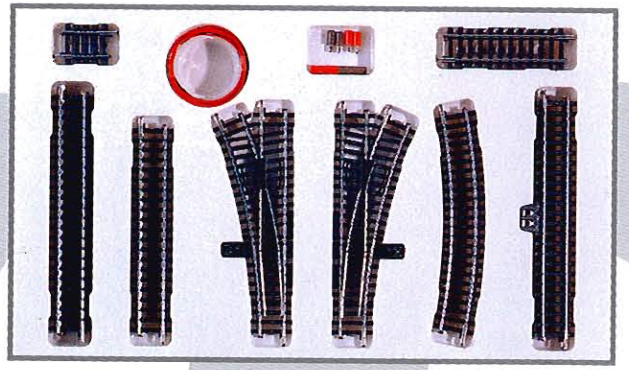
The contents of these extension sets are specially designed for the 29835 K starter set and for the 2995 H0 anniversary starter set offered in 1995.

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.

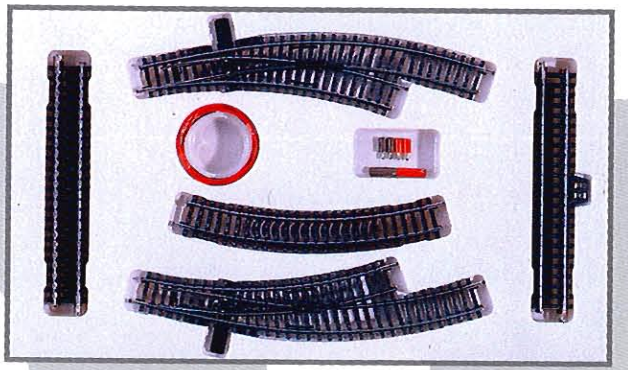
Several of the sample track plans show different expansion combinations of current and past starter sets with the KOMBI program.

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 250/251) or with digital control using the 6083 decoder (see page 287).

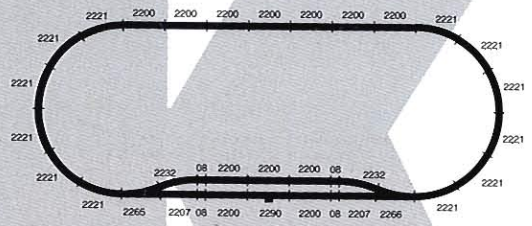
2215 O Extension Set.
With this extension set a K track starter set can be expanded to include a passing siding or spur tracks. Contents: 6 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 1 pair no. 2264 turnouts with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



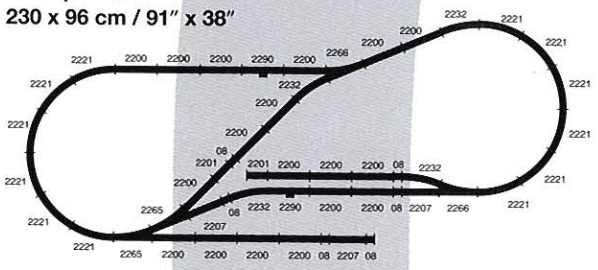
2216 M Extension Set.
With this extension set a K track starter set can be expanded to include a passing siding or spur tracks with curved turnouts. Has limited uses with the 29865 K track starter set. Contents: 6 no. 2200 straight track, 2 no. 2221 curved track, 1 pair no. curved turnouts the same as 2267 but with hand levers, 1 no. 2290 feeder track, instructions.



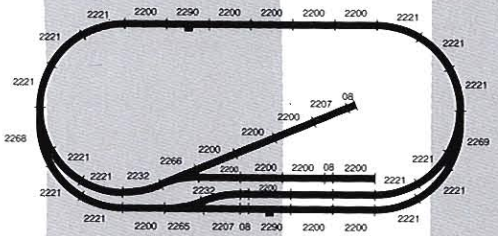
29835 K
200 x 75 cm / 79" x 30"



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

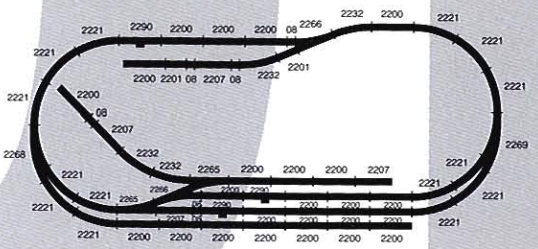


Example for K + M
182 x 82 cm / 72" x 33"

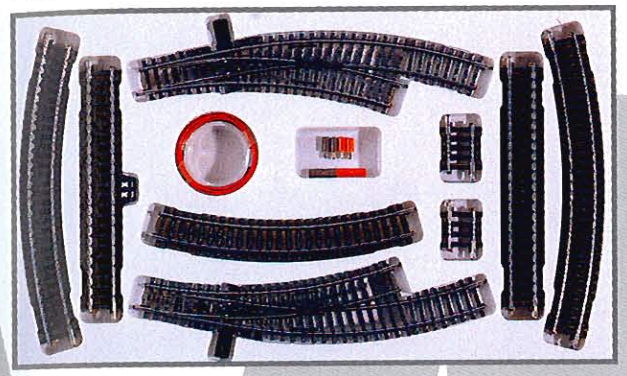


Additional examples for expanding the K track starter sets

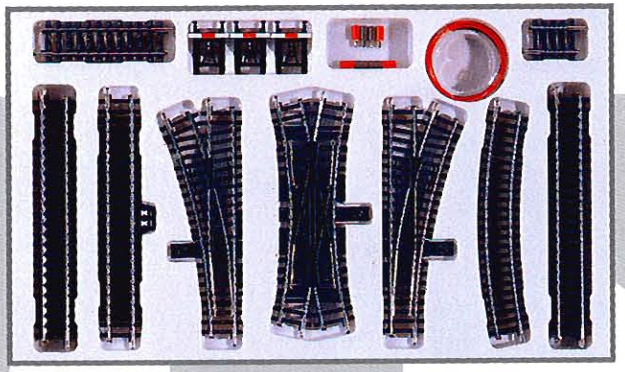
Example for K + O + M
201 x 89 cm / 80" x 36"



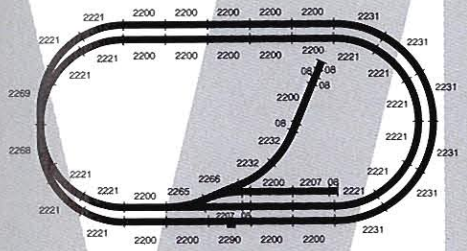
2217 B Extension Set.
With this extension set a K track starter set can be expanded to include a long passing siding or spur tracks with curved turnouts. Has limited uses with the 29865 K track starter set. Contents: 6 no. 2200 straight track, 2 no. 2203 straight track, 2 no. 2208 straight track, 2 no.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



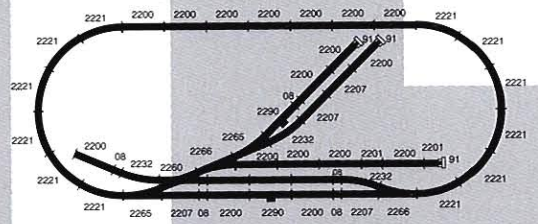
2218 I Extension Set.
With this extension set a K track starter set can be expanded to include spur tracks with a pair of turnouts and a double slip turnout. Contents: 8 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 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.



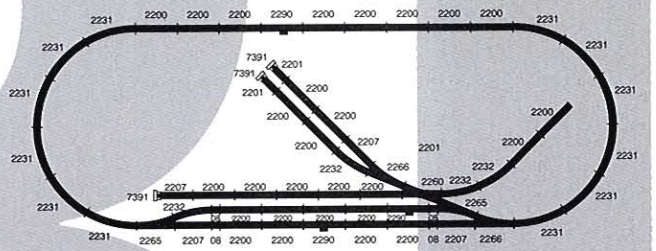
Example for K + B
171 x 88 cm / 68″ x 35″



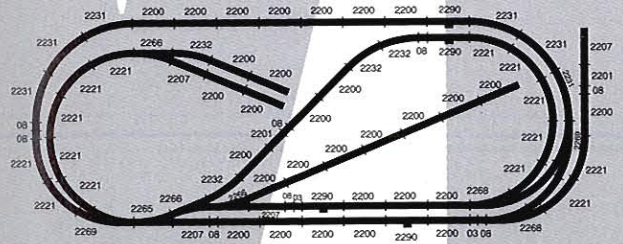
Example for K + I
200 x 75 cm / 79″ x 30″



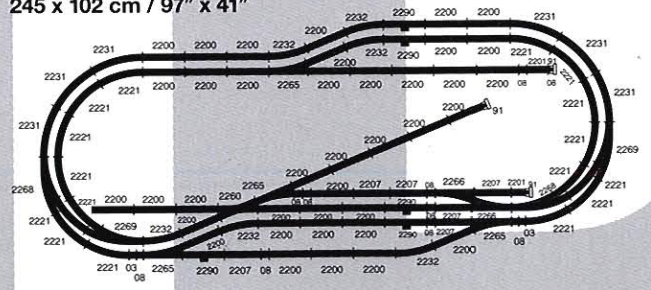
Example for 29865 + O + I
250 x 88 cm / 99″ x 35″



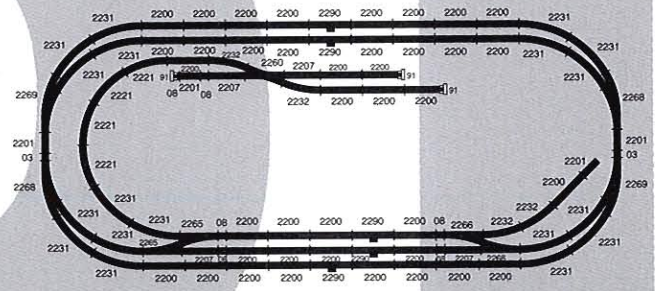
Example for K + O + M + B
238 x 88 cm / 94″ x 35″



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



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



Locomotives

Metabolism.

Steam, diesel oil and electricity are the "fuels" of railroading, and a study of these will reveal the level of technology of the latter. Diesel and electric locomotives began to replace the original steam locomotives at the end of Era II and beginning of Era III. The newer technologies were easier to operate, virtually trouble-free out on the road, didn't have to be fired up and have cinders removed, didn't have to be turned and, finally, did not require a fireman.





Numbering System for Märklin H0 Locomotives

Märklin H0 locomotives are offered with different versions of technical equipment. The first two digits of a locomotive's item number, including the newer five digit numbers, 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.

New items for two-rail DC systems will appear in the Trix Company's program. You will find a reference to this by those models with a two-rail DC version.

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 I

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 III

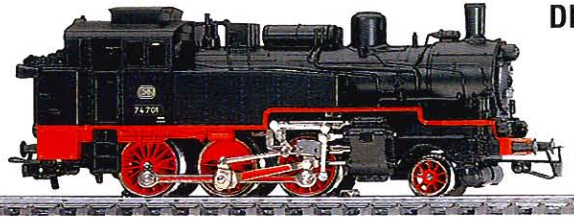
3000 Tank Locomotive.
German Federal Railroad class 89. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.0 cm (4-5/16″).

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 128), but also with the postwar 4317-4319 rebuilt cars (see page 129).



DB 74

HOBBY III

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 I

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 118.

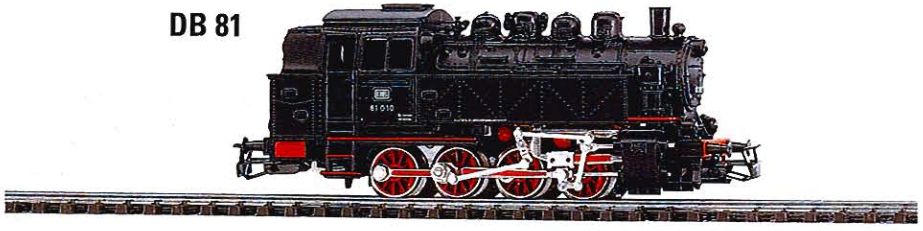
Steam Locomotives

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″).

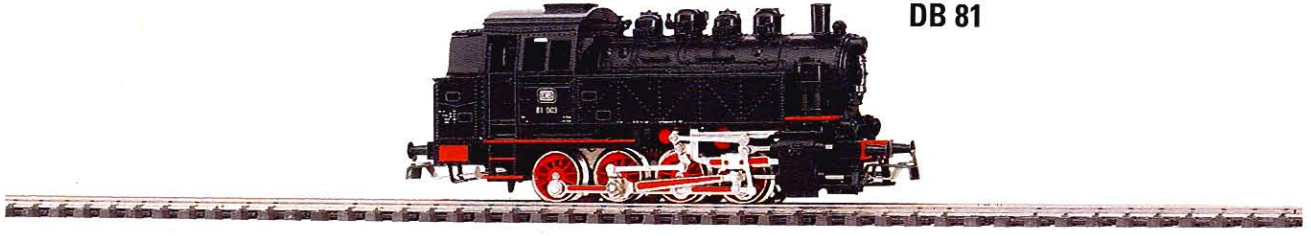
DB 81



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″).

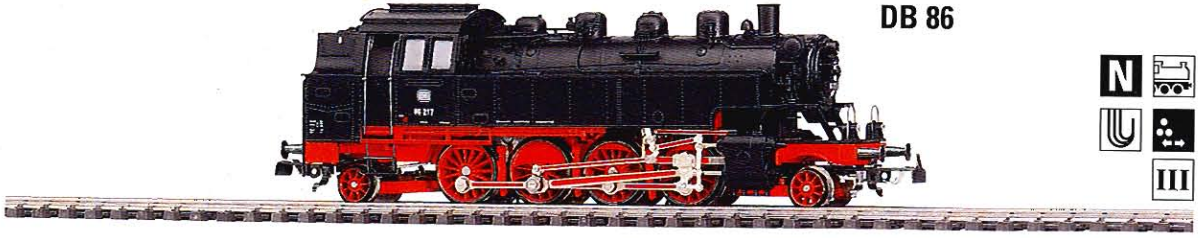
The class 81 switch engines were used for heavy pushing work. The class 81 had many parts in common with the class 80. The designers did this to enable interchangeability of spare parts and to keep maintenance costs down.

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″).

DB 86



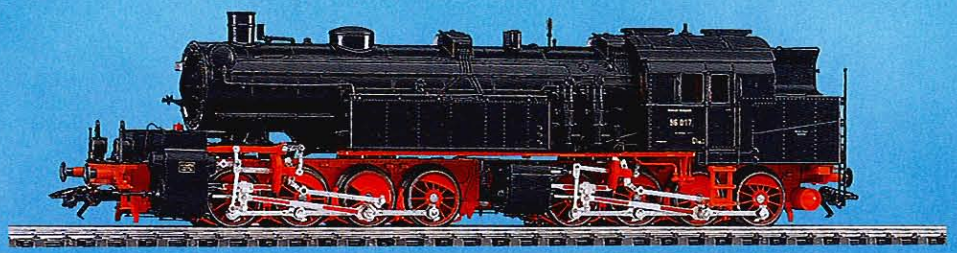
33961 Tank Locomotive.
German Federal Railroad class 86. With built-in DELTA module. 4 axles powered through side rods. 2 traction tires. Electronic reverse unit. TELEX couplers for remote controlled uncoupling of cars at any spot on the layout. Length over buffers 15.8 cm (6-1/4″).

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

3496 Heavy Tank Locomotive.
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-efficiencypropulsion (6090). Headlights digitally controlled.

96



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.

34962 Heavy Tank Locomotive.
German State Railroad Company (DRG), Bavarian Management Group, class Gt 2 x 4/4. 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. Numerous separately applied details. Length over buffers 20.3 cm (8″).

37962 Same as 34962, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

This model is being offered by Trix (T22512) for two-rail DC systems.

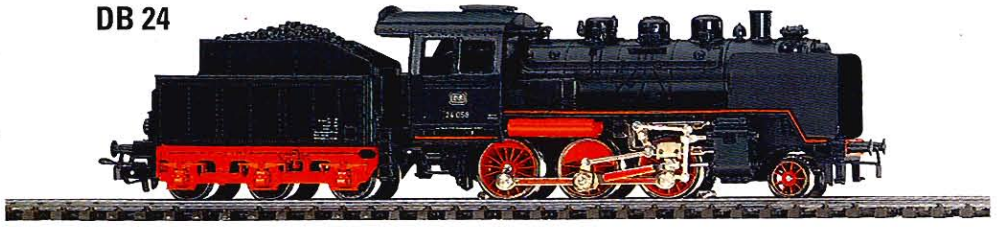
Gt 2 x 4/4




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 III

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 I

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").

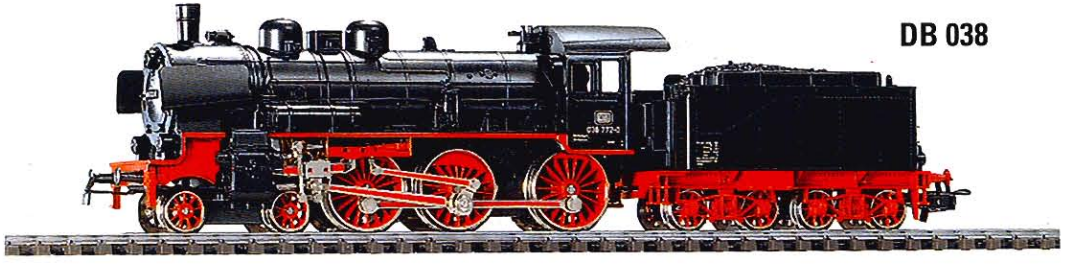
Cars suitable (Märklin models 4186 and 4191) for the Baden P 8 can be found on page 120.

DB 038

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 IV

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").



Steam Locomotives

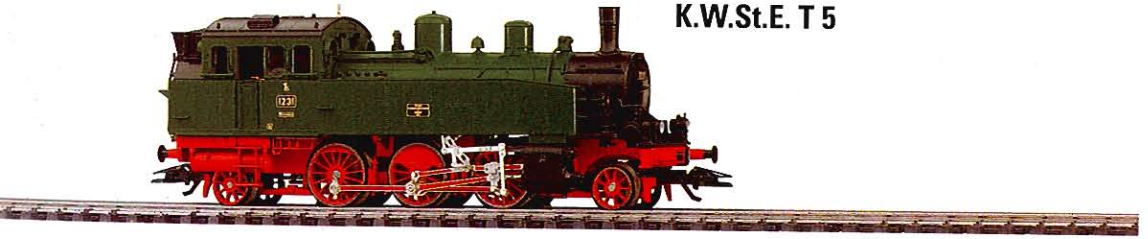
The lack of a powerful tank locomotive was noticeable especially in the increasing level of commuter traffic around Stuttgart. Starting in 1910 the new class T 5 locomotives were placed into service. These locomotives could even be used in express train service due to their excellent running characteristics. 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.



K.W.St.E. T 5



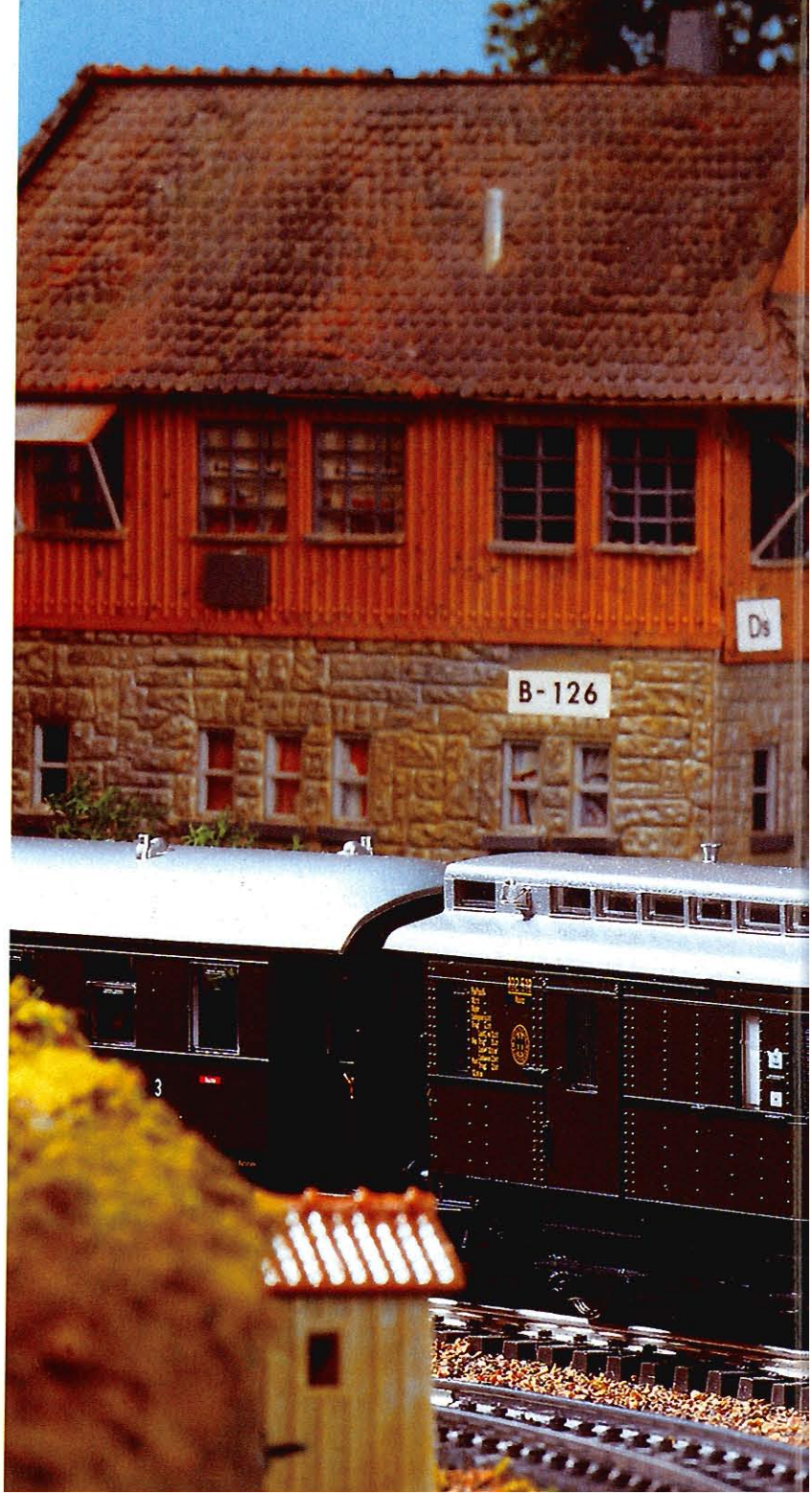
3412 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 5. With built-in DELTA module. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 13.9 cm (5-15/32").



K.W.St.E. T 5



33121 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 5. With built-in DELTA module. Version with sand dome towards the front. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 13.9 cm (5-1/2").



The 9 kilometer (5.6 miles) Höllental (Valley of Hell) acquired its name from the dangerous and arduous route along the Rotbach (Red Stream). Since May 4, 1770, when Marie Antoinette passed through this hell-like valley on her trip to the last French king, Louis XVI, it has always been a destination for visitors to the Black Forest who are still amazed at its visible wildness.

The Höllental Railroad line lies between Freiburg and Donauschingen. The most interesting part of it with nine tunnels and many viaducts is between Himmelreich and Hinterzarten – an adventure for any railroad enthusiast.

33081 Heavy Tank Locomotive.
German State Railroad Company (DRG) class 85. 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 18.6 cm (7-5/16"). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

Special one-time series in 1997.
Already delivered to authorized dealers.

The appropriate passenger car set (Märklin model 42353) for the DRG class 85 tank locomotive can be found on page 124.



150 Years of the Palatine Railroad

When the Palatinate was still Bavarian.

The changing history of the Palatine Railroad shows the close relationship of railroading and politics. In the 19th century the Palatinate, as a province of Bavaria on the left bank of the Rhine, was surrounded by France and Prussia, and for this reason the Bavarian king hesitated for some time before building a railroad in this distant province. And yet the economy demanded efficient means of transportation. In particular, the coal mining interests in the Prussian Saar region lobbied for the construction of a railroad line to open up outlets to Southern Germany.

It was not until 1838 that King Ludwig I granted a concession for the construction and operation of the first Palatine rail line from Bexbach (on the Bavarian-Prussian border to the Saar region) via Kaiserslautern, Neustadt and Schifferstadt to Ludwigshafen on the Rhine. The project's progress was rather halting due to a shortage of financing – a phenomenon not unknown even today. Private interests did not invest in the Palatine Ludwig Railroad until interest was guaranteed for a period of 25 years. Construction was finally started in the early part of 1845, and two years later the first part of the route was put into service. In 1849 the last gaps were closed, and in 1867 the road/railroad bridge between Ludwigshafen and Mannheim with its stately double Palatine portal was built across the Rhine.

Traffic developed quickly. The Ludwig Railroad became an important transport route for the coal from the Saar area. The economic upswing of this populous state also contributed to this development. The Maximilian Railroad subsequently completed the connection to the south on the left bank of the Rhine. These two Palatine railroads were managed jointly and, with a route network of 869.5 km (approx. 544 miles), were the largest privately owned railroad in Germany until they were nationalized in 1908.

The class D XII tank locomotive with the unique 2-4-4T wheel arrangement was originally developed for regional traffic in Munich, 31 units of this locomotive were delivered to the Palatine Railroad in addition to the 106 Bavarian units. Many details were developed and changed over the course of production for the entire series between 1897 and 1907, for example: windows, coal bunker and headlights. The Palatine locomotives were designated P 2.II, were built in 1902 and already exhibit features of the "modern" partial series of this type of locomotive designated as the Pt 2/5 N. These locomotives weighed about 69 tons (metric), were quite powerful, and reached speeds of 90 km/h (approx. 56 mph) in both directions. The D XII, P 2.II and Pt 2/5 N were incorporated by the German State Railroad into the class 73; the last of these units was still in the motive power pool after 1945.



34121 Tank Locomotive.
Palatine Railroad class P 2.II. With built-in DELTA module. 2 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 13.8 cm (5-7/16").

The 34121 locomotive is being produced in a one-time series only in 1997.

This model is being offered by Trix (T22158) for two-rail DC systems.

43981 "Palatine Branch Line Railroad" Car Set.
Set consists of a Palatine Railroad freight train from the turn of the century with facilities for carrying passengers. 2 type CL passenger cars with different car numbers, 3rd class. 1 type Nm1 express freight car with brakeman's cab. Sliding doors that can be opened. 1 type H low side car with brakeman's cab. Loaded with real wood barrels for a Palatine cooperage. Illustrated brochure about the Palatine Railroad. Total length over buffers 52.7 cm (20-3/4").

All cars in a special version.
Not available seperately.

The 43981 car set is being produced in a one-time series only in 1997.

These models are being offered by Trix (T21252) for two-rail DC systems.



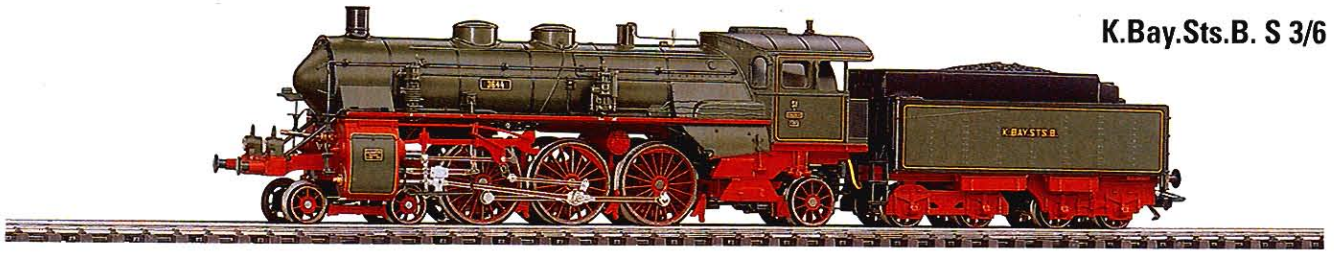
Steam Locomotives

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 the locomotives of this successful class was not retired until 1960.

33181 Express Locomotive with Tender.
Royal Bavarian State Railroad (K.Bay.Sts.B.) class 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 (9-13/16"). Ready for installation of Seuthe no. 20 smoke unit (conventional operation) or Seuthe no. 24 smoke unit (DELTA/Digital operation).

37181 Same as 33181, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Ready for installation of Seuthe no. 24 smoke unit.

The Royal Bavarian State Railroad class S 3/6 is the appropriate unit to go with the Bavarian express passenger cars (Märklin models 41351, 41361 and 41371) and can be found on page 121.



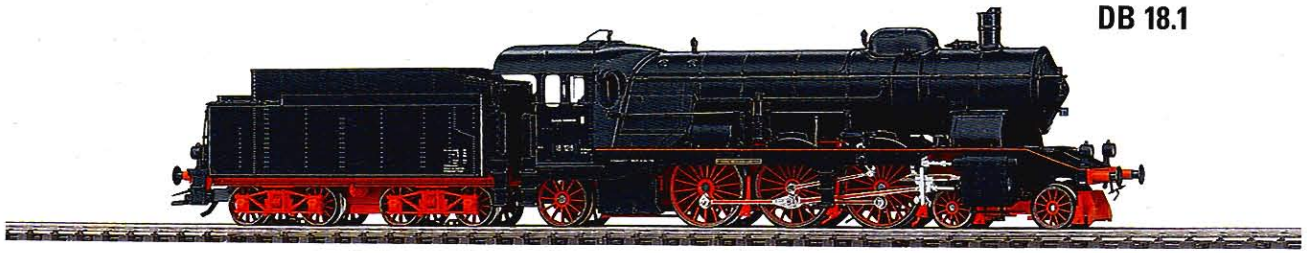
K.Bay.Sts.B. S 3/6

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").

3711 Same as 3411, but with digital, Faulhaber system high-efficiency motor. Headlights digitally controlled.

The DB standard design fast train passenger cars (Märklin models 4275–4278) appropriate for this locomotive can be found on page 133.



DB 18.1

33184 Express Locomotive with Tender.
German State Railroad Company (DRG) class 18.4. Painted boiler rings. Gold colored smoke stack rim. With built-in DELTA module. 3 axles powered through side rods. 2 traction tires. Electronic reverse unit. Length over buffers 24.9 cm (9-13/16"). Equipped for installation of Seuthe no. 20 smoke generator (conventional operation) or Seuthe no. 24 smoke generator (DELTA/Digital operation).

37184 Same as 33184, but with digital high-efficiency propulsion (60901). **Built-in sound effects circuit with locomotive whistle and bell.** Equipped for installation of Seuthe no. 24 smoke generator. Headlights, locomotive whistle and bell digitally controlled. The headlights will work in conventional operation.

This model is being offered by Trix (T22513) for two-rail DC systems.

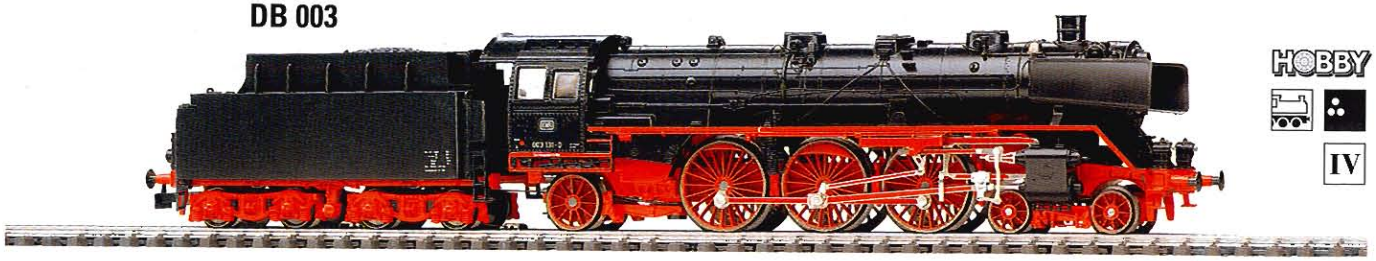
37184 Digital Locomotive:
The digital layout must be equipped with the 6021 Control Unit for control of the auxiliary functions. Even with a 6036 Control 80 f connected to the older 6020 Central Unit, only the headlights can be turned on with the button marked "function".

The "Rheingold" Train salon cars are appropriate for this locomotive and are available as a complete car set under item no. 4288 (see pages 126/127).



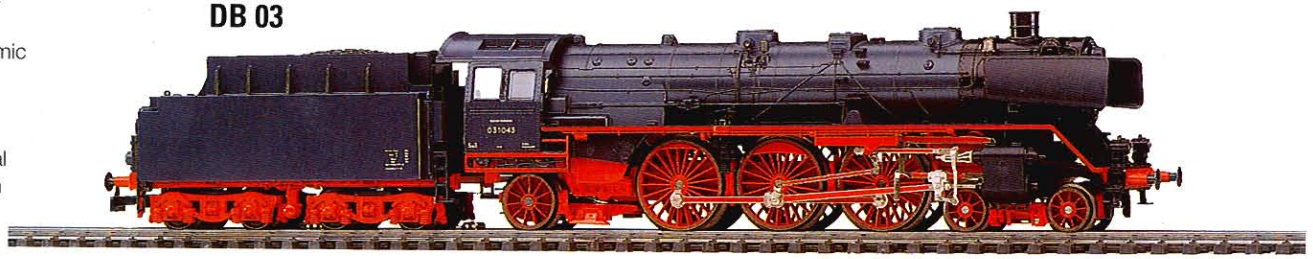
Steam Locomotives

DB 003



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

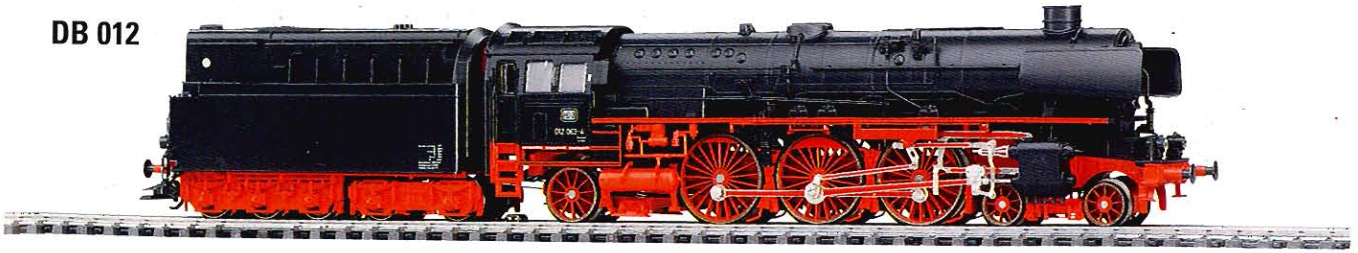
DB 03



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

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

DB 012



In 1937 the German State Railroad ordered 55 class 01.10 streamlined steam locomotives, one of the most powerful German steam locomotives. In 1945 the streamlined fairing was removed to facilitate maintenance on these units. In the 1950s welded, high-efficiency boilers were installed and 34 locomotives of this class were converted to oil firing. This enabled these rebuilt locomotives to reach a maximum speed of 140 km/h (87.5 mph) that was competitive compared to diesel and electric locomotives. Several of these express locomotives were saved from the scrap heap. One is presently located in England of all places.

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).



33951 Express Locomotive with Tender.
German State Railroad Company (DRG) class 03. Wagner smoke deflectors. Painted boiler rings. With built-in DELTA module. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 27.7 cm (10-7/8″). Ready for installation of 7226 smoke unit (conventional operation) or Seuthe no. 11 smoke unit (DELTA/Digital operation).

37951 Same as 33951, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Ready for installation of Seuthe no. 11 smoke unit.

The appropriate express train passenger car set (Märklin model 42751) for the DRG class 03 can be found on page 125.

03

Steam Locomotives

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.

HAMO

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

DB 044

Under one "roof" – the two great names in toys, Märklin and Trix.

The common traditions of Märklin and Trix go back 62 years. At that time the first little "table top trains" were going around their ovals of track in living rooms. Both companies had developed them simultaneously in 1935, and both, independently of each other, called the gauge 00. Later it was termed H0 for half zero or "oh", because this miniature railroad system was about half as large as the most popular train system at the time, 0 Gauge with a scale of 1:45. At the time Trix was, so the story goes, somewhat faster: Their introduction deadline was the Spring Fair of 1935; Märklin followed at the Autumn Fair. 00 Gauge developed into the most successful model railroad size in the world. At that time Märklin had already been producing toys for 76 years. The firm that was making history as the "manufacturer of fine metal toys" had started making toys in 1859. It began with accessories for dolls' kitchens, then came floor runners - these were trains without track or they were coaches that were pulled with a string - tops, carousels, and starting in 1891 the "model railroad". It was so successful that it was offered in several sizes. The prototype in a scale of 1:32 represented the first system railroad and corresponds to the present day 1 Gauge. 0 Gauge followed it, the came 2, 3 and in response to customer demand 5 Gauge. In the Federal Republic of Germany (West Germany) Trix and Märklin alternated as pioneers in model railroad miniaturization. In 1959 Trix introduced so-called "roll models" for a small railroad system, that were later motorized, expanded into a system, and produced to a standard scale of 1:160 - thereby bringing N scale onto the market. In 1972 Märklin came out with mini-club in the scale of 1:220, still today the smallest, mass-produced electric model train system in the world.

In 1979 the industry was astounded by the first fully digital Märklin model railroad layout, on which locomotives, turnouts and signals were supplied independently of each other with electricity and control commands through only two wires. In 1982 came the Trix system by the name of Selectrix.

And in 1988 the first joint products of Märklin and Trix were introduced. These were express passenger cars for the German State Railroad Company with the old-timer EP 5 electric locomotive. In 1990 three more cars were added, together with the small "Glaskasten" ("Glass Box") tank locomotive and in 1992 the old-timer E 70 electric locomotive. The most spectacular projects to date have been the King Ludwig Train of 1992/93 and the Kaiser Train of Wilhelm II from 1995/96.

The two companies' most valuable attributes that they have in common are quality and tradition, paired with the will to always take new paths and to keep the market alive with innovation.

On January 1, 1997 Märklin was able to acquire the Trix Company. This was a significant moment in the history of both the companies, and yet together they are well equipped for the future, each in its system and customer base.





The "Wedding Train" captures the coming together of the Märklin and Trix Companies in a fitting manner for the future. This train (Märklin model 28970) is being produced in a one-time series only in 1997.

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 German State Railroad Company (DRG). Mallet design with driving wheels divided into two articulated groups. With built-in DELTA module. Metal boiler. 4 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 31.4 cm (12-3/8"). Equipped for installation of 2 each 7226 smoke generators (conventional operation) or Seuthe no. 11 smoke generators (DELTA/Digital operation).

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

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.

The Märklin 7226 smoke generator kit (for 3085, 3097, 3301, 3310, 33951, 3415, 34156, 34159, 34171, 34880 and 34881), the Seuthe no. 20 smoke generator kit (for 33181 and 33184) and the Seuthe no. 11 digital smoke generator kits (for 3301, 33951, 3415, 34156, 34159, 34171, 34880, 34881, 3701, 3710, 3715, 37159, 37171, 37880, 37991 and 37951) and no. 24 (for 33181,33184, 37181 and 37184) bring genuine steam locomotive action to a model railroad layout. All of these smoke generators can be refilled with the Märklin 0241 or 02420 smoke fluid.

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

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).

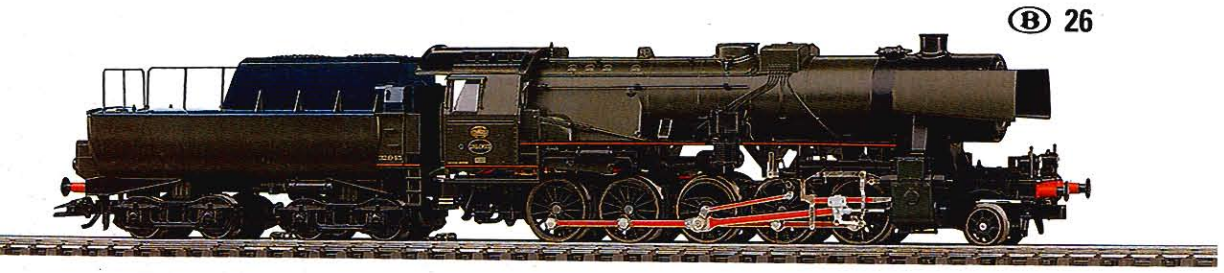
3715 Same as 3415, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

DB 52

Steam Locomotives

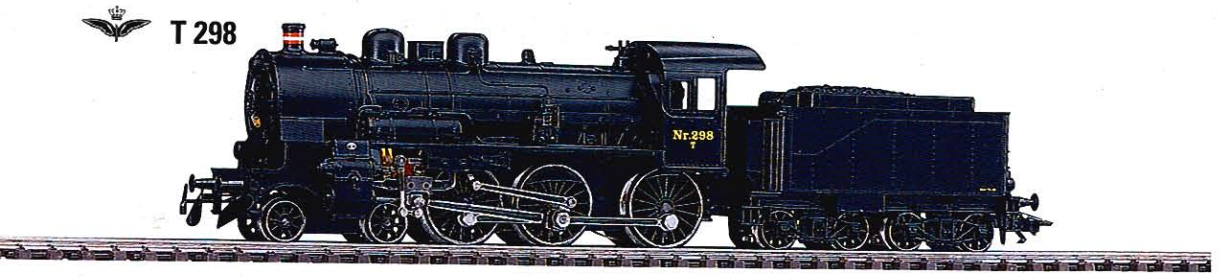
34156 Freight Locomotive with Tender.
Belgian State Railways (NMBS/SNCB) class 26. With built-in DELTA module. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Numerous separately applied details. Length over buffers 26.7 cm (10-1/2"). Ready for installation of 7226 smoke unit (conventional operation) or Seuthe no. 11 smoke unit (DELTA/Digital operation).

The 34156 locomotive is being produced in a one-time series only in 1997.



34989 Steam Locomotive with Tender.
Danish State Railways (DSB) class T 298. With built-in DELTA module. 3 axles powered. 2 traction tires. Coupler hook at the front. Electronic reverse unit. Separately hand wheel on the smokebox door. Length over buffers 21.8 cm (8-9/16").

The 34989 locomotive is being produced in a one-time series only in 1997.



The Soviet Union's Red Army maintained so-called strategic reserves at several locations in the Baltic States and in White Russia. These were operational locomotives that had been mothballed as a reserve for a crisis. Over 100 units of the class 52 alone were stored at these locations, and all of them were pointed to the West.

The prototype of the Märklin model was built in 1944 by Orenstein & Koppel in Berlin. At the end of the war it was in Czechoslovakia and was given over to the USSR as war booty. There it was converted to the 1,542 mm gauge (5 feet) and was used in regular service in the Ukraine until 1962. It was converted back to the standard gauge of 1,435 mm (4 feet 8-1/2 inches) when it was taken into the strategic reserve. In February of 1996 it was transferred by the director of the strategic reserve in Brest to Altenbecken in the Sauerland area of Germany.

This Soviet Railways freight locomotive is the appropriate unit to go with the car sets (Märklin models 47897 and 47899) on page 217.



34159 Freight Locomotive with Tub-Style Tender. Soviet Railways (SŽD) class TE-3915. 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. Prototypical smokebox door with large headlight. Additional, separately applied details on the running boards and the tender. Side rods only partially grooved following the prototype. Length over buffers 26.7 cm (10-1/2″). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

37159 Same as 34159, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

Special one-time series in 1997.
Already delivered to authorized dealers.

This model is being offered by Trix (T22515) for two-rail DC systems.



SŽD TE-3915

Metal Edition

Since 1992 Märklin has been producing models of new locomotives with a metal body in a one-time series with a protective coating. This tradition will be continued in the coming years too.



The unique *"exclusiv"* series for 1997 can be found on the following pages of this catalog:

märklin

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Märklin will produce one-time series in the future, too.

New items are presented in detail in the "EXCLUSIV" brochures. These brochures are available free of charge at your Märklin dealer.

One-time *"exclusiv"* series for 1997.

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.

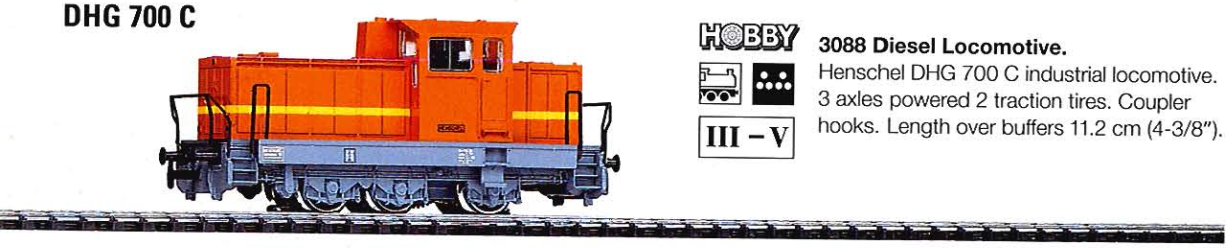
DHG 500



HOBBY III – V

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 700 C



HOBBY III – V

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″).

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.

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 V

3131 Diesel Hydraulic Switch Engine.
German Federal Railroad class 361. 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



DB 365



N V

34641 Diesel Hydraulic Switch Engine.
German Federal Railroad class 365. With built-in DELTA module. 3 axles powered. 1 traction tire. Electronic reverse unit. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 12.0 cm (4-3/4″).

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). Head-lights digitally controlled.

This model is being offered by Trix (T22448) for two-rail DC systems.



Diesel Locomotives

DB 211

The development of the class V 100 began in 1956. The plan was to design a powerful locomotive 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. Starting in 1968 they were designated as the class 211. Externally they differ from the later class 212 in the cooling grill.



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").

DB 212

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

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



The class 212 still runs in the classic scarlet red paint scheme on the German Federal Railroad. It goes particularly well with the 4317-4319 three-axle rebuild cars (see page 129) or the 4131-4133 four-axle rebuild cars (see page 132) or the 4255-4257 Silberlinge ("Silver Coins") cars (see page 138).

DB 212

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.



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").

DB 216

The class 216 general purpose diesel hydraulic road locomotive formed the basis for the development of the classes 210, 215, 216, 217, 218 and 219. The regular production version of the class 216 was placed into service starting in 1964. These 16 meter (approx. 52 feet 6 inches) long locomotives are 120 km/h (75 mph) fast and were built by Henschel, KHD, Krauss-Maffei, Krupp and MaK.



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").

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").

DB 216



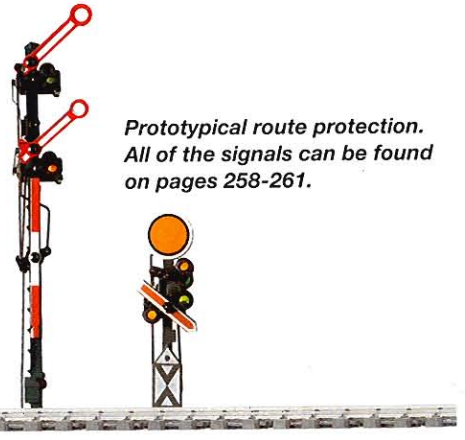
3374 Same as 3074, but with built-in DELTA module. Electronic reverse unit.

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).

DB 216



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").



Prototypical route protection. All of the signals can be found on pages 258-261.

Diesel Locomotives



DB 218

HOBBY N IV

30747 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 218. Metal frame. 2 axles powered. 4 traction tires. RELEX couplers. Length over buffers 18.2 cm (7-3/16").

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.

NEM IV

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)





Ⓑ 55

N NEM IV

34671 General Purpose Diesel Electric Locomotive.
Belgian State Railways (NMBS/SNCB) class 55. With built-in DELTA module. 3 axles powered. 4 traction tires. Electronic reverse unit. Numerous separately applied details. Length over buffers 22.6 cm (8-7/8").

The 34671 locomotive is being produced in a one-time series only in 1997.



33803 Diesel Hydraulic Locomotive.
German Federal Railroad class V 200. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior detailing. **Built-in diesel locomotive sound effects circuit.** Length over buffers 21.0 cm (8-1/4").

37803 Same as 33803, but with digital high-efficiency propulsion (60901). **Headlights, sound effects circuit and horn digitally controlled.** The headlights and sound system will work in conventional operation.

37803 Digital Locomotive:
The digital layout must be equipped with the 6021 Control Unit for control of the auxiliary functions. Even with a 6036 Control 80 f connected to the older 6020 Central Unit, only the headlights can be turned on with the button marked "function".

Diesel Locomotives

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

AT & SF F 7



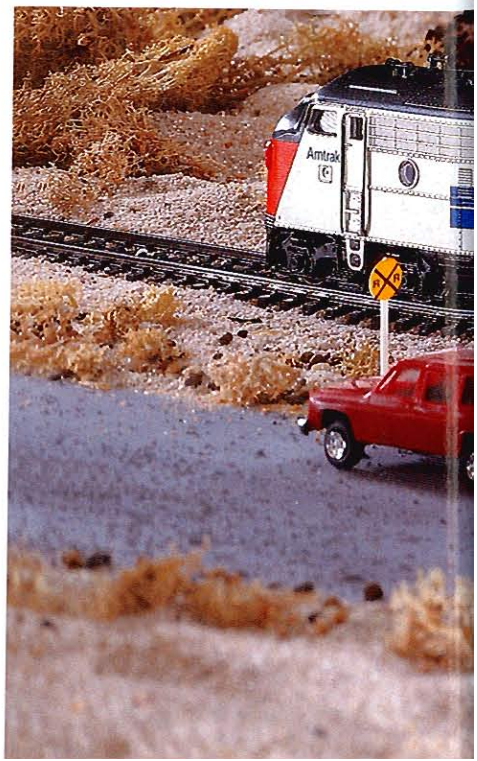
III IV **4060 Diesel Electric Locomotive (unpowered unit)** of the Atchison, Topeka & Santa Fe Railway. Expands the 3060 locomotive to the prototypical double unit. Lighted number boards. Coupler hook with preuncoupler on front, coupler hook on rear. Length 17.5 cm (6-7/8″).

III IV **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″).

III IV **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″).



III IV **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″).



The two unit or three unit Amtrak F 7 locomotive is an appropriate unit to go with the "Streamliner" passenger car set (Märklin model 43600, see pages 166/167).

33621 Two Unit Diesel Electric Locomotive.
National Railroad Passenger Corporation (Amtrak) EMD type F 7. With built-in DELTA module. 2 motors. 4 axles powered. 8 traction tires. Permanent drawbar between the two locomotive units. Electronic reverse unit. Lighted number boards. Coupler hooks with preuncoupler. Snowplow included for optional mounting on the locomotive. Total length 35.4 cm (13-15/16″).

This model is being offered by Trix (T22590) for two-rail DC systems.

Amtrak F 7



The National Railroad Passenger Corporation, known as Amtrak, assumed operation of passenger trains for all of America in 1971 and acquired 34 "F" class locomotives and leased another 100 units. The company's own F units were painted in the first Amtrak color scheme with a red nose that gave them the nickname "Rudolph". The American colors on a silver background were also used on the modernized streamliner passenger cars, the backbone of Amtrak's rolling stock. Despite their age, these reliable locomotives still played an important role in passenger service well into the 1970s (Amtrak Phase I and II). They were operated chiefly in the mountainous regions of the Western USA.

The 33621 and 37621 locomotives are being produced in a one-time series only in 1997.

37621 Three Unit Diesel Electric Locomotive.
National Railroad Passenger Corporation (Amtrak) EMD type F 7. Same as 33621, but as a three unit locomotive with digital high-efficiency propulsion (6090). Headlights digitally controlled. Total length 52.0 cm (20-1/2″).



Märklin Clubs ...

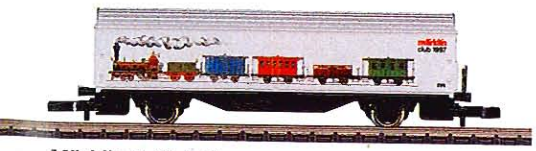
... can be found in Belgium, the Netherlands, France, Great Britain, Italy, the French speaking part of Switzerland, Spain, Sweden, Australia, New Zealand, Japan, Indonesia, Malaysia, Singapore, and in the USA and Canada.

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

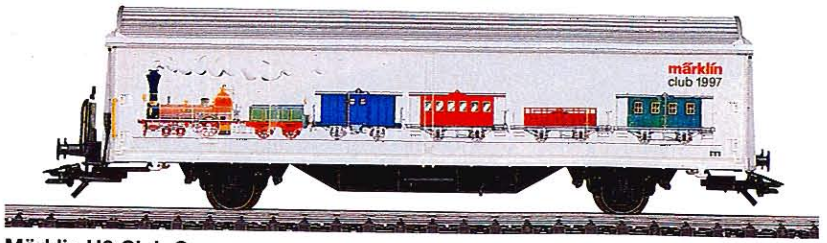
- the "Insider" club magazine. It is published 6 times a year in an **English, French and Dutch edition,** and has articles on all sorts of useful subjects about Märklin.
- the mailing of informational materials and brochures about Märklin products.
- the ability to order the annual Märklin Club car 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 Z Club Car



Märklin H0 Club Car

Club Addresses

Australia
Märklin Club
P.O. Box 517
Wahroonga, NSW 2076
Telephone (02) 9476 2488
Telefax (02) 9987 4005

Belgium
Club Märklin
Parc Industriel "Vallée du Hain", 3d
B-1440 Wauthier-Braine
Telephone 02 - 366.09.32
Telefax 02 - 366.21.46

France
Club Märklin
B.P. 50083
F-95948 Roissy CdG Cedex
Telephone 01 - 48 63 25 05
Telefax 01 - 48 63 86 04

Great Britain
The Märklin Club
Gaugemaster House
Ford Road
Arundel, West Sussex BN18 0BN
Telephone (0) 1903 - 884321
Telefax (0) 1903 - 884377

Indonesia
Märklin Club of Indonesia
Gedung Gelael 4th F1
J1. M.T. Haryono Kav. 7
Jakarta 12810
Telephone (021) 830 - 1131
Telefax (021) 829 - 8387

Italy
Märklin Club
Via Marco Fabio Quintiliano 24
I-20138 Milano
Telephone 02 - 58 01 06 80
Telefax 02 - 55 40 04 23

Japan
The Märklin Club of Japan
Aoba P.O. Box 14
Yokohama 225-8691
Telephone 045 - 912 - 4142
Telefax 045 - 912 - 4142

Malaysia
Märklin Club
c/o Trains N Toys Sdn Bhd
12, USJ 9/5P
47620 Subang Jaya
Selangor, Malaysia
Telephone 603 - 7242118
Telefax 603 - 7243118

New Zealand
Märklin Club of New Zealand
P.O. Box 241
Silverdale 1462
Auckland
Telephone (09) 444 3534
Telefax (09) 444 0278

Netherlands
Märklin Club
Postbus 4141
4900 CC Oosterhout
Telephone 0162 - 46 01 14
Telefax 0162 - 46 01 98
E-mail: club@marklin.nl

Singapore
Märklin Club
c/o Trains N Toys Pte Ltd
#02-22, Orchard Hotel
Shopping Arcade
Orchard Hotel, Orchard Road
Singapore 238879
Telephone 65 - 2357881
Telefax 65 - 7376382

Spain
Club Märklin
Calle Bailén, 232 BIS
E-08037 Barcelona
Telephone 93 - 213 44 29
Telefax 93 - 284 97 74

Sweden
Sverige Club Märklin
Brio Leksaker
S-283 83 OSBY
Telephone 0479 - 19000
Telefax 0479 - 19322

Switzerland
Club Märklin
Case postale 123
CH-5035 Unterentfelden
Telephone 062 - 723 51 21
Telefax 062 - 723 89 82

USA and Canada
Märklin Club of North America
P.O. Box 510851
New Berlin, WI 53151-0851
USA
Telephone (414) 784-0717
Telephone hours:
Monday, Wednesday and Friday
from 9:00 AM to 12:00 noon.

Insider Model for 1997

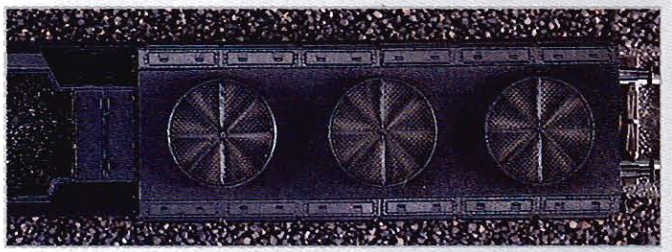
märklin Insider

Condensation tenders for the class 52 were delivered by Henschel starting in 1943 to enable operations on long routes where water was scarce. With these tenders the steam exhausted from the locomotive's cylinders was not released into the air as was customary with other units. The steam was routed to the condensation tender by means of an oil separator. A turbine powered three large axial ventilators that cooled the steam and condensed it. The water produced from this could then be used to feed the boiler on the locomotive. This made it possible to operate at distances of up to 1,200 kilometers (750 miles) without taking on water. This technology required a lot of work by the crews, but turned out very well in operation. These condensation locomotives were also used in Poland, Belgium and France. The German Federal Railroad took them out of service in the middle of the 1950s.

34171 Freight Locomotive with Condensation Tender.
German Federal Railroad class 52. With built-in DELTA module. Metal boiler and tender. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Numerous separately applied details. Ventilation fans in the tender powered with a separate motor. Length over buffers 31.6 cm (12-7/16″). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

37171 Same as 34171, but with digital high-efficiency propulsion (60901). **Headlights and ventilation fans digitally controlled.** Equipped for installation of smoke generator (Seuthe no. 11). The headlights and ventilation fans will work in conventional operation.

37171 digital locomotive:
The digital layout must be equipped with the 6021 Control Unit in order to be able to operate the special auxiliary functions. Only the headlights can be controlled with the "function" button, if you are using the earlier 6020 Central Unit with a 6036 Control 80 f locomotive controller connected to it.



DB 52

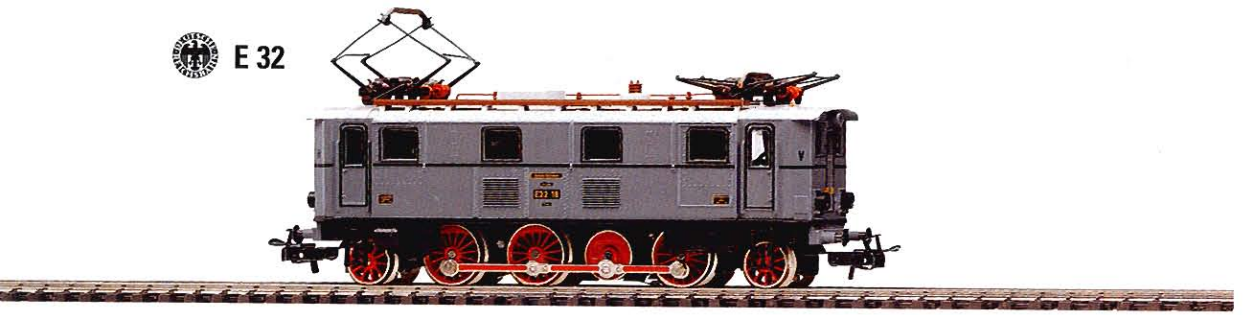


The 34171 and 37171 locomotives are being produced in a one-time series in 1997 only for Insider members.

Additional Insider models for 1997 can be found in Z Gauge on page 302 and in 1 Gauge on page 463.

Electric Locomotives

E 32



HOBBY II

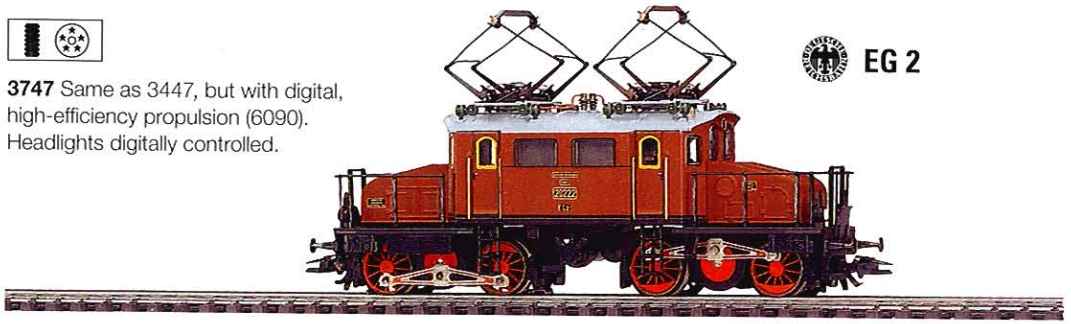
3187 Electric Locomotive.
German State Railroad Company (DRG) class E 32. 3 axles and jackshaft powered. 2 traction tires. Older design pantographs. RELEX couplers. Length over buffers 14.7 cm (5-3/4").

I II

3447 Electric Locomotive.
German State Railroad Company (DRG), Bavarian Management Group class EG 2 . 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").

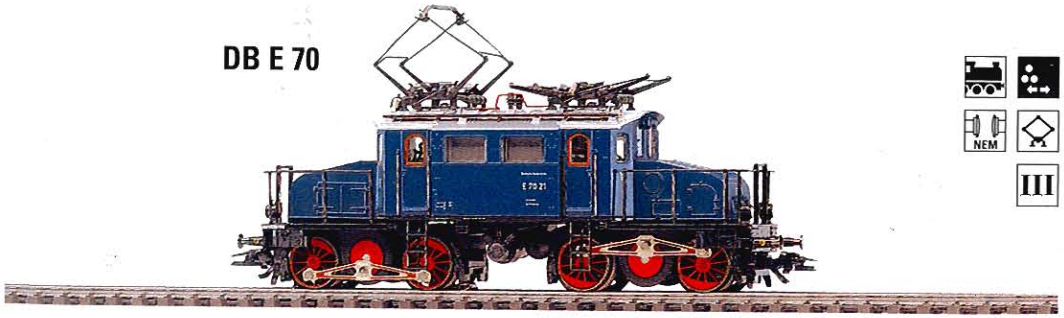
3747 Same as 3447, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

EG 2



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

DB E 70



III

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.

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

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

E 19



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.



Märklin electric locomotives have working pantographs that provide the impression of genuine catenary operation when combined with the Märklin catenary. This catenary can be set up easily on Märklin layouts with C, M or K track. The full catenary assortment can be found on pages 252–257.

In 1935 the former German State Railroad Company (DRG) placed a new electric locomotive into service, 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").

DB 118



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 operational.

3449 Express Locomotive.
GDR German State Railroad class 204. 3 axles powered. 2 traction tires. 2 sprung pilot trucks. Electronic reverse unit. Quill drive driving wheels and pilot truck wheels with oxidized wheel treads. Length over buffers 17.8 cm (7″).

IV

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.

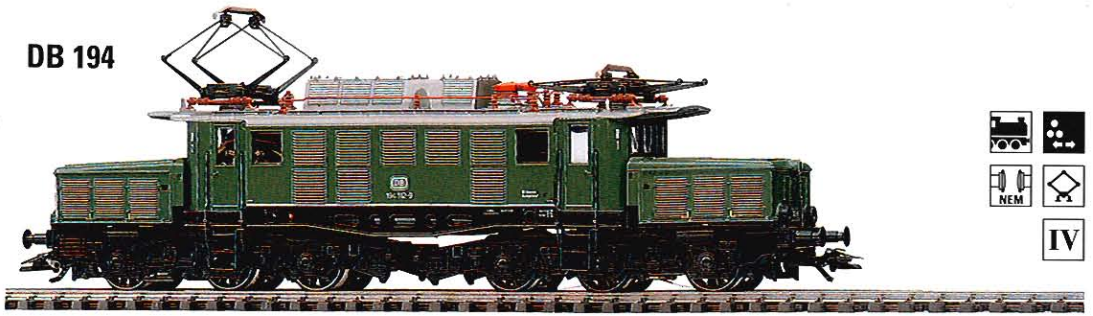
3335 Electric Locomotive.
Class 254 of the former GDR (East Germany) German State Railroad. 3 axles powered. 4 traction tires. Electronic reverse unit. German State Railroad older design pantographs. Length over buffers 21.0 cm (8-1/4″).

IV



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.

DB 194



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



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").

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.



The German State Railroad (DR) freight cars of East Germany (see pages 185, 205, 206) are appropriate units to go with the class 254 electric locomotive (Märklin model 3335).

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").

DB 194



Photos you would otherwise not see.

Märklin videos show you the prototype and the model in all of their variety and dynamic character. These videos are professionally recorded, edited for a fast tempo, and have a high level of picture and sound quality.

"Ein Jahr mit Märklin" ("A Year with Märklin") is a chronicle of the Märklin year for 1996 with the most important events, shows and promotions dealing with the prototype and the models. The second part of this video is devoted to new items for 1997. You will experience these models in full action. Little dioramas dramatize the typical life style of each era; reality and dream mix together in a trip through time.

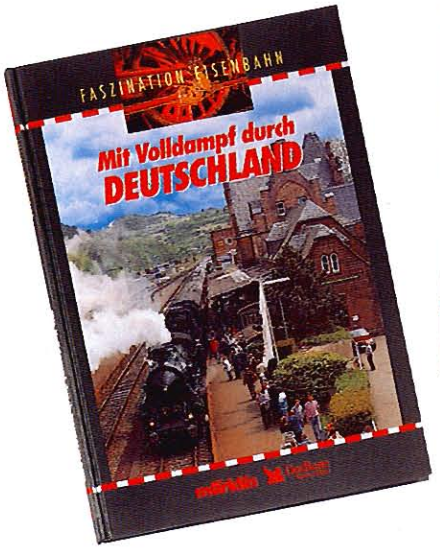
The second highlight is our video with accompanying book on the Märklin-Germany tour in '96. This 12 day trip has already become a legend. Followed in much detail by the press and by excited railroad enthusiasts along the route, this special train traveled through the old and new federal states of Germany. The motive power was the freshly restored Bavarian S 3/6 and a class 01. The video and book provide you with some of the most beautiful photos and impressive scenes along the route.

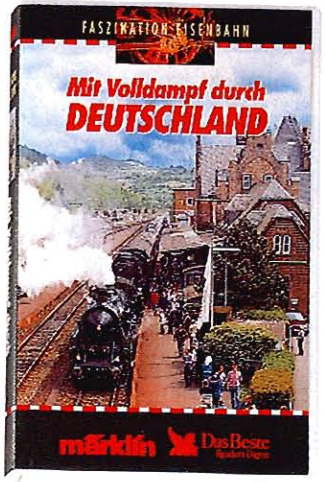
Märklin videos are of documentary value; they are a chronicle for any railroad enthusiast interested in the prototype and the model.



N

15330 "Ein Jahr mit Märklin" ("A Year with Märklin") Video Cassette.
The video magazine with the highlights for the year 1996, with events and promotions dealing with the prototype and the models. With many scenes of models from all eras. With fascinating scenes of models in operation and demonstrations of the models and technology of mini-club, H0, Maxi and the standard 1 Gauge. Watch the play of the locomotives' valve gear, the new locomotive functions such as long distance headlights and sound effects circuits, the prototypical operating characteristics of the high-efficiency propulsion. With a large parade of new items for 1997. European VHS system. Running time 55 minutes plus 17 minutes of new items for 1997. German narration only





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.

33291 Electric Locomotive.
German Railroad, Inc. class E 91. German State Railroad Company (DRG) version as a museum locomotive. Sun shades on the cab windows. With built-in DELTA module. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 19.9 cm (7-13/16").

37291 Same as 33291, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

The 33291 and 37291 locomotives are being produced in a one-time series only in 1997.

This model is being offered by Trix (T22540) for two-rail DC systems.



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 Freight Locomotive.
German Railroad, Inc. 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").

DB 141



HOBBY IV

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").



Märklin electric locomotives have working pantographs that provide the impression of genuine catenary operation when combined with the Märklin catenary. This catenary can be set up easily on Märklin layouts with C, M or K track. The full catenary assortment can be found on pages 252–257.

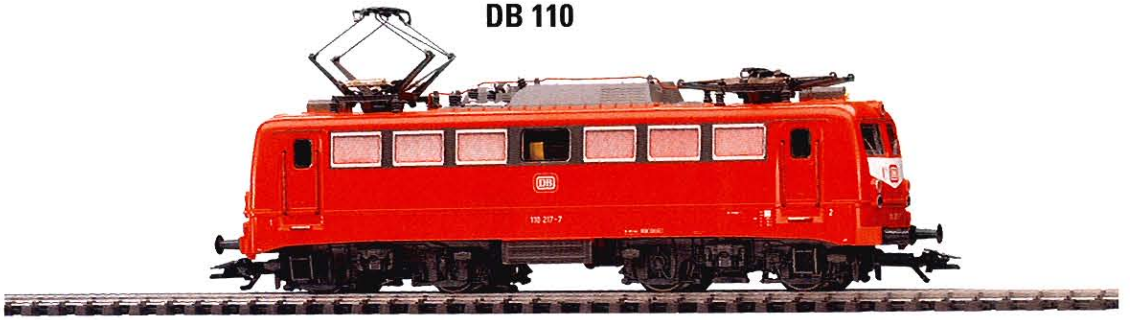
DB 110



3440 Electric Locomotive.
German Federal Railroad 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.

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″).

Prototypical route protection. All of the signals can be found on pages 258–261.



DB 114



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

The class 103 has been used on the German Federal Railroad in different versions. Its side sills were painted either red or dark gray. Most of the locomotives had normal pantographs until 1976. At present all of the class 103 units are equipped with single-arm pantographs.

DB 103



HOBBY IV

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

The TEE era began more than 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".

NEM IV

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



DB 103



NEM V

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.

DB 151



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



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").

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.

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").

DB 151



Electric Locomotives

Immense power, great speed and an extravagant paint scheme: The "White Lady" from Hennigsdorf was already 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.



34411 Electric Locomotive.
GDR German State Railroad 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").

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

Special one-time series.
Already delivered to authorized dealers.

The appropriate commuter cars in the S-Bahn color scheme (Märklin models 4104, 4105, and 4106) can be found on page 140.

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").



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 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.



3443 Electric Locomotive.
GDR German State Railroad class 243. 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.

34431 Electric Locomotive. German Railroad, Inc. class 143. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior detailing. Length over buffers 19.1 cm (7-1/2").

37430 Same as 34431, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

The class 143 is the appropriate electric locomotive to go with the German Railroad, Inc. bilevel cars (Märklin models 43580, 43584, 43585 and 43586, see pages 141–143).



Electric Locomotives

34372 Electric Locomotive.
Class 101 design study for ADtranz Company. With built-in DELTA module. 2 axles powered. 4 traction tires. Reproduction of the mechanical gear for steering the trucks. Electronic reverse unit. Engineer's cabs with interior detailing. High-speed pantographs. Separately applied roof fairing. Length over buffers 21.9 cm (8-5/8").

37372 Same as 34372, but with digital high-efficiency propulsion (60901). **Headlights, front and rear long distance headlights controlled digitally.** The regular headlights work in conventional operation.

The 34372 and 37372 locomotives are being produced in a one-time series only in 1997.

The ADtranz Company, a joint undertaking of ABB and Daimler Benz, is the largest provider of rail transportation technology in the world. Regular production of the class 101 high-efficiency locomotive began in February of 1997. These units are designed for fast passenger service as well as for heavy freight transport. They represent a totally new generation of locomotives. The trucks are designed for 250 km/h (approx. 156 mph) and make use of individual axle steering that provides the optimal tractive effort for each wheel set. On-board detection systems provide the necessary anti-wheel slip control to enable the maximum 6.6 megawatts (approx. 8,851 hp) of power to be transmitted to the rails. Special consideration was given to the locomotive's effect on the environment. This encompasses such things as the use of environmentally friendly coolants and paints, the regenerative current produced by braking, and the ability to separate out the locomotive's component materials for recycling at the end of its working life.



37371 and 37372 Digital Locomotives: The digital layout must be equipped with the 6021 Control Unit for control of the auxiliary functions. Even with a 6036 Control 80 f connected to the older 6020 Central Unit, only the headlights can be turned on with the button marked "function".





34371 Electric Locomotive. German Railroad, Inc. class 101. With built-in DELTA module. 2 axles powered. 4 traction tires. Reproduction of the mechanical gear for steering the trucks. Electronic reverse unit. Engineer's cabs with interior detailing. High-speed pantographs. Separately applied roof fairing. Length over buffers 21.9 cm (8-5/8").

37371 Same as 34371, but with digital high-efficiency propulsion (60901). **Headlights, front and rear long distance headlights controlled digitally.** The regular headlights work in conventional operation.



Electric Locomotives

34370 Electric Locomotive.
German Railroad, Inc. class 101. Body with protective coating. With built-in DELTA module. 2 axles powered. 4 traction tires. Reproduction of the mechanical gear for steering the trucks. Electronic reverse unit. Engineer's cabs with interior detailing. High-speed pantographs. Separately applied roof fairing. Length over buffers 21.9 cm (8-5/8").

Special one-time series in 1997.
Already delivered to authorized dealers.



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, these units enable a high, long term tractive effort over almost the entire speed range. The continuous power output is 5,600 kilowatts (7,504 hp) and 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").





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

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

DB 12X

Art on rails

After the Swiss railroads recognized a few years ago the attraction of custom paint schemes for their locomotives, the German railroad and model railroad



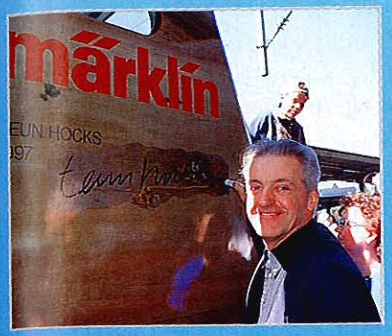
press was able to practice "exposé journalism" in Germany in the fall of 1996. To wit, on November 14, 1996 the first German art locomotive – later better known as the "Christmas Locomotive" – was brought to life for a short time. Because just 8 weeks later this child of the German Railroad, Inc. and Märklin had to set aside its garb, since the Christmas period is of such short duration. In any event, this locomotive attracted so much attention during its short life in service, that another piece of art had to follow.



Everything was ready on May 11, 1997 on the occasion of the Göppingen Model Railroad Meet: The second German art locomotive with a theme provided by the Dutch art photographer Teun Hocks was presented to an astonished public. As with regular works of art, the artist himself signed the locomotive, and the latter is now in service for the rest of the year whereby its unusual appearance will serve to promote art as well as the "big" and "small" railroad.

Time will tell whether more locomotives of this kind will seen in Germany in the future. At any rate, the two Märklin locomotives, 120 129 and 120 139, have already written another page of railroad history.

The "Christmas" locomotive (Märklin models 33531 and 37531) and the second art locomotive (Märklin models 33532 and 37532) were produced in one-time series.



33532 Electric Locomotive.
German Railroad, Inc. class 120.1. Second art locomotive, produced in conjunction with the German Railroad, Inc. From a design by the Dutch artist, Teun Hocks. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. Design on each side of the locomotive is different. Length over buffers 22.1 cm (8-11/16").

DB 120.1



37532 Same as 33532, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

Special one-time series in 1997. Already delivered to authorized dealers.



Jubilation rules: the 150th anniversary of railroading in Switzerland.



SBB Photo Service

Switzerland is one of the most exciting railroad countries in Europe. In an area just 41,300 square kilometers (approx. 16,133 square miles) (somewhat larger than Massachusetts, Rhode Island and Connecticut put together), the railroad enthusiast can discover a colorful and rich variety of regional railroads and the Swiss Federal Railways (SBB). The railroad offers pioneering routes before the backdrop of a panorama of grandiose scenery. Chief among them is the north-south connection over the Gotthard, which with its 969 engineering works such as tunnels, bridges, ramps, reverse loops, galleries and the 15 kilometer (approx. 9 mile) long main tunnel counts among the pioneering deeds of railroad history. Only 10 years were required, starting with the first ground breaking in 1882, to build this 240 kilometer (150 mile) route – just the approval process for such a route would last that long today.

The Gotthard route was of immense importance for all of Europe, because the era of the post coach was ended in one stroke. North and South grew together. The massive increases in passenger and freight traffic over the steep grades demanded maximum achievements from railroad technology. The industry developed more and more powerful equipment, propulsion systems and locomotives – prototypes for some of the most successful Märklin models. For these reasons we have devoted the 1997 model year to Switzerland and extend to it our heartiest congratulations on the 150th anniversary of its railroads.

The most famous Gotthard locomotive is without a doubt the "Crocodile", that also became famous as a Märklin model in different gauges. Even larger and more powerful is the Ae 8/14, a double unit locomotive of which only three examples were built. It is being produced in a one-time series on the occasion of the 1997 railroad anniversary, just like the first Swiss railroad train, the Spanisch-Brötli-Bahn (Spanish Breakfast Roll Train). The SBB class 460 electric locomotives represent the modern railroad, and we are reproducing the most interesting advertising locomotives as models.



Photo: Christian Zellweger

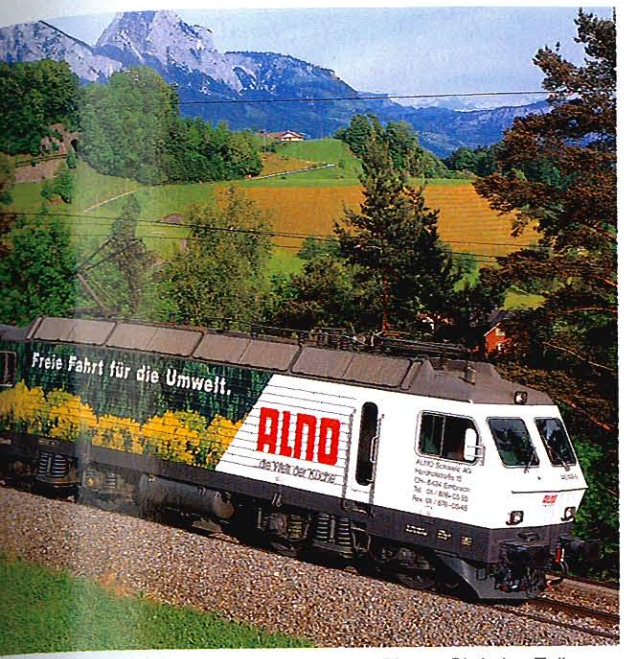


Photo: Christian Zellweger



III IV

3356 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8III. 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.

Be 6/8III





In the 1960s the Swiss Federal Railways ordered the first Re 4/4II 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.

IV V

3434 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4II. 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").

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

Re 4/4II





Electric Locomotives

At the beginning of the 1930s the special requirements on the grades for the Gotthard route led to comprehensive tests of a new type of locomotive. The necessary tractive effort was so immense that only a double locomotive could satisfy these requirements. The new class Ae 8/14 was placed into service in 1931. With a service weight of 240 metric tons (approx. 266 tons) and 8 traction motors, this giant unit achieved a tractive effort of 50 tons. The hourly output of 7,500 hp was transmitted to the wheels with the proven Buchli drive borrowed from the Ae 4/7. This provided good running characteristics on sharp curves and turnout branches.

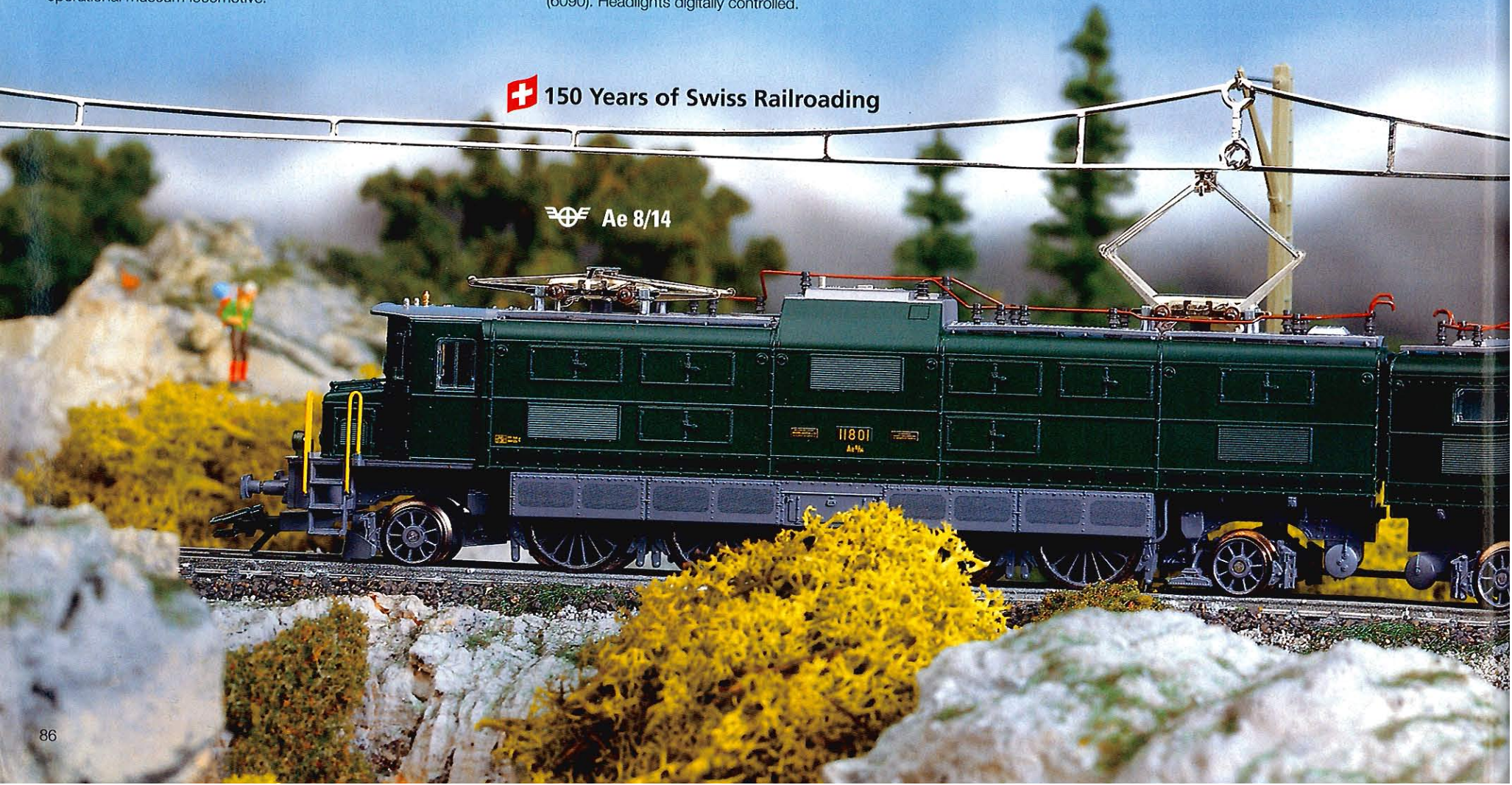
Today locomotive 11 801 is stationed at the Erstfeld Depot as an operational museum locomotive.

33591 Heavy Duty Double Electric Locomotive.
Swiss Federal Railways (SBB) class Ae 8/14. Version 11 801. With built-in DELTA module. 2 motors. 4 axles powered. 8 traction tires. Fixed drawbar between the locomotive halves. Electronic reverse unit. Prototypical version with Swiss design pantographs. Engineer's cabs with interior detailing. Length over buffers 39.1 cm (15-3/8").

37591 Same as 33591, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

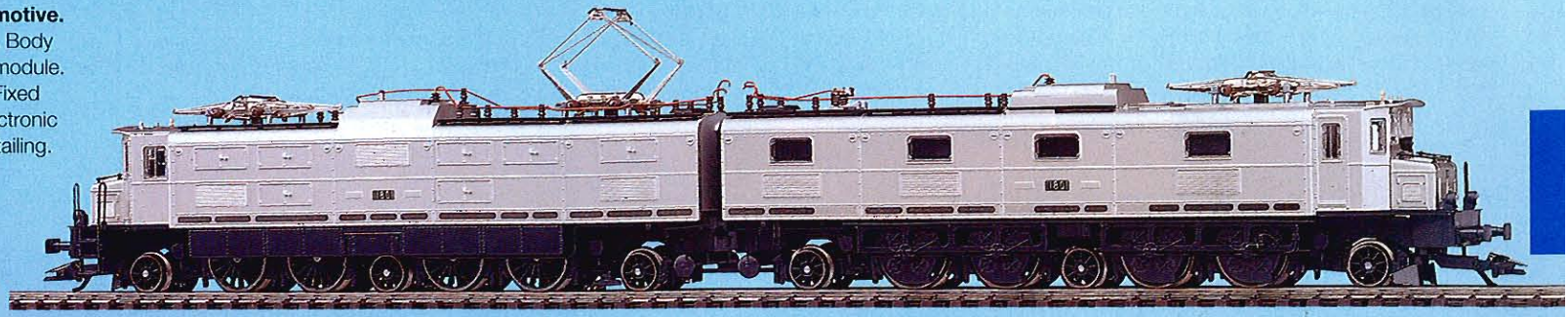
The 33591 and 37591 locomotives are being produced in a one-time series only in 1997 on the occasion of the 150th anniversary of Swiss railroading.

This model is being offered by Trix (T22580) for two-rail DC systems.



33592 Heavy Duty Double Electric Locomotive.
Swiss Federal Railways (SBB) class Ae 8/14. Body with protective coating. With built-in DELTA module. 2 motors. 4 axles powered. 8 traction tires. Fixed drawbar between the locomotive halves. Electronic reverse unit. Engineer's cabs with interior detailing. Length over buffers 39.1 cm (15-3/8").

Special one-time series in 1997. Already delivered to authorized dealers.



150 Years of Swiss Railroading

Electric Locomotives

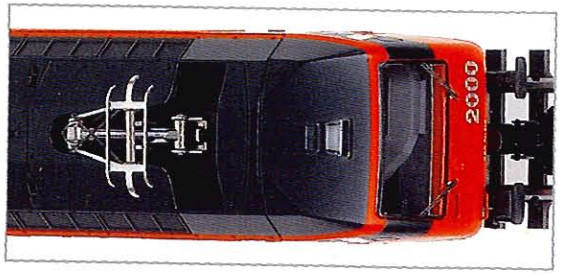
In August of 1991 the prototype of the final "Locomotive 2000" was presented to the public in Switzerland: the Re 4/4 or, according to the new numbering system, the class 460. By 1994 the SBB had placed 120 of these modern general purpose locomotives into service. The class 460 clearly stands out from 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.

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").

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



446500 Narrow wiper
for SBB pantograph.
Suitable for display models.

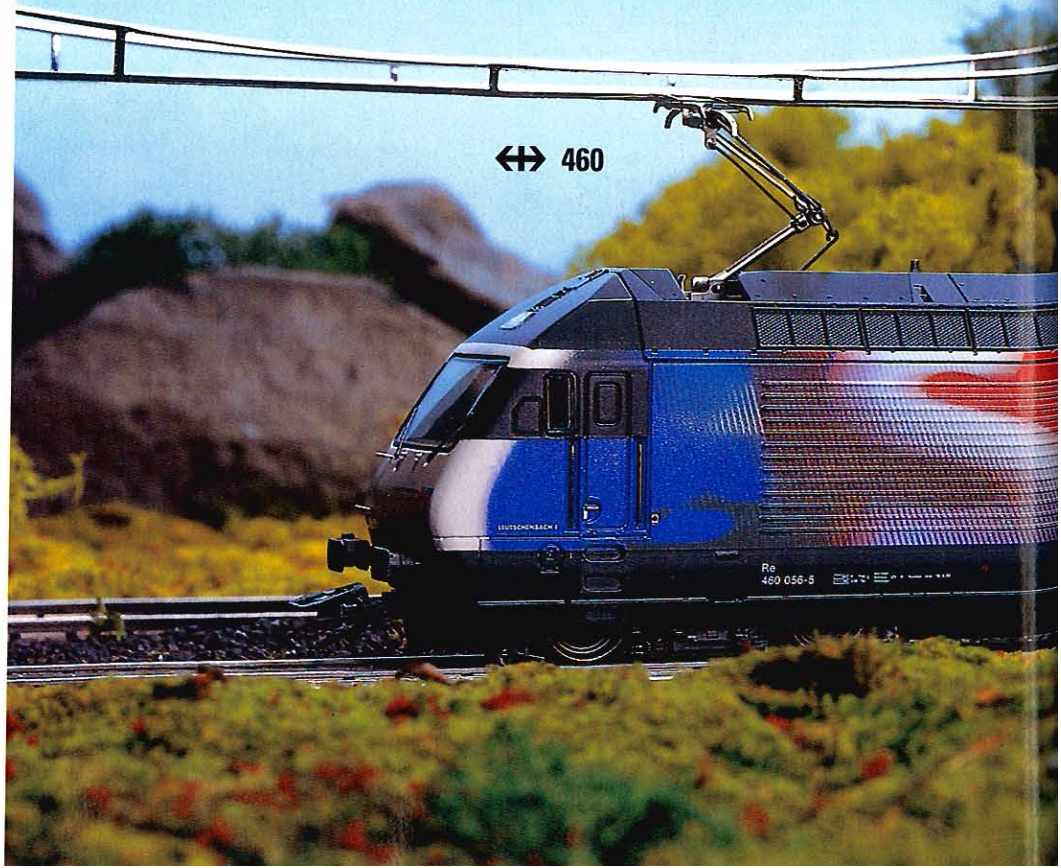


34618 Locomotive Set.
Contents: 2 Swiss Federal Railways (SBB) class 460 electric locomotives.
Locomotive 460 056-5 with built-in DELTA module.
2 axles powered. 4 traction tires. Electronic reverse unit.
Engineer's cabs with interior detailing. Prototypical warning horns. Design on each side of the locomotives is different.
Total length over buffers 43.2 cm (17").

Both locomotives in special version.
Not available separately

The 34618 locomotive set is being produced in a one-time series only in 1997.

This model is being offered by Trix (T22583) for two-rail DC systems.





150 Years of Swiss Railroading

Electric Locomotives

34619 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. Design on each side of the locomotive is different. Length over buffers 21.3 cm (8-3/8″).

The 34619 locomotive is being produced in a one-time series only in 1997.

460



150 Years of Swiss Railroading

34617 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. Prototypical horns. Sides of locomotive with different lettering. Length over buffers 21.3 cm (8-3/8″).

The 34617 locomotive set is being produced in a one-time series only in 1997.

This model is being offered by Trix (T22582) for two-rail DC systems.

460



150 Years of Swiss Railroading

34616 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. Prototypical horns. Sides of locomotive with different paint scheme. Length over buffers 21.3 cm (8-3/8″).

The 34616 locomotive set is being produced in a one-time series only in 1997.

This model is being offered by Trix (T22581) for two-rail DC systems.

460



150 Years of Swiss Railroading

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″).

SOB 446



SOB 446



150 Years of Swiss Railroading

34303 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").

37303 Same as 34303, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

The 34303 and 37303 locomotives are being produced in a one-time series only in 1997.

What do model railroads have to do with kitchens?

Perhaps nothing at first glance ... here though we're talking about kitchens from the market leader ALNO.

Because for 25 years this manufacturer of kitchens has been transporting the majority of its kitchen components by railroad container from its Upper Swabian location at Pfullendorf, Germany. Almost 80 containers loaded with ALNO ready-to-install kitchens leave the factory per day in the DB Cargo, Inc.'s trains in its overnight service so as to reach the entire German market as well as to ports for export to overseas customers.

This year ALNO is communicating this extremely environmentally friendly transportation concept in an extensive advertising campaign supported by Märklin with appropriate models. What could be better than to incorporate a prototype locomotive in this promotion?

A partner was found in the Swiss Southeast Railroad, that was not only enthusiastic about the design for the locomotive, but who also was happy to enlist the slogan "Freie Fahrt für die Umwelt" ("Full speed ahead for the environment") for its own transportation services.

The excellent cooperation between Märklin and ALNO was a natural reason for bringing out the Märklin model of the ALNO Re 446 445 for fans of Swiss railroads.

34304 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").

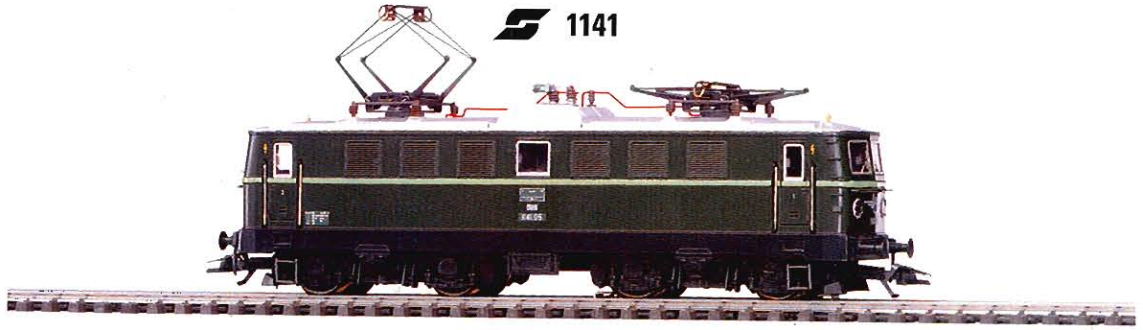
The 34304 locomotive is being produced in a one-time series only in 1997.

SOB 446



150 Years of Swiss Railroading

Electric Locomotives



34586 Electric Locomotive.
Austrian Federal Railways (ÖBB) class 1141. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 17.5 cm (6-7/8″).

The 34586 locomotive is being produced in a one-time series only in 1997.

The class 1141 electric locomotive is the appropriate unit to go with the ÖBB Schürzenwagen (skirted cars) (Märklin models 43217 and 43247, see page 162).

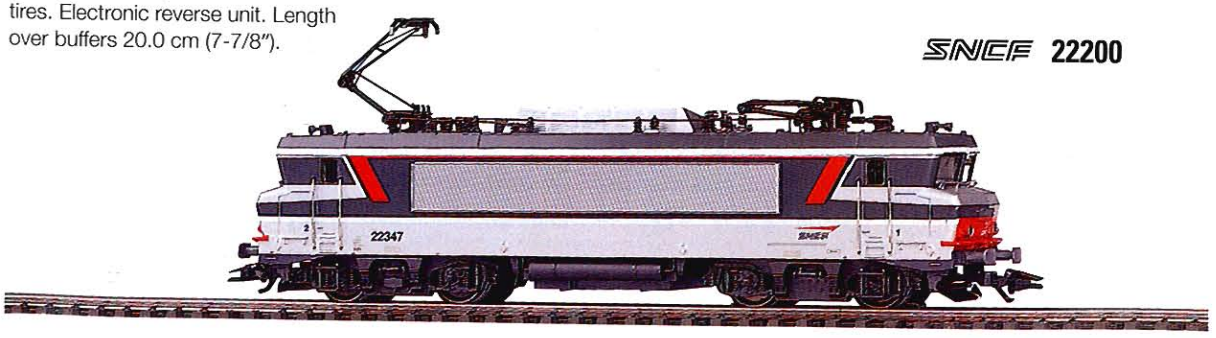


3326 Electric Locomotive.
Dutch State Railways (NS) class 1700. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Dutch State Railways design pantograph. Length over buffers 20.0 cm (7-7/8″).

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".

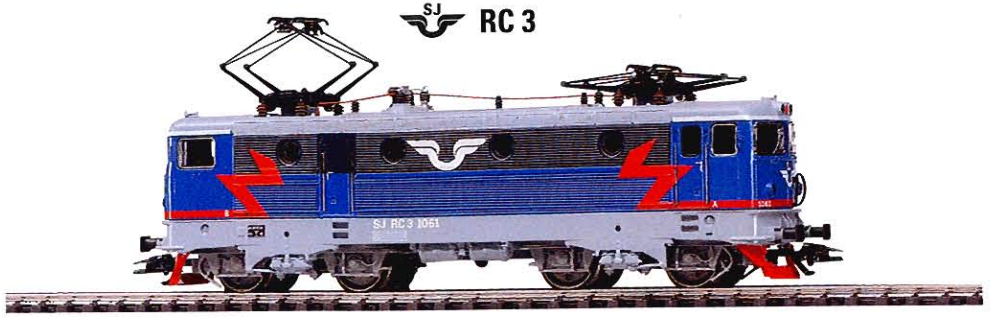
33201 Electric Locomotive.
French State Railways (SNCF) class BB 22200. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 20.0 cm (7-7/8″).

The 33201 locomotive is being produced in a one-time series only in 1997.



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″).

The 34635 locomotive is being produced in a one-time series only in 1997.



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 Swedish State Railways class RC 3 is the appropriate electric locomotive to go with the Swedish express passenger cars in the current color scheme (Märklin models 4377, 43772, 43773 and 4378, see page 165).

Railcars

The Lokalbahn AG (Local Railroad, Inc.) of Munich purchased a small electric railcar for more flexible freight service on its regional network. The 14 metric ton (15.44 tons) unit was equipped with 2 axle-suspended motors with a total output of 86 kilowatts (approx. 115 hp). A payload of 5 metric tons (approx. 5.5 tons) could be transported in the freight compartment between the engineer's cabs. This railcar was acquired by the German State Railroad Company as ET 194 11 and operated on the route from Türkheim to Bad Wörishofen.

N NEM II

34831 Freight and Baggage Railcar.
Original version of Lokalbahn AG (Local Railroad, Inc.) of Munich no. 895. With built-in DELTA module. 2 axles powered. Electronic reverse unit. Older design pantograph. Length over buffers 9.1 cm (3-9/16").

The 34831 railcar is being produced in a one-time series only in 1997.

LAG 895



This model is being offered by Trix (T22477) for two-rail DC systems.

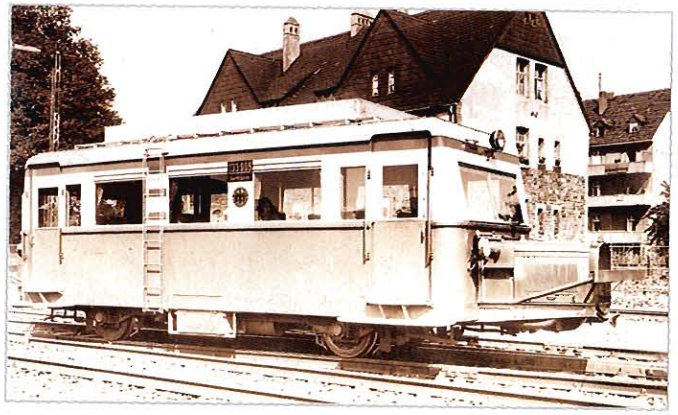


Photo: H. Maey, Archiv Eisenbahn-Kurier

VT 133



II

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

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

HOBBY IV

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").

HOBBY IV

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 trailers were a constant feature of the German Federal Railroad well into the 1970s. On less traveled routes they preserved commuter service with their lightweight diesel motors.

DB 724



HOBBY V

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



HOBBY N ∞ V

40182 Signal Maintenance Car.
German Railroad, Inc. railroad maintenance car. Special close couplings that mate only with those on the inductive measurement car (item no. 3013). Length over buffers 12.0 cm (4-3/4").

V

3429 Storage Battery Powered Railcar.
German Railroad, Inc. 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").

DB 515



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.

V

3676 Diesel Railcar Train.
German Federal Railroad 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. Reproduction of the prototype couplers with brake hoses. Headlights digitally controlled. Train length 52.5 cm (20-11/16").

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 610. 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


DB

Märklin and the ICE Story

On May 1, 1988 the "InterCityExperimental" set a new world speed record on the new high speed route from Hanover to Würzburg with a speed of 406.9 km/h (254.31 mph) that held for another 1-1/2 years. This class 410 train was a one-off unit, i.e. there were only 2 powered end units and 3 intermediate cars equipped with test equipment. Since it was only being used for test and experimental purposes, it had no dining car.



Class 410 InterCityExperimental

The standard production version has been in operation in high speed service as the class 401 since 1991, and the term "InterCityExperimental" became "InterCityExpress" as a result. A total of 41 of these 14 car railcar trains have been built. The ownership and the lettering requirements on the units changed with the founding on the German Railroad, Inc. on January 1, 1994. The most striking feature of this change has been the new DB logo applied to the power end units and all of the cars. In addition, the wind deflector strips were removed on all of the car ends, because they had not proven effective in service.

The second generation of high speed trains on the German Railroad, Inc. entered service starting in June of 1997, the ICE 2. The design for these trains, the class 402, differs fundamentally from the earlier ICE 1 trains. An ICE 2 can start in Berlin as one long train and in Hanover it can split into two halves, of which one will go on to Bremen and the other to Cologne. This flexibility enables economic service on lines with fewer passengers.

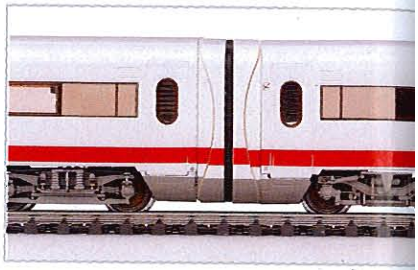


Class 401 ICE 1 InterCityExpress

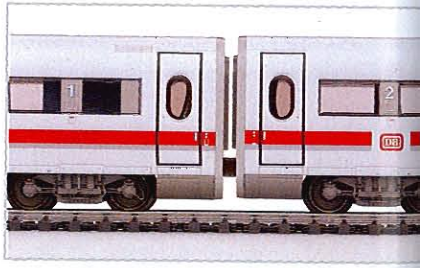


Class 402 ICE 2 InterCityExpress

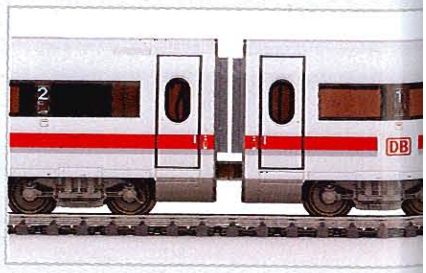
The full width diaphragms on the InterCityExperimental give a seamless look to the train, even on curves. This means the train encounters very little air resistance at speed.



An air pressure wave is created when two trains meet or when entering a tunnel, and the cars and end units in the train have to be pressurized against this. This pressurization material has been set inwards here.



The wind deflectors were removed by the German Railroad, Inc.



The car diaphragms on the ICE 2 are the same as those on its predecessor.



With automatic couplers on the powered end unit and the control cab end unit the train halves can be coupled and separated very quickly. The availability of a dining car was planned for the beginning of June 1997. One half of a train includes a powered end unit, 6 intermediate cars and the control cab end unit. A total of 44 ICE 2 train halves have been ordered. A continuous output of 5.0 megawatts (6,705 hp) enables a maximum speed of 280 km/h (175 mph).



Front view of the InterCityExperimental



Front view of the ICE 1

The next chapter in high speed passenger trains will begin in 1998, because the almost futuristic looking ICE 3 high speed train will enter service starting in this year. These 330 km/h (206.25 mph) fast trains are designed only for use on new high speed routes. The powered end unit train will become a powered railcar train, i.e. the propulsion system will no longer be concentrated in the power end units, but rather spread out over the entire train in the trucks. Fifty sets of these innovative units have already been ordered.



Automatic couplers enable quick separation and coupling of the train halves. *Photo: Siemens SFT*



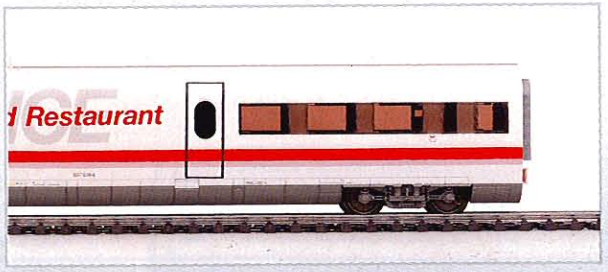
Front view of the ICE 2 *Photo: Siemens SFT*



Front view of the ICE 3 *Photo: SPEEDWAVE*



The dining car has this characteristic raised area to accommodate all of the necessary equipment.

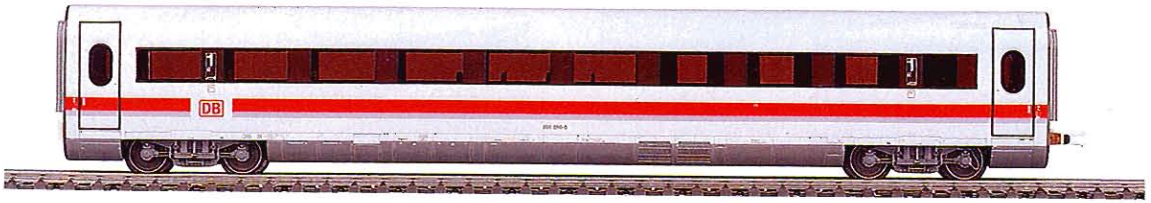


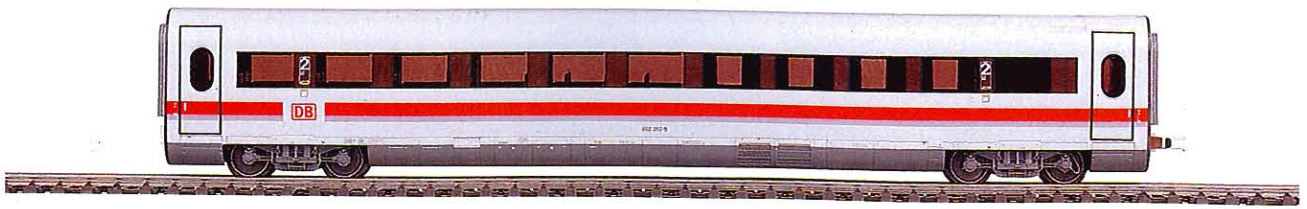
A different layout for the galley makes the dining car on the ICE 2 look very similar to a coach from the outside.

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″).



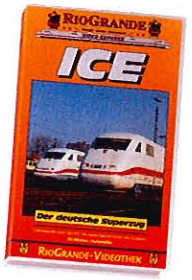


43711 ICE Open Seating Car.
German Railroad, Inc. Bvmz 802.3, 2nd class. Intermediate car to supplement 33701/37701 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections through the whole train. Car diaphragms without wind deflector strips. Interior lighting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

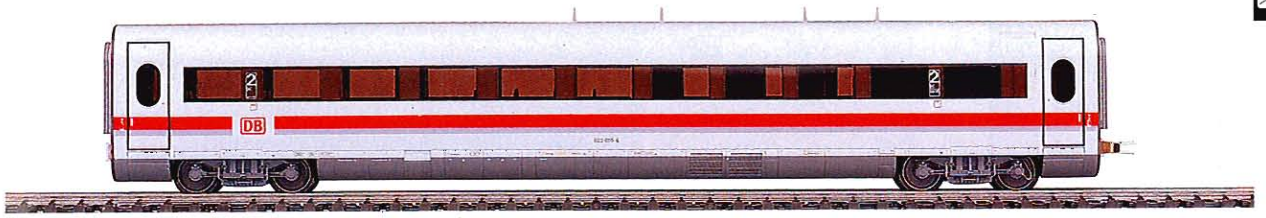
37701 Same as 33701, but with digital high-efficiency propulsion (6090). Headlights and interior lighting digitally controlled.

DB 401





The video from Rio Grande "ICE – Der deutsche Superzug" ("ICE – The German Super Train") complements the ICE. European VHS system. 55 minutes.



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 poweredthrough the couplers. Length 26.4 cm (10-3/8″).



Railcars

33712 ICE 2 Railcar Train.
ICE 2 high-speed train. German Railroad, Inc. class 402. With built-in DELTA module. 1 powered end car with motor. 1 type 805.3 open seating car, 1st class. 1 type 806.6 open seating car, 2nd class. 1 type 808 control car. Engineer's cabs in powered end car and control car with interior detailing. 2 axles powered. 4 traction tires.

Electronic reverse unit. Direction-dependent current pickup through the end car at the front of the train. Removable nose cover plates. Special close couplings with guide mechanism. Interior lighting powered by the continuous electrical connections through the entire train. Train length 102.7 cm (40-7/16").

37712 Same as 33712, but with digital high-efficiency propulsion (6090). Headlights and interior lighting digitally controlled.





Front view of the ICE 2 powered end unit with closed nose plates.



Front view of the ICE 2 powered end unit with open nose plates.



Front view of the ICE 2 cab control car with closed nose plates.

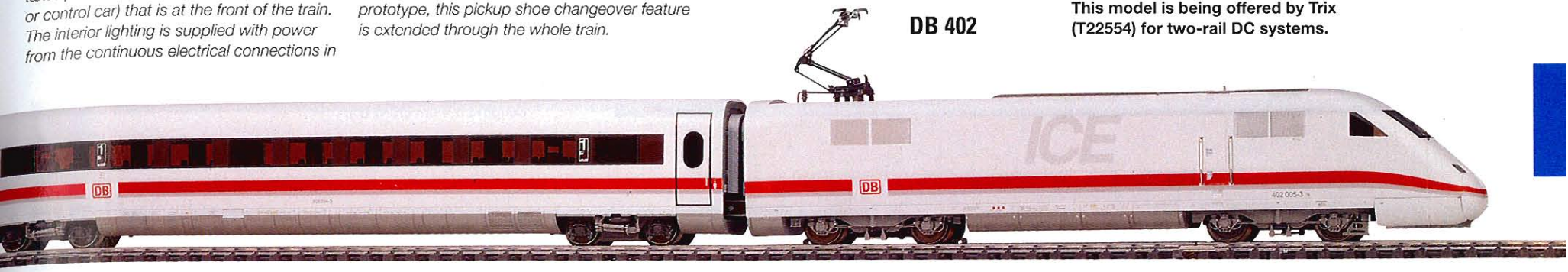


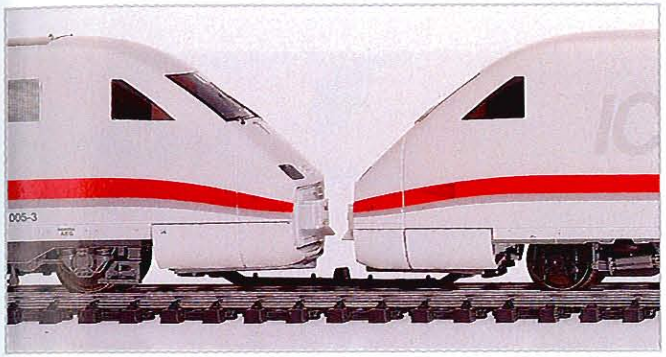
Front view of the ICE 2 cab control car with open nose plates.

The current pickup for the motor on the ICE 2 high-speed train is direction-dependent and takes place at the end car (powered end car or control car) that is at the front of the train. The interior lighting is supplied with power from the continuous electrical connections in the train from the end car (powered end car or control car) that is at the rear of the train. When two half trains are coupled together as in the prototype, this pickup shoe changeover feature is extended through the whole train.

DB 402

This model is being offered by Trix (T22554) for two-rail DC systems.





ICE 2 powered end unit and ICE 2 cab control car coupled together as a half train.

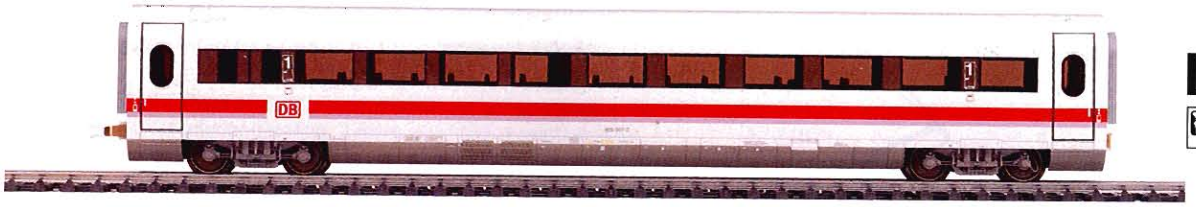
40712 ICE 2 Railcar Train.
ICE 2 high-speed train. German Railroad, Inc. class 402. Non-powered half train unit as a prototypical addition to the 33712/37712 ICE 2 railcar train. Different road numbers. One non-powered end car. 1 type 808 control car. Engineer's cabs in powered end car and control car with interior detailing. Removable nose cover plates. Special close couplings with guide mechanism. Train length 49.7 cm (19-9/16")

This model is being offered by Trix (T22555) for two-rail DC systems.

DB 402

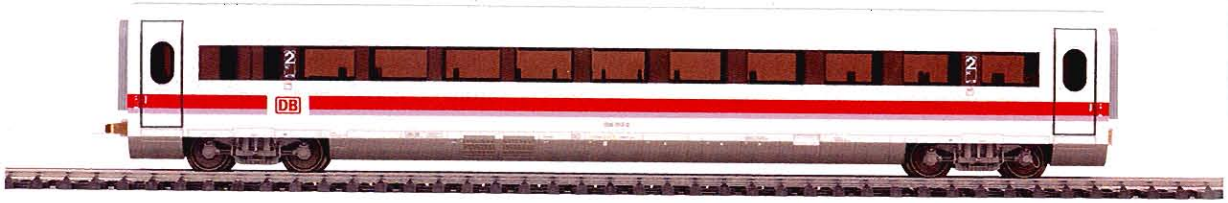


Railcars

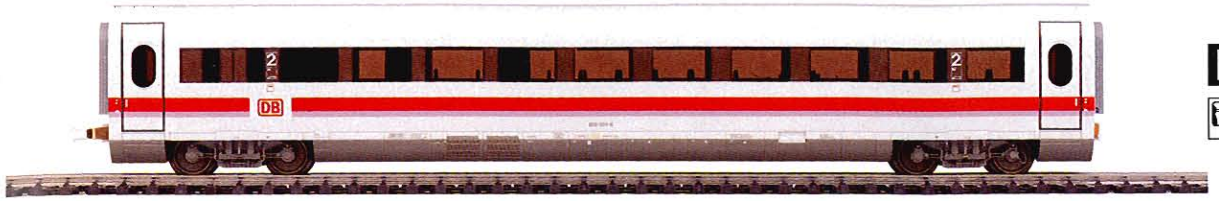


43702 ICE Open Seating Car.
German Railroad, Inc. type Apmz 805.0. 1st class. Intermediate car to supplement the 33712/37712 ICE 2 railcar train. Special close couplings with guide mechanism. Interior lighting powered by the continuous electrical connections through the entire train. Length 26.4 cm (10-3/8″).

43712 ICE Open Seating Car.
German Railroad, Inc. type Bpmz 806.3. 2nd class. Intermediate car to supplement the 33712/37712 ICE 2 railcar train. Special close couplings with guide mechanism. Interior lighting powered by the continuous electrical connections through the entire train. Length 26.4 cm (10-3/8″).







43722 ICE Open Seating Car with Special Compartment.
German Railroad, Inc. type Bpmz 806.0. 2nd class. Intermediate car to supplement the 33712/37712 ICE 2 railcar train. Special close couplings with guide mechanism. Interior lighting powered by the continuous electrical connections through the entire train. Length 26.4 cm (10-3/8″).

43732 ICE Dining Car.
German Railroad, Inc. type Wsmz 807.0. Intermediate car to supplement the 33712/37712 ICE 2 railcar train. Special close couplings with guide mechanism. Interior lighting powered by the continuous electrical connections through the entire train. Length 26.4 cm (10-3/8″).





The Spanisch-Brötli-Bahn – the Swiss "Adler".



SBB Photo Service

And history repeats itself again – in H0 at any rate, because what you see here before you is an exact reproduction of the first Swiss railroad train: The Spanisch-Brötli-Bahn (Spanish Breakfast Roll Train).

On August 9, 1847 the first Swiss railroad route was opened with the North Railroad between Zürich and Baden. This line derived its nickname from a flaky pastry made in Baden that was very popular with the people of Zürich. Right from the start the morning train on this line transported these rolls in time to reach Zürich breakfast tables.

"Limmat" was the name given to the first locomotive, named after the river that flowed through the valley also occupied by the rail line. At 40 km/h maximum speed (25 mph) the trip took about 35 minutes, and the locomotive's 125 kilowatt (170 hp) output was sorely tested on the grades. Wood was used for fuel. The smoke stack had a spark arrestor to protect the environment as well as the locomotive engineer and fireman on the fully exposed cab platform.

The "Limmat" remained in service for ten years, was rebuilt for switcher service, and was finally

scrapped after 35 years. In 1947 the "Limmat" was rebuilt from original plans for the 100th anniversary of the Swiss railways; the cars to go with it were also rebuilt. They are now located in the Swiss Transportation Museum in Lucerne and are fully operational. The Spanish Breakfast Roll Train has made several appearances for the 150th anniversary celebrations to the enthusiasm of many hundreds of thousands of visitors.

N I

28471 "Spanish Brötli Railroad" Train Set. The first passenger train on the first Swiss railroad. Set consists of 1 steam locomotive, 3 passenger cars and 1 baggage car.

"Limmat" class D 1/3 steam locomotive. Reconstruction of the original from 1847. With built-in DELTA module. High reduction precision drive. Miniature high-efficiency Faulhaber motor in the firebox. 1 axle powered. 2 traction tires. Electronic reverse unit. Rigid coupler without buffer on the tender. Detailed engineer's cab. Numerous separately applied details.

1 type A passenger car, 1st class, no. 1. 1 type C passenger car, 3rd class, no. 33. 1 type C passenger car, 3rd class, no. 41. 1 type F baggage car, no. 94. Prototypical rigid couplers without buffers. Detailed boarding platforms. Reproduction of the brake system. Train length 45.0 cm (17-11/16").

26471 Same as 28471, but with digital high-efficiency Faulhaber motor.

Locomotive and cars in special version. Not available separately.

The 28471 and 26471 train sets are being produced in a one-time series only in 1997 on the occasion of the 150th anniversary of Swiss railroading.

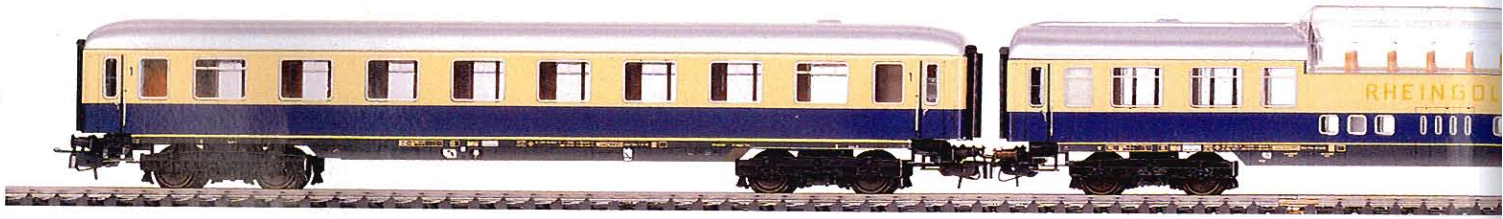
This model is being offered by Trix (T21209) for two-rail DC systems.

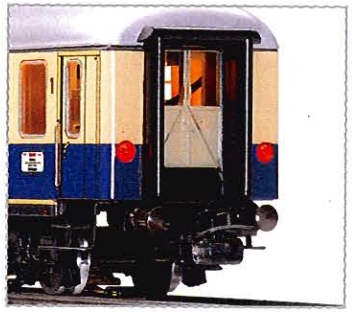


Trains

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.





40891 Express Train Passenger Car.
"Rheingold" compartment car. 1st class. Built-in marker lights with maintenance-free LEDs. RELEX couplers. Length over buffers 24.0 cm (9-1/2").

The 40891 compartment car with marker lights is an appropriate addition to the "Rheingold" train set (Märklin model 28503).



Strukton Groep NV is one of the largest construction companies in the Netherlands. An independent department of this company does track maintenance for the Dutch State Railways. Since 1993 Strukton has been implementing a new, attractive look. All of their cars, machinery and equipment are now painted in this precisely defined color scheme.

One of the locomotives belonging to the company, called "Herma", was built in 1967 by the Orenstein & Koppel Company. Its 12 cylinder diesel motor produces 250 horsepower and powers both axles through a hydraulic coupling and a pneumatically operated two-speed transmission. This 32 metric ton (approx. 35 tons) unit is used for switching work and operates at a speed of about 30 km/h (19 mph).







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.



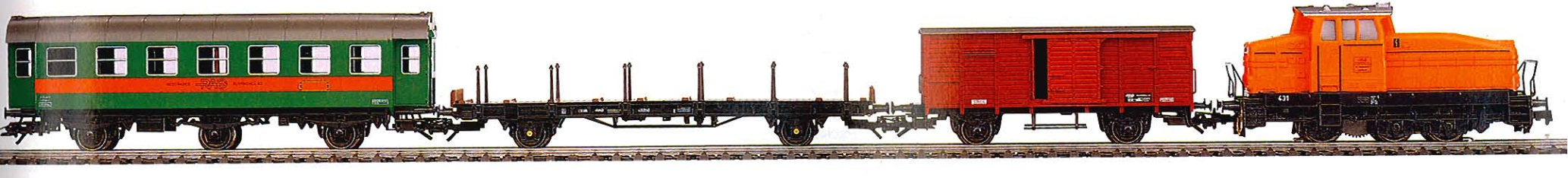
28501 "RAG Ruhr Coal Company, Inc." Train Set.
Set consists of a diesel locomotive and 3 cars.

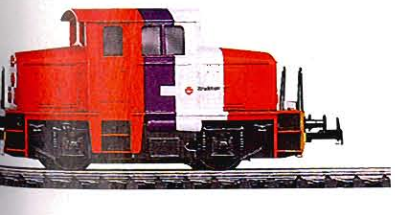
Henschel DHG 500 C 431 Ruhr Coal Company, Inc. (RAG) diesel locomotive. With built-in DELTA module. 3 axles powered. 2 traction tires. Electronic reverse unit. Coupler hooks.

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.

Special one-time series.
Already delivered to authorized dealers.







28451 "Strukton" Track Laying Train Set.
Set consists of 1 diesel locomotive and 3 freight cars.

Class MV 9, O & K, "Tiny Herma" diesel locomotive. With built-in DELTA module. 2 axles powered. 1 traction tire. Electronic reverse unit.

3 different Dutch State Railways (NS) flatcars. 1 crew car. 1 wheel loader. 1 set of living quarters that fits on a flatcar. Train length 57.3 cm (22-9/16").

Locomotive and cars in special version. Not available separately.

The 28451 "Strukton" track laying train set is being produced in a one-time series only in 1997.

Spare Parts for Locomotives



7207 Scheren Pantograph.
Type SBS 10 for older design locomotives. Interchangeable with 7218.



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



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 72 pages. Format 22 x 26.4 cm (8-5/8" x 10-3/8").



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).



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72060 RELEX Couplers.
Contents 10 RELEX coupler heads. Can be used on locomotives and cars with standard coupler pockets (NEM 362).

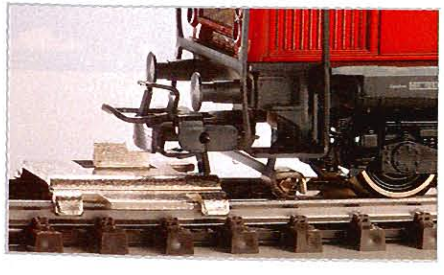


7205 Close Couplers for Locomotives/Cars without Guide Mechanisms.
Interchangeable with the standard Märklin plastic coupler. 10 couplers for locomotives (for 70 1560 and 70 4120) and 40 couplers for cars. Decreased coupler play on cars being pulled.

N

70900 Tool Set.
Suitable for maintenance work on H0 and mini-club models. Contents: 1 each PH 00, PH 0 and PH 1 Philips screwdrivers. 1 each 2.0 mm and 3.0 mm flat blade screwdrivers. 1 each 2.5 mm, 3.0 mm and 3.5 mm nut drivers. 1 tweezers and 1 compression tweezers.





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 30.0 cm (11-1/16"). Height 2.5 cm (1").

7226 Smoke Unit Kit.
Consists of smoke unit insert (for locomotives 3085, 3097, 3301, 3310, 33951, 3415, 34156, 34159, 34171, 34880 and 34881), replacement smoke tube, cleaning wire, tweezers and an ampule of smoke fluid.

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

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

DELTA



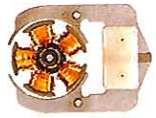
6603 DELTA Module.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Suitable for locomotives with the Märklin standard motors (flat commutator motor or drum commutator motor). Locomotive can be operated with conventional transformer, DELTA Control, DELTA Station or Märklin Digital. Coding switches for setting the mode of operation and the address for multi-train operation. Electronic direction reversing. Locomotive headlights turned on when the unit is in motion and change over with the direction of travel. Dimensions 36 x 21 x 4 mm (1-7/16" x 13/16" x 3/16").

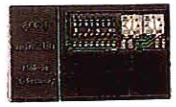
The manufacturer warranty is covered only when the DELTA modules are installed by an authorized Märklin dealer.

DELTA N

66031 DELTA Module with Auxiliary Function.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Suitable for locomotives with the Märklin standard motors (flat commutator motor or drum commutator motor), specially for locomotives with Märklin TELEX couplers. Locomotive can be operated with conventional transformer, DELTA Control, DELTA Station or Märklin Digital. Coding switches for setting the mode of operation and the address for multi-train operation. Electronic direction reversing. Auxiliary function (example: TELEX couplers) can be turned on and off when the direction is changed twice. Locomotive headlights turned on when the unit is in motion and change over with the direction of travel.







6090 Digital Propulsion Set.
Consists of locomotive decoder and high-efficiency motor. For Märklin H0 locomotives with drum commutator motor. Adjustable maximum speed, acceleration and braking delay. Controlled motor functions 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").

The manufacturer warranty is covered only when the 6090 digital propulsion set, the 60901 and 60902 high-efficiency decoder and the 60960 function decoder are installed by an authorized Märklin dealer.

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

N

60901 High-Efficiency Propulsion Set.
Consists of locomotive decoder and high-efficiency motor as well as installation hardware for converting most Märklin H0 locomotives with drum commutator motors to the current high-efficiency propulsion system. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions such as TELEX couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. The electronic circuit in this set allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load condition such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. Decoder dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").

N

60902 High-Efficiency Electronic Circuit.
High-efficiency decoder for converting Märklin H0 locomotives with built-in 6090 high-efficiency propulsion to the new version with more functions. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions such as TELEX couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. The electronic circuit in this set allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load condition such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. Decoder dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").

N

60960 c 96 Function Decoder.
Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This function decoder can either be installed in locomotives along with a locomotive decoder or by itself in cars. Can be coded for 80 different addresses.

When sufficient space is available, any Märklin digital locomotive or any locomotive with a built-in DELTA module can be equipped with additional controllable functions such as a smoke unit or TELEX couplers (where the locomotive already has these couplers). On passenger cars interior lighting can be a controllable function.

Playing, Technology and History live: the Märklin Museum.

When you visit the Märklin Museum, you should have all of your senses along with you: There is a lot to see, hear, feel and play with. Because our museum is a mix that will provide you with a wide variety experiences, a mix of the traditional and the modern, of that which can be looked at and that which can be played with, of cinema and action. At the center of this are different, carefully constructed model railroad layouts with interesting station scenes, scenery and extensive high-speed routes. On a Maxi layout you can study creative layout building with natural materials; a Maxi outdoor layout will give you new ideas for the garden. You can see the Märklin C Track's "click" system up close, and the metal construction sets are available for you to try your hand at building something. The museum's main themes are a large display of the most beautiful Märklin models from the 138 year old history of our company and a second display of many of the current Märklin models in all of our gauges.

A special attraction is our Museum gift shop. Here you can buy exclusive models that are available for a limited time and in limited quantities only here at the Museum – marked with the year as a museum model and available as long as supplies last. In addition, you will find a broad assortment of attractive gifts, jewelry, pins, literature, videos and the Märklin calendar with paintings of Märklin products from around 1900.



You are cordially invited to visit us at number 8 Holzheimer Straße. Just follow the "Märklin-Museum" signs in Göppingen.

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



Maxi Museum Car for 1997.
Two-axle boxcar in the colors of a circus car. Sliding doors that can be opened. Animal figures of a lion family included. Length over buffers 27.5 cm (10-13/16").



The firm of Carl Gentner in Göppingen, Germany was well known under the brand name "Nigrin" as a manufacturer of high gloss shoe cream. A appropriate package for the tank car and truck in the form of a shoe cream container rounds out this Museum set. An original container from the beginning of this century served as artwork for the packaging.

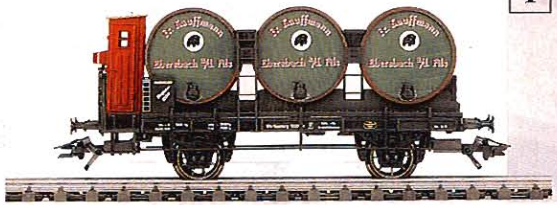




I

Märklin Z Museum Car Set for 1997.
Tank car with brakeman's cab. Privately owned by the firm of Carl Gentner, Göppingen, Germany. Used on the Royal Württemberg State Railways (K.W.St.E.). Length over buffers 40 mm (1-9/16″). 1 Benz truck lettered for the firm of Carl Gentner, Göppingen, Germany. Length 29 mm (1-1/8″).





NEM

I

Märklin H0 Museum Car Set for 1997.
Barrel car with brakeman's cab. Privately owned by the firm of Fr. Kauffmann, Ebersbach a.d. Fils, Germany. Used on the Royal Württemberg State Railways (K.W.St.E.). Cylindrical barrels of real wood. Separately applied destination board, ladder and walkway. Barrels individually imprinted. Length over buffers 10.1 cm (4″). 1 Magirus flatbed truck for the firm of Fr. Kauffmann, Ebersbach a.d. Fils, Germany. Loaded with 2 barrels of real wood. Length 6.3 cm (2-1/2 ″).
DC wheel set 70 0630



II

Märklin 1 Museum Car Set for 1997.
Boxcar with brakeman's cab. Privately owned by the firm of Fr. Kauffmann, Ebersbach a.d. Fils, Germany. Used on the German State Railroad Company (DRG). Length over buffers 30.0 cm (11-13/16″). 1 MAN flatbed truck for the firm of Fr. Kauffmann, Ebersbach a.d. Fils, Germany. Loaded with 3 barrels of real wood. Length 18.0 cm (7-1/16″).





Göppingen the "Model Railroad City"

On May 10 and 11, 1997 the Hohenstaufen city of Göppingen became the "Model Railroad City" of Germany. Over 30,000 visitors invaded the city on the Fils River over a two day period and crowded the four display areas at different locations in Göppingen.

MODELLBAHN TREFF GÖPPINGEN 1997

The Hohenstaufen Hall, usually reserved for the "Frisch Auf Göppingen" handball players, was the display area for Z and 1 Gauges and the center of action on both days.



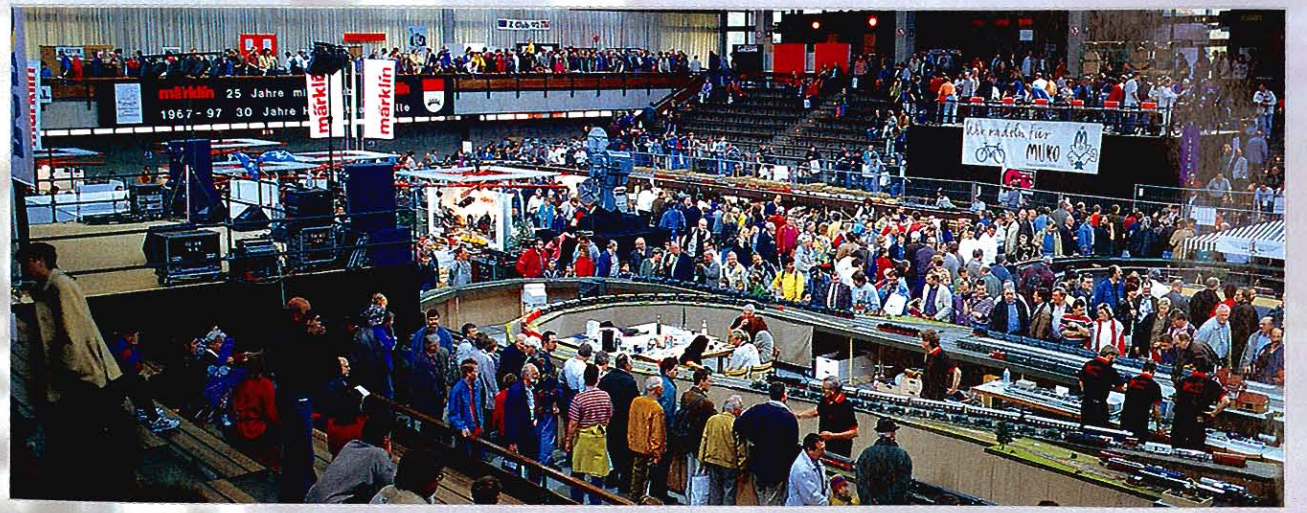


At the high-speed world championship for 1 Gauge only the records were broken. The world record of 1996 (65.2 km/h / 40.75 mph) alone was surpassed eight times and was finally won by the electric motor manufacturer Faulhaber with an incredible 84.8 km/h (53 mph).

The "24 hour wheel marathon" was not quite so fast but had significantly more staying power. Seven teams powered mini-club layouts over a 24 hour period with bicycle generators. The winning team did 15,129 trips = 51.439 km (a little more than 32 miles)



with its three class 460 mini-club locomotives during this time period. A total of 305.6 km (191 miles) was racked up on all of the layouts. A cultural show and a long movie night provided necessary entertainment to make the 24 hours seem shorter for the bicyclists and the viewers In addition, numerous exhibitors offered everything calculated to appeal to the hearts of Z and 1 Gauge enthusiasts.



The Göppingen City Auditorium was the site for H0 and N Gauges and was also of great interest to many people. A 2 day diorama building contest and the unusual presentation of the kitchen manufacturer ALNO deserve special mention here.

In addition to its well known displays of historic and current models, the Märklin Museum also showed nostalgic dolls (the oldest model was from 1870) from the Master Doll Making School at Sonneberg, Germany and historic doll stoves under the special theme of "Mother's Day".



The Göppingen main station was also part of this model railroading spectacle: it played the role of home depot on both days for a steam engined hauled train that went back and forth between Göppingen and Bad Boll. On Sunday May 11, 1997 the station was the backdrop for the unveiling of the second German art locomotive, saw the class 50 steam locomotive of the Kraichgau Railroad Enthusiasts group, and bade farewell to the special Swiss train with the Märklin metal construction set locomotive and the new ALNO locomotive.



Also incorporated into this city wide event was a number of businesses in different parts of the city that decorated their shop windows with railroad themes. The Göppingen Staufen Brewery brewed the "Dampfbier" ("steam beer") specially for this occasion, which was quite welcome during the pleasantly warm weather that accompanied the meet.



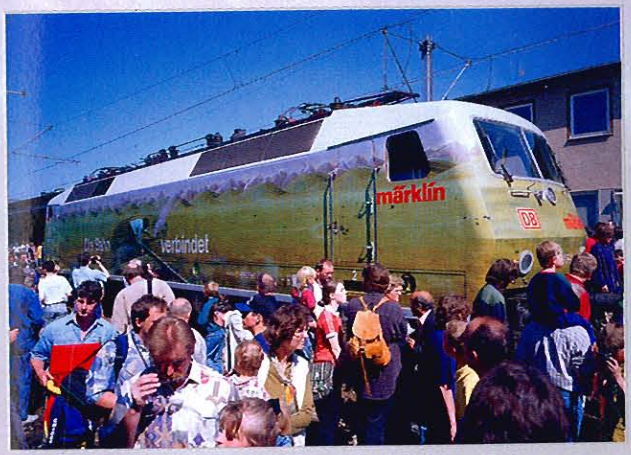
Reasonable ticket prices, free bus service between the different locations and special attention to the needs of the visitors to the meet made for the best of spirits among the exhibitors and the guests.

One more reason to come back for a visit to Göppingen – the model railroad capital – perhaps for the next model railroad meet.



Special one-time editions of cars with the theme "Modellbahntreff" ("Model Railroad Meet") were available on both days at the meet's locations in Göppingen.

Special one-time editions of cars with the theme "Dampf-Bier" ("Steam Beer") were produced on the occasion of the model railroad meet and were available from authorized dealers (Märklin models 82323, 44321, 54812).





Passenger Cars

Light Weight Construction in the Model.

The new streamliner cars show more than just the proportions and details of their prototypes; the raw material used for them is also realistic. The finely fluted car bodies of anodized aluminum give the metallic effect of rust-free stainless steel.

Perfection also applies to modern railroading's cars, such as the bilevel cars and the InterRegio cab control car.





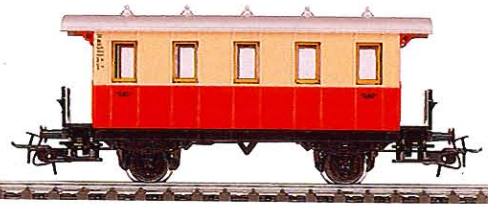
Passenger Cars

Cars of Privately Owned Railroads

HOBBY

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

I – V

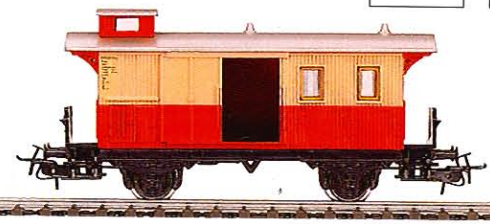


Thanks to their fresh paint scheme the models of a privately owned passenger car and a baggage car with conductor's compartment are marvelously suitable for use in making up a museum train or a private rail connection at the big main lines.

HOBBY

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

I – V



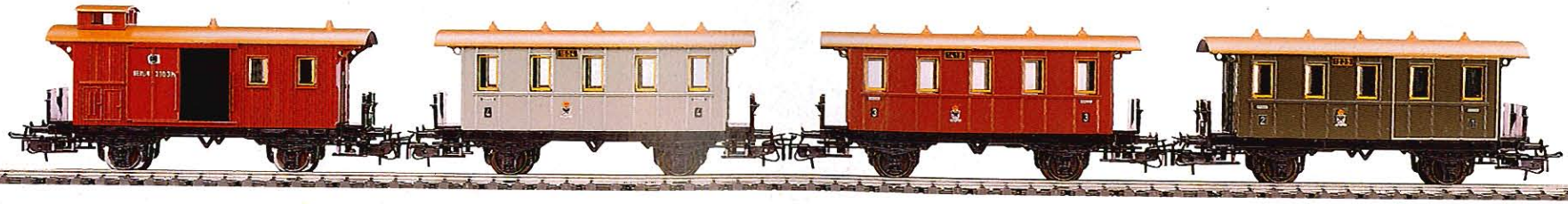
Royal Prussian Railroad Administration (KPEV)

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

I

All cars in special version.
Not available separately.

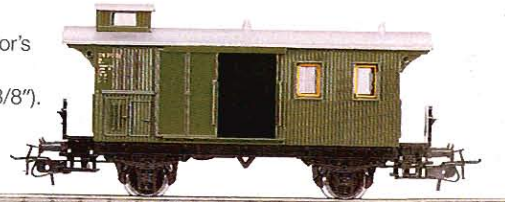


German Federal Railroad (DB)

HOBBY

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

I – V



HOBBY

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

I – V



Standard Design Branch Line Cars

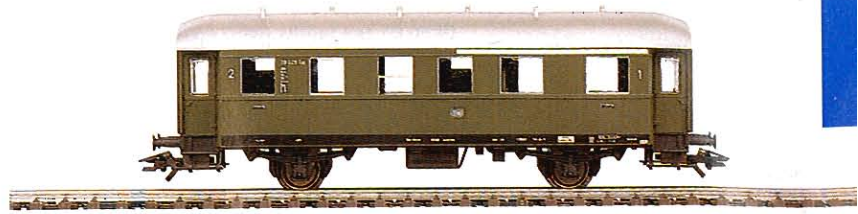
German Federal Railroad (DB) Branchline Cars

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.

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



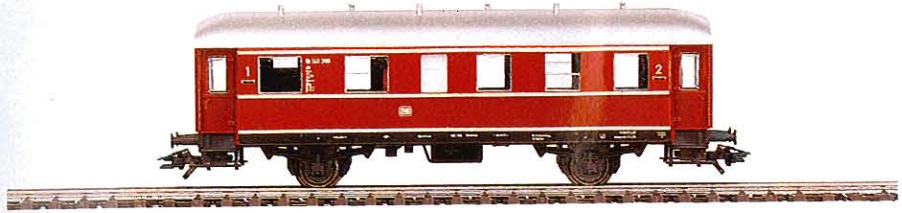
42351 Passenger Car.
Type ABie-34 standard design branch line car. 1st and 2nd class. Length over buffers 14.9 cm (5-7/8″).
DC wheel set 70 0580



4335 Passenger Car.
Type Bie standard design branch line car. 2nd class.
Length over buffers 14.9 cm (5-7/8″).
DC wheel set 70 0580



43351 Passenger Car.
Type ABie-34 standard design branch line car. 1st and 2nd class. Length over buffers 14.9 cm (5-7/8″).
DC wheel set 70 0580



The class 86 tank locomotive is the appropriate unit for the DB branch line cars and can be found on page 36.



Passenger Cars

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

HOBBY I

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





HOBBY I

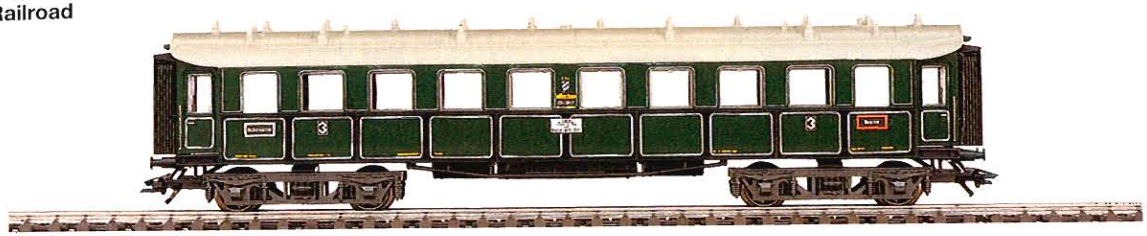
4191 Passenger Car.
3rd class. RELEX couplers. Length over buffers 22.0 cm (8-21/32″).
DC wheel set 70 0590

The Baden State Railways locomotive (Märklin model 3091) is an appropriate unit for these Württemberg cars and can be found on page 39.



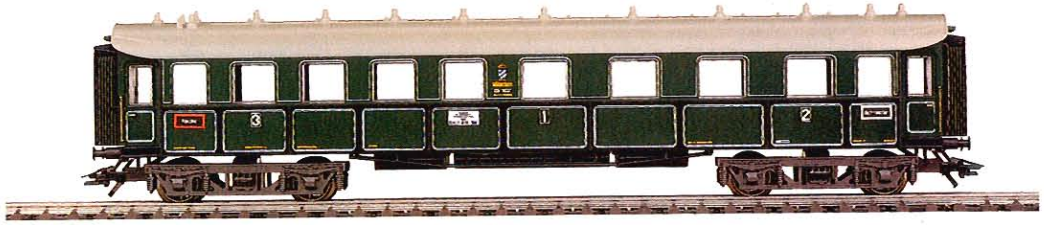
Express Train Passenger Cars

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



NEM 7335 I

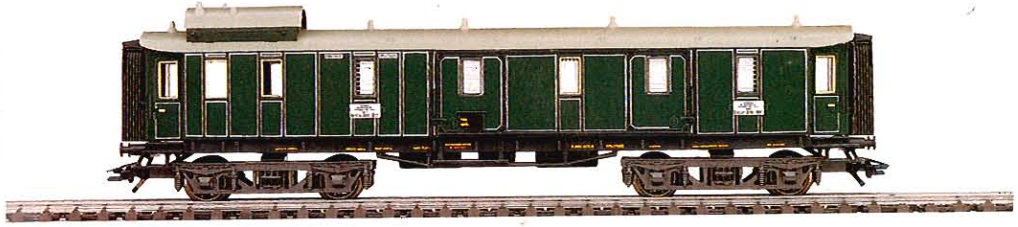
41351 Express Train Passenger Car.
CCü. 3rd class. Length over buffers 22.1 cm (8-11/16″).
DC wheel set 70 0630



NEM 7335 I

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

Most of the passenger cars can be equipped with interior lighting. Please see pages 168/169 for this.



NEM I

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

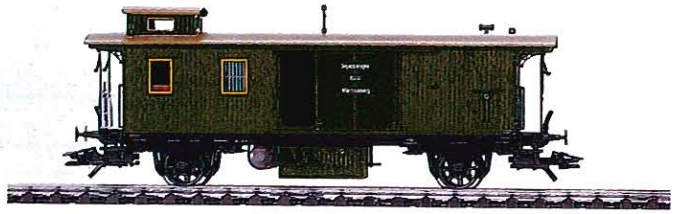
The Royal Bavarian State Railways class S 3/6 express locomotive (Märklin models 33181/37181, see page 44) is the appropriate addition to these Bavarian express train passenger cars.



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.



NEM I

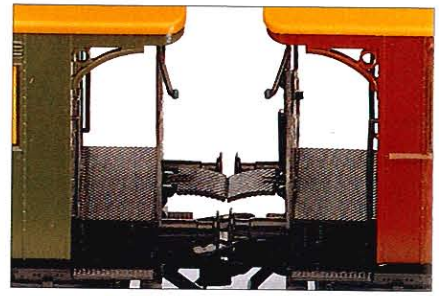
4212 Baggage Car.
Gep (Pwi Wü 09) with service area and pet compartment. Glassed in cupola. Sliding doors that can be opened. Length over buffers 13.0 cm (5-1/8″).
DC wheel set 70 0630



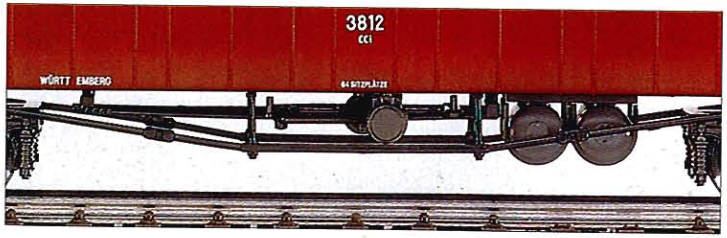
NEM 7333 I

4210 Coach.
Type BCCi (BC4i Wü 00). 2nd and 3rd class. Length over buffers 19.1 cm (7-1/2″).
DC wheel set 70 0630

Separately applied, turned metal roof vents. Etched metal platform railings and roof supports. Hinged footplates.



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





NEM 7333 I

4211 Coach.
Type Cci, second design (C4i Wü 01). 3rd class. Length over buffers 18.3 cm (7-3/16″).
DC wheel set 70 0630

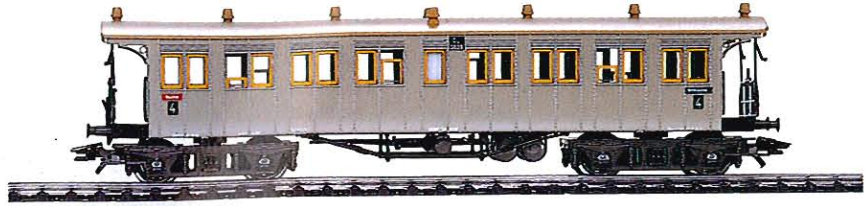
NEM 7333 I

4213 Coach.
Type Cci, first design (C4i Wü 99). 3rd class. Length over buffers 18.3 cm (7-3/16″).
DC wheel set 70 0630



The Royal Württemberg State Railways class T 5 tank locomotives (Märklin models 33121 and 3412) are the appropriate units for the Württemberg open platform cars and can be found on page 40.

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



4214 Coach.
C⁴ (C4id Wü 99). 4th class.
Length over buffers
18.3 cm (7-3/16″).
DC wheel set 70 0630



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.

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.



Car Sets

German State Railroad Company (DRG) Standard Design Branch Line Cars

N NEM II

42353 "Höllental" Car Set.
Set consists of 4 different passenger cars. 1 Type BCi-34 coach, 2nd and 3rd class. 2 type Ci-33 coaches, 3rd class. 1 type Pw Posti-34 mail car. Total length over buffers 60.2 cm (23-11/16").
DC wheel set 70 0580

All cars in a special version.
Not available separately.





Special one-time series for 1997. Already delivered to authorized dealers.



The DRG class 85 heavy tank locomotive (Märklin model 33081, see page 41) is the appropriate unit for the 42353 car set.

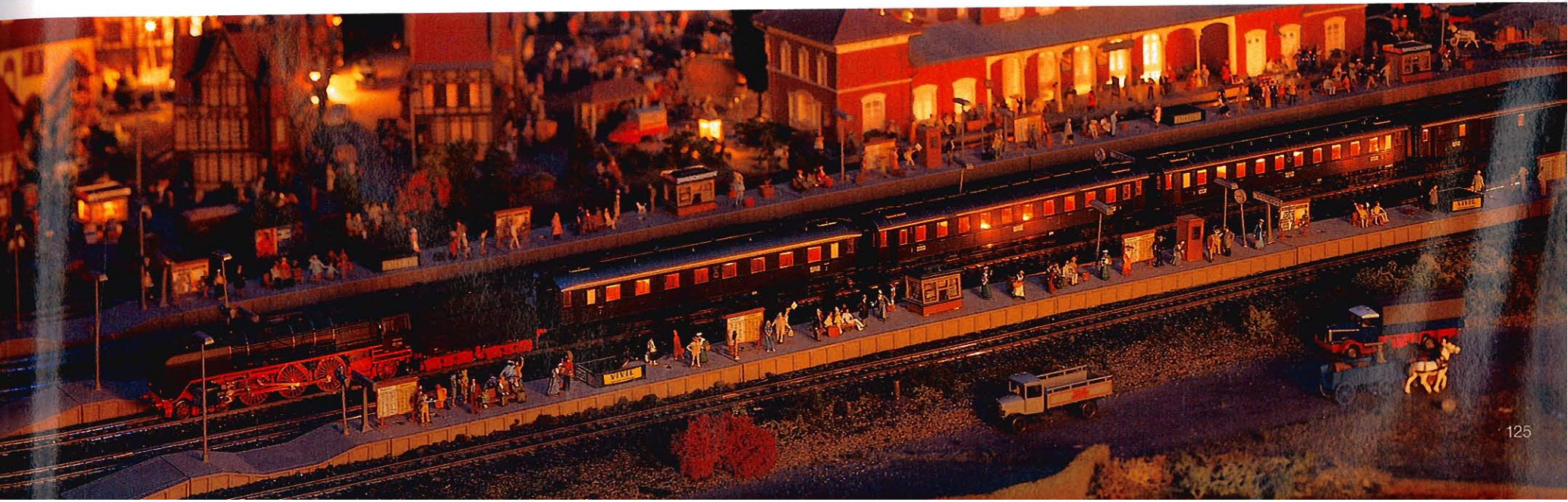
The DRG class 03 express locomotive (Märklin model 33951/37951, see page 47) or the DRG class E 19 electric locomotive (Märklin models 3469/3769, see page 67) are the appropriate units for the 42751 car set.

German State Railroad Company (DRG) Express Train Passenger Cars

42751 "German State Railroad Company Express Train Passenger Car" Car Set.
Set consists of 4 different express train passenger cars. 1 type B4i passenger car, 2nd class. 2 type C4ü passenger cars, 3rd class. 1 type Pw4ü baggage car. Total length over buffers 97.5 cm (38-3/8").
DC wheel set 70 0580

All cars in special version. Not available separately.





Car Set

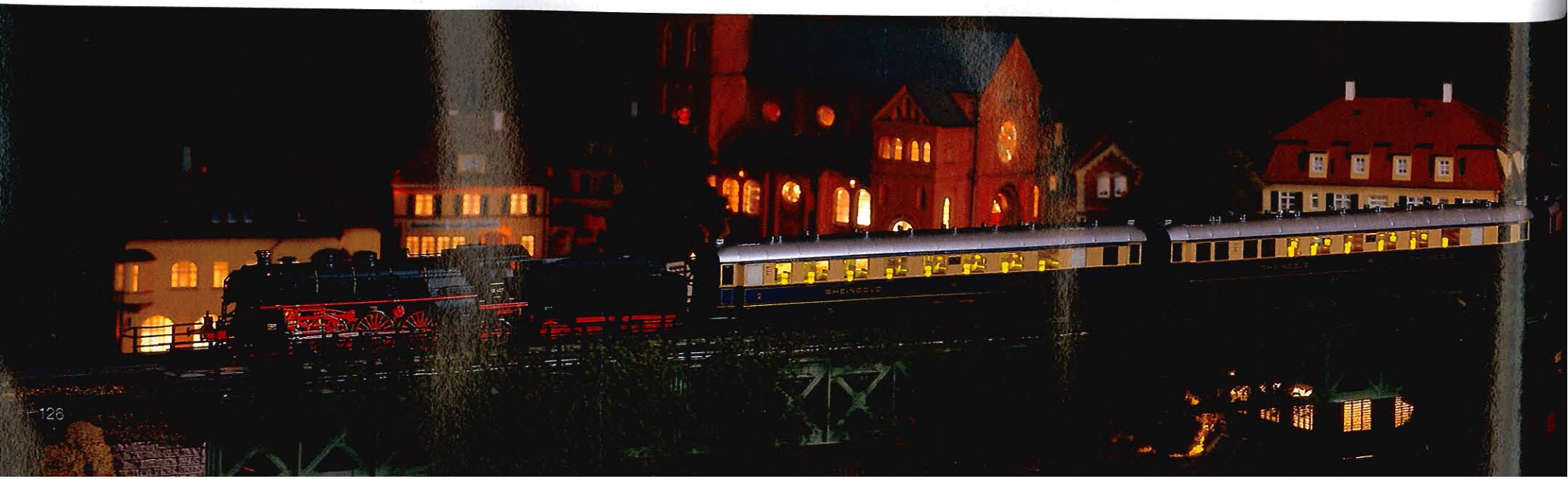
German State Railroad Company (DRG)
Long Distance Express Train Passenger Cars

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 was a total of 26 cars built and at a weight of 50 to 57.2 tons they 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.





These "Rheingold" cars reproduce the train as it was in the 1930s. One of the most beautiful locomotives in use at that time, the DRG class 18.4, is available as 33184/37184, a suitable model to go with this train. Please see page 45.



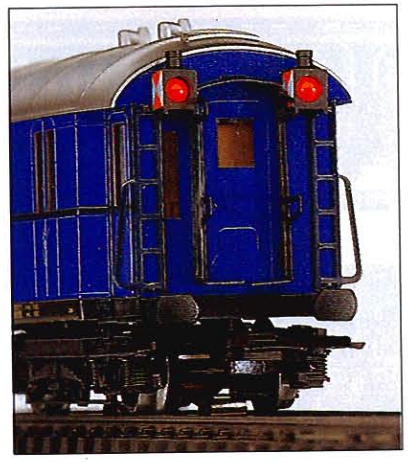
4228 "Rheingold" Car Set.
5 long distance express train passenger cars: 1 type SA4ü-28 salon car, 1st class. 1 type SA4ük-28 salon car with galley, 1st class. 1 type SB4ü-28 salon car, 2nd class. 1 type SB4ük-28 salon car with galley, 2nd class. 1 type SPw4ü-28 baggage car. Interiors with lighted table 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 over buffers 131.0 cm (51-9/16").
DC wheel set 70 0600
All cars in special version. Not available separately.



These models are offered by Trix (T21214) for two-rail DC systems.







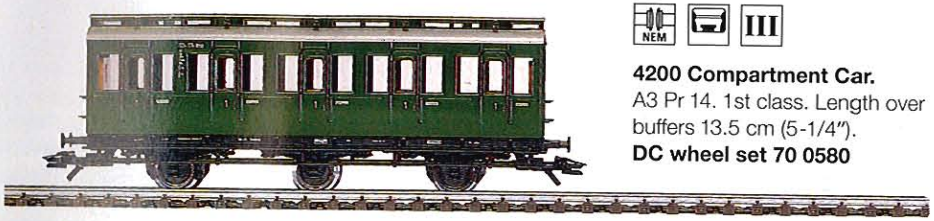


See fold-out page at end of catalog for explanation of drawings.

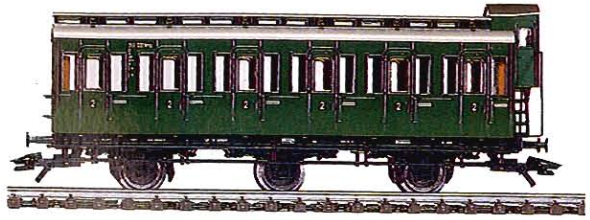


Compartment Cars

Prussian Compartment Cars of the German Federal Railroad (DB)

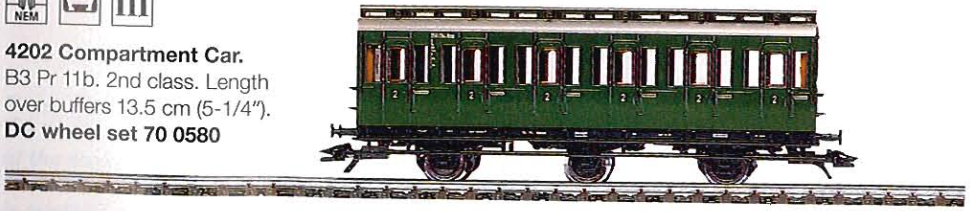


4200 Compartment Car.
A3 Pr 14. 1st class. Length over buffers 13.5 cm (5-1/4″).
DC wheel set 70 0580

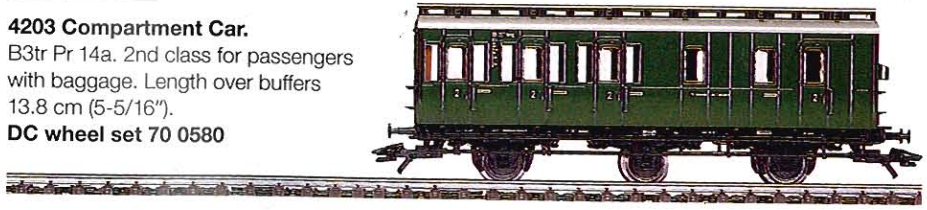


4201 Compartment Car.
B3 Pr 11 a with brakeman's cab. 2nd class. Separately applied ladders and handrails. Length over buffers 13.8 cm (5-5/16″).
DC wheel set 70 0580

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 44) is an appropriate unit for the Prussian compartment cars.



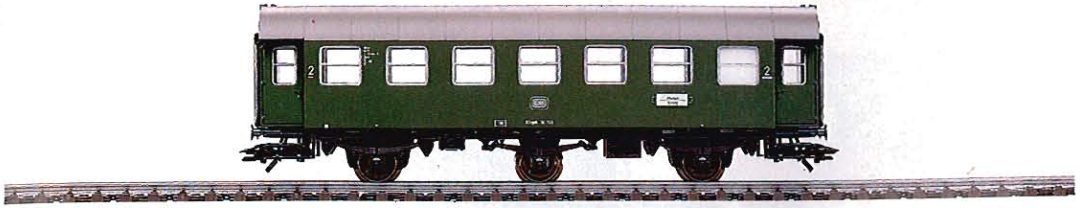
Three-Axle Rebuild Cars of the German Federal Railroad (DB)

After World War II the German Federal Railroad decided on an extensive investment in a rebuilding program, in order to turn existing large numbers of German State Railroad cars, which were often in damaged condition, into modern material at the lowest possible cost. These new cars were always operated in pairs in passenger trains for commuter and suburban traffic.

NEM 7317 III

4317 Passenger Car.
Type AB3ygeb 756. 1st and 2nd class. Length over buffers 15.2 cm (6").
DC wheel set
2 x 70 0580
1 x 40 6240





NEM 7317 III

4318 Passenger Car.
Type B3ygeb 761.
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.

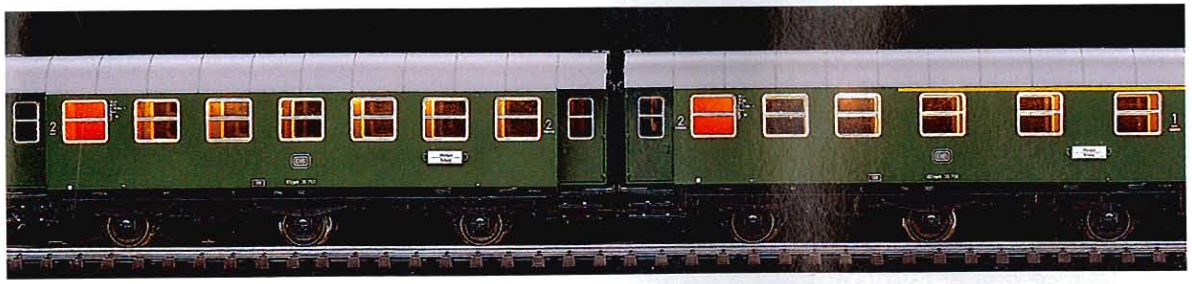
NEM 7317 III

4319 Passenger Car with Baggage Compartment.
Type BD3yg 766. 2nd class.
Length over buffers 15.2 cm (6").
DC wheel set
2 x 70 0580
1 x 40 6240



Perfect layout atmosphere with different lights. Turn to page 272.



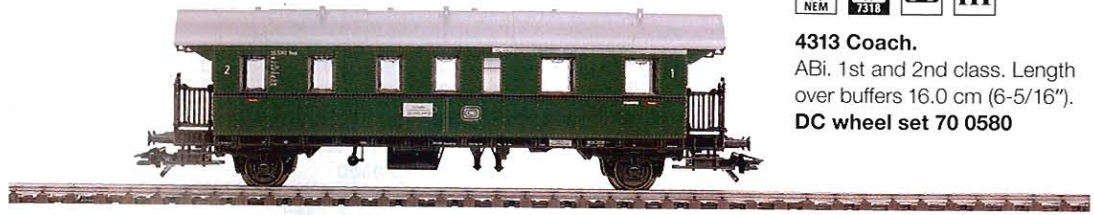


The rebuild cars are always used on the DB as permanently coupled pairs of cars. Such a prototypical composition can be equipped with the 7317 lighting kit.

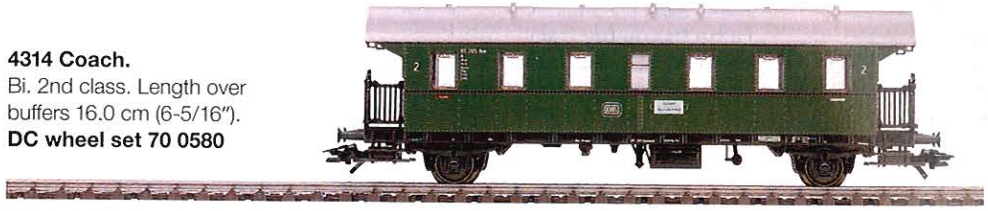
Passengers Cars

"Donnerbüchsen ("Thunder Boxes") – German Federal Railroad (DB) Standard Design Cars

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 36.

"Donnerbüchsen ("Thunder Boxes") – German Federal Railroad (DB) Standard Design Cars

43138 "Donnerbüchsen" Car Set.
Set consists of 2 different German Federal Railroad passenger cars. 1 type BCi coach, 2nd and 3rd class. 1 type Ci coach, 3rd class. Both cars with separately applied smoke stack for heating by stoves. Total length over buffers 32.2 cm (12-11/16").
DC wheel set 70 0580

Cars in special version. Not available separately.



Special one-time series in 1997.
Already delivered to authorized dealers.



The DB class 86 tank locomotive (Märklin model 33961, see page 36) is the appropriate unit for these two "Donnerbüchsen" car sets.

Special one-time series in 1997.
Already delivered to authorized dealers.

43139 "Donnerbüchsen" Car Set.
Set consists of 2 different German Federal Railroad passenger cars. 1 type Ci coach, 3rd class. 1 type CCitr coach with baggage compartment, 3rd class. Both cars with separately applied smoke stack for heating by stoves. Total length 32.2 cm (12-11/16").
DC wheel set 70 0580

Cars in special version. Not available separately.



Passengers Cars

Four-axle Rebuild Cars of the German Federal Railroad (DB)

A total of 1,821 cars were rebuilt in the late 1950s, and part of this program was that the car frames were altered to a standard length of 19.45 meters (63 feet 10-1/8 inches). The introduction of weather tight diaphragms between cars was an important detail for quicker distribution of passengers during station stops. In addition, all classes were equipped with upholstered seats for the first time. Like the three-axle rebuild cars, the four-axle versions were built using old German State Railroad and provincial railroad cars.

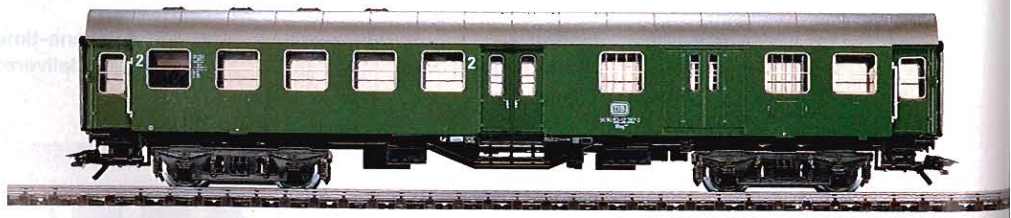


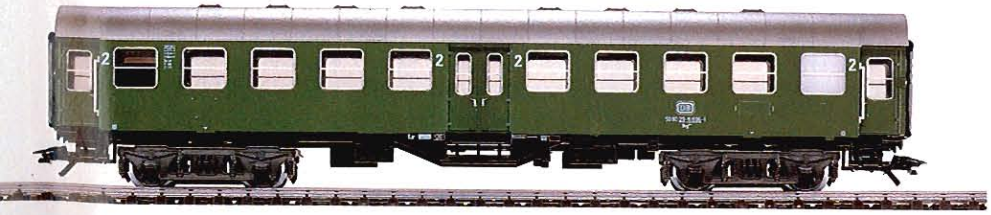
NEM 7329 IV

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

NEM 7329 IV

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





NEM 7329 IV

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

The DB class 212 general purpose diesel hydraulic locomotive (Märklin models 3072/3372) is the appropriate unit for the rebuild cars and can be found on page 58.



Standard Design Coaches

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



These cars came from the rolling stock of the former German State Railroad. For many years after the war they were indispensable on the German Federal Railroad.

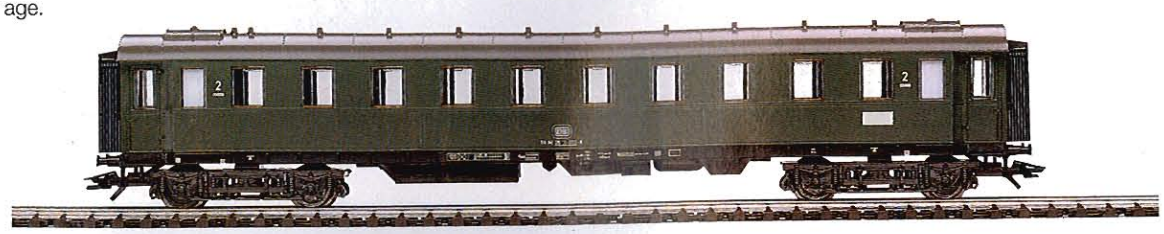
NEM 7335 IV

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.

NEM 7335 IV

4276 Standard Design Express Train Passenger Car.
Type Büe 354. 2nd class. Length over buffers 24.8 cm (9-3/4″).
DC wheel set 70 0580

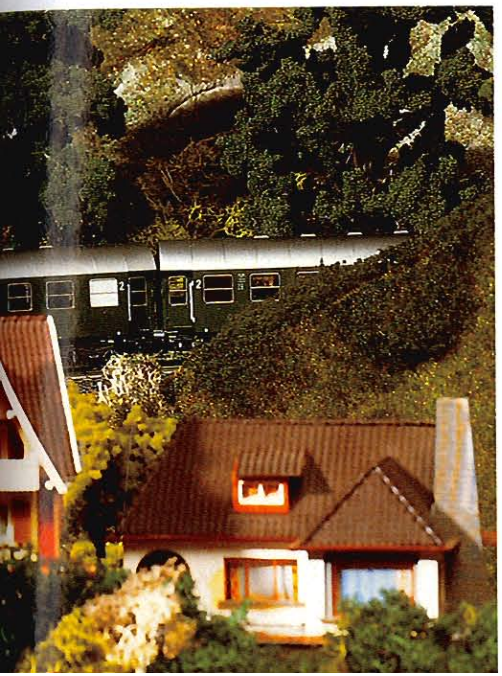




Passengers could get on and off at stops faster through the two doors at each end of the car. This proved to be an advantage specially at connections with stations that were experiencing very large increases in passenger traffic, such as commuter traffic. It became possible to shorten the time for stops for trains and thereby total travel times.

NEM 7335 IV

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.

NEM 7335 IV

4278 Standard Design Express Train Baggage Car.
Type Düe 932. Length over buffers 22.5 cm (8-7/8″).
DC wheel set 70 0580

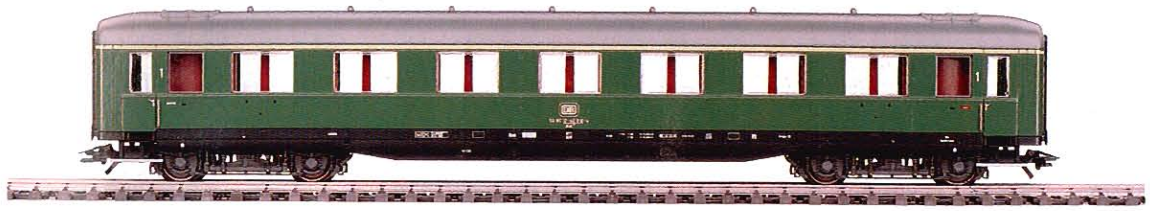


"Schürzenwagen" / Skirted Cars

German Federal Railroad (DB)

Regular production of the streamlined express train passenger cars began in 1939. These cars entered railroad history as the "Schürzenwagen" ("skirted cars") due to the side fairings that extended below the cars' bottom framework and over the buffer beams. 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 are ready for installation of 7319 current-conducting couplers.

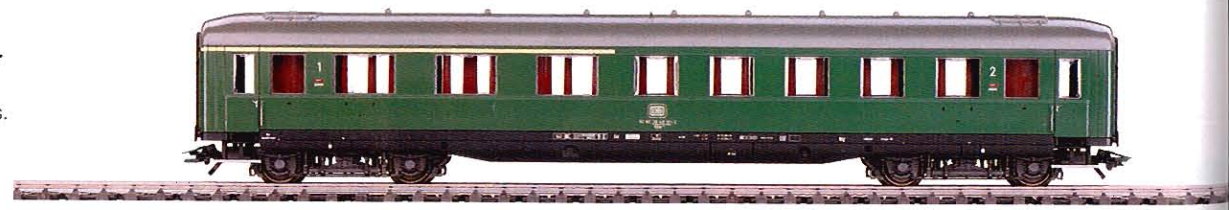


NEM 7315.0 IV

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

NEM 7315.0 IV

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

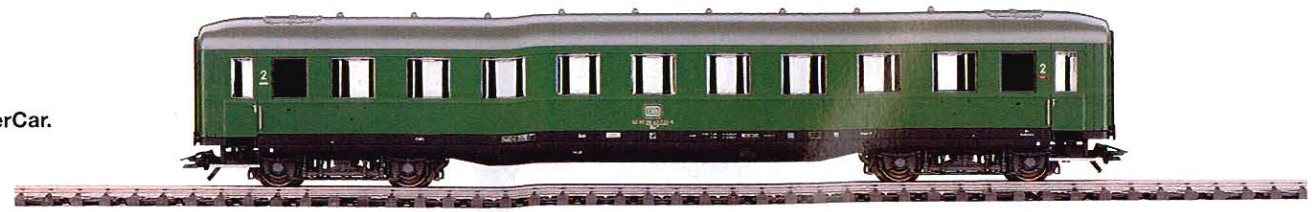




German Federal Railroad (DB)

NEM 73150 IV

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

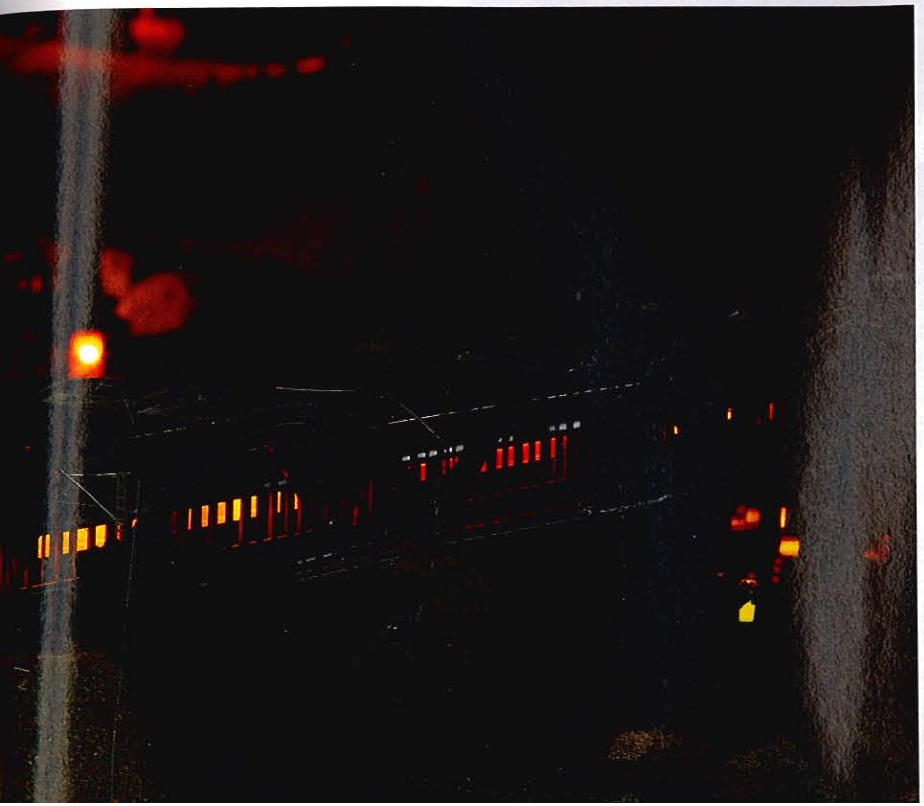




N NEM 73150 IV

43250 Sleeping Car.
Type WLüg(e). Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580

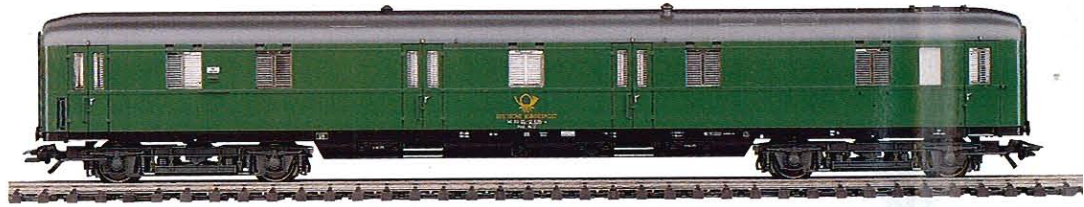
All cars are ready for installation of 7319 current-conducting couplers.



German Federal Postal System

NEM 73150 IV

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

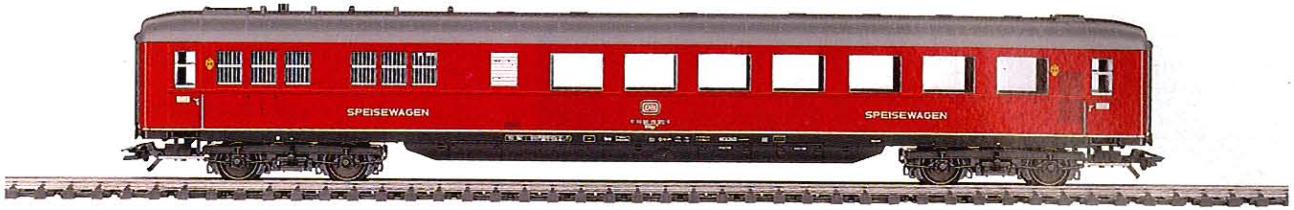


The class 118 electric locomotive (Märklin model 3368) is an appropriate unit for the "Schürzenwagen" cars and can be found on page 67.

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

"Schürzenwagen" / "Skirted Cars"

German Federal Railroad (DB)



NEM 73150 IV

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

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

N NEM 73150 V

43249 MITROPA Dining Car.
MITROPA AG type WR4ü-39. Car 1189 in special version lettered for "80 Jahre MITROPA" ("80 years of MITROPA"). Ready for installation of current-conducting couplers. Illustrated brochure included. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580



The dining car "80 Jahre MITROPA" is being produced in a one-time series only in 1997.

This car was built in 1940 by Waggon und Maschinenbau AG (WUMAG) in Görlitz, Germany and was placed into operation by MITROPA with the car number 1189. Severely damaged after the war and located in the American Zone, the car was overhauled and initially used by the MITROPA West organization and later by the German Sleeping and Dining Car Company (DSG). Over the years a number of changes were made to the car, reflecting the different areas it was used in. MITROPA's headquarters decided to restore the car to its original condition and to display it in front of the headquarters building. The car was transferred in September of 1997 from the ISG/DSG facility in Neuaubing, Germany to Berlin for this purpose.

The German Federal Railroad class V 200 diesel hydraulic locomotive (Märklin models 33803/37803, see page 61) is the appropriate unit to add to the "Lorelei" express train car set.



Car Set

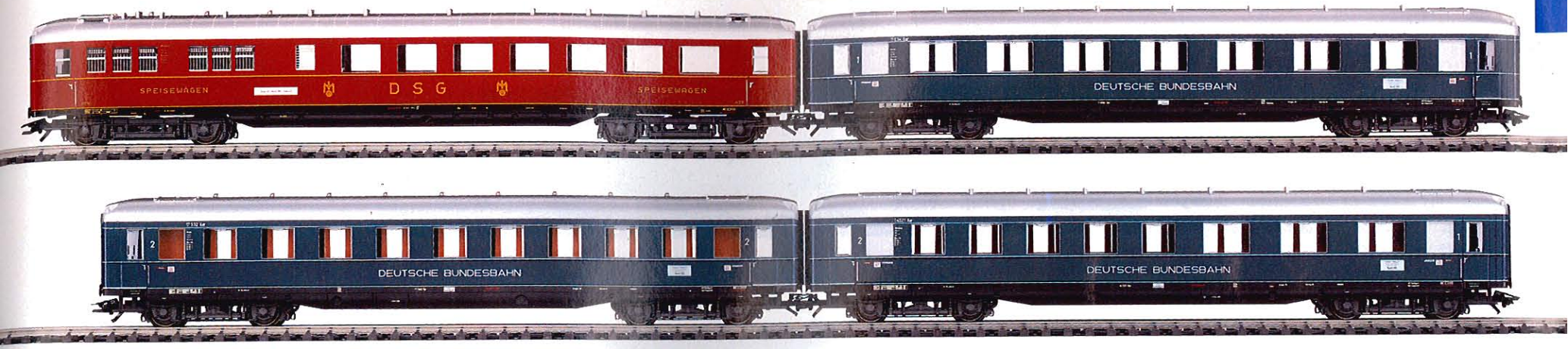
märklin HO

German Federal Railroad (DB)

43209 "Lorelei" Express Passenger Train Car Set.
Set consists of 4 different skirted cars. 1 type A4üe skirted coach, 1st class. 1 type AB4üwe skirted coach, 1st and 2nd class. 1 type B4üe skirted coach, 2nd class. 1 type WR4ü(e) dining car. Ready for installation of current-conducting couplers. Total length 101.5 cm (39-15/16").
DC wheel set 70 0580

All cars in a special version. Not available separately.

Special one-time series in 1997.
Already delivered to authorized dealers.





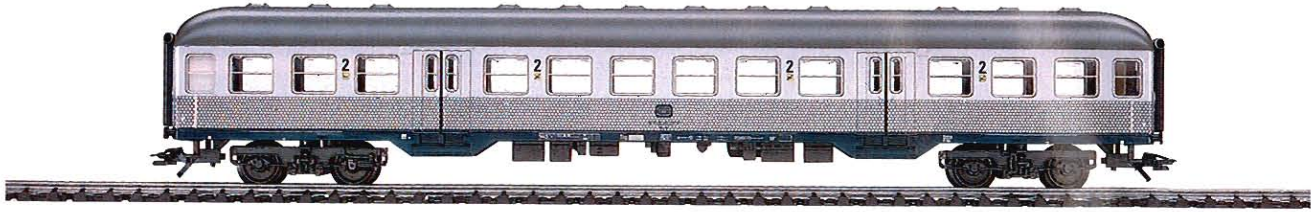
"Silberlinge"

Commuter Cars of the German Federal Railroad (DB)

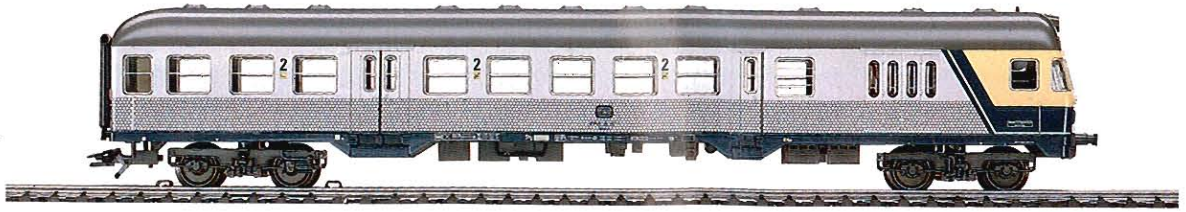


4255 Commuter Car.
ABnrzb 704. 1st and 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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



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



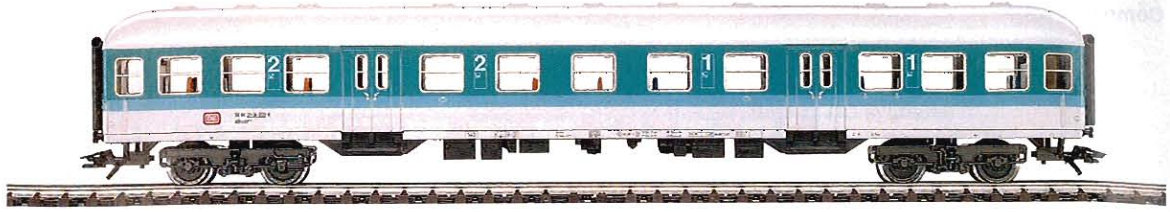
When operated control car first, triple white headlights shine.

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

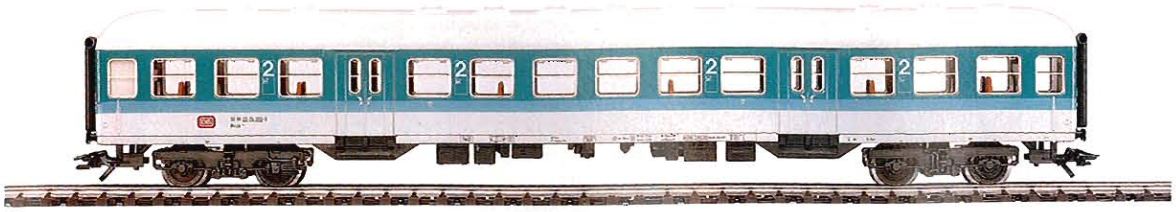
The unpainted exterior skin of stainless steel with the peacock's eye pattern under the windows gave the four-axle German Federal Railroad commuter cars, which replaced older rolling stock starting in 1960, the name "Silberlinge" ("Silver Coins").

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 111, 140, 141, 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 7319 current-conducting couplers.



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.

S-Bahn Cars

German Railroad, Inc. (DB)
Commuter Cars



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

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

The class 143 electric locomotive in S-Bahn colors (Märklin model 3445, see page 76) is an appropriate unit for these cars.



When operated control car first, triple white headlights shine.



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

Car Set

märklin HO

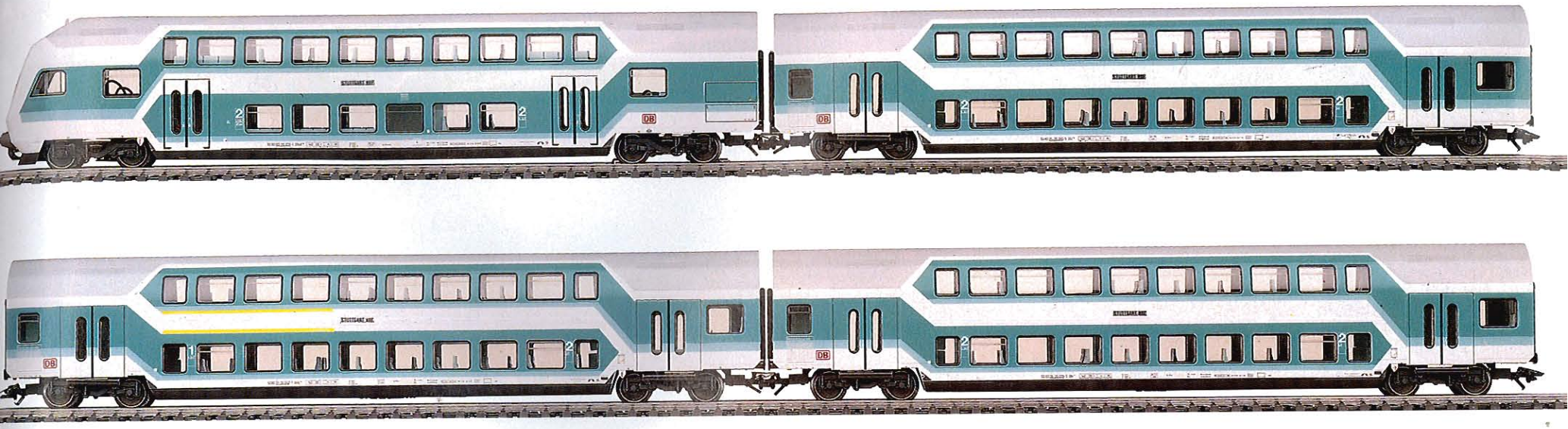
German Railroad, Inc. (DB)
Bilevel Cars

43580 "Bilevel Car" Car Set.
Set consists of 4 different bilevel cars. 1 type DABz 756 bilevel car, 1st and 2nd class. 2 type DBz 751 bilevel cars, 2nd class. 1 type DBbzf 761 bilevel cab control car, 2nd class. Detailed buffer beam. Separately applied front cowling. Lighted destination board. Engineer's cab with interior detailing. All cars ready for installation of current-conducting couplers. Total length over buffers 108.2 cm (42-5/8").

All cars in special version.
Not available separately.

The 43580 car set is being produced in a one-time series only in 1997.

These models are being offered by Trix (T21262) for two-rail DC systems.



The German Railroad, Inc. class 143 electric locomotive (Märklin models 34431/37430) is the appropriate unit for the bilevel cars and can be found on page 77.



When operated control car first, triple white headlights shine.

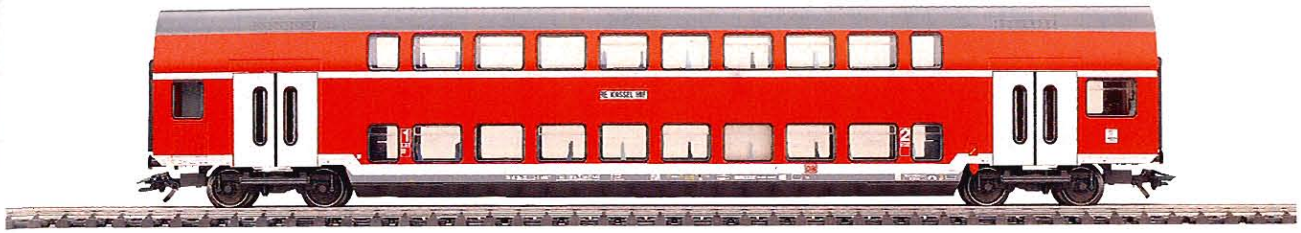


When operated control car last, dual red marker lights shine.


Heideker
Stern Apotheke
Kunst und Bauschlosserei
Gasthof zum Löwen

märklin HO

German Railroad, Inc. (DB) Bilevel Cars

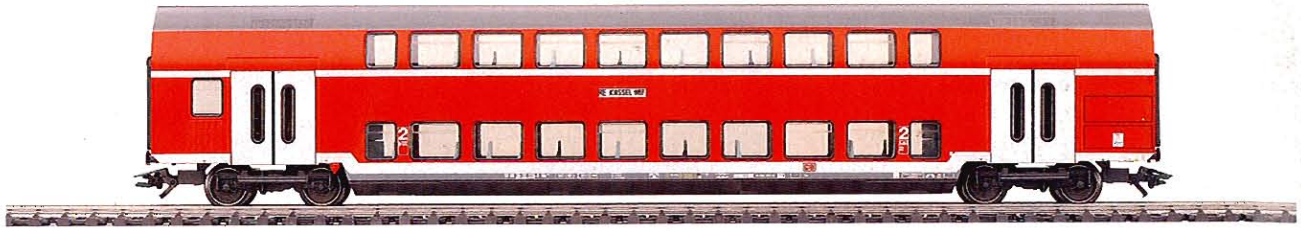


N NEM 73140 V

43584 Bilevel Car.
Type DABz 756 bilevel car, 1st and 2nd class. Ready for installation of current-conducting couplers. Length over buffers 26.8 cm (10-9/16″).
DC wheel set 70 0580

N NEM 73140 V

43585 Bilevel Car.
Type DBz 751, 2nd class. Ready for installation of current-conducting couplers. Length over buffers 26.8 cm (10-9/16″).
DC wheel set 70 0580





N NEM 73140 V

43586 Bilevel Cab Control Car.
Type DBbzf 761, 2nd class. Detailed buffer beam with separately applied front cowling. Lighted destination board. Engineer's cab with interior detailing. Ready for installation of current-conducting couplers. Length over buffers 27.3 cm (10-3/4″).
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 German Railroad, Inc. class 143 electric locomotive (Märklin models 34431/37430) is the appropriate unit for the bilevel cars and can be found on page 77.

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

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 150).*

HOBBY III

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





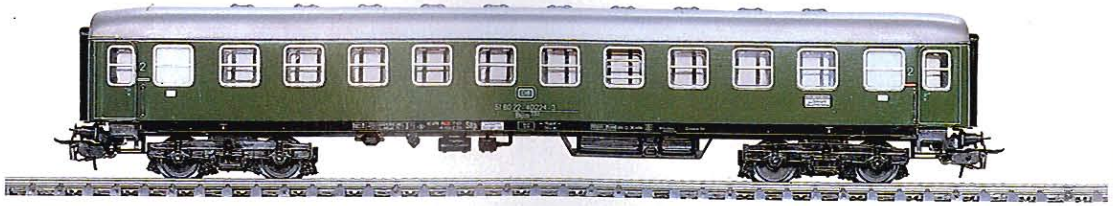
In the German Federal Railroad prototype the elegant cobalt blue color among the otherwise green express coach rolling stock indicated the 1st class compartments.

HOBBY IV

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 IV

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





German Federal Railroad (DB)

HOBBY 7077 IV

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.



You can spot 1st class cars on the German Federal Railroad by the yellow line above the windows.

HOBBY 7077 IV

4111 Express Train Passenger Car.
Aüm 202. 1st class. RELEX couplers.
Length 24.0 cm (9-1/2″).
DC wheel set 70 0590

HOBBY 7077 IV

4112 Express Train Passenger Car.
Type Büm 232. 2nd class RELEX couplers. Length over buffers 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 46 and 59 respectively.



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

German Federal Railroad (DB)

The type class Avüm 111 cream/red 1st class cars were formerly run in Trans-Europe-Express trains and are operated today in Intercity and EuroCity trains.



HOBBY IV

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 oo IV

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



German Sleeping Car and Dining Car Company (DSG)

The German Sleeping and Dining Car Company (DSG) type 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.).

HOBBY IV

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



German Federal Railroad (DB)



HOBBY IV

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".



The 40891 compartment car with marker lights is an appropriate addition to the "Rheingold" train set (Märklin model 28503, see pages 108/109).

HOBBY N oo III

40891 Express Train Passenger Car.
"Rheingold" compartment car. 1st class. Built-in marker lights with maintenance-free LEDs. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).



Car Set

German Federal Railroad (DB) HOBBY N IV

40541 "Pop Cars" Car Set.
Set consists of 4 different express train passenger cars. 1 type Aüm 202 passenger car, 1st class. 2 type Büm 231 passenger cars, 2nd class. 1 type Dym 961 baggage car. RELEX couplers. Total length over buffers 97.7 cm (38-7/16").

DC wheel set 70 0590
All cars in special version. Not available separately.

The DB class 218 general purpose diesel hydraulic locomotive in the red/cream paint scheme (Märklin model 30747, see page 60) is an appropriate unit to go with the 40541 car set.

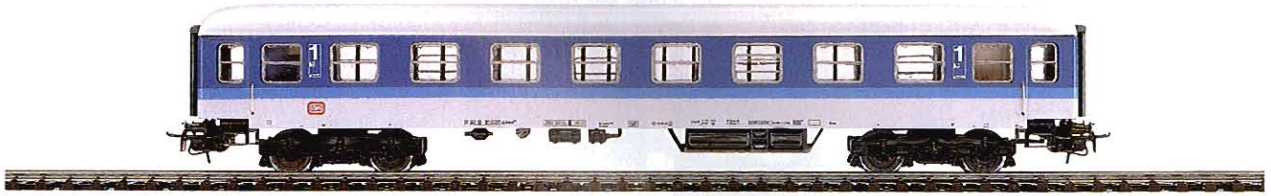




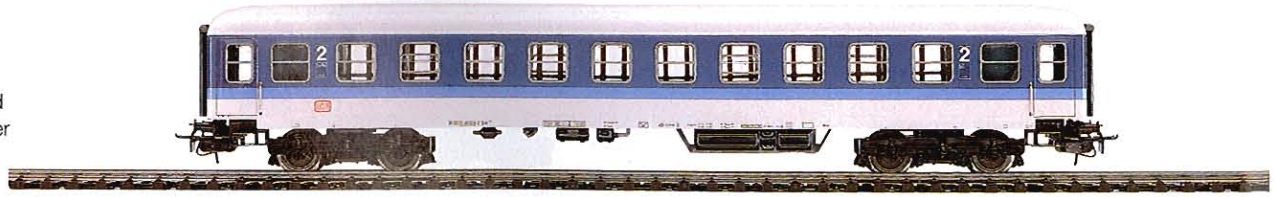
24 cm (9-1/2″) Express Train Passenger Cars

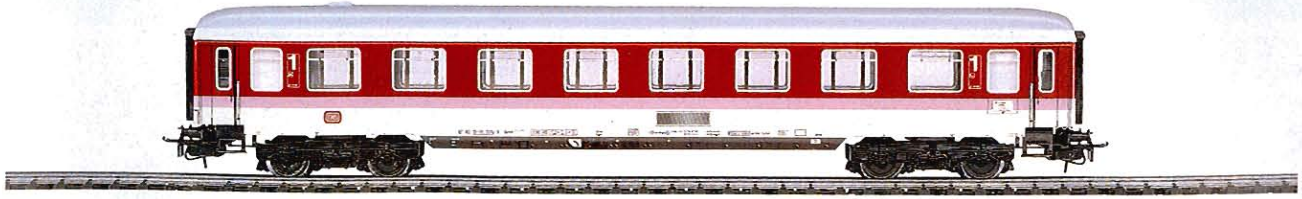
German Federal Railroad (DB)

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



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





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



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

Multimedia

märklin

Märklin rides into the digital age.

Since January 30, 1997 the Märklin railroads are also operating on the Internet. This fascinating medium will make it possible in the future for you to call up information from the world of Märklin model railroading even faster.

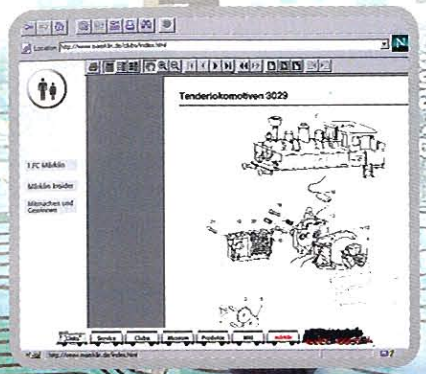


The address http://www.maerklin.de takes you to the Märklin Homepage (German language only. English speakers can go to http://www.marklin.com, the Märklin Homepage for Märklin of North America.) In the lower area of the overview page you will find the navigation button bar with icons in the form of a train. From here you start your virtual trip with a simple click of the mouse. Whether you want product information or simply need a service tip – you'll find current information for all Märklin activities on the Märklin Homepage.

Visit us at http://www.maerklin.com!

The clubs on the Internet.

Since the middle of June the Märklin Clubs have also been making use of the many possibilities for online communication. An Insider receives exclusive access to the online world after entering his/her membership number and the name that goes with it. (This service is at present only accessible to members of the German speaking Insider Club.)





What's offered to the Insider "online"?

Put together your own spare parts catalog! We've set up exploded diagrams and parts lists for almost all of the Märklin locomotives in a data bank for this purpose.

The different Märklin screen savers conjure up a colorful railroad spectacle on your gray computer monitor.



New, previously unpublished track plans form the foundation for setting your custom-tailored model railroad layout.

Take advantage of the advantages of being an Insider and become a club member! Additional information can be found on pages 64/66 of this catalog or on the Internet at www.maerklin.com.

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

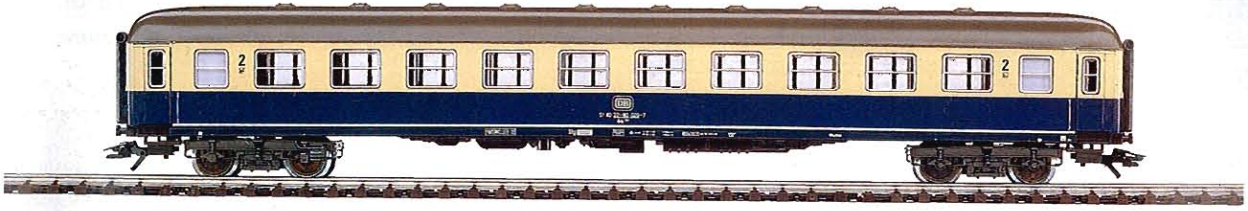
German Federal Railroad (DB)

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

NEM 7330 IV

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





NEM 7330 IV

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



NEM 7330 IV

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 Danube Valley on the train

Just last year Märklin presented the model of the Upper Danube Nature Park's bicycle transport car as a one-time series.

No one could have suspected at the time that this car, first designed in 1996, would be changed only a year later through the cooperation of the new sponsors ALNO and Shimano. This new design has made it possible to do this car again, and Märklin will donate DM 3.00 from the sale of each car to the nature park.

If you would like additional information in German about the nature park or the Nature Park Express, please send DM 3.00 or international reply coupons to: Verein Naturpark Obere Donau e.V., Geschäftsstelle, 88631 Beuron, Germany.

Hohenzollern Provincial Railroad (HzL)

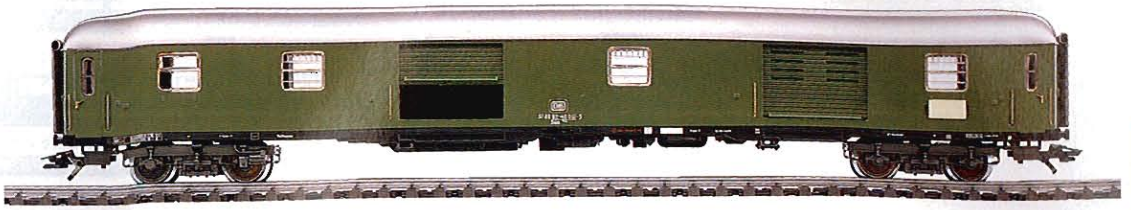
N NEM 7330 V

42808 Bicycle Car.
Type Pw 90. Design on car sides different from each other as in the prototype. 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 42808 bicycle car is being produced in a one-time series only in 1997.

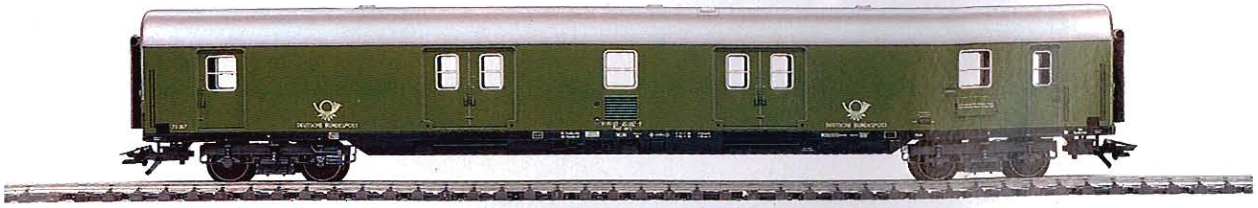
German Federal Railroad (DB)



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 7319 current-conducting couplers.



4157 Express Train Mail Car.
Postmrz. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580

The railroad mail car was a well known sight on passenger trains. In regular trains as well as in special mail trains, it provided swift transport for the mail. On some routes the mail was even sorted in the car en route.



4280 Express Train Mail Car.
Postmrz. Length over buffers 26.4 cm (10-3/8″).
DC whel set 70 0580

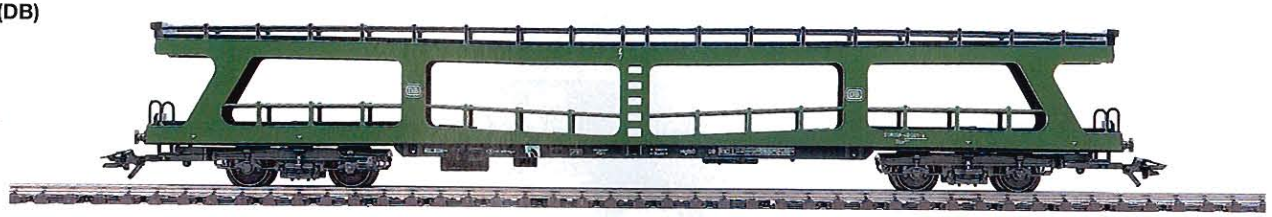
German Railroad, Inc. (DB)



42931 Commuter Bicycle Car.
Type Dduu 498. Two each sliding roll jalousie doors on each side. Ready for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 27.0 cm (10-5/8″). Three figures of bicycle riders included.
DC wheel set 70 0580

Special Design Cars for Passenger Trains

German Federal Railroad (DB)



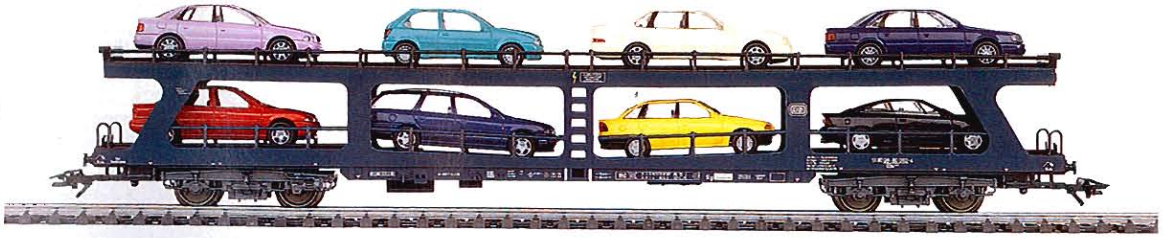
IV

4084 Passenger Train Auto Transport Car.
DDm 915. Without autos. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580



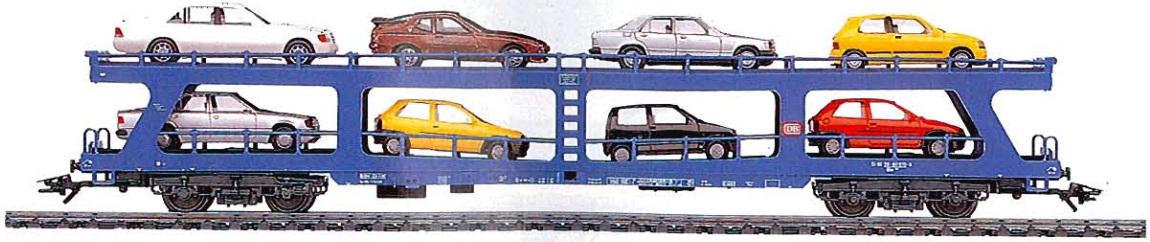
V

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.

The class 120.1 general purpose locomotive (Märklin model 3353, see page 80) is an appropriate unit for the auto transport cars.



V

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



Cab Control Car

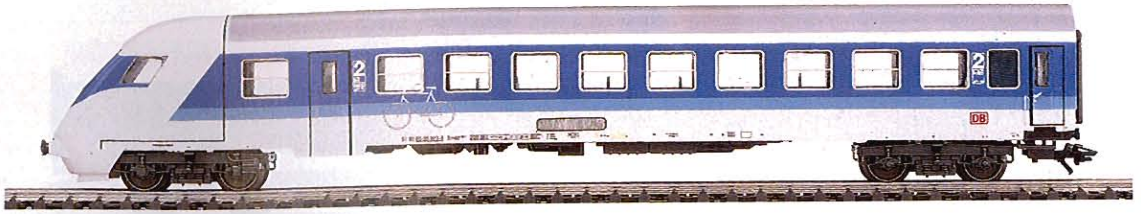
märklin HO

German Railroad, Inc. (DB)



Photo: German Railroad, Inc.

43300 Cab Control Car.
Type Bimdzf 269.0, 2nd class. Ready for installation of 7319 current-conducting couplers. Detailed buffer beam. Separately applied front cowling. Engineer's cab with interior detailing. Length over buffers 27.5 cm (10-13/16").



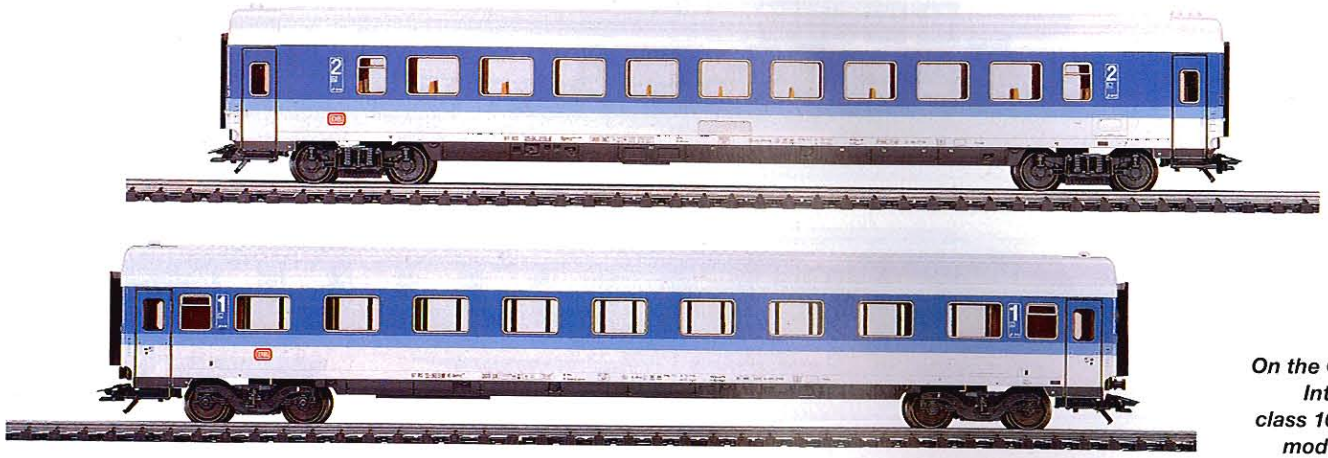
On the German Railroad, Inc. (DB) the InterRegio cars are also pulled by the AEG class 12X prototype electric locomotive (Märklin models 3438/3738, see page 81).



InterRegio Cars 26.4 cm (10-3/8″)

German Federal Railroad (DB)

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



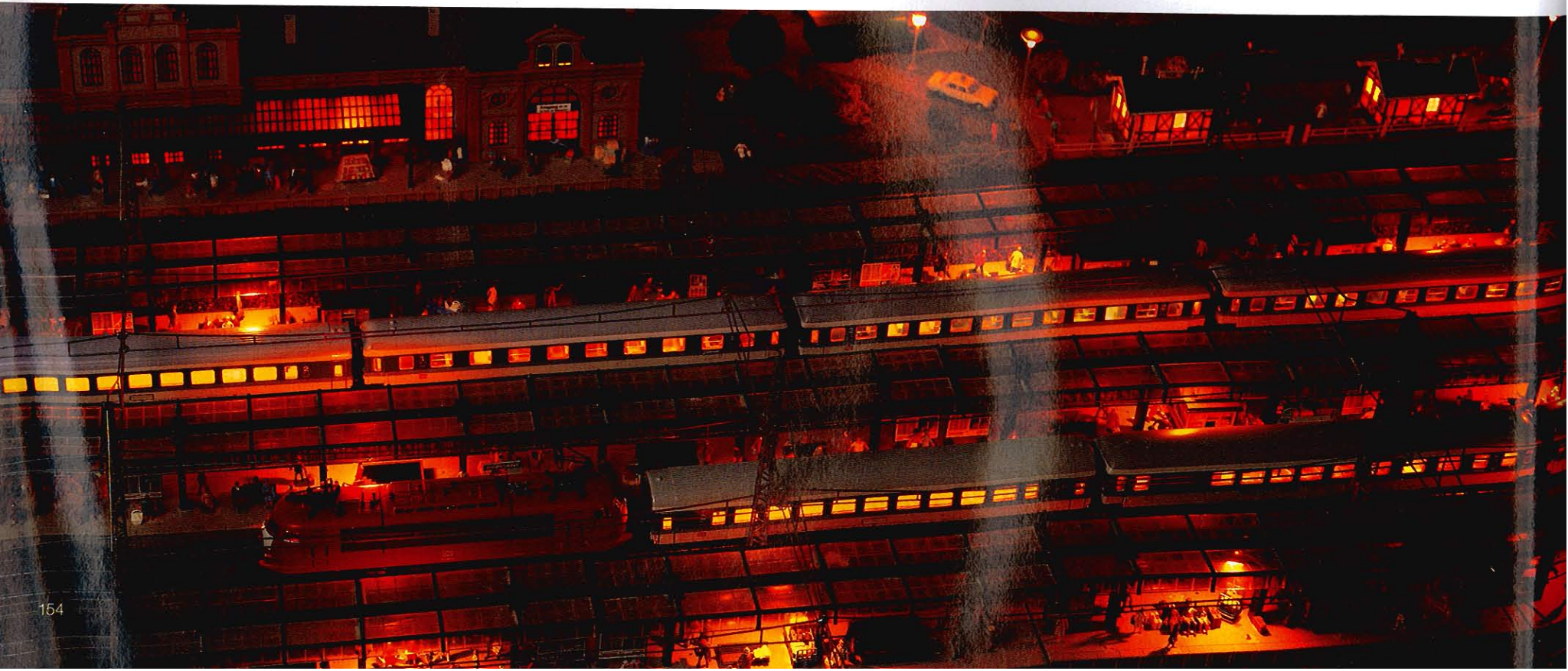
NEM 7330 V

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

NEM 7330 V

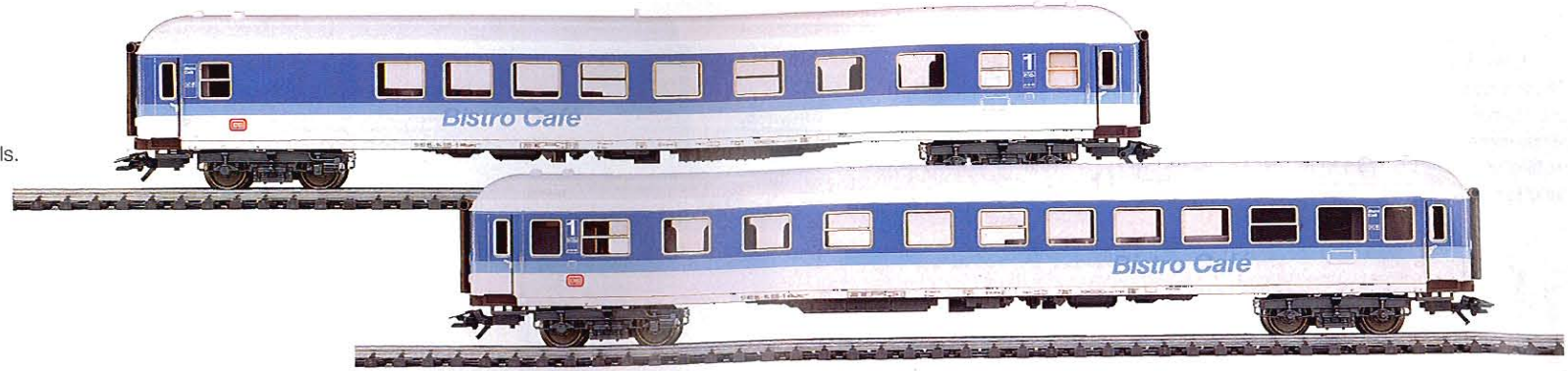
4327 FD/InterRegio Coach.
Bpmz 293.2. 2nd class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580

On the German Railroad, Inc. (DB) the InterRegio cars are pulled by the class 103 electric locomotive (Märklin models 33572/37572, see page 74).



InterRegio Cars 27 cm (10-5/8″)

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

Most of the passenger cars can be equipped with interior lighting. Please see pages 168/169 for this.



This 1st class car is operated in the InterRegio trains. Apart from 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.

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



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.

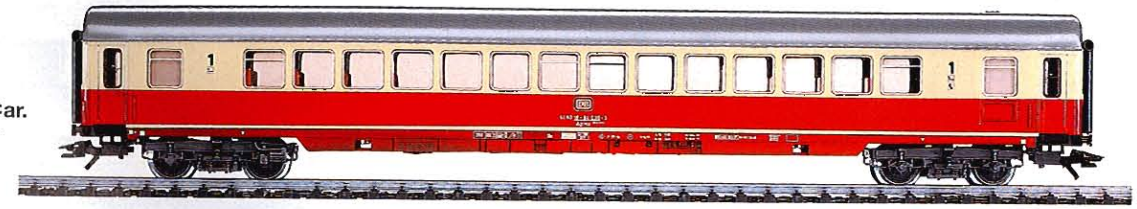


4282 InterRegio Car.
Bim 263. 2nd class. Length over buffers 27.0 cm (10-3/8″).
DC wheel set 70 0580

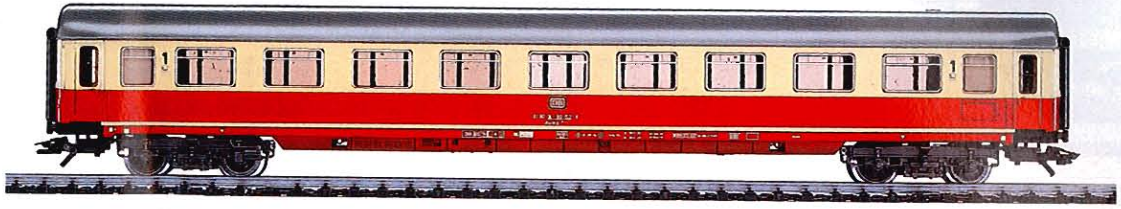
27 cm (10-5/8″) TEE/IC Passenger Cars

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 InterCity and EuroCity service.



4296 InterCity Open Seating Car.
Apmz 121. 1st class. Length over buffers 27 cm (10-5/8″).
DC wheel set 70 0580



4295 InterCity Compartment Car.
Avmz 111. 1st class. Length over buffers 27 cm (10-5/8″).
DC wheel set 70 0580

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

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 74.

Most of the passenger cars can be equipped with interior lighting. Please see pages 168/169 for this.



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

märklin HO

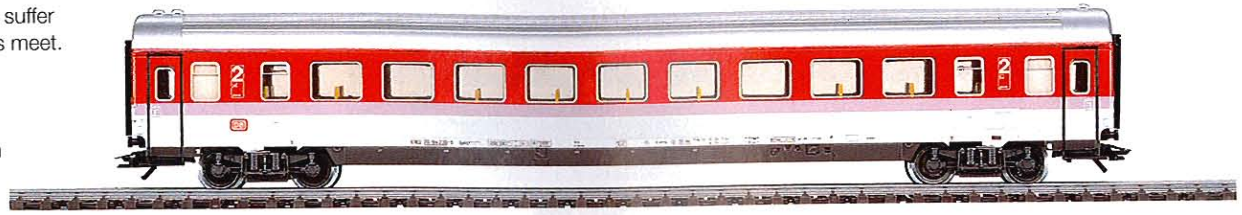
German Federal Railroad (DB)



The second class open seating coach has 80 seats,while the version for wheelchair passengers has75 seats.

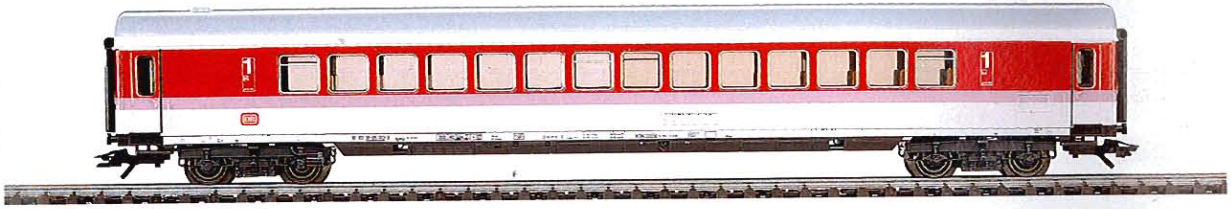
4225 InterCity Open Seating Car.
Bpmz 291.2. 2nd class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580

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.



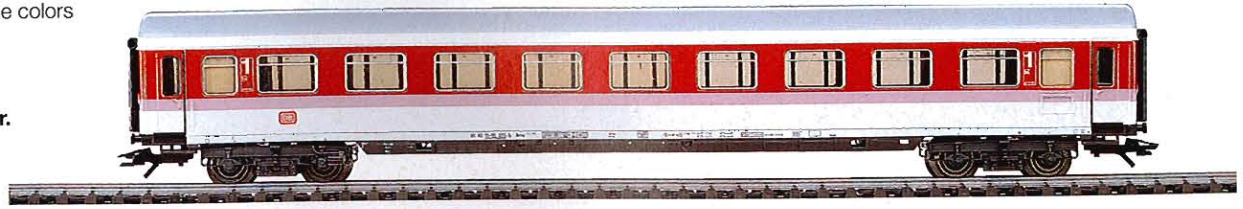
4227 InterCity Open Seating Car.
Type Bpmz 293.2, 2nd class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580

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



4286 InterCity Open Seating Car.
Type Apmz 121, 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. The trains in these colors denote speed and a high level of comfort.

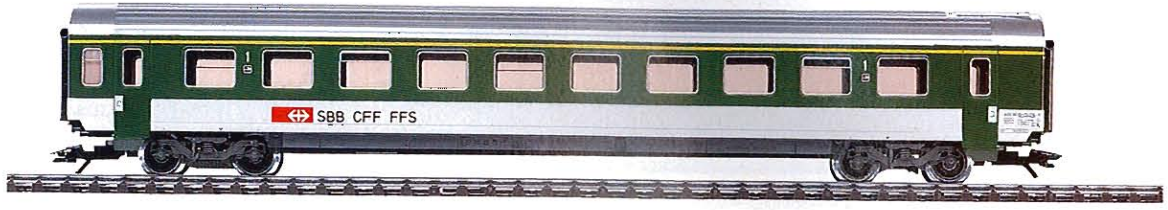


4285 InterCity Open SeatingCar.
Type Avmz 111, 1st class. Length over buffers 27.0 cm (10-5/8″).
DC wheel set 70 0580

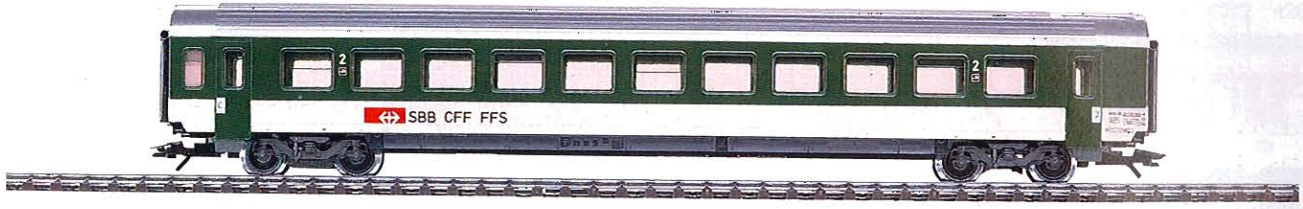
Express Train Passenger Cars

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.

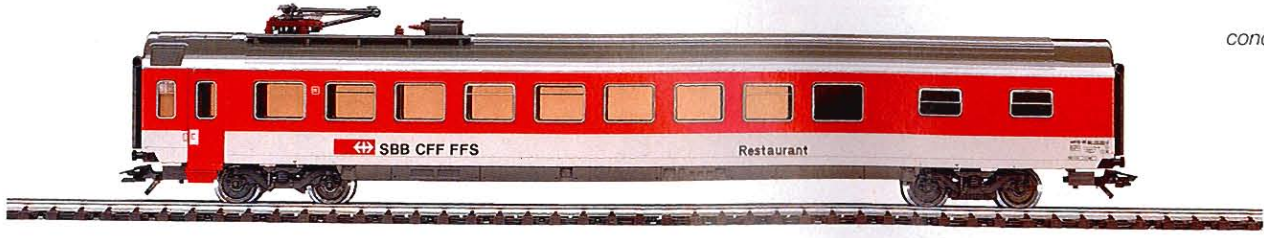


4215 Express Train Passenger Car.
Mark IV A. 1st class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580



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 7319 current-conducting couplers.



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

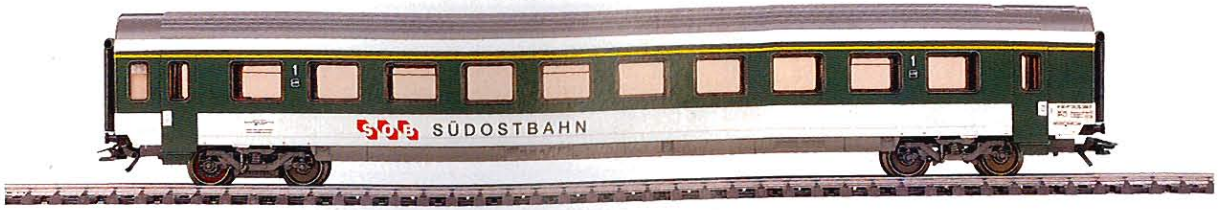
Car Set

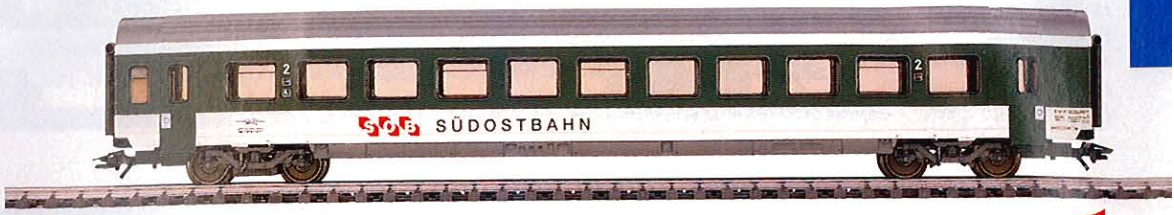
Southeast Railroad (SOB)

N NEM 7330 V

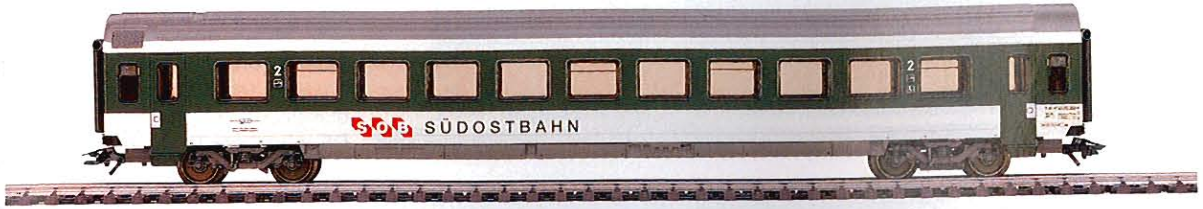
42161 "Southeast Railroad" Passenger Car Set.
Set consists of 3 different express train passenger cars. 1 Type A passenger car, 1st class. 2 Type B passenger cars, 2nd class. Total length 79.7 cm (31-3/8").
DC wheel set 70 0580

All cars in special version. Not available separately.



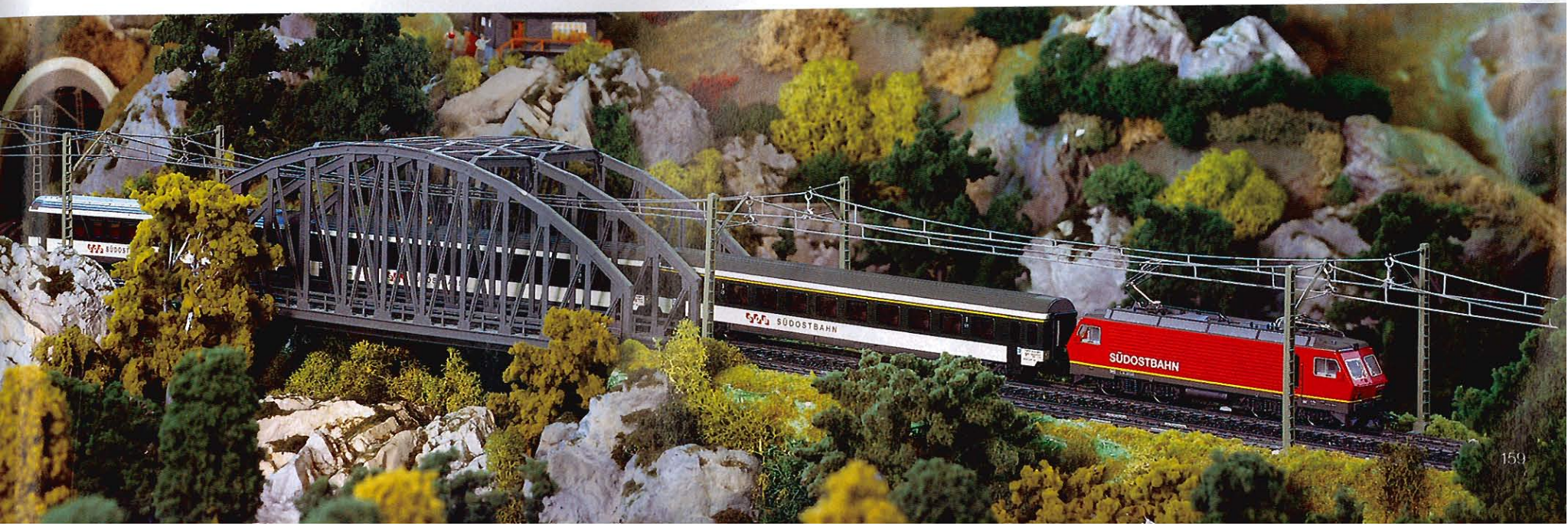


The 42161 car set is being produced in a one-time series only in 1997.



150 Years of Swiss Railroading

The SOB class 446 electric locomotive (Märklin model 34301, see page 90) is the appropriate unit to go with the 42161 car set.



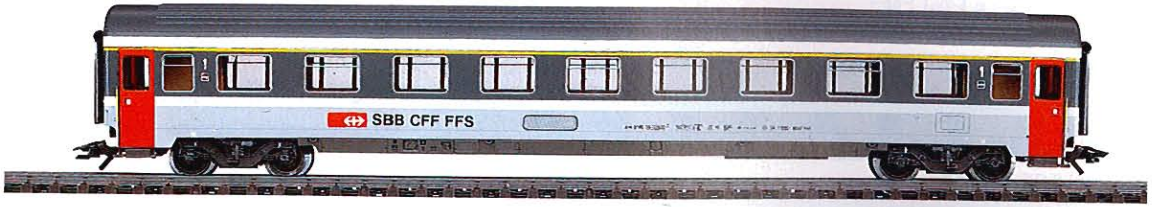
EuroCity Cars

Swiss Federal Railways (SBB)



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

4366 EuroCity Express Train Passenger Car.
Type Bpm. 2nd class. Car sides different from each other as with the prototype. 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)

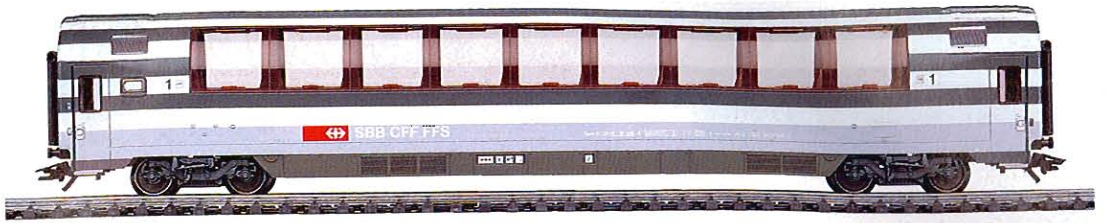
With the EuroCity cars the Swiss Federal Railways have placed into service a totally new group of rolling stock for international passenger traffic. In addition to the new open seating cars in 1st and 2nd class with their very modern interiors, there are the so-called Panorama cars which were built on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

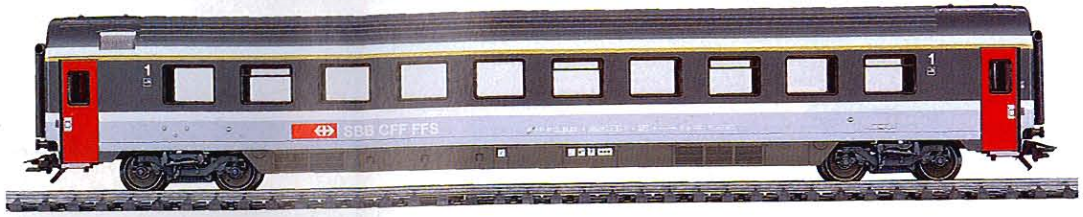
All cars have adjustable buffers and are equipped for installation of 7319 current-conducting coupler.



NEM 7316 V

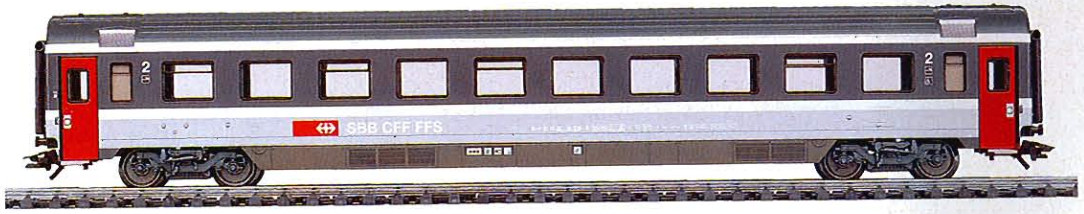
4365 EuroCity Panorama Car.
Apm. 1st class.
Length over buffers 26.7 cm (10-1/2″).
DC wheel set 70 0580





NEM 7330 V

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



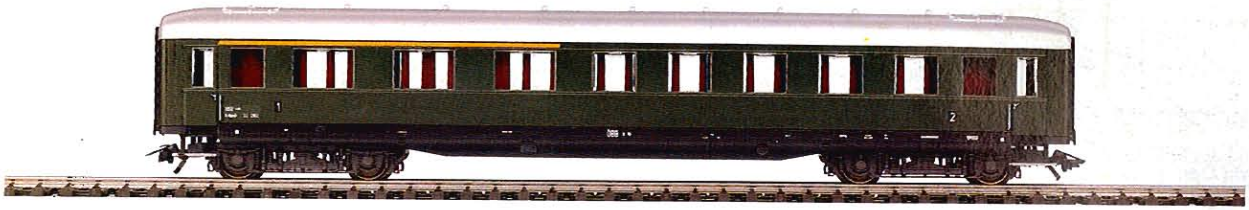
NEM 7330 V

4369 EuroCity Express Train Passenger Car.
Type 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 89.

Express Train Passenger Cars

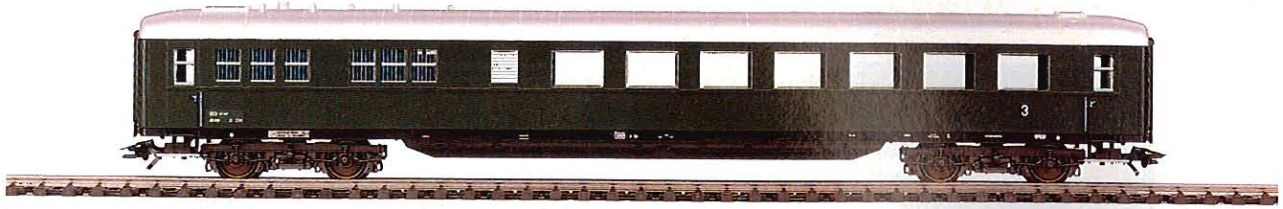
Austrian Federal Railways (ÖBB)



43217 Express Train Passenger Car.
Type AB4üh. 1st and 2nd class. Ready for installation of current-conducting couplers. Length over buffers 24.4 cm (9-5/8″).
DC wheel set 70 0580

The 43217 express train passenger car and the 43247 dining car are being produced in a one-time series only in 1997.

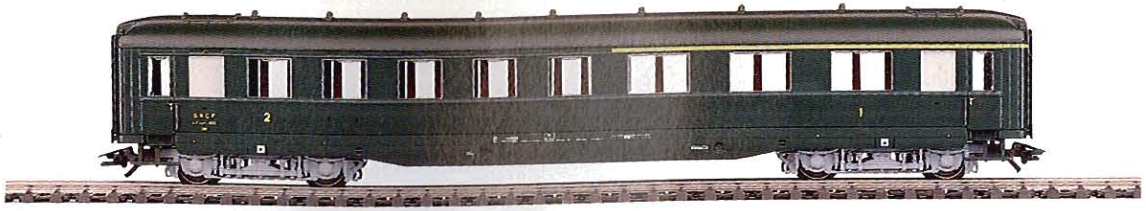
43247 Dining Car.
Type B4ipüh. Ready for installation of current-conducting couplers. Length over buffers 27.0 cm (10-5/8″).
DC wheel set 70 0580



The class 1141 electric locomotive (Märklin model 34586, see page 92) is the appropriate unit to go with the ÖBB skirted cars (Märklin models 43217 and 43247 as well as the previous Märklin models 43207, 43227 and 43267).

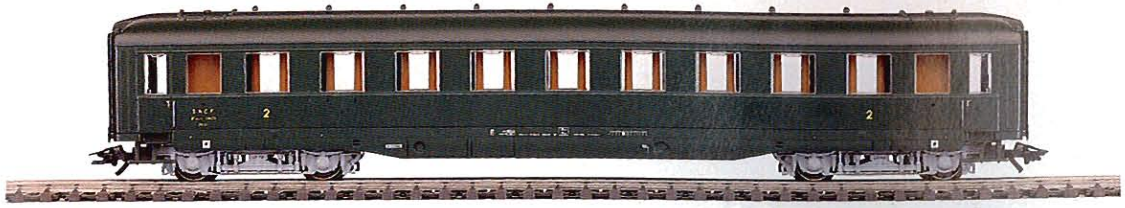


French State Railways (SNCF)



43218 Express Train Passenger Car.
Type A3B5. 1st and 2nd class. Ready for installation of current-conducting couplers. Length over buffers 24.4 cm (9-5/8″).
DC wheel set 70 0580

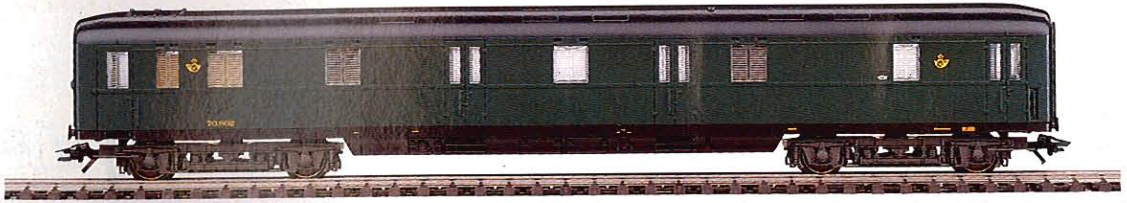
The 43218 and 43228 express train passenger cars are being produced in a one-time series only in 1997.



43228 Express Train Passenger Car.
Type B9. 2nd class. Ready for installation of current-conducting couplers. Length over buffers 24.4 cm (9-5/8″).
DC wheel set 70 0580

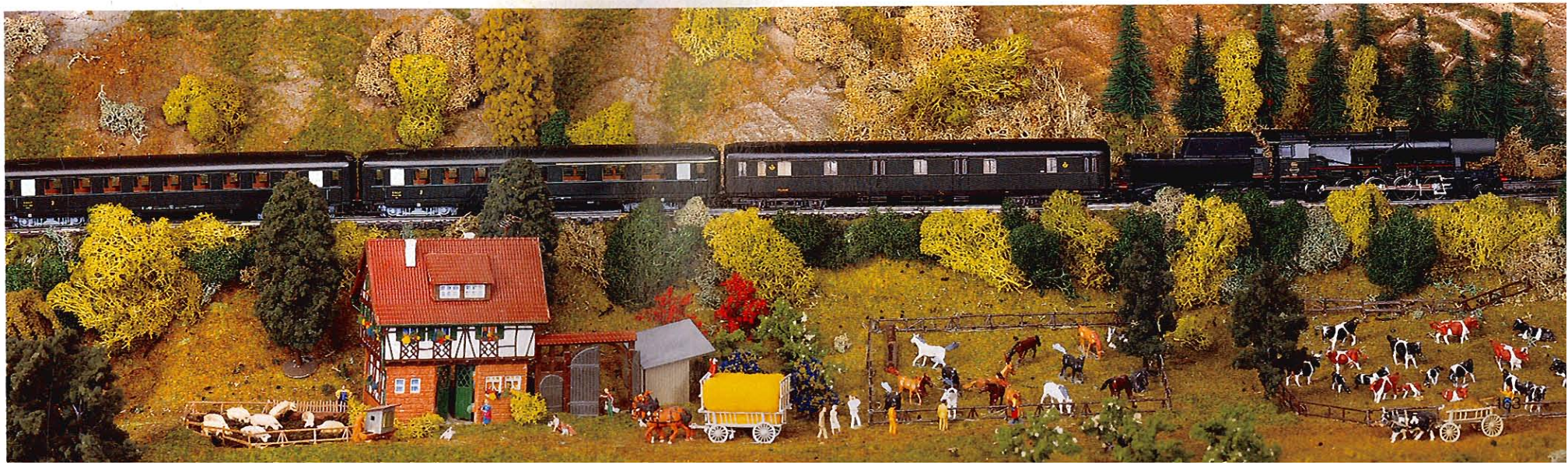
The NMBS/SNCB class 26 steam locomotive (Märklin model 34156, see page 52) is an appropriate unit to go with the Belgian 43268 mail car and the French 43218 and 43228 express train passenger cars.

Belgian State Railways (NMBS/SNCB)



43268 Mail Car.
Type PR. Ready for installation of current-conducting couplers. Length over buffers 26.3 cm (10-3/8″).**DC wheel set 70 0580**

The 43268 mail car is being produced in a one-time series only in 1997.



Express Train Passenger Cars

Luxembourg State Railways (CFL)



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

N NEM V

41262 Commuter Car.
Bicycle car. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 0580

The 41262 commuter car is being produced in a one-time series only in 1997.

Dutch State Railways (NS)

N NEM 7330 V

42696 Slumber Coach.
Type Bem slumber coach. 2nd class. Length over buffers 27.0 cm (10-5/8″).
DC wheel set 70 0580

The 42696 slumber coach is being produced in a one-time series only in 1997.





Danish State Railways (DSB)

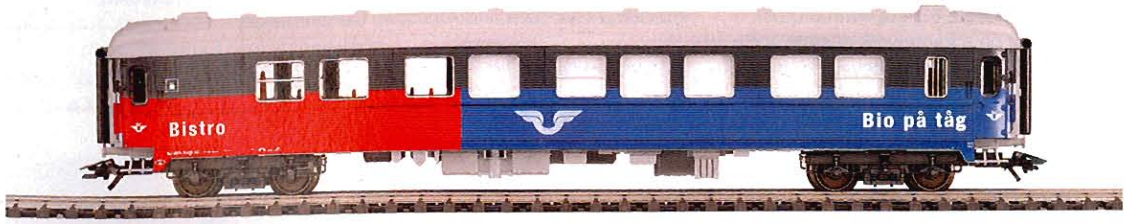
N NEM 7330 IV V

42692 Slumber Coach.
Type Bcm. Length over buffers 27.0 cm (10-5/8″).
DC wheel set 70 0580

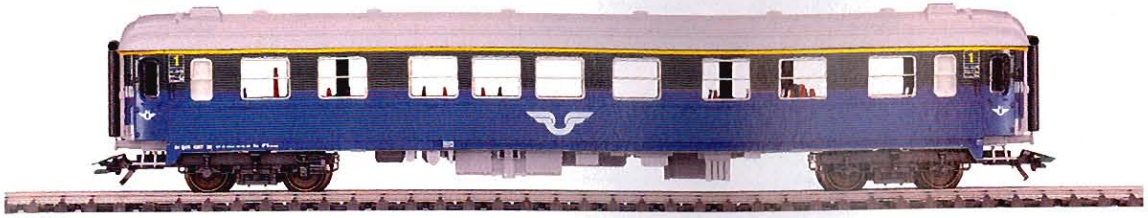
The 42692 slumber coach is being produced in a one-time series only in 1997.



Swedish State Railways (SJ)



43772 Express Train Passenger Car.
Type S 11 R. Movie car version. Length over buffers 24.4 cm (9-5/8″).
DC wheel set 70 0580



43773 Express Train Passenger Car.
Type A 2. 1st class. Length over buffers 24.4 cm (9-5/8″).
DC wheel set 70 0580

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

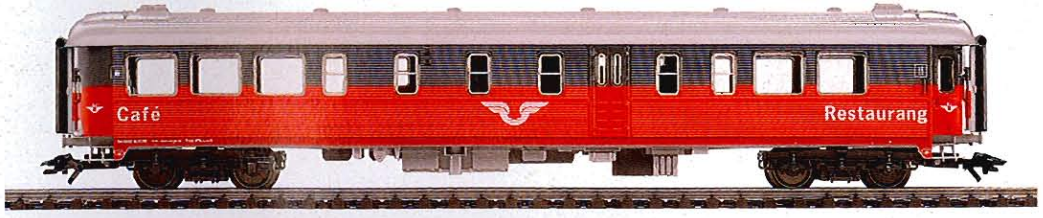
The class RC 3 locomotive is an appropriate unit (Märklin model 3341, see page 93) for these cars and also comes painted in the current SJ color scheme.



4377 Express Train Passenger Car.
Type B 1 in current 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, 43772, 43773, and 4378.



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

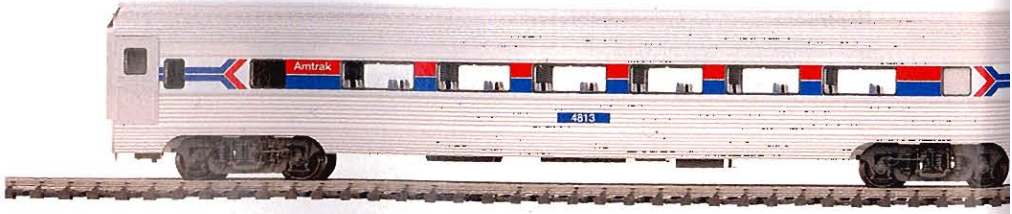
Car Set

After the World War II, a new generation of passenger cars was introduced on all of the large railroads in the USA: the "streamliners". These cars are of light weight construction; the superstructures consist of streamlined stainless steel on a framework of steel and light weight metal shapes. There has been further development of the basic concept of the streamliners in American passenger car building right up to the present. The builders of these comfortably equipped passenger cars were chiefly Budd (today Bombardier), Pullmand-Standard and American Car & Foundry.

Despite similar designs and appearance in the streamliners, the car types do differ, and the individual series of particular designs differ a great deal in form and equipment. The most important types are coach, lounge car, parlor car, dining car, sleeping car (sleeper or roomette), and baggage car. Typical for American deluxe trains are also cars with a dome (vista dome) and the observation with its rounded end.



The diesel electric locomotive in a double or triple unit composition (Märklin models 33621/37621, see page 63) is the appropriate motive power for the "Streamliner" car set.



These models are being offered by Trix (T21263) for two-rail DC systems.



Approximately 1,200 cars from the rolling stock of 13 large railroads formed the "fleet" ("Heritage Fleet") that Amtrak, the newly founded national passenger train service company, took over for operation all over the country. This inheritance cost $17.5 million, the overhaul of the cars came to another $80 million. These modernized and attractively designed streamliners formed the backbone for passenger service in the entire USA during Phase I (up to 1975) and II (up to 1979). A number of these cars are still in service since the introduction of newly designed cars in the 1980s.



N NEM IV

43600 "Streamliner" Passenger Car Set.
Set consists of 6 different Amtrak streamliner passenger cars. 1 baggage car. 1 sleeping car. 1 coach. 1 vista dome car. 1 dining car. 1 observation car. All cars with car bodies of aluminum. Numerous separately applied details. End walls differ from each other on the cars. Current-conducting couplers included. Total length 151.9 cm (59-13/16").

All cars in special version. Not available separately.

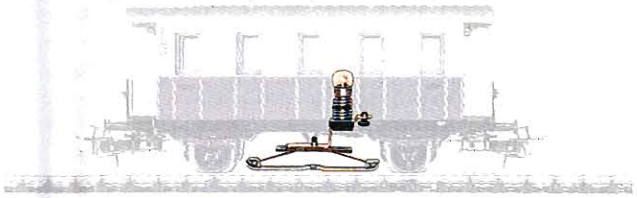
The 43600 "Streamliner" passenger car set is being produced in a one-time series only in 1997.





Car Lighting

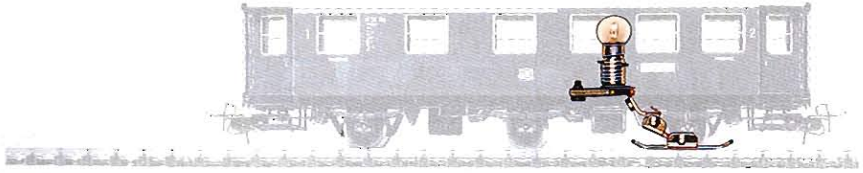
7323



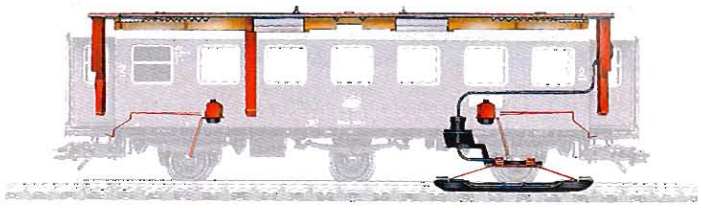
7323 Lighting Kit.
For cars 4035, 4038, 4039, 4107 and 4108. Consists of pickup shoe with light socket and light bulb.

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

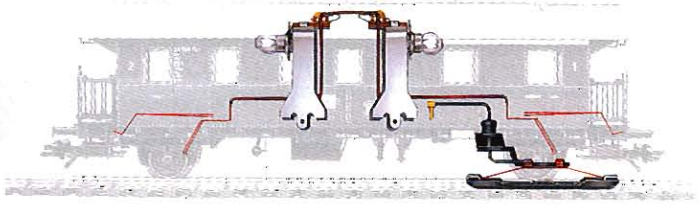


7317



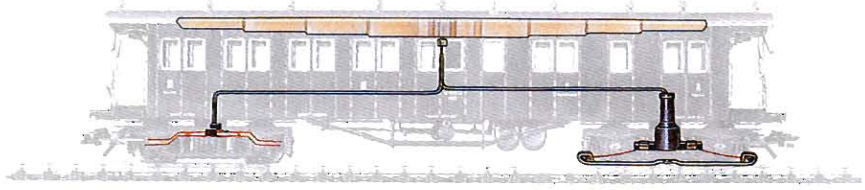
7317 Lighting Kit.
For cars 4317–4319. Installation kit for 1 pair of cars. Consists of pickup shoe, current-conducting close coupler, 2 light diffusers and 4 light bulbs.

7318



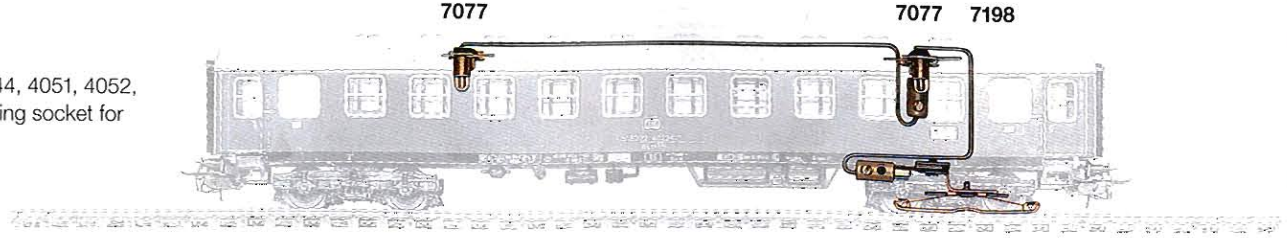
7318 Lighting Kit.
For the "Donnerbüchsen" passenger cars 4100-4102 (without close couplers) and 4313, 43138, 43139, 4314 and 4315 (with close couplers). Consists of pickup shoe, current-conducting close coupler, 2 light sockets and 2 light bulbs.

7333



7333 Lighting Kit.
For cars 4210, 4211, 4213, 4214 and 4229. Consists of pickup shoe, light diffuser, light socket and light bulb.

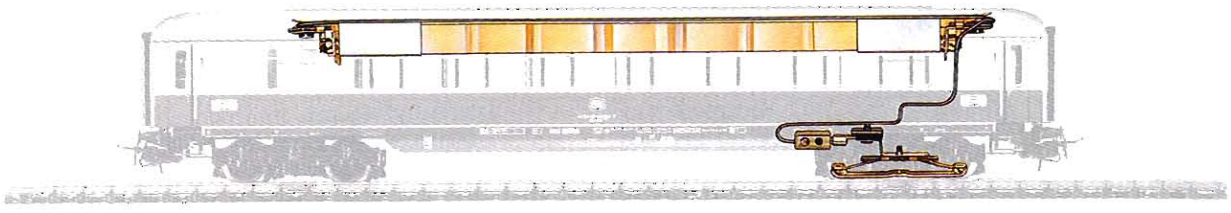
7077 7077 7198



7077 Lighting Kit.
For cars 4026, 4027, 4032, 4044, 4051, 4052, 40541, 4111 and 4112. Connecting socket for additional lights. With light bulb.

7198 Pickup Shoe.
For 7077 lighting kit.

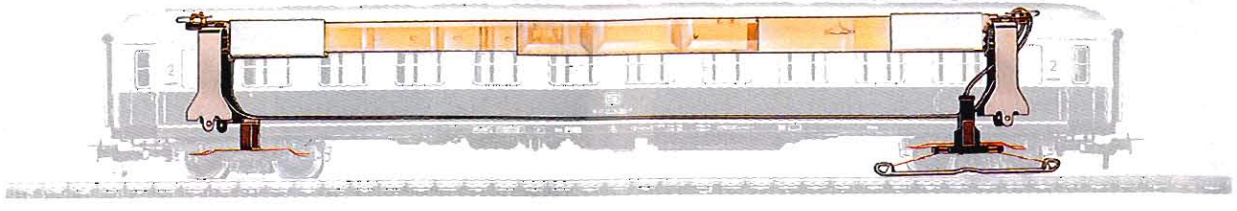
7320



7320 Lighting Kit.
For 4055, 4057, 4085, 4087 and 40891. 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, 4132 and 4133. Consists of pickup shoe, adjustable light diffuser, 2 light sockets and 2 light bulbs.

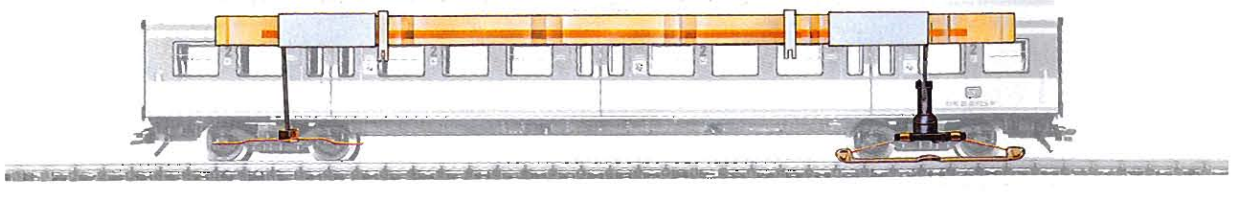
7330 Lighting Kit.
For cars 4093, 4104-4106, 4125, 4157, 4215, 4216, 42161, 4217, 4225, 4227, 4255 – 4260, 4266, 42696, 4280 – 4282, 4285, 4286, 4291 – 4293, 42931, 4296, 4327, 4348, 4366, 4368, 4369 and 4384. Consists of pickup shoe, light diffuser with light sockets and 2 light bulbs. Can be used with 7319 current-conducting close coupler.

7335 Lighting Kit.
Same as 7330, but for shorter express train coaches. For cars 4275, 42751, 4276-4278, 43772 and 43773.

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.

73150 Lighting Kit.
For cars 43200, 43209, 43210, 43217, 43218, 43220, 43228, 43240, 43247, 43249, 43250, 43260, 43268 and 43300. Consists of pickup shoe, light diffuser with lamp sockets and 2 light bulbs and current-conducting close coupler.

7330



N

73140 Lighting Kit.
For cars 43580, 43584, 43585 and 43586. Consists of pickup shoe, circuit board with 10 light bulbs and current-conducting coupler.

Spare Parts for Cars



N

72060 RELEX Couplers.
Contents 10 RELEX coupler heads. Can be used on locomotives and cars with standard coupler pockets (NEM 362).



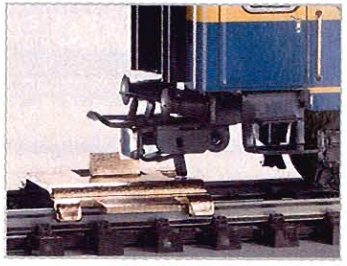
7203 Close Couplers.
Contents: 50 no. 70 1630 close coupler heads. For installation on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard couplers (NEM 360).



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. 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

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

Each issue is printed in color and offers the Märklin Magazin readers all sorts of ideas and carefully assembled instructions on layout planning, layout construction, building scenery, and model railroad technology. Active scratch builders will find a wide variety of easy to understand articles on building or converting rolling stock and buildings. Focused ideas on how to use the Märklin system and on expanding existing model railroad technology will help model railroaders with conventionally operated layouts as well as the fast growing number of digital model railroaders.

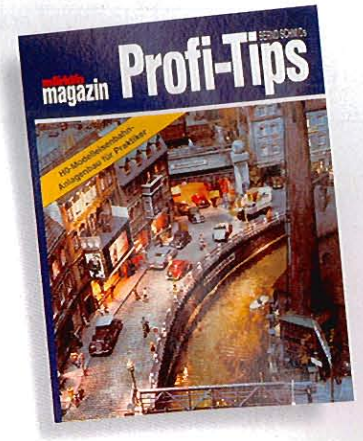
Märklin enthusiasts present their layouts, report their experiences and explain to the MM readers solutions to problems they have worked out.

Delivery updates, special and discontinued models and promotions are reported regularly under the heading "Märklin aktuell". In addition, the Märklin Magazin always gives coverage to new items from Märklin and from accessory companies shown at the toy fairs. Collectors can get current information about their interest.

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)



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.



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)



N NEM

48752 Märklin Magazin 1997 Annual Car Set "MM Mailing".
Set consists of a German Federal Railroad box car and accessories. Type Gr 20 with brakeman's platform. Sliding doors that can be opened. Car painted in the typical MM blue with the doors lettered "Märklin Magazin 1997". Length over buffers 11.3 cm (4-7/16"). Accessories: 2 metal pallet fork lifts, 6 pallets, 2 pallet loads of MM magazines and 3 figures of warehouse workers. **DC wheel set 70 0580**

As with all earlier models, this exclusive MM car is being produced in a one-time series only in 1997.

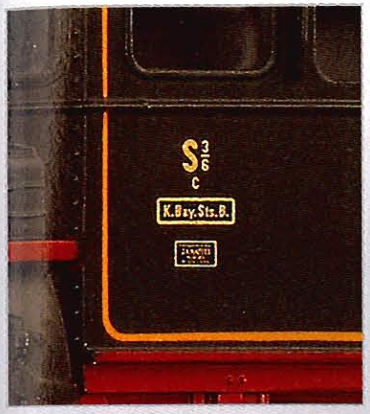
Railroads and Eras

On these pages anyone wanting more information will find an overview of historical eras and emblems of historic and current European railroad companies. The pictograms described here can also be found next to the models in this catalog, so that you can assemble prototypical trains from a particular era. The division of the eras follows the NEM standards, but in the earlier eras the cutoffs are not always very clear. In the prototype the features of different eras often overlap.

The Railroads

Country	Abbreviation	Emblem	Original Name	Railroad
A	ÖBB		Österreichische Bundesbahnen	Austrian Federal Railways
B	SNCB NMBS		Société Nationale des Chemins de fer Belges Nationale Maatschappij van de Belgische Spoorwegen	Belgian State Railways Belgian State Railways
CH	SBB CFF FFS BLS SOB		Schweizerische Bundesbahnen Chemins de fer Fédéraux Suisses Ferrovie Federali Svizzere Bern-Lötschberg-Simplon-Bahn Südostbahn	Swiss Federal Railways Swiss Federal Railways Swiss Federal Railways Bern Lötschberg Simplon Railroad Southeast Railroad
D	KPEV K.Bay.Sts.B. K.W.St.E. DRG DB DB		Königlich Preußische Eisenbahn-Verwaltung Königlich Bayerische Staatsbahn Königlich Württembergische Staatseisenbahnen Deutsche Reichsbahn-Gesellschaft (1929–1945) Deutsche Bundesbahn (1945–1994) Deutsche Bahn AG (starting in 1994)	Royal Prussian State Railroad Administration Royal Bavarian State Railroad Royal Württemberg State Railways German State Railroad Company (1929–1945 German Federal Railroad (1945–1994) German Railroad, Inc. (starting in 1994)
GDR	DR		Deutsche Reichsbahn (1945–1994)	German State Railroad (1945–1994)
DK	DSB		Danske Statsbaner	Danish State Railways
F	SNCF		Société Nationale des Chemins de fer Français	French State Railways
I	FS		Ferrovie dello Stato Italiane	Italian State Railways
L	CFL		Société Nationale des Chemins de fer Luxembourgeois	Luxembourg State Railways
NL	NS		Nederlandse Spoorwegen	Dutch State Railways
N	NSB		Norges Statsbaner	Norwegian State Railways
S	SJ		Statens Järnvägar	Swedish State Railways
UdSSR	SŽD		Sovjetskije Železnyje Dorogi	Soviet Railways

I
Era I
1835 to about 1925



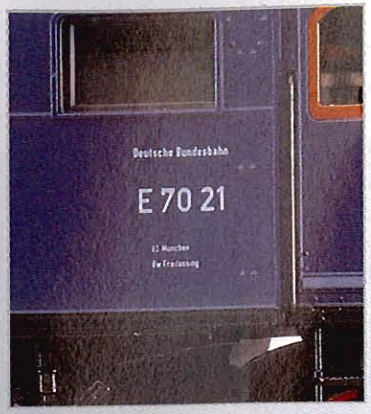
Provincial and privately owned railroads with in some cases extensive route networks came into being in the beginning phase of railroading. Era I is characterized by a multitude of car and locomotive types, colors and lettering.

II
Era II
1925 to 1945



The large national state railroads were established in Europe. In Germany the provincial and privately owned railroads were merged in 1920 into the German State Railroad Company (DRG). Standard designs cut down on the multiplicity of car and locomotive types.

III
Era III
1945 to 1970



The 1950s and 1960s were characterized by rebuilding and economic growth. The young German Federal Railroad (DB) grew quickly; steam locomotives had to make way for more powerful and more efficient diesel and electric locomotives. The German State Railroad (DR) in the German Democratic Republic of that period developed parallel to the DB.

IV
Era IV
1970 to 1990



The beginning of this era was marked by the European wide standardized computer UIC lettering system for all cars and locomotives. This process took place over several years, so that you could still see cars with the old and new lettering next to one another.

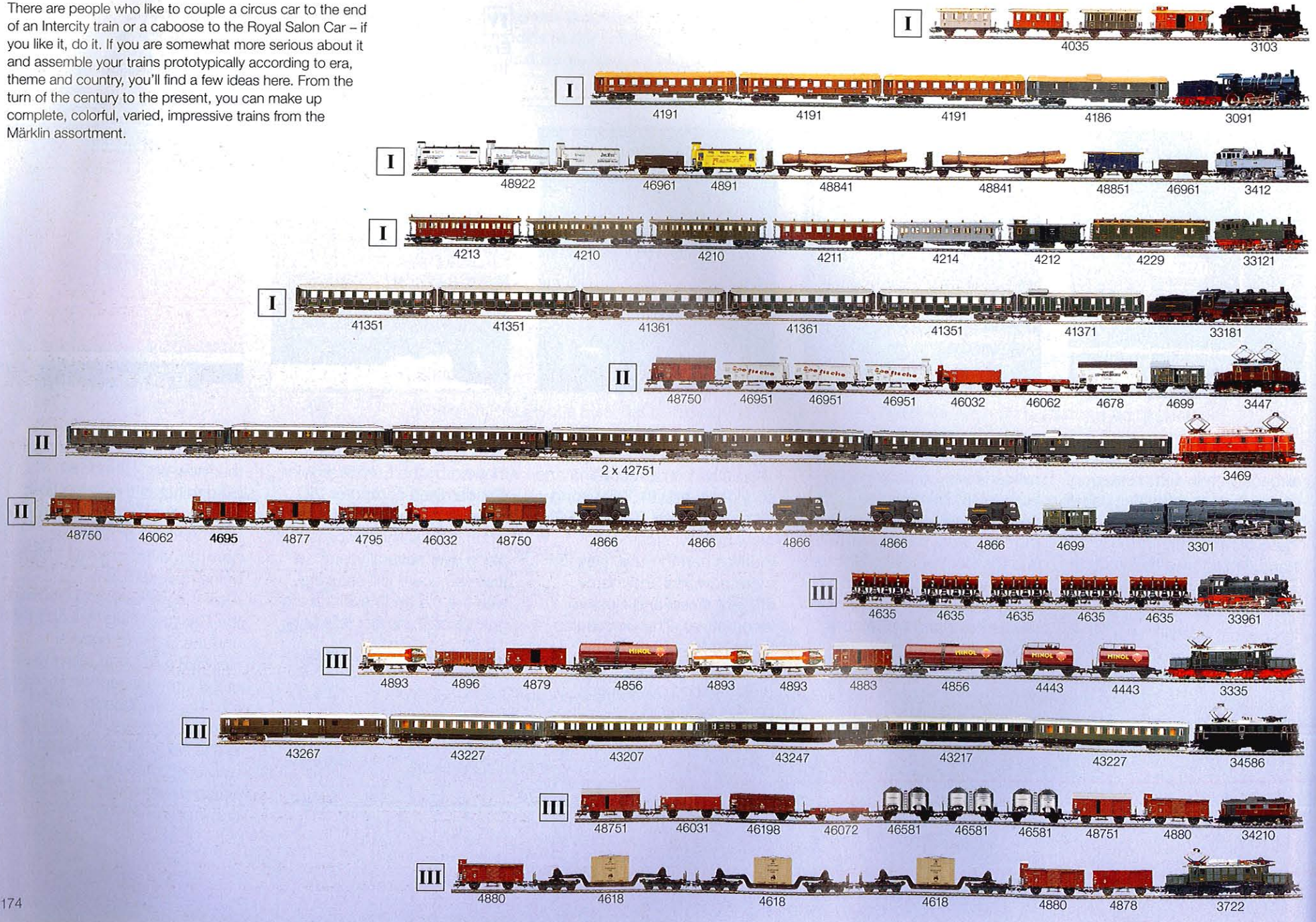
V
Era V
1990 to the present



New color schemes signaled the "new era" of modern railroading; at the same time almost all of Europe began to think in terms of basically new railroad structures that are being realized today.
After the unification of Germany the German State Railroad (DR) and the German Federal Railroad (DB) were merged in steps into the German Railroad, Inc. The new logo for the German Railroad, Inc. has been in use since 1994. This era has also been marked by the juxtaposition of different color and logo variations.

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.




III
2 x 43209
33803
IV
47711
47711
47711
4767
4767
4853
34880
IV
43250
43210
43240
43200
43220
43260
3310
IV
4215
4215
4217
4216
4216
3434
IV
4777
4865
47785
47780
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47785
4063
3060
V
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43772
43773
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34671
V
Shell
4756
46901
4754
47264
47264
47261
48482
33743
V
4369
4125
4365
4365
4365
4369
ascom
34617
V
43580
34431
V
48021
48010
48020
48031
48481
48012
48030
12X
3438
V
43300
4348
4281
4384
4327
4282
34371
V
40712
43732
43712
40712
33712

Freight Cars

Large, fast, flexible.

Productivity is the key word in business, and freight railroads must also be measured by this. Thus, there is a constant stream of new concepts to increase the transport volume and to shorten turnaround times. Examples are high volume boxcars that can be quickly loaded by means of roofs and side walls that can be opened, important for just-in-time delivery. Kombirail (Roadrailer in the USA) is also intended to attract freight traffic from the roads onto the rails by means of the ability to transfer semi trailers quickly to railroad trucks.




KOMBIRAIL
KOMBIRAIL
remafer

Provincial Railroad Freight Cars

The many different designs for freight cars are a big factor in determining the look of railroading. The development of industry and the different transportation jobs are reflected in the different classes of freight cars. The two-axle gondola and boxcar dominated the scene of the German provincial railroads. In addition, there were also the refrigerator cars that were often used by privately owned companies in the railroads' rolling stock pool.

Imperial Railways of Alsace-Lorraine



I

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

Royal Prussian Railroad Administration (KPEV)



NEM I

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 Bavarian State Railroad (K.Bay.Sts.B.)



NEM I

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.)



N NEM I

48841 Pair of Load Cradle Cars.
Type Hrmz. Drawbar for fixed connection included. With real load of wood. Length over buffers 24.6 cm (9-11/16").
DC wheel set 70 0630

N NEM I

46961 Gondola.
Type J. With brakeman's platform. Length over buffers 10.1 cm (4").
DC wheel set 70 0630



N NEM I

48851 Fire Extinguishing Car.
Type Gi. 2 brakeman's platforms. Length over buffers 10.6 cm (4-3/16").
DC wheel set 70 0630



Car Set

Grand Ducal Baden State Railways

48922 "Meat Transport" Car Set.
Set consists of 3 different design refrigerator cars. 1 provincial design refrigerator car with brakeman's cab. 2 Association design refrigerator cars with brakeman's cabs. Separately applied steps along the full length of the cars, and hand rails. Filigree roof vents. Total length over buffers 33.4 cm (13-1/8").
DC wheel set 2 x 70 0630
4 x 70 0580

All cars in special version.
Not available separately.

Special one-time series in 1997.
Already delivered to authorized dealers.

The German State Railroad Company class Gt 2 x 4/4 heavy tank locomotive (Märklin models 34962/37962) is an appropriate unit to go with this car set and can be found on page 37.



State Railroad Freight Cars

German State Railroad Company (DRG)

NEM II

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



NEM II

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





NEM II

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



NEM II

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

NEM II

4699 Freight Train Baggage Car.
Type Pwg. Sliding doors that can be opened. Length over buffers 9.8 cm (3-7/8").
DC wheel set 70 0580



NEM II

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





NEM II

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.



Realistic loading and unloading with the remote control rotary crane. Details on page 271.

German State Railroad Company (DRG)

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.

NEM II

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



N NEM II

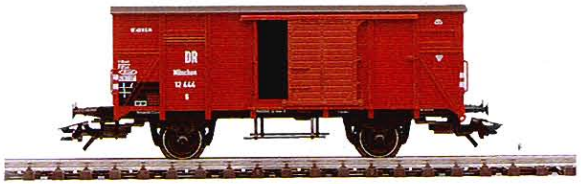
46951 Boxcar.
Type Gk auxiliary refrigerator car. Special car for the transport of ocean fish. With brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 0270



NEM II

4695 Boxcar.
Type G "Munich" Association design. With brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-15/16").
DC wheel set 70 0270





NEM II

4877 Boxcar.
Type G "Munich" Association design. Without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-15/16").
DC wheel set 70 0270



NEM II

4888 Livestock 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

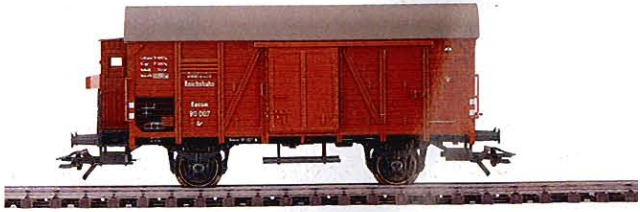
NEM II

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



NEM II

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







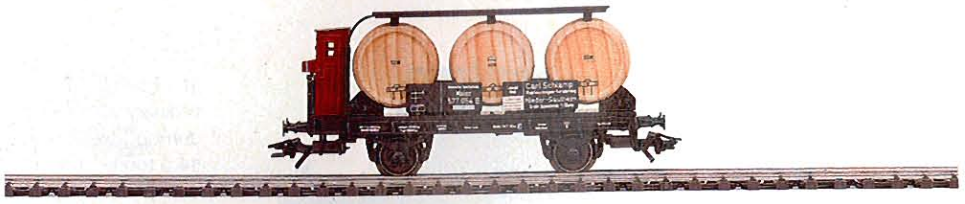
State Railroad Freight Cars

German State Railroad Company (DRG)

NEM II

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





NEM II

46741 Wine Barrel Car.
"Mainz" barrel car. With brakeman's cab. Barrels made of real wood. Separately applied destination board and platform with walkway. Barrels individually imprinted. Length over buffers 10.1 cm (4").
DC wheel set 70 0580

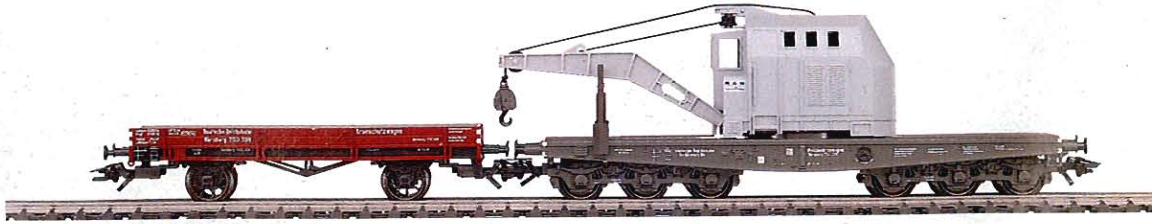
In 1935 the firm Maschinenfabrik Augsburg-Nürnberg (MAN) delivered the "Nürnberg" turnout crane to the German State Railroad Company. This special crane enabled the rebuilding of turnouts during ongoing railroad operations. With a short boom there was no need for a counterweight that would hang over the adjacent track on a two track line. This allowed train movements on the latter track to continue uninterrupted.

NEM II

48674 Turnout Crane Car Set.
Set consists of 1 crane car and 1 crane auxiliary car. "Nürnberg" turnout crane car. With rotating crane cab and adjustable boom. Crane hook can be raised and lowered with hand crank. Detailed reproduction of the car floor. Metal side sills. "Nürnberg" crane auxiliary car. Total length over buffers 26.1 cm (10-1/4").
DC wheel set 70 0580 for crane car
DC wheel set 70 0630 for auxiliary car

Both cars in a special version. Not available separately.

The Mallet design freight locomotive (Märklin models 3301/3701, see page 50) and the class 96 heavy tank locomotive (Märklin models 3496/3796, see page 37) are appropriate units to go with the DRG freight cars.



State Railroad Freight Cars

German State Railroad Company (DRG)

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 flat car, later classified by the DB as SSym 46. This car had an empty weight of approximately 21.6 metric tons and a loaded weight of up to 80 metric tons and could be operated at a maximum speed of 80 km/h (approx. 50 mph).

After the war this car class was used, among other things, for transporting dredging equipment and large construction machines as well as for logs, steel products, concrete component parts and many other heavy, one-piece loads.



NEM II

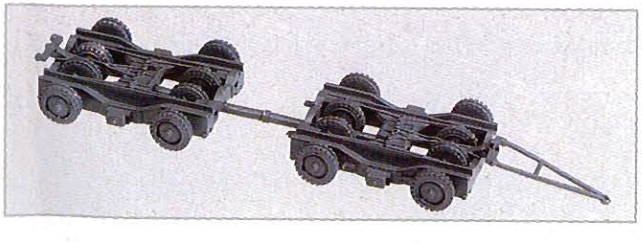
4867 Heavy Duty Flat Car.
Type SSym "Köln". Heavy duty trucks. Length over buffers 15.2 cm (6").
DC wheelset 70 0580

NEM II

4866 Heavy Duty Flat Car.
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.



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.

NEM II

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.

German State Railroad (DR) of the GDR

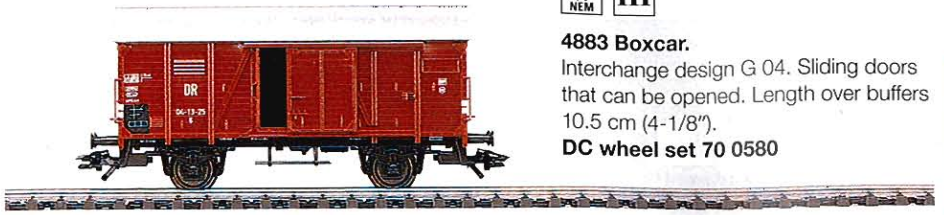
NEM III

4879 Boxcar.
Type G 09 Association design without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-15/16").
DC wheel set 70 0270



NEM III

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





NEM III

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



NEM III

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



The class 254 electric locomotive (Märklin model 3335) is an appropriate unit for the freight cars of the German State Railroad of East Germany and can be found on page 68.

Boxcars

German Federal Railroad (DB)

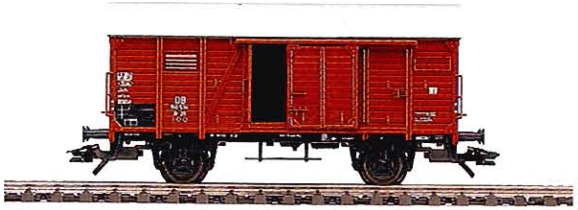


NEM III

4878 Boxcar.
Type G 10 Association design without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-15/16″).
DC wheel set 70 0270

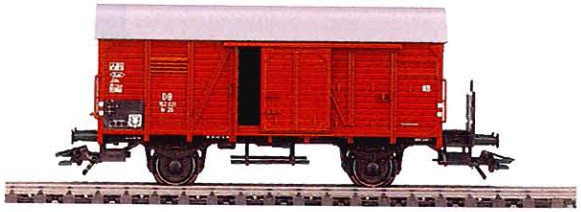
NEM III

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



N NEM III

48751 Boxcar.
Type Gr 20. With brakeman's platform. Sliding doors that can be opened. Length over buffers 11.3 cm (4-7/16″).
DC wheel set 70 0580





HOBBY IV

44111 Boxcar.
Type Gs. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580

HOBBY IV

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







HOBBY IV

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



NEM III

4700 Boxcar.
Type Glmhs 50 with reproduction of walls built of boards. Length over buffers 14.2 cm (5-5/8″).
DC wheel set 70 0580

Car Set

German Federal Railroad (DB)

N NEM III

48781 "Königsbacher" Freight Car Set.
Set consists of 3 privately owned cars, used on the German Federal Railroad. Painted and lettered for Königsbacher Brewery, Inc., Koblenz, Germany. Cars with different car numbers. Sliding doors that can be opened. Total length over buffers 33.2 cm (13-1/16").
DC wheel set 70 0580

All cars in special version. Not available separately.

Special one-time series in 1997.
Already delivered to authorized dealers.



The DB class V 140 diesel hydraulic locomotive (Märklin models 34210/37210, see page 57) is an appropriate unit to go with the German Federal Railroad boxcars.



Boxcars

German Federal Railroad (DB)

HOBBY IV V

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





HOBBY V

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 N V

44173 Refrigerator Car.
Privately owned by Distelhäuser Brewery, Ernst Bauer, Inc., Distelhausen, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580

HOBBY V

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



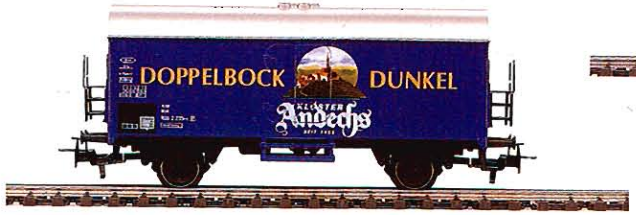


HOBBY V

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 V

4421 Beer Car.
Privately owned car for Klosterbrauerei Andechs, Andechs, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580



HOBBY V

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

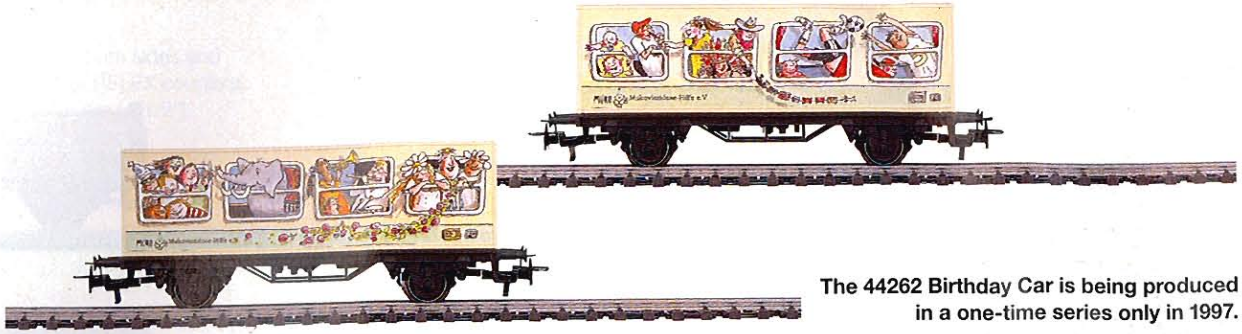


See fold-out page at end of catalog for explanation of drawings.

Giving and helping

For several years Märklin has devoted a part of its yearly activities to the service of a good cause, usually with aid for children as the central theme.
At the Göppingen model railroad meet on May 10/11, 1997 bicycles were ridden and a contest was won for the Muscular Dystrophy Foundation that is chaired by Mrs. Christiane Herzog.
With this year's birthday car that follows the two UNICEF cars 4426 and 44261 you have the opportunity to find an attractive birthday gift for a Märklin enthusiast and at the same time to give help.
DM 3.00 from the sale of each car goes directly to the Muscular Dystrophy Foundation to fight against this insidious, inherited disease.

N **44262 Birthday Car.**
Special car for the Muscular Dystrophy Association. RELEX couplers. Different design on each side. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580



The 44262 Birthday Car is being produced in a one-time series only in 1997.

German Federal Railroad (DB)



HOBBY V
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 N V
44174 Refrigerator Car.
Privately owned by HARIBO, Inc., Bonn, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

HOBBY V
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 V
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



Open Freight Cars

German Federal Railroad (DB)

N NEM III

46072 Low Side Car.
Type X. With brakeman's platform. Length over buffers 11.6 cm (4-9/16").
DC wheel set 70 0580





NEM III

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

HOBBY IV

4430 Gondola.
El-u 061. 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.

N NEM III

46031 Gondola.
Type Om 12. With brakeman's platform. Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0580





NEM IV

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

HOBBY IV

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



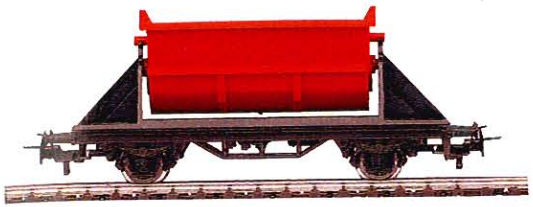


NEM IV

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

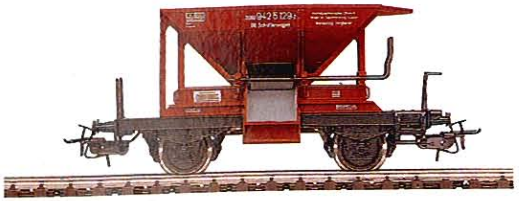
Dump Cars

German Federal Railroad (DB)



HOBBY III IV

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

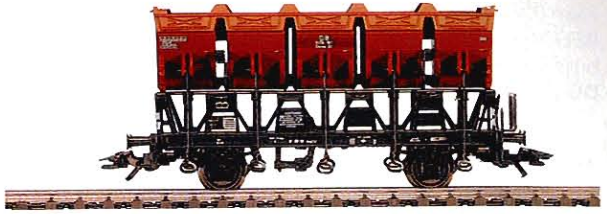


HOBBY IV

4610 Talbot Design 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 III

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



NEM IV

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 IV

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

German Railroad, Inc. (DB)



N NEM V

47261 Gondola with Retractable Roof.
Type Tams 886. Weathered tarp roof. Length over buffers 16.1 cm (6-5/16″).
DC wheel set 70 0580



Flat Cars

German Federal Railroad (DB)



HOBBY IV

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



HOBBY IV

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

HOBBY IV

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

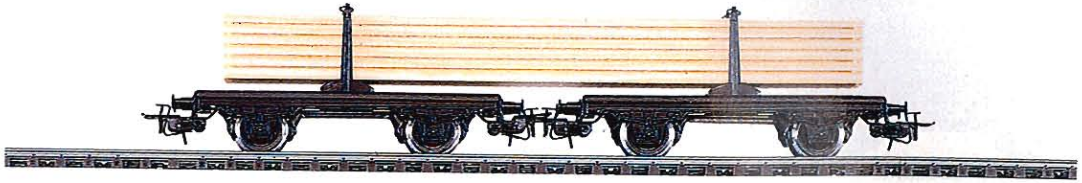


HOBBY IV

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



The class 212 general purpose diesel hydraulic locomotive (Märklin models 3072/3372) is the appropriate unit to go with the DB flatcars and can be found on page 58.



HOBBY III – V

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



German Federal Railroad (DB)

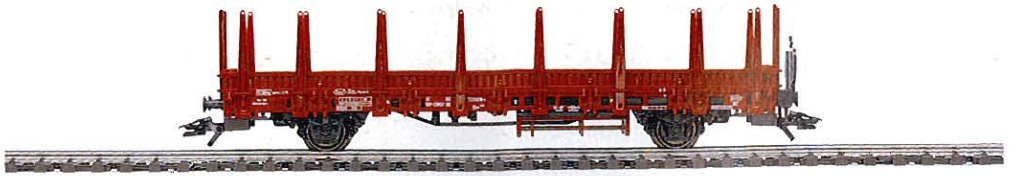


HOBBY IV

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

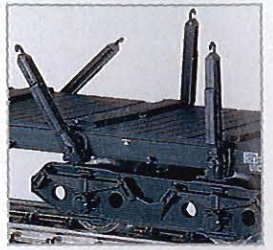
See fold-out page at end of catalog for explanation of drawings.





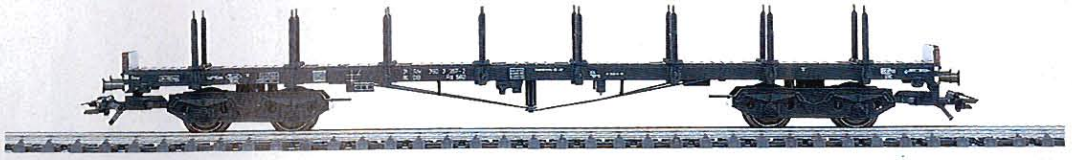
NEM IV

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



NEM IV

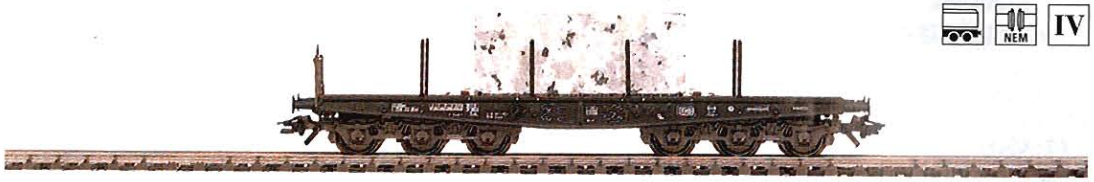
4663 Flat Car.
Type Rs 680. Stakes can be folded down. Length over buffers 22.7 cm (9″).
DC wheel set 70 0270





Heavy Duty Cars and Stake Cars

German Federal Railroad (DB)



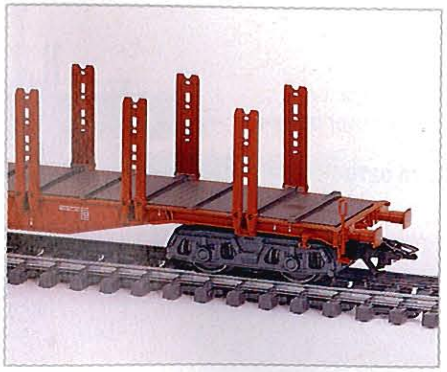
48663 Heavy Duty Flatcar.
Type Sammp 705. Removable stakes and load supports. Loaded with a real block of granite. Length over buffers 15.2 cm (6″).
DC wheel set 70 0580

Special one-time series in 1997.
Already delivered to authorized dealers.

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 type Snps 719 has 16 fixed stakes with tiedown equipment, each of which can be operated by hand. Its load weight is 39–63 metric tons according to its route class, its maximum speed 90–100 km/h or approximately 56–83 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



The DB class 361 diesel hydraulic switch engine (Märklin model 3131) is an appropriate unit to go with the "Henkel" freight car set and can be found on page 56.



Car Set

märklin HO

German Federal Railroad (DB)

At Henkel there is a long tradition of shipping freight by rail. As early as 1899 the first company railroad was placed into service at the main plant in Düsseldorf. The two freight cars present at the founding of this line had to be switched by manual labor. A system of cables for moving the cars was soon added, and in 1911 the first company locomotive entered service, an 0-4-0 "fireless" steam locomotive with a service weight of 24 tons, such as would have been used at that time by a chemicals manufacturer. Naturally, the locomotive was named "Persil" after Henkel's most famous soap product.

There is even a "Persil" today. It and its four siblings, Henschel type DHG 500 units, move about 90,000 cars a year with over 1.5 million metric tons of freight. A switching yard with its own hump track enables the Henkel railroad personnel to better serve the over 40 kilometers (25 miles) of track with its approximately 130 loading locations in the plant. Henkel is on the "right track" on the other side of its plant doors. With 400 of its own cars and numerous leased freight cars, it ships special chemicals to its customers quickly and safely. And almost every package of Persil soap in the German super markets traveled most of the way by train – at night to the regional warehouses.

N NEM NEM V

47898 "Henkel" Freight Car Set.
Set consists of 4 different freight cars lettered for the firm Henkel KGaA, Düsseldorf, Germany and used on the German Federal Railroad. 1 sliding wall boxcar. 1 silo car. 1 gondola. 1 tank car. Total length over buffers 48.0 cm (18-7/8").
DC wheel set 6 x 70 0580
2 x 70 0270

All cars in special version. Not available separately.

Special one-time series in 1997. Already delivered to authorized dealers.



Special Design Freight Cars

German Federal Railroad (DB)

N NEM III

46198 Gondola with Hinged Covers.
Type Kmm. Hinged covers can be opened individually. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580



This model is being offered by Trix (T23823) for two-rail DC systems.

German Railroad, Inc. (DB)



German Federal Railroad (DB)

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.

NEM IV

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

NEM IV

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





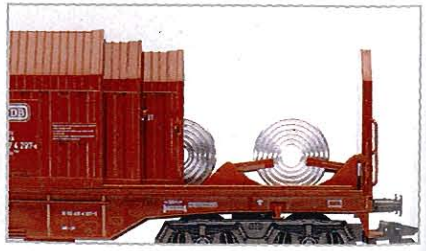


NEM IV

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

N NEM V

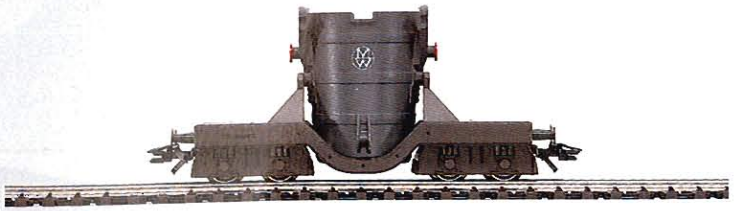
47264 Tilt Roof Boxcar.
Type Taems 890. Length over buffers 16.1 cm (6-5/16″).
DC wheel set 70 0580

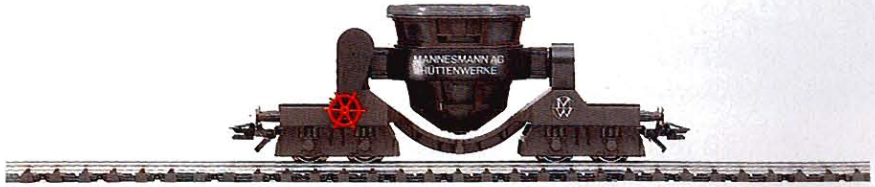




German Federal Railroad (DB)

4478 Crude Iron Car.
Privately owned by Mannesmann Company. Movable container. Length over buffers 10.2 cm (4″).
DC wheel set TRIX 60 1149





4479 Slag Car.
Privately owned by Mannesmann Company. Movable container. Length over buffers 10.8 cm (4-1/4″).
DC wheel set TRIX 60 1149

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

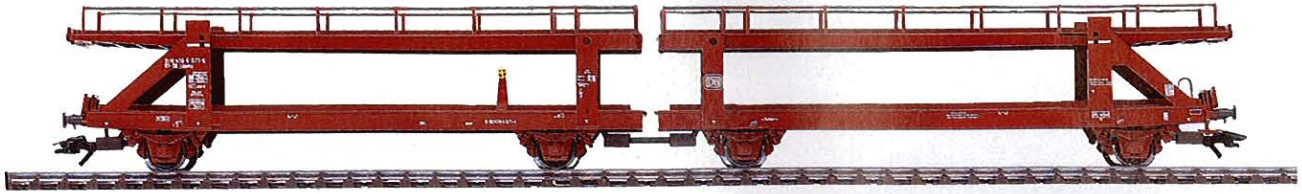


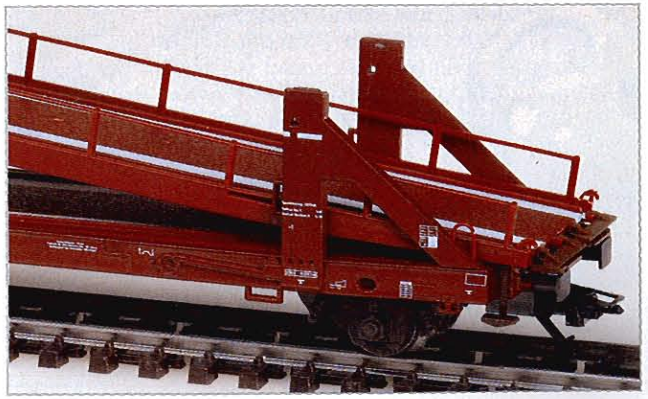
HOBBY

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





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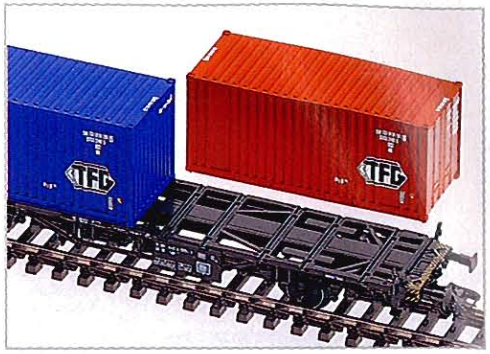
German Federal Railroad (DB)

Starting in 1966 the DB ordered flat cars for the transport of containers: These flatcars could be loaded with 5 type pa containers as well as with 2 each 20 foot containers or a single 40 foot container. With an unloaded weight of 11,000 kilograms (about 12 tons), the load capacity is 29 metric tons, depending on the route class, the maximum speed is 80–100 km/h (50–63 mph), depending on the load. These cars were originally designated Lbgjs 598, but currently bear the designation Lgjs 598.

NEM IV

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





German Railroad, Inc. (DB)

N NEM V

48501 Container Car.
Type Lgjs 598 flatcar. Loaded with 2 removable 20 ft. containers. Lettered for ALNO Company, Pfullendorf, Germany. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580



NEM IV

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



The Southeast Railroad electric locomotive lettered for ALNO (Märklin model 34303, see page 91) is the appropriate unit to go with this container car.

NEM V

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

German Federal Railroad (DB)



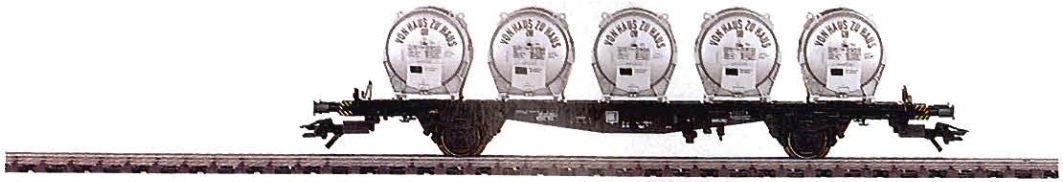
NEM V

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



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.
Lbgjs 598. Loaded with 5 removable medium size containers lettered for "Von Haus zu Haus". Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058.



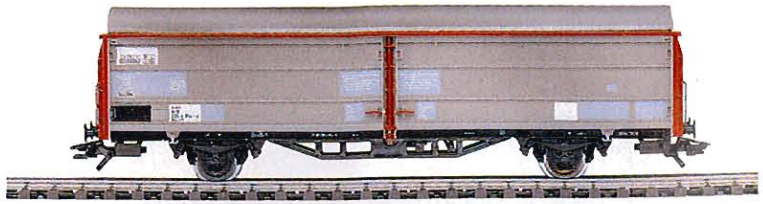
Sliding Wall Boxcars

German Federal Railroad (DB)

This two-axle, 14 meter (46 feet) freight car is an all-metal design. With its two part sliding walls which provide a large opening on the car, it is especially suitable for loading with forklifts. Thanks to its own low weight, this car is able to carry loads of up to 26 tons. The Hbis 299 sliding wall boxcar is part of the EUROP car pool which can be used anywhere in Europe.

NEM IV

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



N NEM V

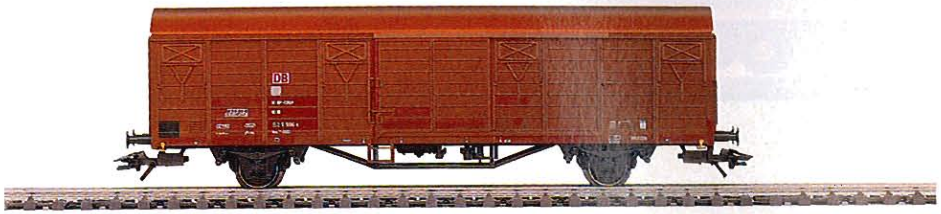
47281 Sliding Wall Boxcar.
Type Hbis 299. Lettered for Fachingen, Curative and Mineral Springs, Inc., Mainz, Germany. Length over buffers 16.2 cm (6-3/8″).
DC wheel set 70 0580



German Railroad, Inc. (DB)

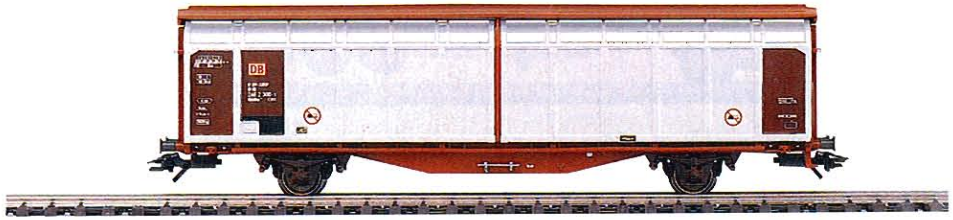
N NEM V

47361 Boxcar.
Type Gbs 258 with corrugated walls. Length over buffers 16.2 cm (6-3/8″).
DC wheel set 70 0580



N NEM V

48010 Sliding Wall Boxcar.
Type Hbbillns 305. Separately applied steps. Length over buffers 17.8 cm (7″).
DC wheel set 70 0580



German Railroad, Inc. class 212 general purpose diesel hydraulic locomotive (Märklin model 33723, see page 58) is an appropriate unit to go with modern railroading's sliding wall boxcars.



N NEM V

48012 Sliding Wall Boxcar.
Type Hbbins. Separately applied steps. Length over buffers 17.8 cm (7″).
DC wheel set 70 0580

This model is being offered by Trix (T23854) for two-rail DC systems.

Special Design Freight Cars

German Railroad, Inc. (DB)



N NEM V

48030 High-Capacity Sliding Wall Boxcar.
Privately owned type Habins 12, used on the German Railroad, Inc. Adjustable buffers and trucks. Length over buffers 26.7 cm (10-1/2″).
DC wheel set 70 0580

The Volkswagen Company's percentage of raw materials transported long distance by rail is increasing from year to year. Audi, for example, is using the railroad more and more under the slogan "Priority for the rails". This enables the preparation of individual supplier parts or complete assemblies using modern "just-in-time" concepts. Thus, 600,000 tons of material are transported per car yearly and in combination freight service, which amounts to almost 50% by rail.

N NEM V

48031 High-Capacity Sliding Wall Boxcar.
Privately owned type Habins 12, used on the German Railroad, Inc. Adjustable buffers and trucks. Length over buffers 26.7 cm (10-1/2″).
DC wheel set 70 0580





N NEM V

48046 "KOMBIRAIL" Car Set.
Set consists of 5 different semi truck rigs, 2 end adapters and 4 center adapters, used on the German Railroad, Inc. Type Us 676 adapters. Special design semi truck rigs with retractable axles and king pins at the ends used on all trucks in this system. Main king pins compatible with Wiking truck tractors. Length over buffers 87.5 cm (34-7/16″).
DC wheel set 70 0580

All vehicles in special version. Not available separately.



German Railroad, Inc. (DB)

The transport of commercial vehicles by rail is increasing more and more in importance. One of the latest transport systems is the KOMBIRAIL system. With this system each semi rig is mounted on two railroad trucks, the so-called Jacobs trucks. The individual railroad trucks in a train composition are connected together only through the truck trailers which must transmit all of the drawbar forces. The necessarily reinforced construction for the trailers diminishes the payload of the truck somewhat. The advantage compared to other systems is that the KOMBIRAIL system works equally well in both directions, because the Jacob trucks are self-stabilizing in both directions.

48040 KOMBIRAIL.
2 type Us 676 end adapters and 1 type Us 676 center adapter, used on the German Railroad, Inc. 2 special design semi truck rigs with retractable axles and king pins at the ends used on all trucks in this system. Main king pins compatible with Wiking truck tractors. Length over buffers 37.5 cm (14-3/4″).
DC wheel set 70 0580



48045 "KOMBIRAIL" Car Set.
Set consists of 5 different semi truck rigs, 2 end adapters and 4 center adapters, used on the German Railroad, Inc. Type Us 676 adapters. Special design semi truck rigs with retractable axles and king pins at the ends used on all trucks in this system. Main king pins compatible with Wiking truck tractors. Length over buffers 87.5 cm (34-7/16″).
DC wheel set 70 0580

All vehicles in special version. Not available separately.





Tank Cars

German Federal Railroad (DB)

N NEM III

46581 Powdered Coal Transport Car.
Privately owned car, used on the German Federal Railroad. With brakeman's platform. Metal ladders and platform. Length over buffers 10.0 cm (3-15/16″).
DC wheel set 70 0580



NEM IV

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





HOBBY IV V

4440 Petroleum Oil Tank Car.
Privately owned by Aral, Inc. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580



HOBBY IV V

4441 Petroleum Oil Tank Car.
Privately owned by Esso, Inc. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580

HOBBY IV V

4442 Petroleum Oil Tank Car.
Privately owned by German Shell, Inc. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580



The DB class 194 electric locomotive (Märklin model 3322, see page 69) and the DB class 139 electric locomotive (Märklin model 3439, see page 72) are the appropriate units to go with the tank cars.



German Federal Railroad (DB)



NEM IV V

4644 Petroleum Oil Tank Car.
Privately owned by German BP, Inc. Length over buffers 10.0 cm (4″).
DC wheel set 70 0270



NEM IV V

4750 Petroleum Oil Tank Car.
Privately owned by DEA Petroleum Oil, Inc. Length over buffers 10.0 cm (4″).
DC wheel set 70 0270

N NEM IV V

46422 Tank Car.
Danzas privately owned car, used on the German Federal Railroad. With brakeman's platform. Length over buffers 10.0 cm (4″).
DC wheel set 70 0270

The 46422 tank car is being produced in a one-time series only in 1997.



150 Years of Swiss Railroading

German State Railroad Company (DR) of East Germany

HOBBY V

4443 Petroleum Oil Tank Car.
Privately owned by Minol Petroleum Oil, Inc, Berlin, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580





Deutsche Bundesbahn (DB)



NEM IV V

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 IV V

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



Tank Cars

German Federal Railroad (DB)

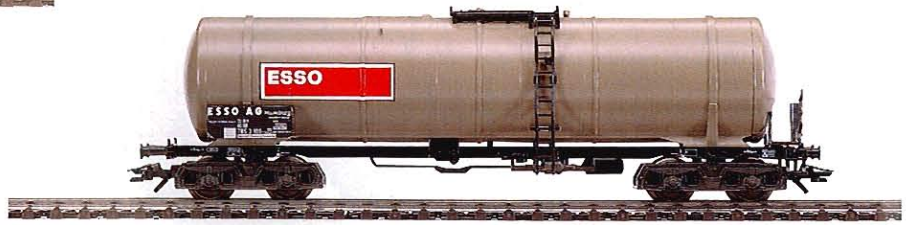


NEM IV V

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

NEM IV V

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



NEM IV V

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





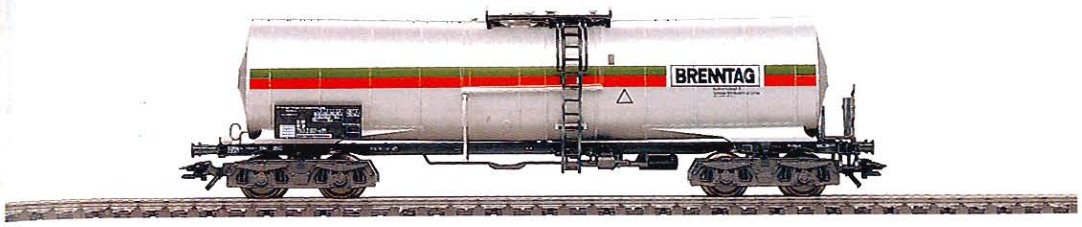
German State Railroad Company (DR) of East Germany

NEM V

4856 Petroleum Oil Tank Car.
Privately owned by Minol Petroleum Oil, Inc, Berlin, Germany. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7″).
DC wheel set 70 0580



German Federal Railroad (DB)



NEM IV V

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

The German Railroad, Inc. (DB) class 216 general purpose diesel hydraulic locomotive (Märklin model 33743, see page 59) is an appropriate unit to go with these tank cars.



NEM IV V

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



Tank Cars

German Federal Railroad (DB)

HOBBY IV V

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



HOBBY N IV V

44512 Gas Tank Car.
Privately owned by AGA Gas, Inc., Hamburg, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2″).
DC wheel set 70 0580



German Federal Railroad (DB)

N NEM V

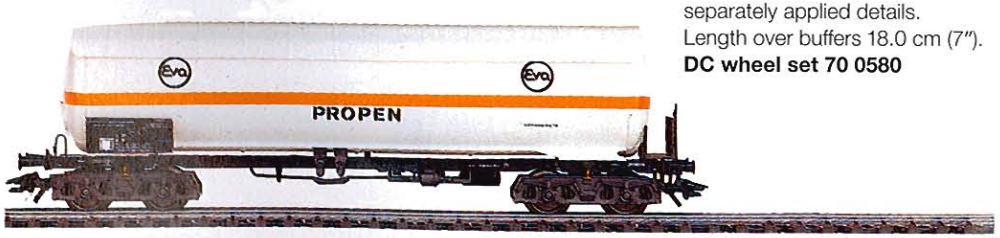
48482 Gas Tank Car.
Privately owned car, used on the German Railroad, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7″).
DC wheel set 70 0580



German Federal Railroad (DB)

NEM IV V

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







German Federal Railroad (DB)

HOBBY IV V

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 IV V

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 III

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 III

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

The DB class 151 electric locomotive (Märklin model 3343, see page 75) is an appropriate unit to go with the pressure gas tank 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.

NEM 7330 IV V

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



IV V

4740 Depressed Floor Flat Car 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



IV V

4741 Depressed Floor Flat Car 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





The "Rollende Landstraße" ("Rolling Road") trains are hauled by the class 151 electric locomotive (Märklin model 37431, see page 75).

German Federal Railroad (DB)



IV V

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

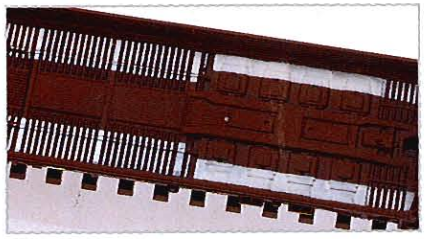
Austrian Federal Railways (ÖBB)



IV V

4797 "Depressed Floor Flat Cars 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 flat cars, 2 special close couplers for coupling to cars with standard couplers. Total length 45.2 cm (17-3/4″).
DC wheel set 43 2950







Freight Cars

Swiss Federal Railways (SBB)

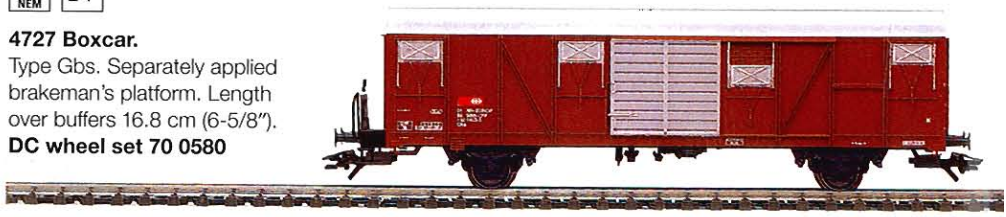


NEM IV

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

NEM IV

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



N NEM IV V

46901 Gondola.
Type Eaos. Length over buffers 16.1 cm (6-1/2″).
DC wheel set 70 0580

The 46901 freight car is being produced in a one-time series only in 1997.



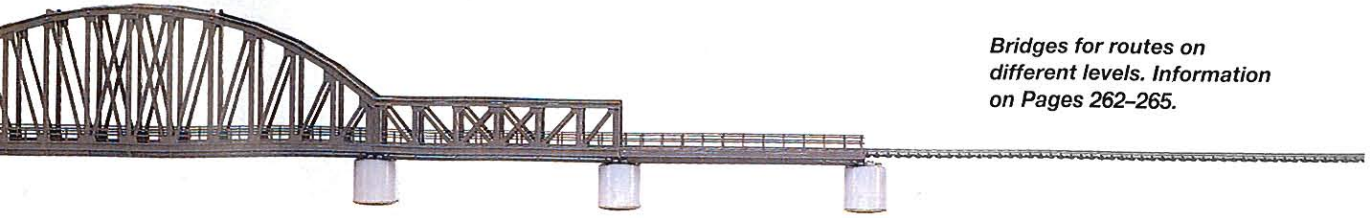
The SBB class Re 4/4″ (Märklin models 3434/3734) and class 460 (Märklin models 3460/3760) electric locomotives are appropriate units and can be found on pages 85 and 88.

150 Years of Swiss Railroading

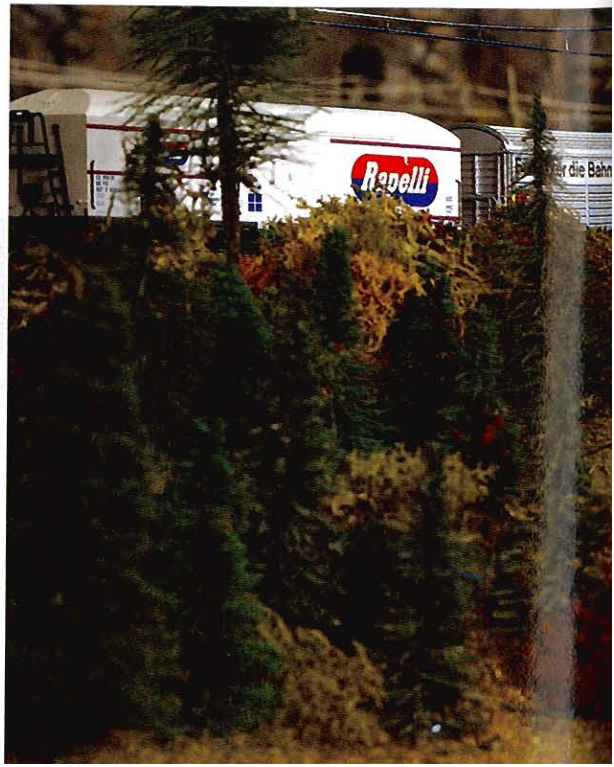


NEM V

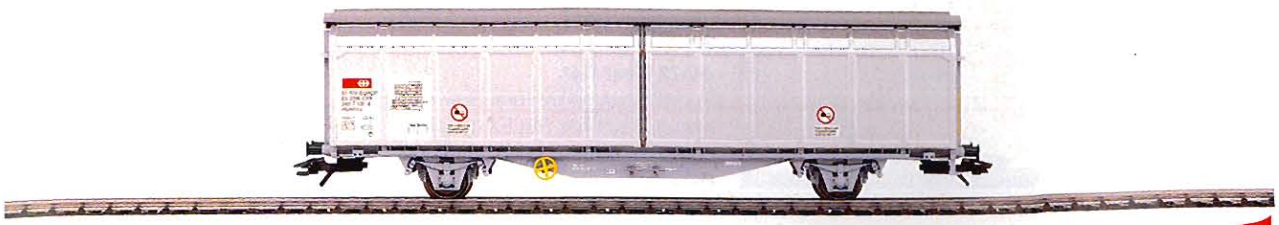
4834 Sliding Wall Boxcar.
Hbils. Version with corrugated side walls. Railroad technical data on one side in German and on the other in French. Separately applied brakeman's platform. Separately applied grab irons. Length over buffers 16.8 cm (6-5/8″).
DC wheel set 70 0580



Bridges for routes on different levels. Information on Pages 262–265.



Swiss Federal Railways (SBB)



N NEM V

48020 Sliding Wall Boxcar.
Type Hbbillns. Separately applied steps. Railroad data on both sides, German on one side and French on the other. Length over buffers 17.8 cm (7″).
DC wheel set 70 0580

150 Years of Swiss Railroading

N NEM V

48021 Sliding Wall Boxcar.
Type Hbbillns. Separately applied steps. Length over buffers 17.8 cm (7″).
DC wheel set 70 0580

The 48021 sliding wall boxcar is being produced in a one-time series only in 1997.



150 Years of Swiss Railroading



Freight Cars

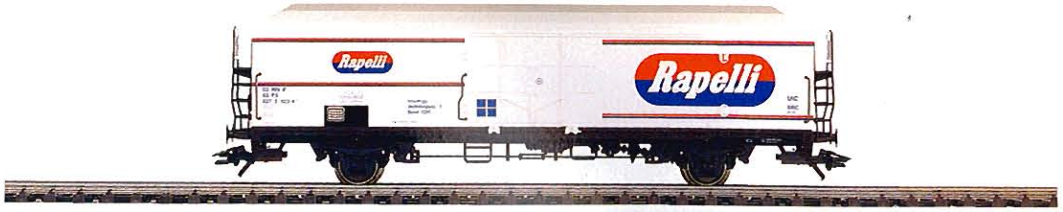
Italien State Railways (FS)



HOBBY V

44172 Beer 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

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 V

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

Dutch State Railways (NS)

N NEM III IV

48542 Tank Car Set.
Set consists of 2 privately owned tank cars lettered for Pieter Bon Company, used on the Dutch State Railways (NS). Cars are in restored condition with lettering for different eras. Total length over buffers 20.5 cm (8-1/16″).
DC wheel set 60 1151

Both cars in special version. Not available separately.

The 48542 tank car set is being produced in a one-time series only in 1997.



French State Railways (SNCF)



N NEM IV V

47511 Pressure Gas Tank Car.
Privately owned car, used on the French State Railways (SNCF). Length over buffers 18.0 cm (7″).
DC wheel set 70 0580

The 47511 pressure gas tank car is being produced in a one-time series only in 1997.

Belgian State Railways (NMBS/SNCB)

N NEM IV V

48440 Ore Transport Car.
Type Falls. Numerous separately applied details. Length over buffers 12.7 cm (5″).
DC wheel set 70 0580



The 48440 ore transport car is being produced in a one-time series only in 1997.

French State Railways (SNCF)

N NEM IV V

48441 Ore Transport Car.
Type Fad. Numerous separately applied details. Length over buffers 12.7 cm (5″).
DC wheel set 70 0580



The 48441 ore transport car is being produced in a one-time series only in 1997.

Luxembourg State Railways (CFL)



N NEM IV V

48442 Ore Transport Car.
Type Fal. Numerous separately applied details. Length over buffers 12.7 cm (5″).
DC wheel set 70 0580

The 48442 ore transport car is being produced in a one-time series only in 1997.

The Belgian State Railways class 55 general purpose diesel electric locomotive (Märklin model 34671, see page 60) is the appropriate unit to go with the NMBS/SNCB, CFL and SNCF ore transport cars.

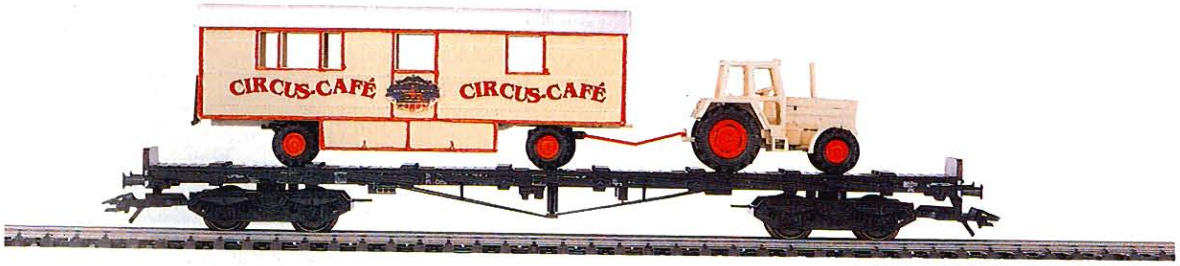


Freight Cars

Austrian Federal Railways (ÖBB)

46638 Flatcar.
Type Rs. Stakes can be folded down. Length over buffers 22.7 cm (9″). Tractor and circus wagon in the colors of the Austrian National Circus.
DC wheel set 70 0270

The 46638 flatcar is being produced in a one-time series only in 1997.





47348 High Capacity Boxcar Unit.
Type Hirrs double unit consisting of 2 permanently coupled sliding wall boxcars. Privately owned by Spedition Schenker Austria, used on the Austrian Federal Railways (ÖBB). Registered and lettered as one car. Total length over buffers 32.6 cm (12-13/16″).
DC wheel set 70 0580

The 47348 high capacity boxcar unit is being produced in a one-time series only in 1997.

The ÖBB class 1141 (Märklin model 34586, see page 92) is the appropriate unit to go with the Austrian Federal Railways freight cars.



märklin HO

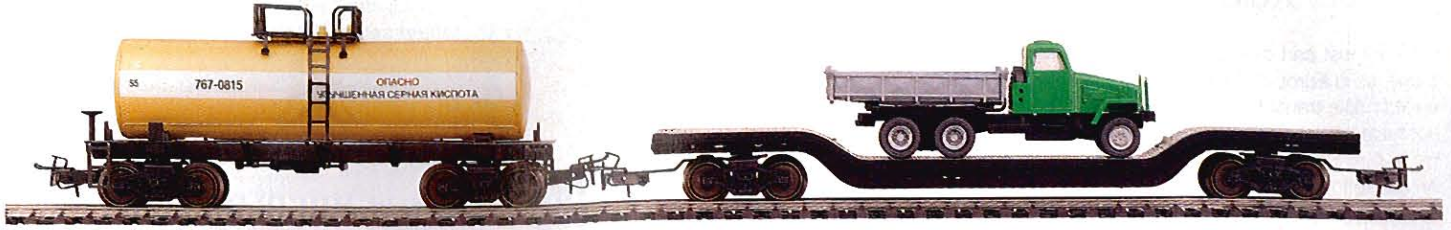
Soviet Railways (SŽD)

N IV V

47897 "SŽD" Freight Car Set.
Set consists of 2 different SŽD freight cars and a truck. 1 tank car. Ladders, dome and platform separately applied. 1 flat car with depressed center load surface. Load surface set off in a different color. Both cars with RELEX couplers. Total length 33.0 cm (13″). 1 model of G5 truck with flatbed that can be tipped. Length 8,7 cm (3-1/2″).
DC wheel set 70 0600

All vehicles in special version.
Not available separately.

Special one-time series in 1997.
Already delivered to authorized dealers.





N IV V

47899 "SŽD" Freight Car Set.
Set consists of 2 different SŽD freight cars. 1 gondola, loaded with real, scale size coal. 1 tank car. Ladders, dome and platform separately applied. Both cars with RELEX couplers. Total length 31.5 cm (12-3/8″).
DC wheel set 70 0600

Both cars in special version. Not available separately.

Special one-time series in 1997.
Already delivered to authorized dealers.

The Soviet Railways class TE-3915 freight (Märklin models 34159/37159) locomotive with tender is the appropriate unit to go with these car sets and can be found on page 53.



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) of their respective companies.

American Freight Cars

III IV

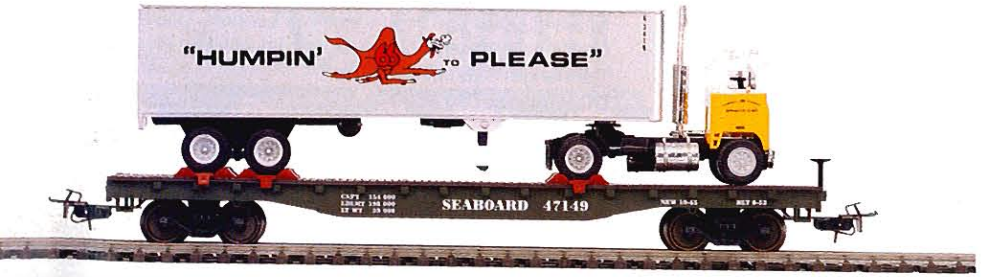
4777 Caboose.
Atchison Topeka and Santa Fe Railroad. Separately applied ladders and roofwalk. RELEX couplers. Length 12.5 cm (5″).
DC wheel set 70 0600





III IV

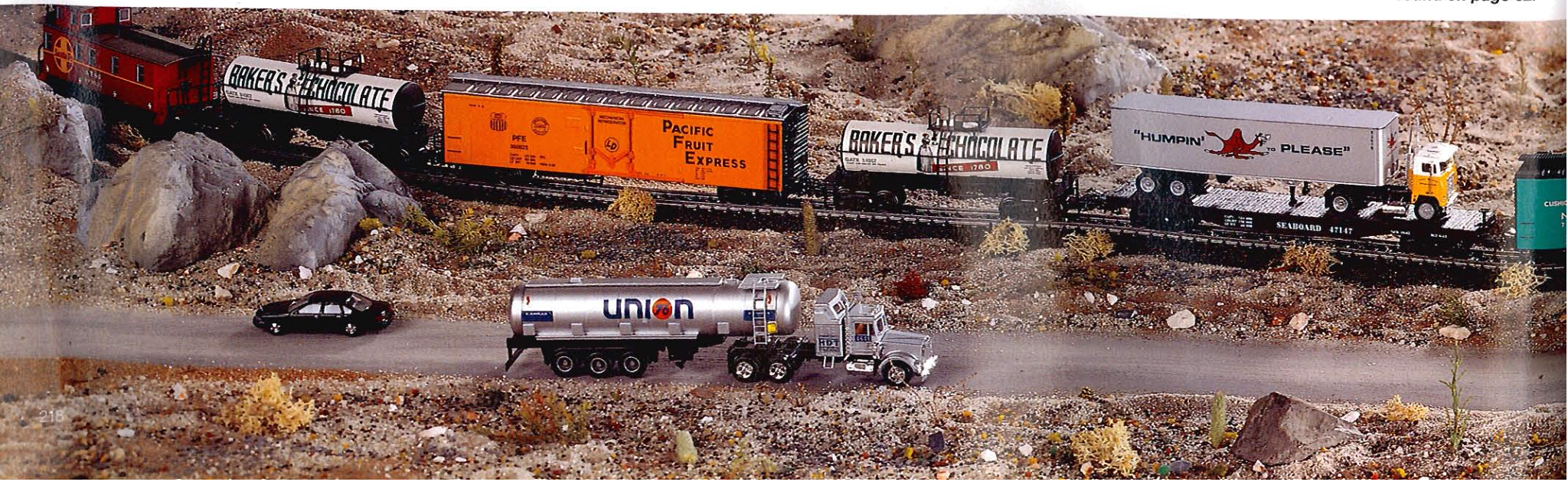
4864 Tank Car.
Tank car lettered and painted for "Baker's Chocolate". Detailed, open frame. Dome, ladders, platforms and grabirons separately applied. RELEX couplers. Length 12.5 cm (5″).
DC wheel set 70 0600



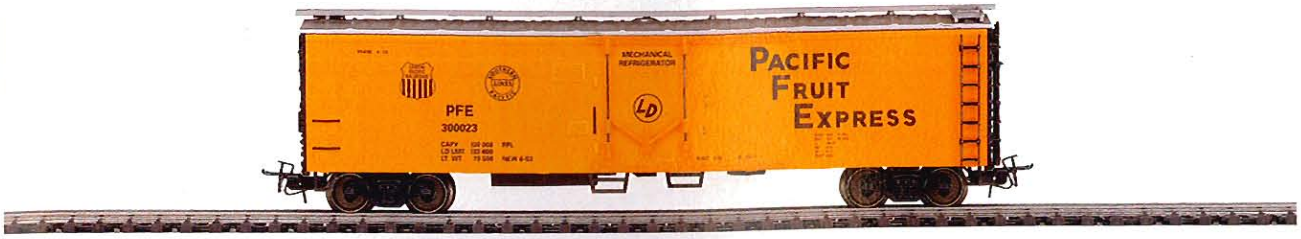
III IV

4865 Flatcar.
Flatcar 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

The "Santa Fe" F 7 diesel electric locomotive (Märklin models 3060 + 4060) is an appropriate unit to go with the American freight cars and can be found on page 62.



American Freight Cars

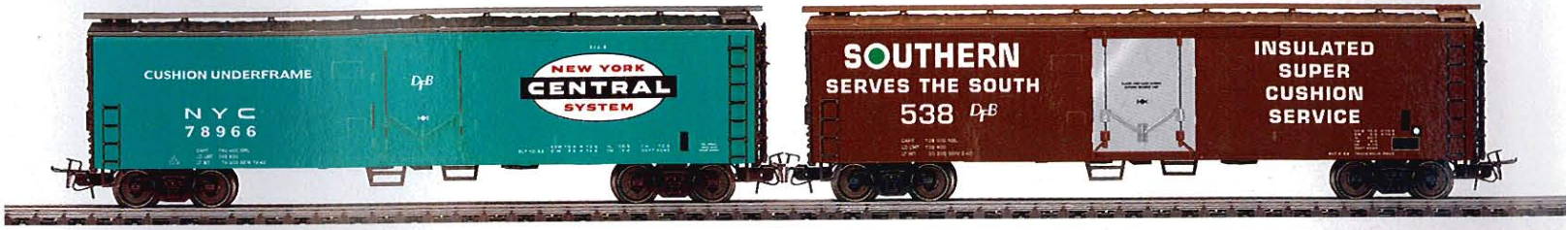


III IV

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.

N III IV

47785 "Insulated Design Boxcars" Car Set.
Set consists of 2 different boxcars. 1 New York Central System Railroad plug door boxcar. 1 Southern Railway plug door boxcar. Separately applied ladders, roof walk and door hardware. RELEX couplers. Total length 37.7 cm (14-13/16″).
DC wheel set 70 0600



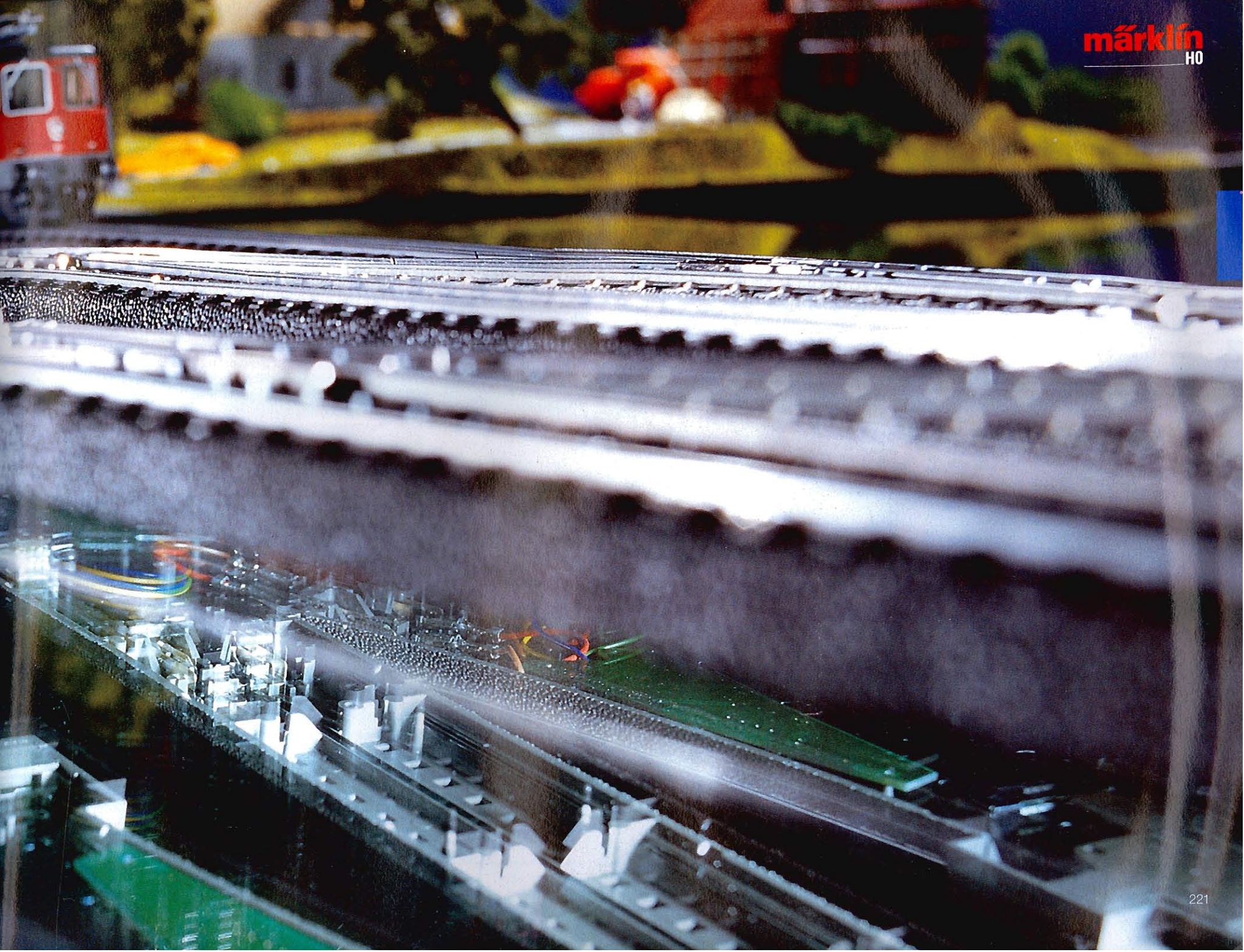


Layout Building

Today I build, tomorrow I run trains.

For many model railroad enthusiasts the environment around the train is as interesting as the model railroad technology. A simple starter set can be the springboard for almost limitless possibilities for running trains. Rather than just run the train endlessly in a circle or oval, look around for interesting ideas for operating trains. You just need to look in the right places: a small station and yard with freight transfer operations, a maintenance facility for the steam locomotive, that perfect branchline, a high speed line next to a highway, a tourist line through the mountains – the range of possible themes is endless.





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.



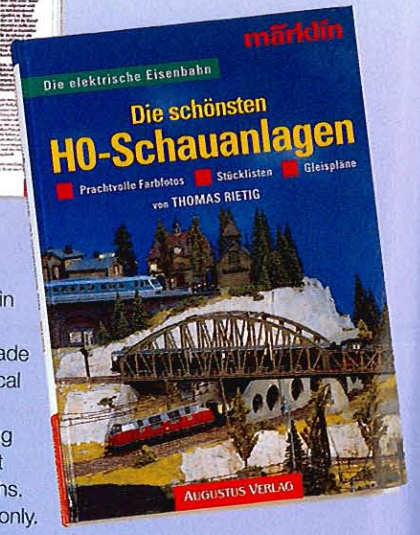
07450 KOMBI – Step by step to a model railroad with K Track.
Introduction into the Märklin KOMBI starter program in H0 for K Track. The ease of using the K Track system is covered in this book as well as the basics for setting up and constructing a model railroad. Twenty track plans that for the most 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.



N

03301 Book "H0 for Beginners" by Thomas Hornung.
The new Märklin C Track is the theme of this book. The beginner is introduced to proven model railroad techniques step by step with illustrations. 128 pages. Format 21 x 29.7 cm (8-1/4" x 11-11/16").





03375 Book
"Die schönsten H0-Schauanlagen"
("The Most Beautiful H0 Display Layouts" by Thomas Rietig.
Very large H0 display layouts are presented that are built in the Märklin workshops as well as by independent layout builders working on contract. These dream layouts are admired by thousands of people at trade and consumer shows. Track plans and lists of parts as well as practical tips and tricks from the pros make it easier to reproduce a particular layout or to build your own design. The development of layout building and the technique of creating displays down to the present round out the contents of this book. Contents 160 pages, 300 color photographs. Format 21.0 x 29.7 cm (8-1/4" x 11-11/16"). Hardcover. German text only.



0329 Book "Planen • Bauen • Spielen" ("Planning • Building • Playing") by Bernd Schmid.
From the starter set to DELTA multi-train operation. 160 pages with numerous color photos, drawings and plans. Format 21 x 29.7 cm (8-1/4" x 11-11/16"), hardbound. German text only. ISBN 3-8043-0310-2.



0276 Video I "H0-Modellbahn-anlagen – 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.



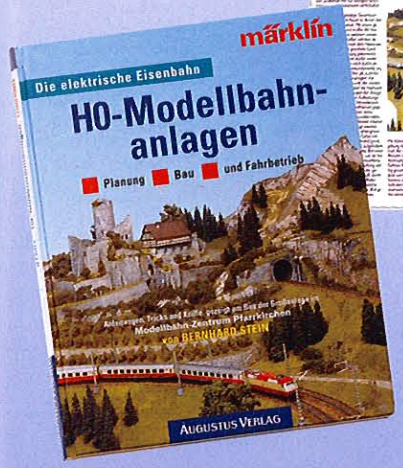
0337 Track Plan Book by Bernd Vollmer.
25 track plans for H0 layouts up to 3 meters (9' 9") in length. 160 pages with numerous color illustrations and drawings. Format 21 x 29.7 cm (8-1/4" x 11-11/16"), bound. ISBN 3-8043-0309-9. German text.





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 9: *0301 Märklin as an Investment in Value*

Page 231: *02409 Track planning kit for C Track*

Page 239: *0230 Track planning kit for M Track*

Page 243: *0210 Track planning stencil for K Track*

Page 245: *0231 Track planning kit for K Track*

Page 274: *0716 Electrical Manual for H0*

Page 274: *0733 Service Manual for H0*

Page 283: *0308 (0308A in North America) Book "Getting Started with Märklin Digital – the multi-train control system"*

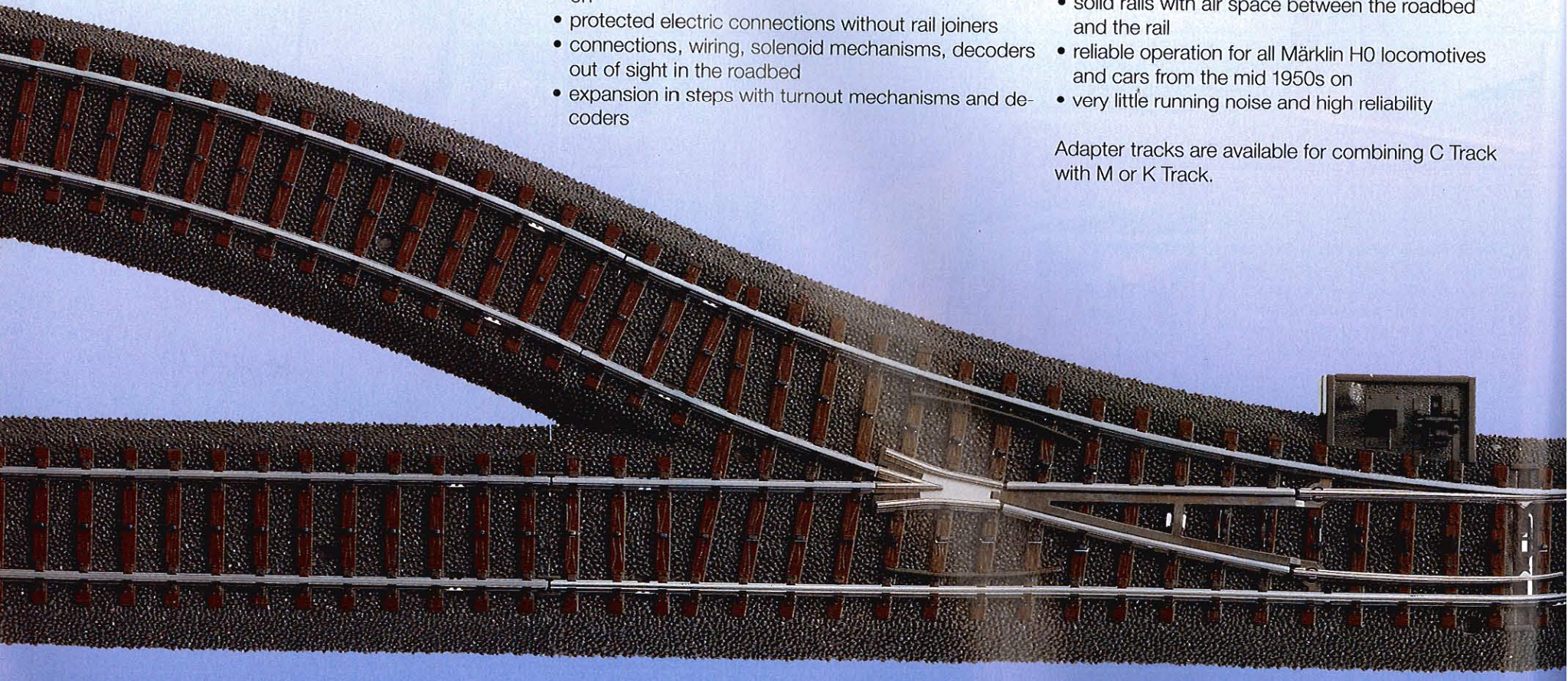
The Solution to an Impossible Task

C Track

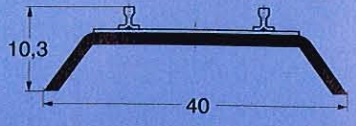
The new C Track is sturdy, electrically reliable and realistic in appearance. It will satisfy children as well as demanding adult model railroaders, which means we have succeeded in solving what most people would consider a problem with no solution. The details of this solution:

- 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.



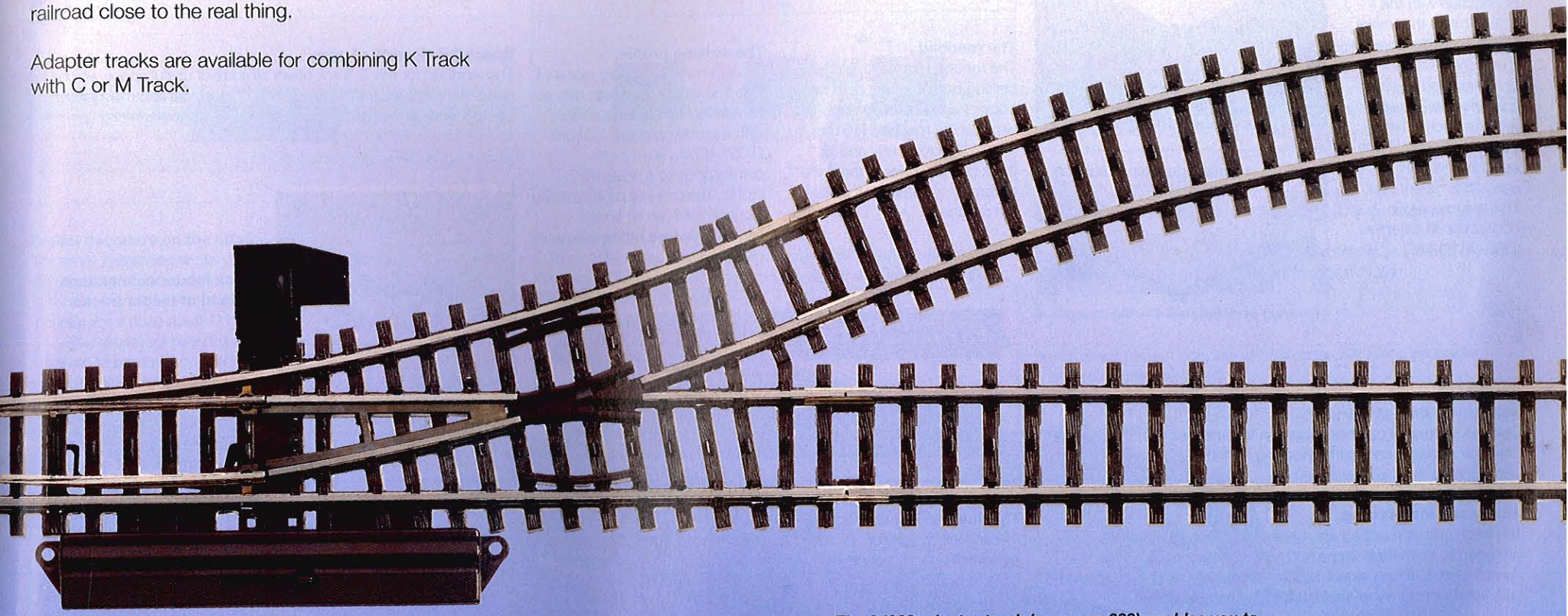
The 24922 adapter track (see page 229) is available for anyone wanting to combine C Track with K Track.

The 24951 adapter track (see page 229) enables you to combine C Track and M Track.

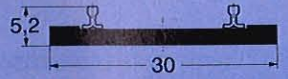
K Track

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.



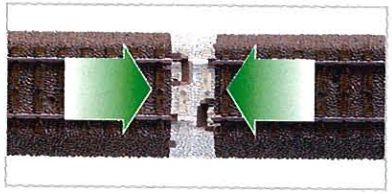
The 24922 adapter track (see page 229) enables you to combine K Track and C Track.

The 2291 adapter track (see page 242) is available for anyone wanting to combine K Track with M Track.

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).







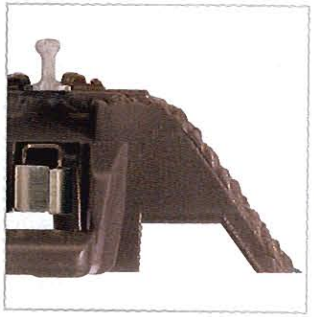
Setup in no time at all.
Even larger layouts can be set up in a few minutes with the ready-to-run track sections and the fast locking connection.

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.

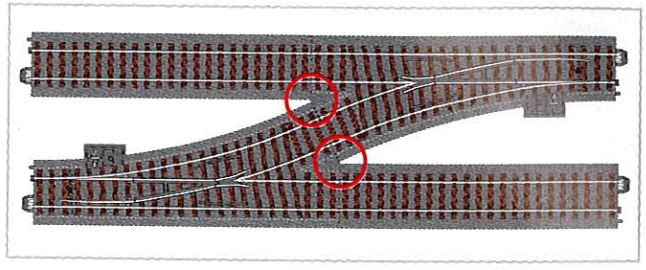
The track to meet most people's demands.



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.

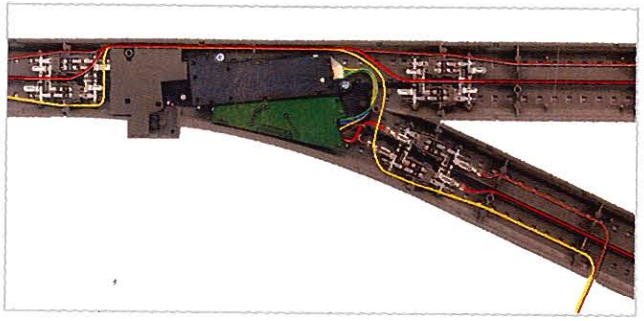


The striking profile.
The new profile rails are made of rust-free steel with a high degree of stability. The cross section with a profile height of 2.3 mm (3/32") (Code 90) almost corresponds to a scale rail profile. The rails are prototypically mounted with an air space beneath the web of the rail.

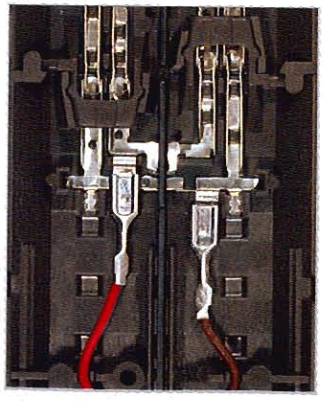


The finished track structure.
All sections of C Track are ready for installation; they require no additional handling or processing. The track structure does not have to be cut and above all does not have to be ballasted.

The track with "inner values".

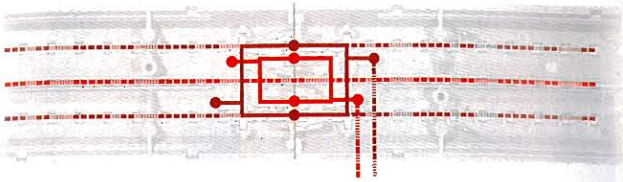


Space for all sorts of uses.
The roadbed for the C Track offers all sorts of useful space which has been prepared for the installation of electrical and mechanical components as well as for incorporation of a layout's wiring.

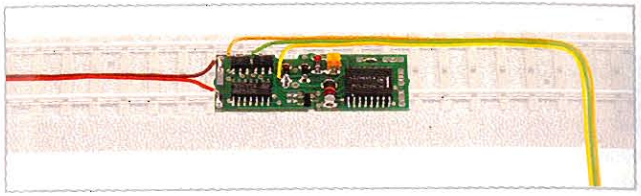


Track feeder connections instead of feeder tracks.
With C Track each track section can be used for feeder wire connections, instead of having additional feeder tracks. The feeder wire set with standard spade connectors can be plugged directly onto the contact lugs present at both ends of each track section.

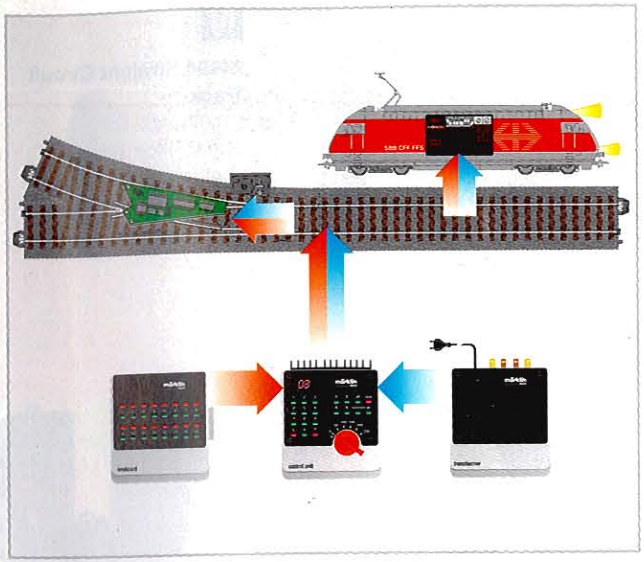
The track that conducts your data.



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.

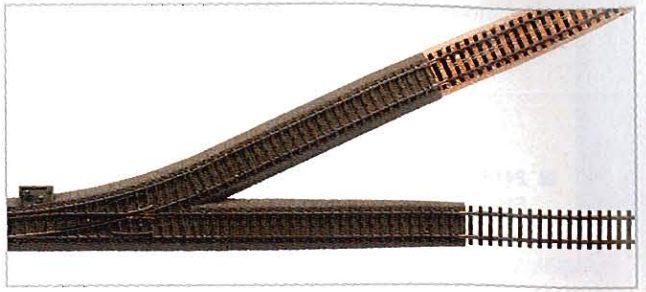


Digital decoders on the spot.
The small installation digital decoders for turnouts, signals and other digitally control accessories can be installed under the roadbed.



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"



N

24994 Straight Circuit Track
Length 94.2 mm / 3-3/4". Momentary contact by means of locomotive/car pickup shoes.



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



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



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°



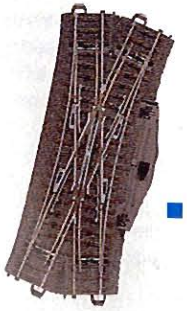
N

24294
Curved Circuit Track
Radius R2 = 437.5 mm / 17-1/4" / Curve 15°. Momentary contact by means of locomotive/car pickup shoes.

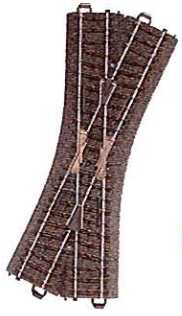


N

24207
Curved Track
Radius R2 = 437.5 mm / 17-1/4" / Curve 7.5°



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



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



N

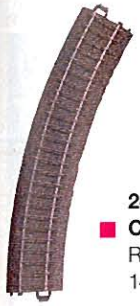
24649 Crossing.
Length 103.3 mm (4-1/16"). Angle 48.6°. For double crossovers or intersecting parallel routes.



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



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



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



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



N

24194
Curved Circuit Track
■ Radius R1 = 360 mm /
14-3/6" / Curve 15°.
Momentary contact by
means of locomotive/car
pickup shoes.



N

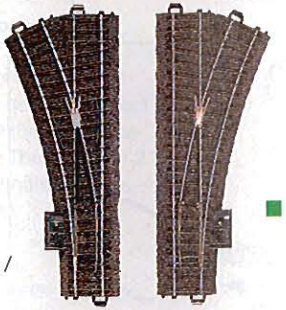
■ **24107**
Curved Track
Radius R1 = 360 mm /
14-3/6" / Curve 7.5°

Color coding:

- Straight track and crossings
- Curved track and turnouts from Radius 1 (R1)
- Curved track and turnouts from Radius 2 (R2)

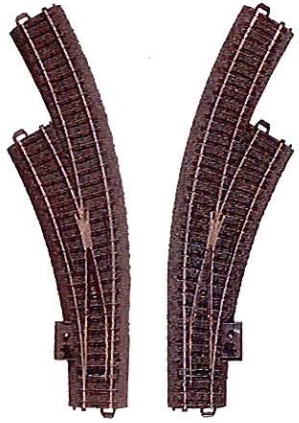


■ **24206 Curved Track**
R2 = 437.5 mm /
17-1/4" / 5.7°
(extends turnouts to 30°)



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°



N

■ **24671 Left Curved Turnout.**
■ **24672 Right Curved Turnout.**
Inner curve Radius R1 = 360 mm / 14-3/6" / 30°, same as 24130. Outer curve 30° in the parallel curve spacing of 77.5 mm (3-1/16"), same as 24130 + 24077. Sprung point rails. Metal frog and intermediate rails. Continuous contact in the entire turnout area. With manual hand lever. Can be retrofitted with 74490 turnout mechanism, 74460 digital decoder and 74470 turnout lanterns.



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



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

Good Outlook

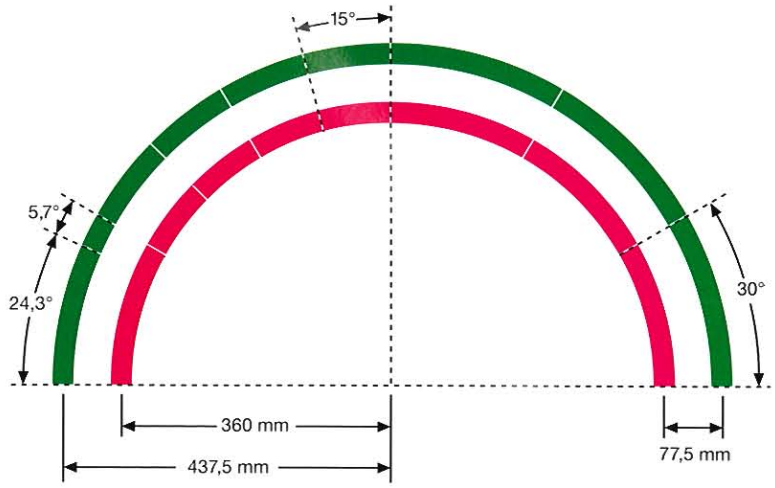
In the next few years the C Track program will be expanded further. Among other things, the following track pieces and concepts are under development.

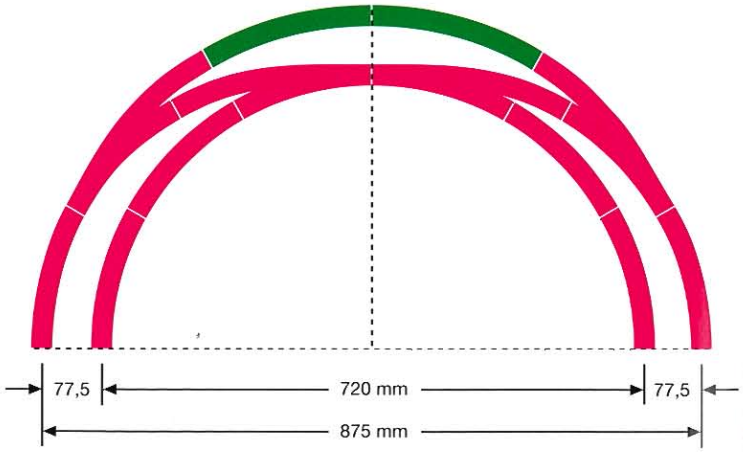
- Layout expansion program in variable steps (track extension sets)
- Additional track lengths
- Curved track with larger radii
- Three-way turnout that will fit in the 24° turnout program
- Wide radius turnouts for a smaller parallel track spacing
- Crossings with an angle that will fit with the wide radius turnouts

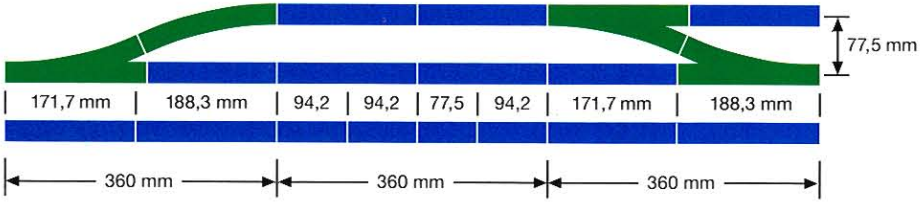
The further development of this system will rely heavily on the experiences and wishes of our customers. This will require thorough research over a period of time, before the different design phases can be carried on into regular production. This will enable us to ensure that the new C Track is ready for the market, that it will perform well in the field and that it will hold up well over the years. We will keep you informed about the production and delivery of the individual new C Track elements.

The track with the comfortable, easy geometry.

C Track lays the first curves.
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.





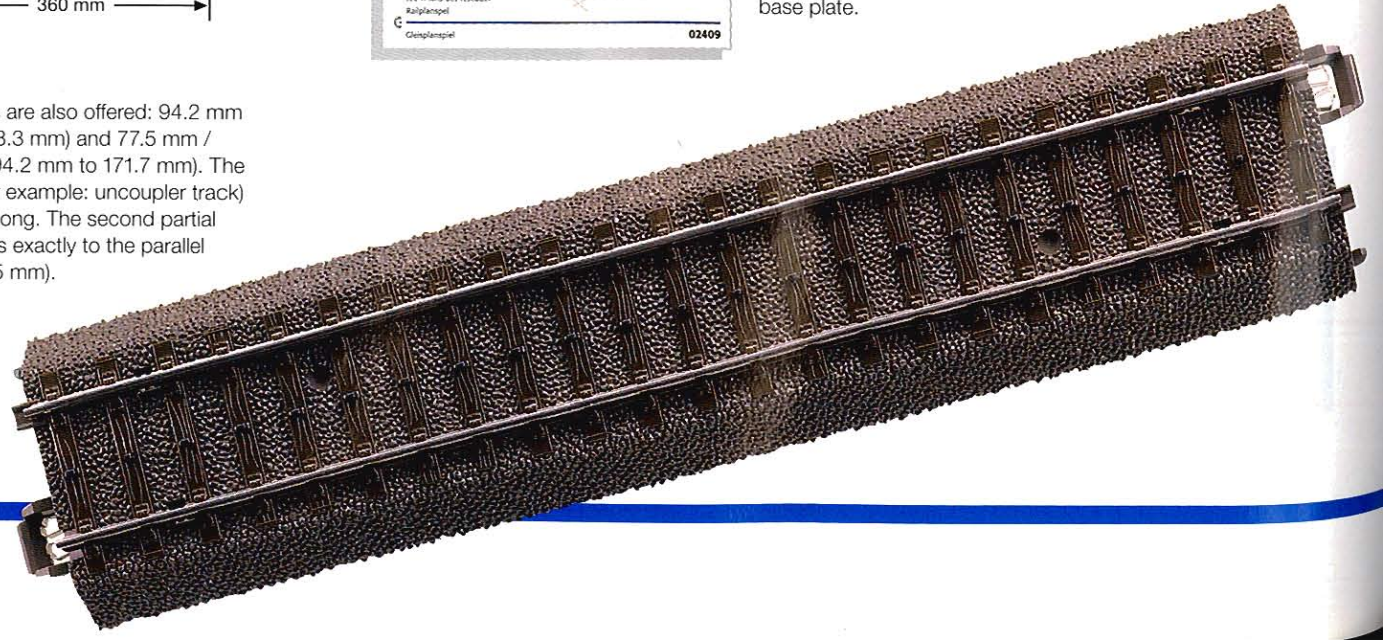


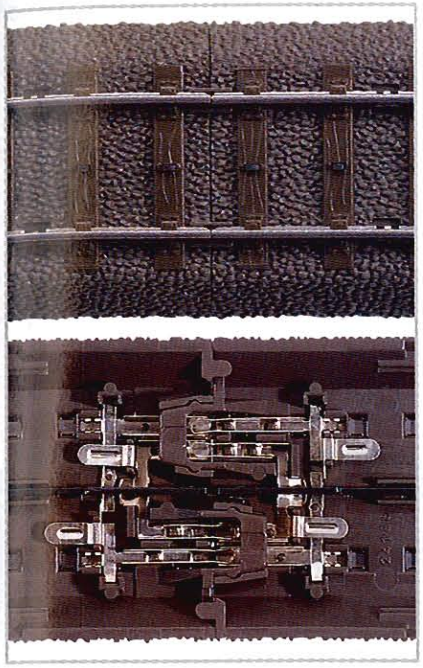


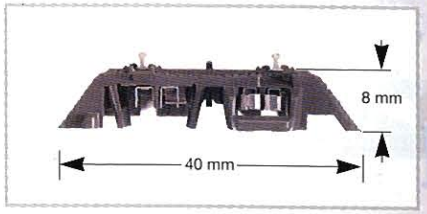
02409 Magnetic Track Planning Kit for C Track.
For planning and for miniaturized setup of model railroad layouts. Track planning kit with the following C Track pieces: 24077, 24094, 24115, 24130, 24172, 24188, 24206, 24215, 24224, 24230, 24611, 24612, 24640 (can also be used as 24620) and 24977 for Märklin H0 in a scale of 1:5. Enough pieces to build a medium size layout. The item numbers for the different track sections are printed on all of the pieces and the latter divided into 3 colors. The track sections are quick to lay out and will adhere magnetically to the enclosed base plate.

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).

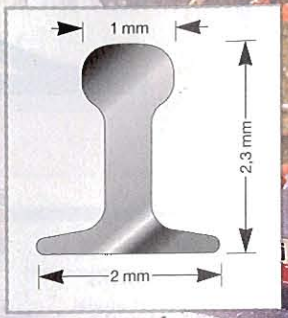




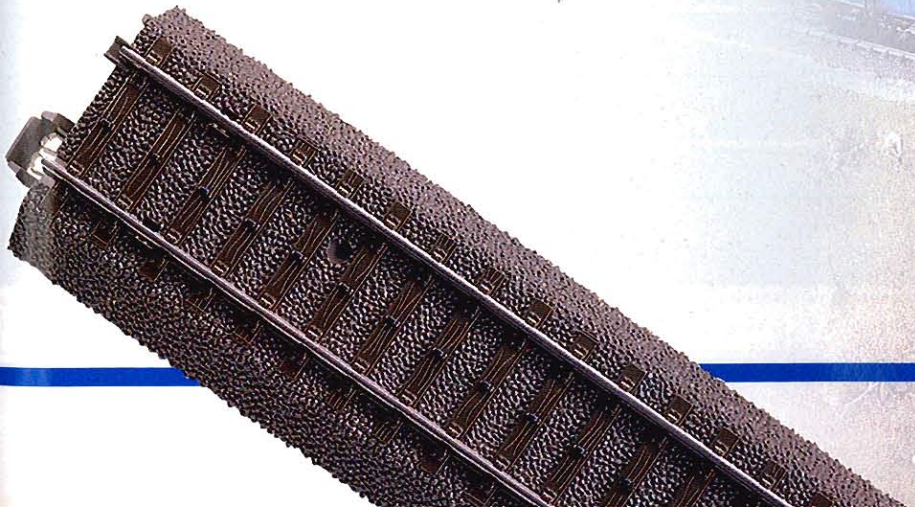


Ideal dimensions for track roadbed
The cross section of the track provides the proportions for a realistic track roadbed on a rail line. The full width remains preserved even at a turnout or crossing. There is sufficient space between the tracks for catenary or signals.

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.



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.



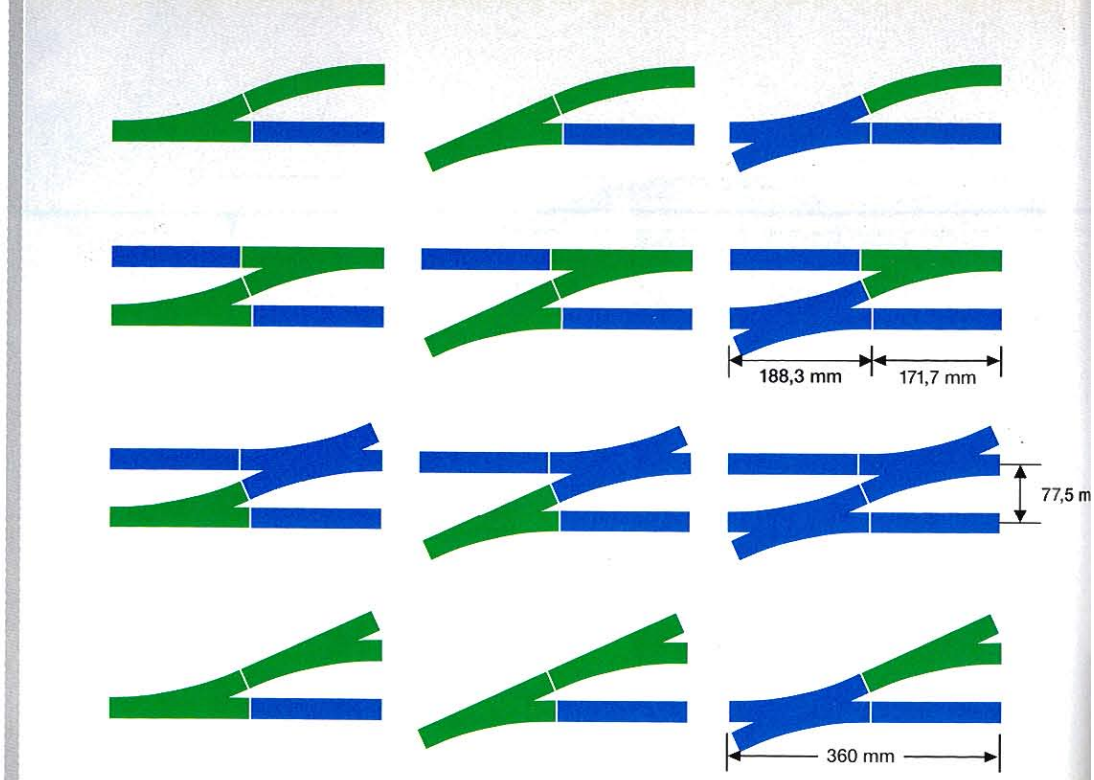
C Track – the track that sets turnouts.

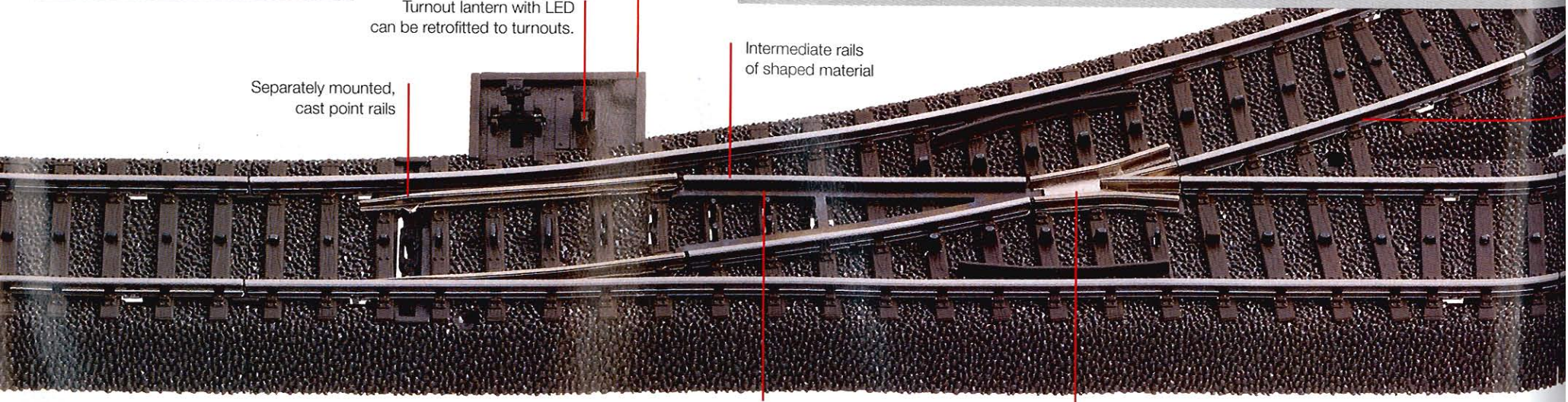
The geometry for turnouts and crossings. The turnouts and crossings in the C Track program all have the same length (188.3 mm), the same angle (24.3°) and the same connection dimensions with symmetrical legs. This allows you to install turnouts either straight or diagonal to a length of track or to exchange 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.





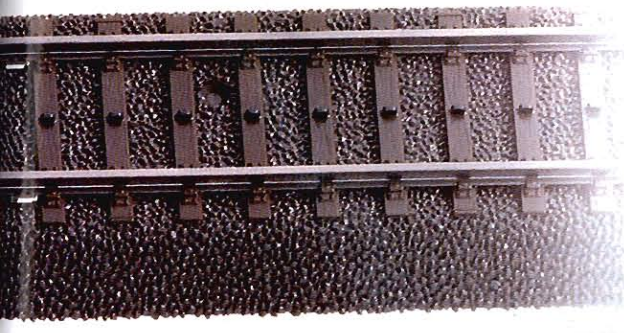


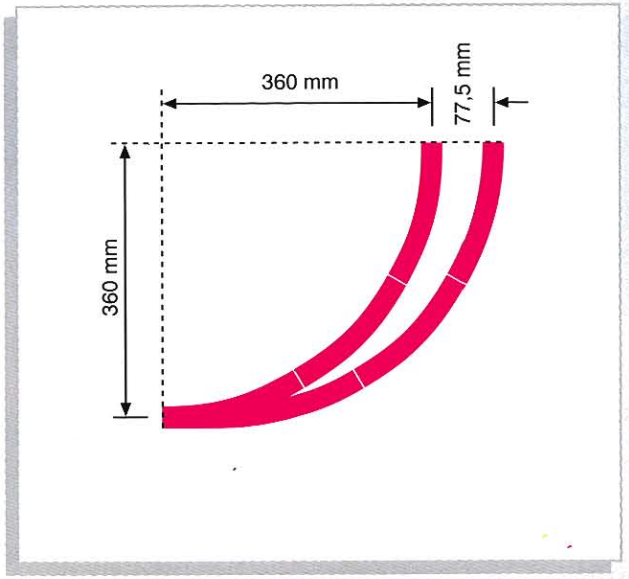
Curved turnouts with circular geometry

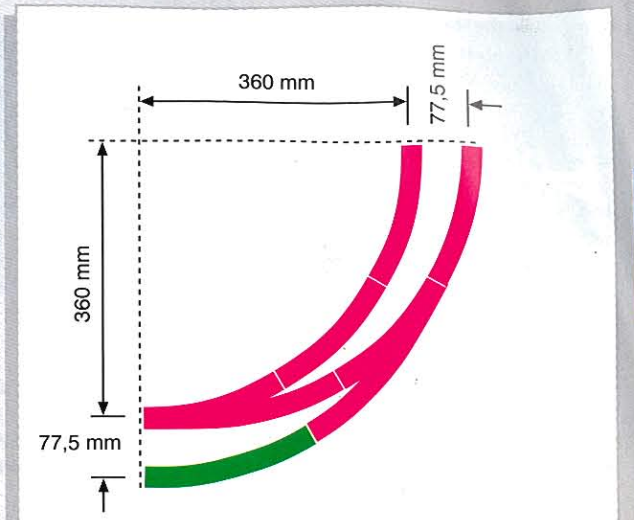
The curved turnouts consist of two offset 30° curved sections from Radius 1, and the main branch of the turnout is extended in length by 77.5 mm (3-1/16″). This means that the same turnout geometry can be used in the standard R1 circle and in the parallel R2 circle. Sidings with a parallel track spacing or crossovers between the R1 and R2 circles are possible as simple combinations at 60°, i.e. at 1/6 of a circle. This saves space in curves and gains length in the straight areas of the layout.

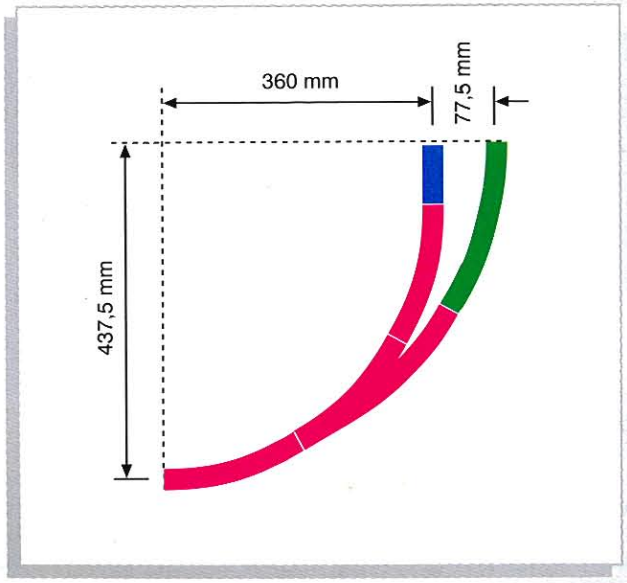


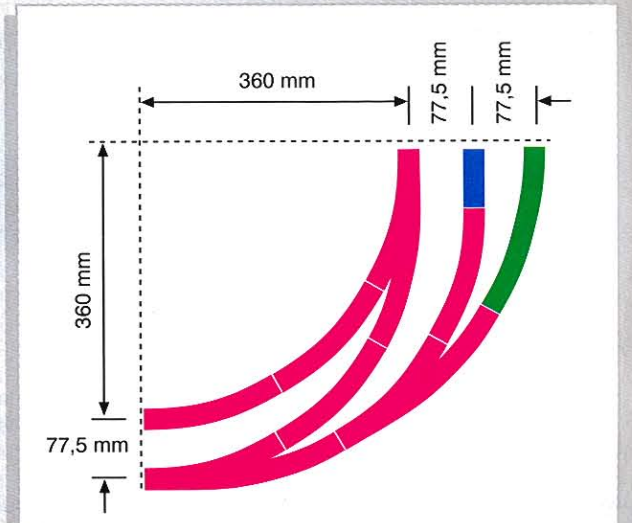
Turnout curve as a 24.3° section of a circle, radius 437.5 mm (17-1/4″)

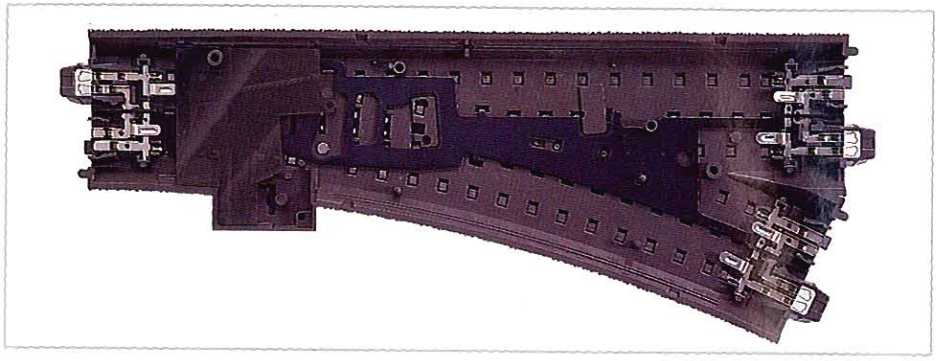






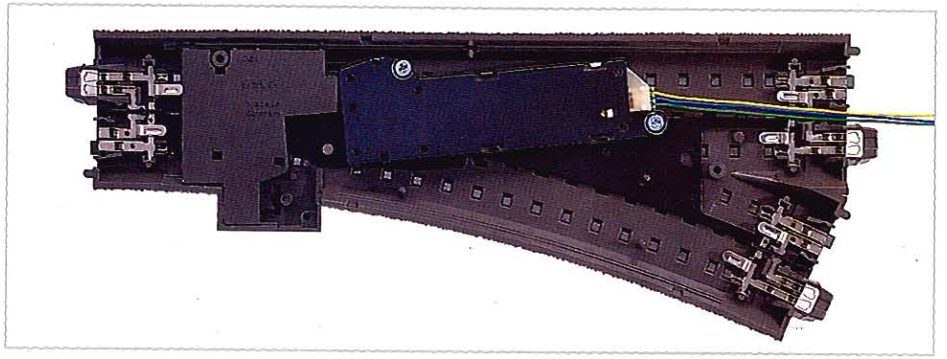




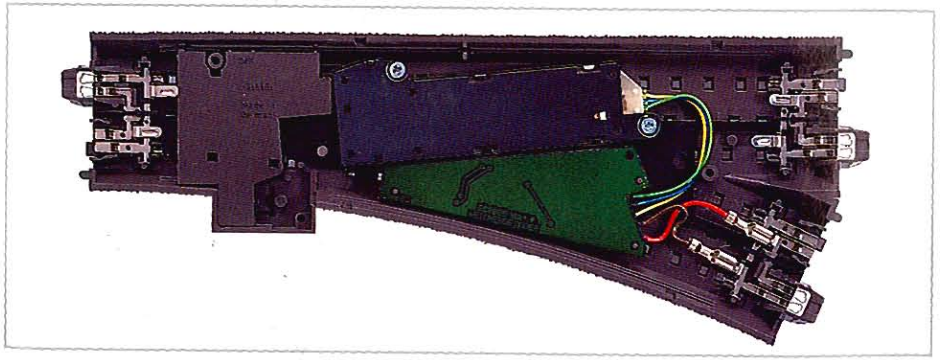


Practical mechanism.
The turnouts are equipped at the factory with a metal turnout lever for setting them by hand. A locking feature for the turnout setting is integrated into the turnout linkage mechanism.

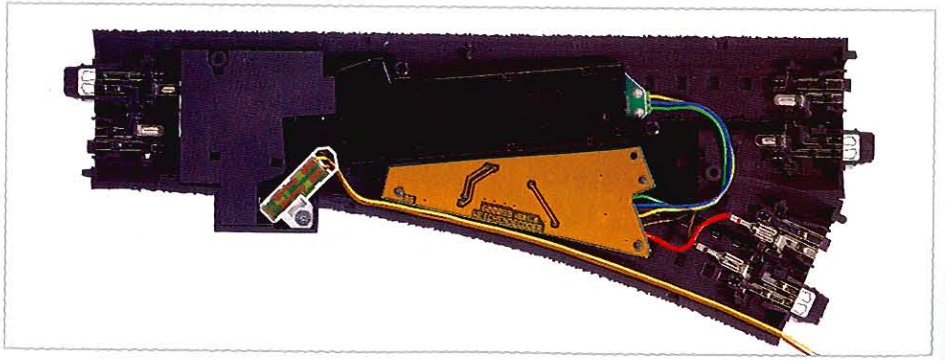
The turnout point rails are spring loaded, thus allowing a train to travel "against" the turnout setting.



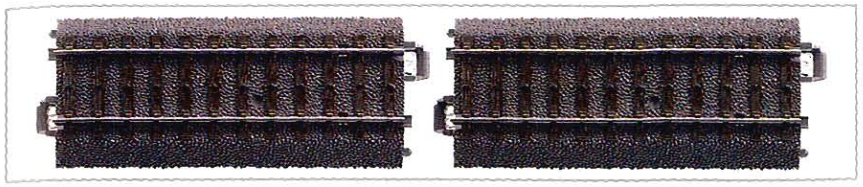
74490 Electric Turnout Mechanism.
This electric mechanism can be retrofitted and connected to all C Track turnouts very easily without special tools. The mechanism sits concealed in the roadbed; below baseboard mounting is not necessary. It is sealed against dirt and has a end shutoff feature to protect 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.



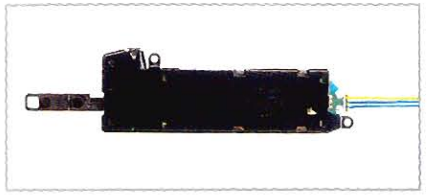
74460 Digital Installation Decoder.
A digital decoder can be installed at the same time with an electric mechanism or can be retrofitted to all C Track turnouts with the same electric mechanism. This decoder is easily connected with the plug connections and can be individually addressed for each turnout (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.



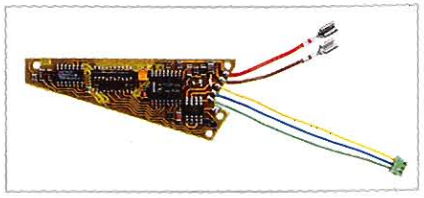
74470 Turnout Lanterns with LED Lighting.
All C Track turnouts, with manual hand levers or with electric turnout mechanisms, conventionally or digitally controlled, can be equipped with lighted turnout lanterns. Installation is simple; the lighting insert also fits onto the fixed lantern for the double slip turnout. Maintenance-free, miniature light emitting diodes enable the scale size of the lanterns.



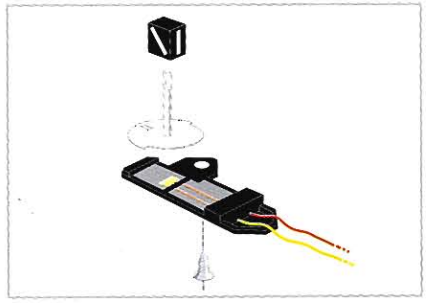
24995 Contact Track Set.
Two straight track sections, each 94.2 mm (3-3/4"). Continuous contact through wheel sets. With insulated section of rail for track occupation feedback when traversed by train. Can be extended with regular straight or curved track sections.



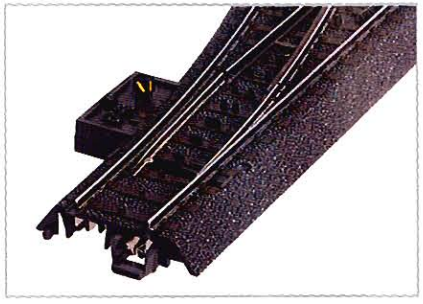
74490 Electric Turnout Mechanism.
Retrofit kit for all C Track turnouts. Double solenoid mechanism with end shutoff contacts. Can be operated with a control box or digital decoder. Feedback signal possible with 7271 control box.

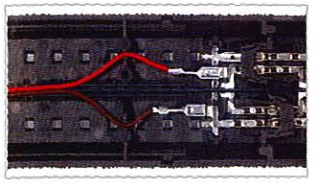


74460 Digital Installation Decoder.
Can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. Address of 1 to 256 can be set with coding switches.



N **74470 Turnout Lantern Kit.**
For retrofitting to 2 C Track turnouts. Can be used for right, left or double slip turnouts. Can be used with manual hand lever and/or with 74490 electric turnout mechanism. Lighting with maintenance-free LEDs.

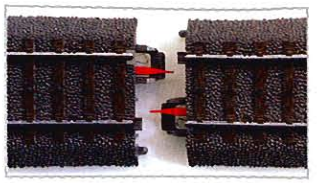




74040 Feeder Wire Set
with spade connectors for C Track. Two-conductor. Red and brown wires. Length 1 meter (39").

N

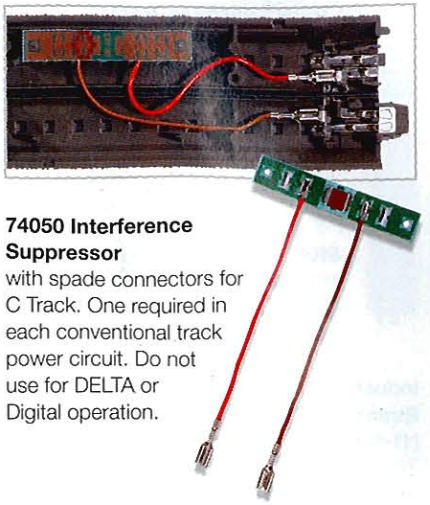
74043 Signal Hookup Kit for C Track.
Suitable for color light and semaphore/target signals. Contains insulators, wire and connectors for a signal block.



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

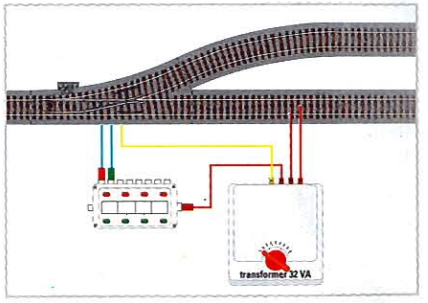
74990 Track Screws
for mounting C Track. 2 x 15 mm (3/32" x 19/32") with cross point head. Contents 200 pieces.

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



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.

An electric turnout enables remote controlled operation on a storage siding. The connections to the control box are quite simple.



6073, 6083, 6084: Other digital decoders usable with C Track can be found on page 287.

The 74920 crossing gates with half gates for C Track and the 74930 addon set for the 74920 crossing gates can be found on page 266.

Information on hooking up color light and semaphore/target signals to C Track can be found on pages 258 and 260.

Catenary accessories for C Track can be found on pages 254 – 257.

Appropriate wire and plugs can be found on page 273.

M Track Overview

Straight Track / Function Tracks



5106
180 mm
(7-3/32″)



5111
180 mm

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″)



5208
8 mm
(5/16″)



5129
70 mm
(2-3/4″)



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°



5103
1/1 = 30°



5101
1/2 = 15°



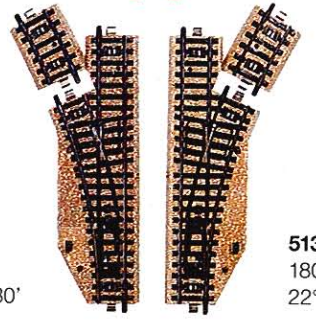
5147
1/2 = 15°



5102
1/4 = 7° 30'

5138
(= 5137 L)

5139
(= 5137 R)



5137 (L+R)
180 mm (7-3/32″) /
22° 30'

5200 Parallel Curve
Radius 437.4 mm
(17-1/4″)



5200
1/1 = 30°



5206
24° 17'



5201
1/2 = 15°



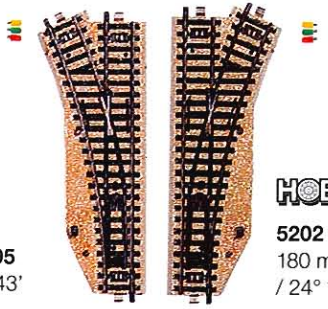
5213
1/2 = 15°



5205
5° 43'

5203
(= 5202 L)

5204
(= 5202 R)

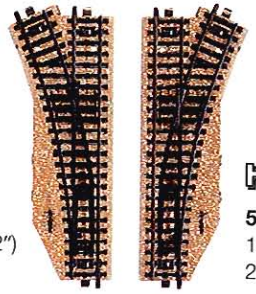


HOBBY

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'

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.



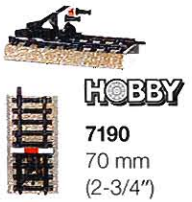
5145
2 x 90 mm
(3-9/16″)



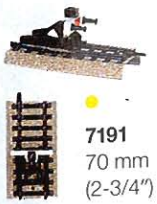
5115
180 mm
(7-3/32″)



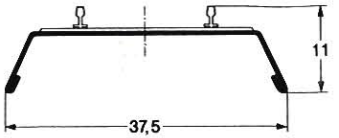
5116
1/1 = 30°



7190
70 mm
(2-3/4″)



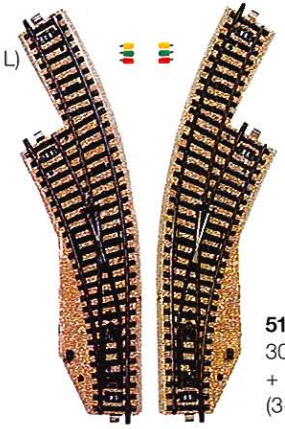
7191
70 mm
(2-3/4″)



The 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.

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.

5141
(= 5140 L)

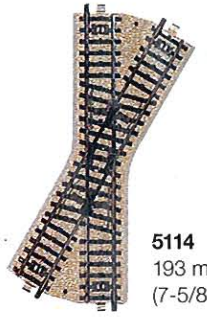


5142
(= 5140 R)

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°

Accessories for M track can be found on page 239.

The 2291 adapter track is available for anyone wanting to combine M with K Track.



K

2291
180 mm
(7-3/32″)



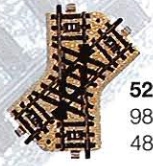
5214
180 mm (7-3/32″) /
24° 17'



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 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 Track



5106 Straight Track.
Length 1/1 = 180 mm (7-3/32″) (standard length).

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″).

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°.

5101 Curved Track.
Length 1/2 = 15°.

5102 Curved Track.
Length 1/4 = 7° 30′.

Parallel Curve
Radius 437.4 mm (17-1/4″)

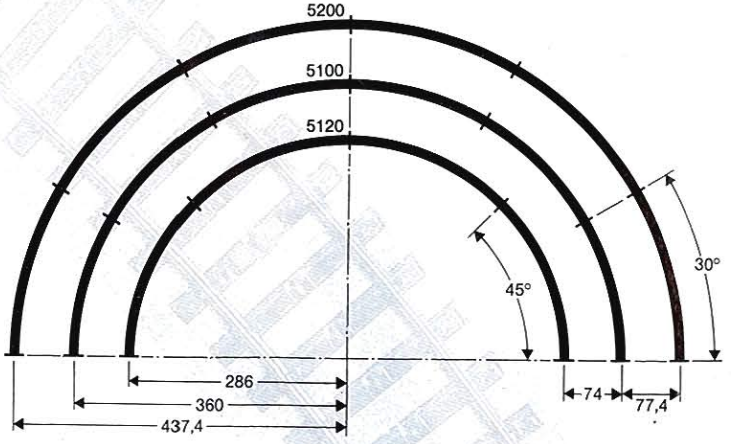


5200 Curved Track.
Length 1/1 = 30°.

5206 Curved Track.
Length 24° 17′. Complementary curve for 5202, 5221 turnoutsand 5207, 5214 crossings.

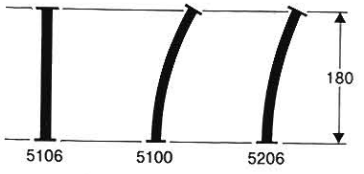
5201 Curved Track.
Length 1/2 = 15°.

5205 Curved Track.
Length 5° 43′. With 5206 makes up 5200 section.



5200 Circle = 12 sections
5100 Circle = 12 sections
5120 Circle = 8 sections

Comparison of M Track Lengths



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.

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



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.



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.



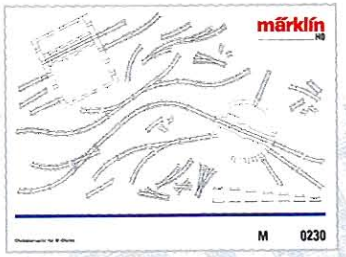
6073 Digital Turnout Decoder.
Suitable for installation in the M track turnouts 5128, 5137, 5140, 5202 and 5207.

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 110) and by 7588 magnet for passenger and freight cars (see page 170).



HOBBY

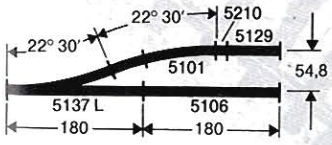
0230 Track Planning Kit for M Track.
For planning and for miniaturized setup of model railroad layouts. All M Track sections for Märklin H0 in a scale of 1:5. With transfer table, turntable, and pillars. Enough material for a medium size layout. All track sections with catalog numbers on both sides. Arranged in 4 colors (3 radii and straight sections). The track sections can be plugged together quickly and permanently.

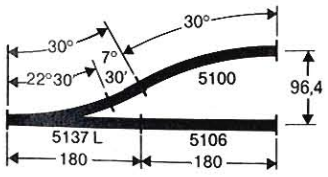
M Track / Turnouts and Crossings

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.





Turnouts for 5200 Parallel Curve
Radius 437.4 mm (17-1/4″)



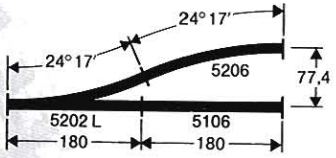
HOBBY

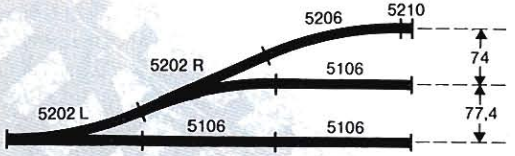
5202 Pair of Turnouts.
5203 (5202 L) Left Turnout.
5204 (5202 R) Right Turnout.
Has solenoid mechanism. Length of straight side 180 mm (7-3/32″). Turnout branch 24° 17′. Branch same as 5206. Lighted lanterns. 3 wires for connections.



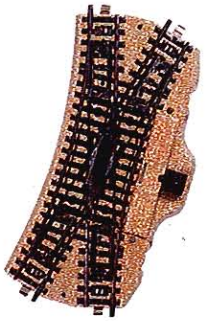
HOBBY

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.





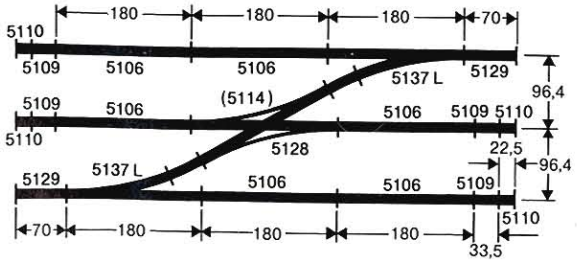
Crossings for 5100 Standard Curve
Radius 360 mm (14-3/16″)



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.

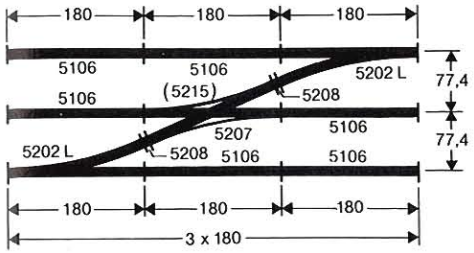


märklin HO

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.



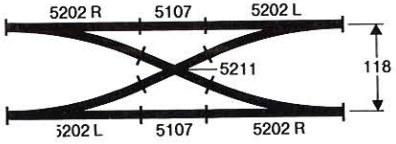
HOBBY

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.

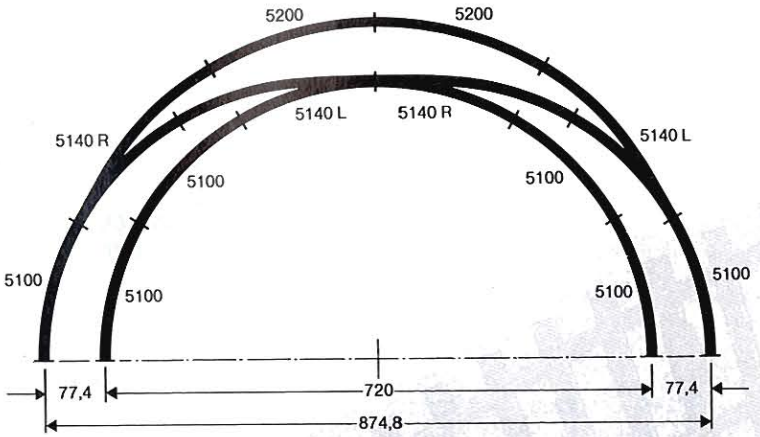




5140 Pair of Curved Turnouts.
5141 (5140 L) Left Curved Turnout.
5142 (5140 R) Right Curved Turnout.
Has solenoid mechanism. Inner curve 30°. Outer curve 30° in the parallel curve spacing of 77.4 mm (3-1/16"). Length and radius of the inner curve are the same as 5100. Lighted lanterns. 3 wires for connections.



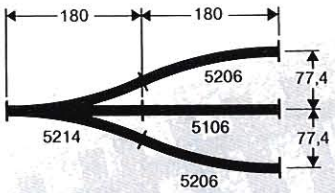
5140 Curved Turnouts



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
(7-3/32″)



2206
168.9 mm
(6-5/8″)



2207
156 mm
(6-1/8″)



2209
217.9 mm
(8-9/16″)



2201
90 mm
(3-9/16″)



2295
2 x 90 mm
(2 x 3-9/16″)

Industrial Curve
Radius 295.4 mm
(11-5/8″)



2210
1/1 = 45°

Standard Curve I
Radius 360 mm
(14-3/16″)



2221
1/1 = 30°



2223
1/2 = 15°



2229
1/2 = 15°



2224
1/4 = 7° 30'

2268
(= 2267 L)

2269
(= 2267 R)

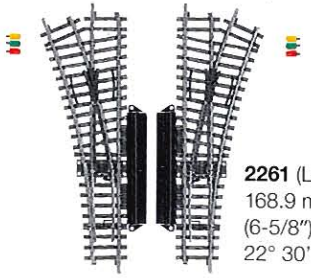


2267 (L+R)
30° / 30°
+ 64.6 mm (2-1/2″)

Standard Curve II
Radius 424.6 mm
(16-3/4″)

2262
(= 2261 L)

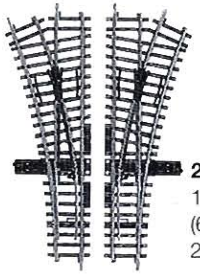
2263
(= 2261 R)



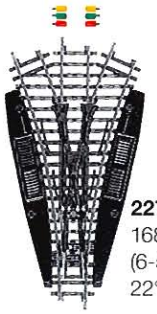
2261 (L+R)
168.9 mm /
(6-5/8″)
22° 30'

2265
(= 2264 L)

2266
(= 2264 R)



2264 (L+R)
168.9 mm /
(6-5/8″)
22° 30'



2270
168.9 mm /
(6-5/8″)
22° 30'



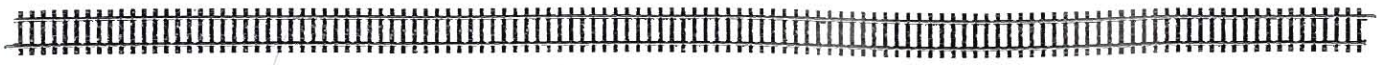
2260
168.9 mm /
(6-5/8″)
22° 30'



2259
168.9 mm /
(6-5/8″)
22° 30'



2258
90 mm
(3-9/16″) /
45°



2205
900 mm
(35-7/16″)



2297
90 mm
(3-9/16″)



2299
90 mm
(3-9/16″)



2202
45 mm
(1-3/4″)



2293
41.3 mm
(1-5/8″)



2208
35.1 mm
(1-3/8″)



2203
30 mm
1-3/16″)



2204
22,5 mm
(7/8″)



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°

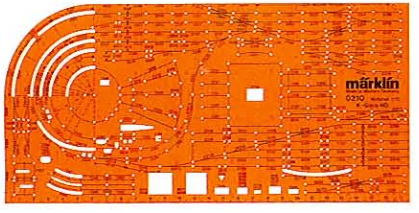


2234
1/4 = 7° 30'



2235
1/8 = 3° 45'

Accessories for K track can be found on page 249.



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″)

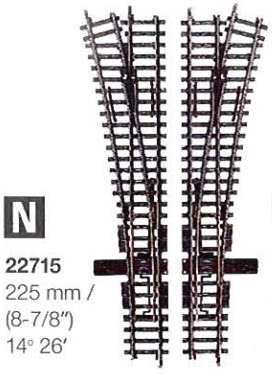
2272
(= 2271 L)



2273
(= 2271 R)

2271 (L+R)
225 mm /
(8-7/8″)
14° 26'

N



22715
225 mm /
(8-7/8″)
14° 26'

N

22716
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.

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")

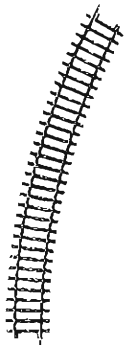


2221 Curved Track.
Length 1/1 = 30°.

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")



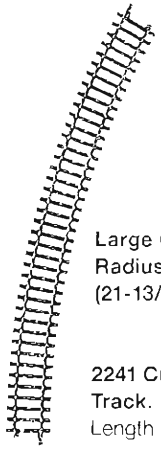
2231 Curved Track.
Length 1/1 = 30°.

2232 Curved Track.
Length 3/4 = 22° 30'.

2233 Curved Track.
Length 1/2 = 15°.

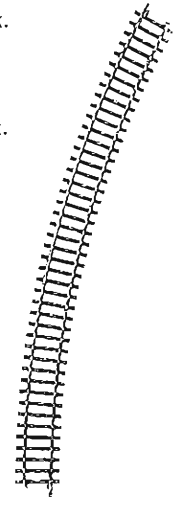
2234 Curved Track.
Length 1/4 = 7° 30'.

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")

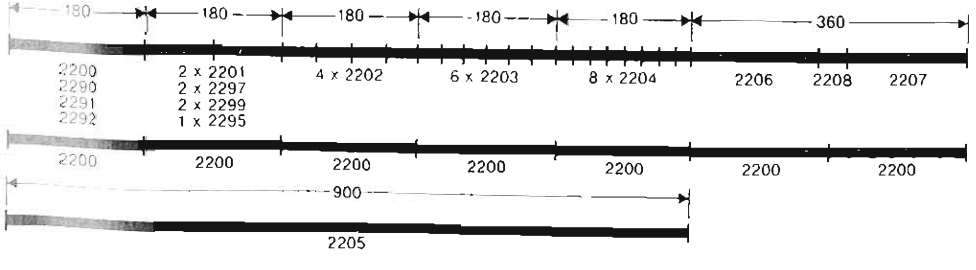
2251 Curved Track.
Length 1/1 = 30°.



Wide Radius Turnouts
Radius 902.4 mm (35-1/2")

2274 Curved Track.
Length 14° 26'. Complementary curve for 2271 turnout.

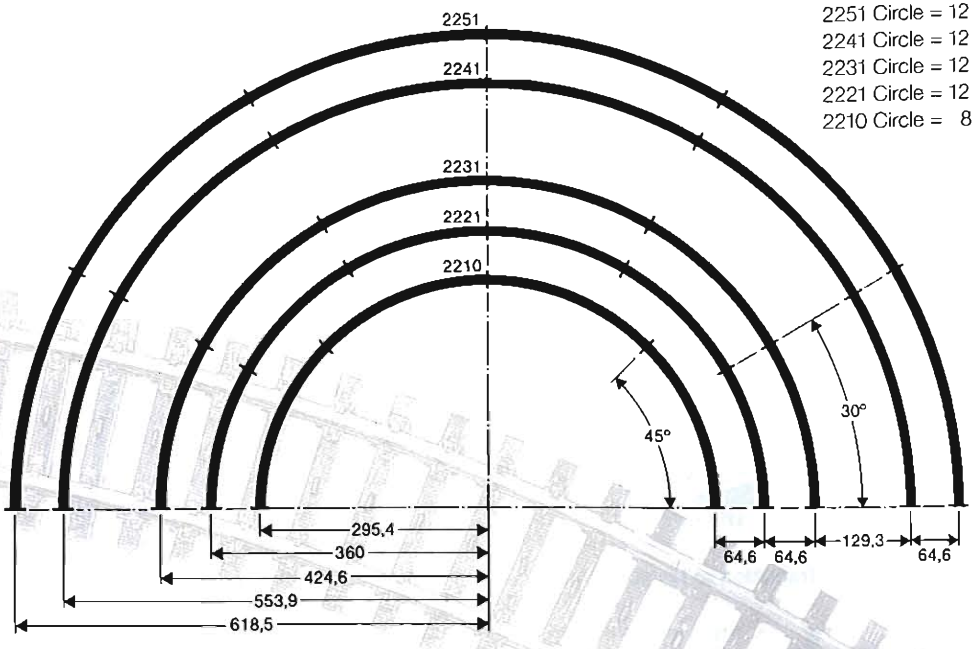
Comparison of K Track Lengths



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

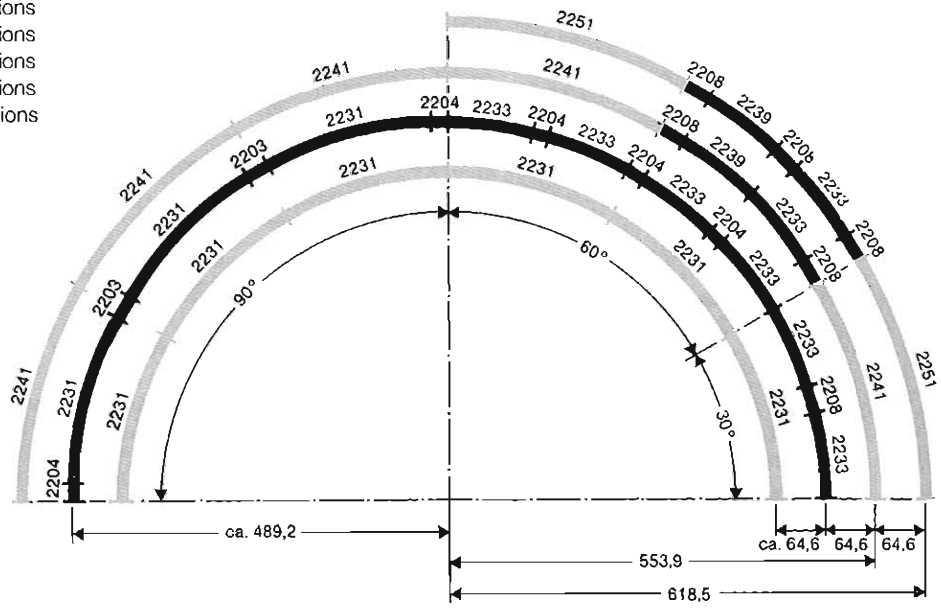


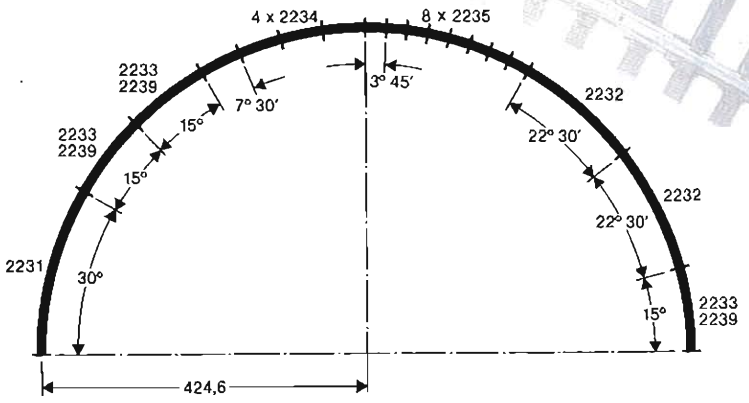
Tip: Medium size parallel curve.

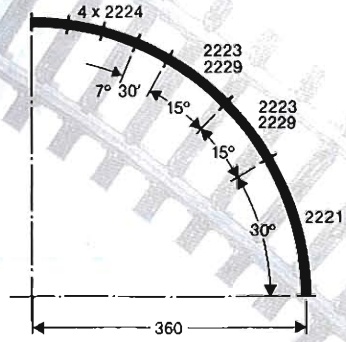
By combining existing track sections a curve between the Standard Curve II and the Large Curve I with a parallel track spacing of approximately 64.4 mm (2-1/2") can be made.

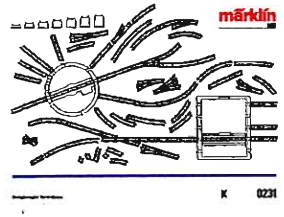
Tip: Circuit tracks with Large Curve I and II.

The 2239 circuit track can also be installed in the Large Curve I and II by combining existing track sections.









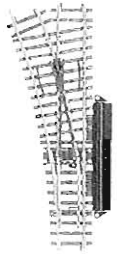
0231 Track Planning Kit for K Track.

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.

Turnouts and Crossings
All of the turnouts shown are laid out for a standard parallel track spacing of 64.6 mm (2-1/2"). This short design saves space for yard tracks. All turnouts and crossings are interchangeable. They can be installed either straight or on the diagonal. 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 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")

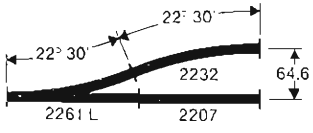


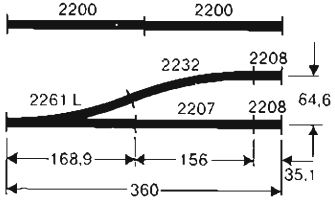
2261 Pair of Turnouts.
2262 (2261 L) Left Turnout.
2263 (2261 R) Right Turnout.
With detachable solenoid mechanism (7549). Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8"). 7549 solenoid mechanism can be installed on these turnouts.

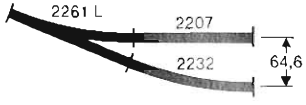


2264 Pair of Turnouts.
2265 (2264 L) Left Turnout.
2266 (2264 R) Right Turnout.
With detachable hand levers. Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8"). 7549 solenoid mechanism can be installed on these turnouts.

Turnouts for Standard Curve II

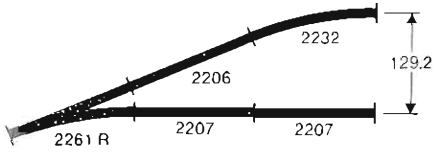


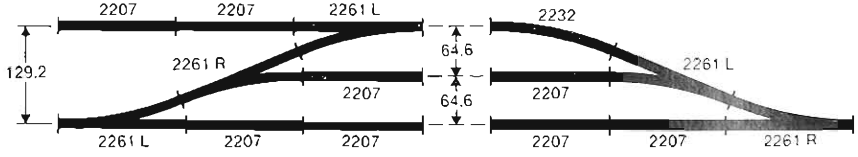






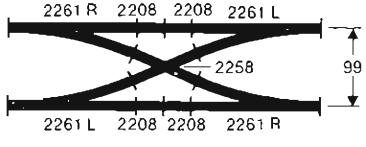
2260 Double Slip Turnout.
With detachable solenoid mechanism (75-9). Crossing angle 22° 30'. Curve same as 2232. Length of straight side 168.9 mm (6-5/8").



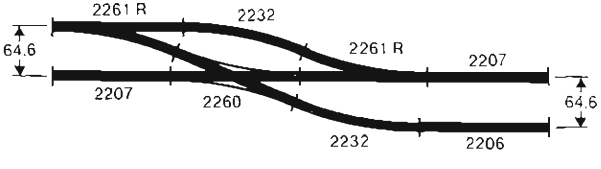


Crossings for Standard Curve II

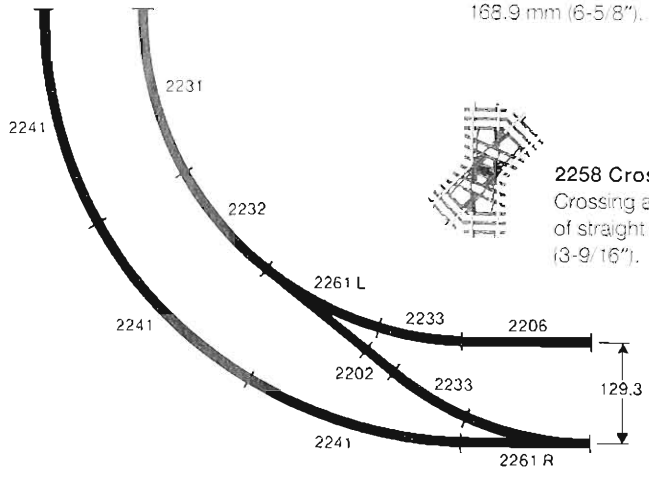




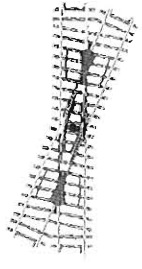




Transition to Large Curve I



2259 Crossing.
Crossing angle 22° 30'. Length of straight side 168.9 mm (6-5/8").



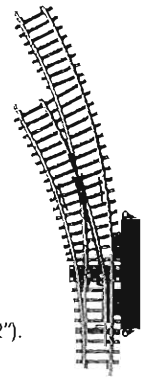
2258 Crossing.
Crossing angle 45°. Length of straight side 90 mm (3-9/16").

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.

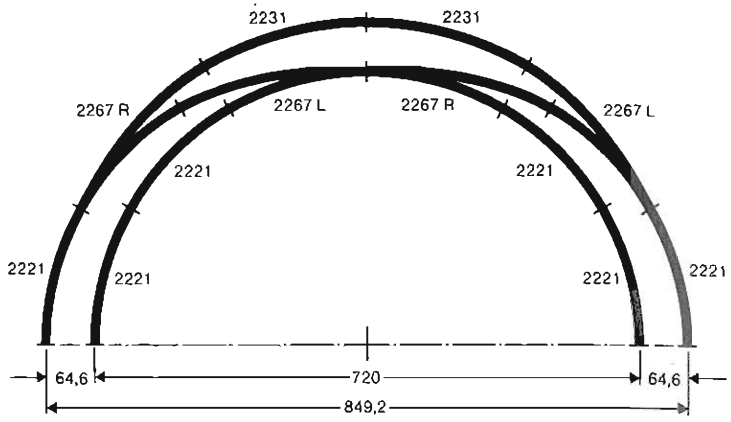
Standard Curve I
Radius 360 mm (14-3/16")

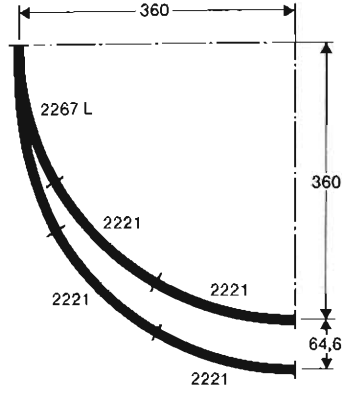
2267 Pair of Curved Turnouts.
2268 (2267 L) Left Curved Turnout.
2269 (2267 R) Right Curved Turnout.
With detachable solenoid mechanism (7549). Inner curve 30°. Outer curve 30° in the parallel curve spacing of 64.6 mm (2-1/2"). Length and radius of the inner curve are the same as 2221.

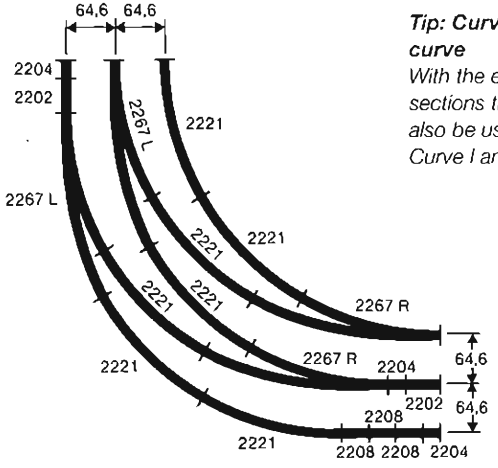


Three-Way Turnout
The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoids for remote control. Both branches are the same in length and radius as the 2261 turnout. The three-way turnout can be used for direct entry into the 7288 locomotive shed.

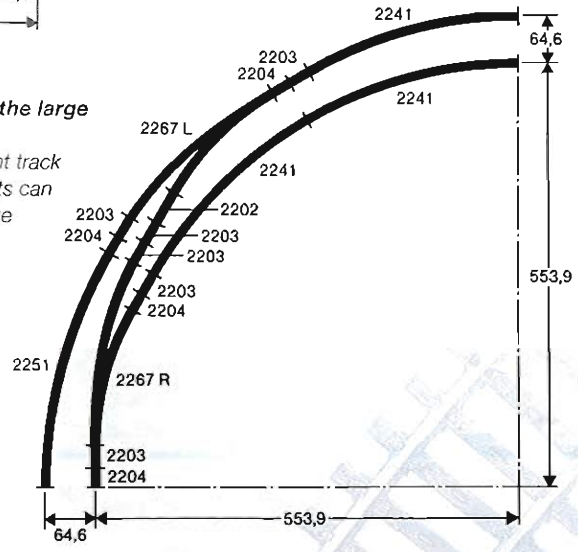
2267 Curved Turnouts







Tip: Curved turnouts on the large curve
With the existing adjustment track sections the curved turnouts can also be used between Large Curve I and Large Curve II.

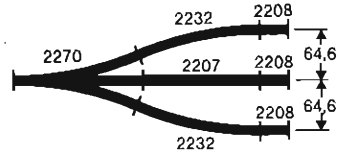


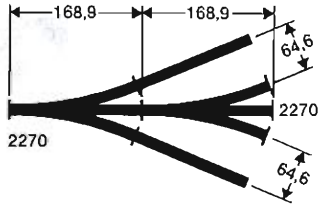
Standard Curve II
Radius 424.6 mm (16-3/4")

2270 Symmetrical Three-Way Turnout.
Has 2 solenoid mechanisms. Length of straight side 168.9 mm (6-5/8"). Turnout branches 2 x 22° 30'. Branch radius 424.6 mm (16-3/4"). Curve same as 2232. 2 additional hand levers. 6 wires for connections.



2270 Three-Way Turnout





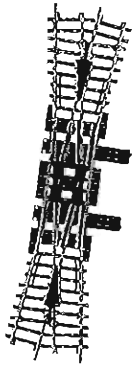
K Track / Wide Radius Turnouts and Crossings

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. The 22715 and 22716 turnouts are conventional in design with guard rails; the 2272 and 2273 turnouts have a movable frog like the DB's high speed turnouts. The 2275 double slip turnout offers 4 different paths with its turnout points which can be set separately.



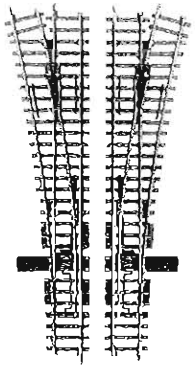
Wide Radius Turnouts and Crossings Radius 902.4 mm (35-1/2″)

2271 Pair of Turnouts.
2272 Left Turnout.
2273 Right Turnout.
With detachable hand levers. Movable frog. 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.

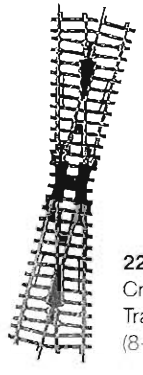


2275 Double Slip Turnout.
With 2 detachable hand levers. Crossing angle 14° 26′. Curve radius 902.4 mm (35-1/2″). Length of straight side 225 mm (8-7/8″). 2 each 7549 solenoid mechanism can be installed on this unit. Separate paths can be set.

N



22715 Left Turnout.
22716 Right Turnout.
With detachable hand levers. Fixed frog and guard rails. Length of straight side 225 mm (8-7/8″). Turnout branch 14° 26′. Branch radius 902.4 mm (35-1/2″). 7549 electric turnout mechanism can be installed on these turnouts.

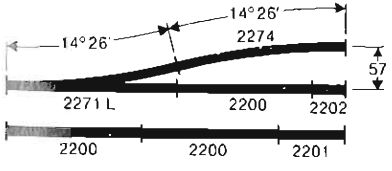


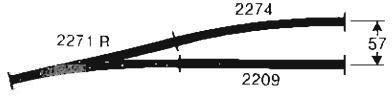
2257 Crossing.
Crossing angle 14° 26′. Track length 225 mm (8-7/8″).

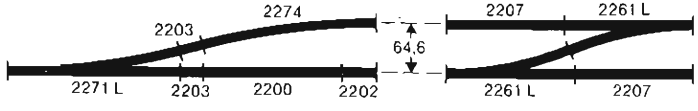


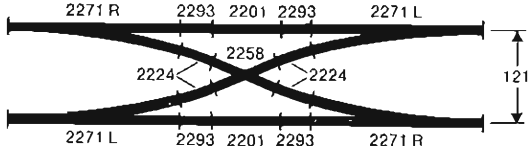
2274 Curved Track.
Length 14° 26′. Complementary curve for 2271 turnout.

2271 Wide Radius Turnouts

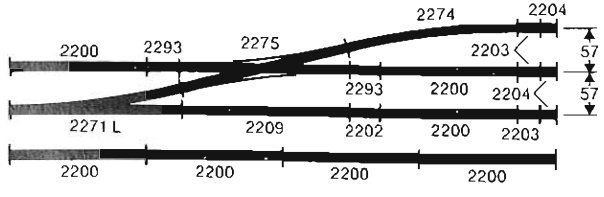


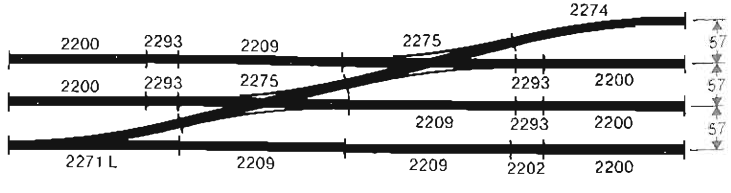






2275 Wide Radius Double Slip Turnout or 2257 Crossing





K Track / Function Tracks and Accessories

märklin HO

Feeder Track
Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters (approx. 6-7 feet) on longer stretches of track to supply current to the track. To prevent interference with radio and television reception a 2292 feeder track with interference suppression capacitor should be used in each track power circuit (not required in DELTA or digital operation).



2290 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Also for DELTA and Digital.

2292 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Built-in capacitor for interference suppression.

Uncoupler Track
Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism can be operated from the 7272 control box 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.

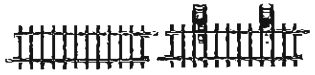


2299 Straight Circuit Track.
Length 1/2 = 90 mm (3-9/16"). Momentary contact with locomotive/car pickup shoe.

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



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.

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.

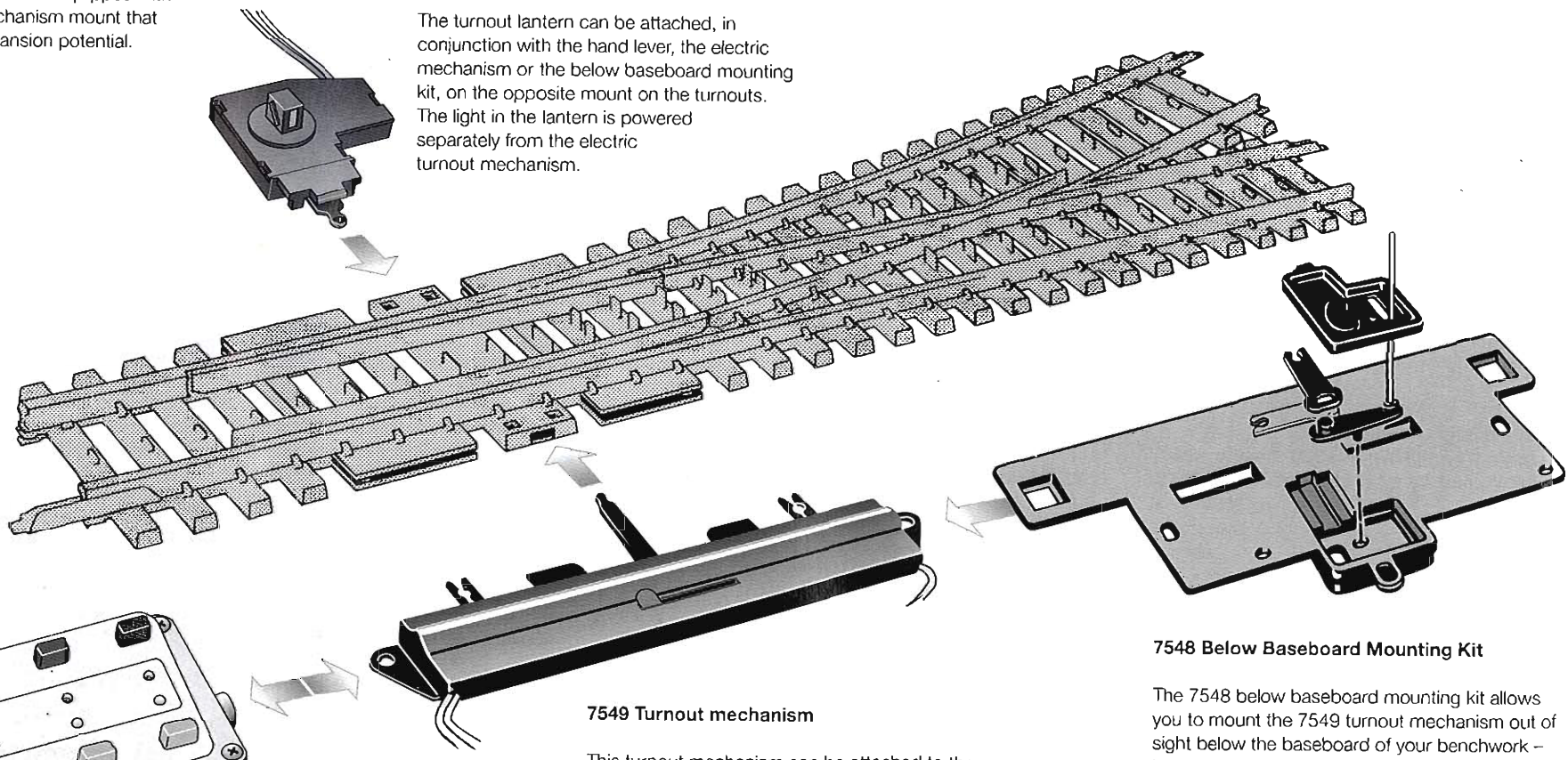
The intelligent concept: turnout control

Turnouts with detachable mechanism

The current K track turnouts – except 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

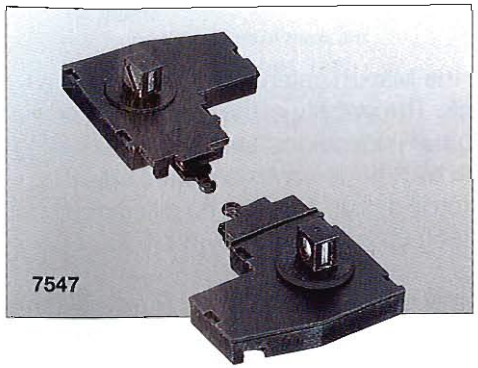
This turnout mechanism can be attached to the linkage on the turnouts on the side of the main track, and on either side of the 2271, 22715, 22716 turnouts and the 2260 and 2275 double slip turnouts. The mechanism is the same for left and right turnouts.

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.



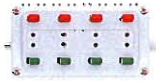
7547 Turnout Lantern Kit.
One each right and left turnout lantern for installation on turnouts with the detachable mechanism. Can be used with hand levers, 7549 turnout mechanism or 7548 below baseboard mounting kit with 7549. Lighting with maintenance-free LEDs.



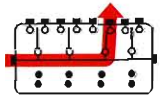


7549 Electric Turnout Mechanism.
For use with 2264 turnouts (new version), 2271 and the 2275 double slip turnout as well as with the KOMBI extension program (see pages 20/21). Automatic end shutoff contact. Automatic feedback signal capability with the 7271 control box. Below baseboard mounting with 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

The fourth dimension.

Catenary adds another dimension to your layout. Operating with catenary is much more realistic than when a locomotive's pantographs are stretching up into empty space. Electric locomotives "under the wire", the maze of wires in a station area, speeding past catenary masts brings into play more variety and visual reference points.

Märklin's catenary is a proven system – reliable in operation and trouble-free during setup. The masts are simply clipped to the track or screwed down, the wire sections are clipped on, and adjustment sections enable you to install catenary over any track layout. Even complicated track patterns can be "electrified"; you set up the Märklin catenary just as quickly as you did the track. The stability of the system will prove itself during train operations, too, because nothing will become bent or demands constant adjusting. With this sturdy design it makes no difference how often you set it up and take it down.

All Märklin electric locomotives are equipped with pantographs copied from the prototype. They glide with a springy up and down motion under the contact wire and thus reproduce in the model the real life experience.

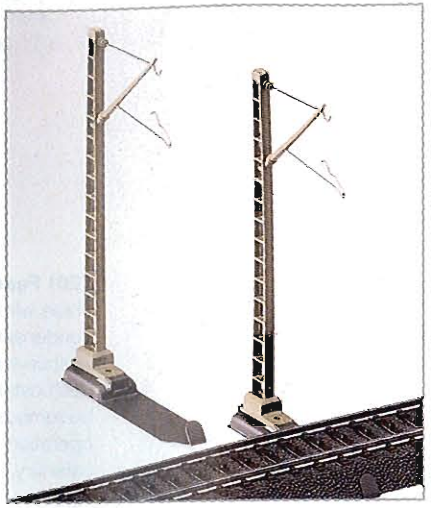


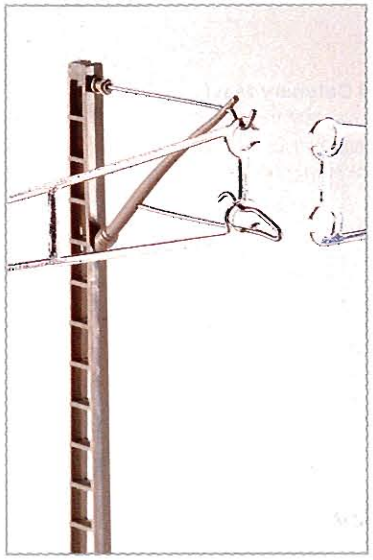




Setting up masts

The masts on 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.





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 masts and then snapped into place on the lower arm.

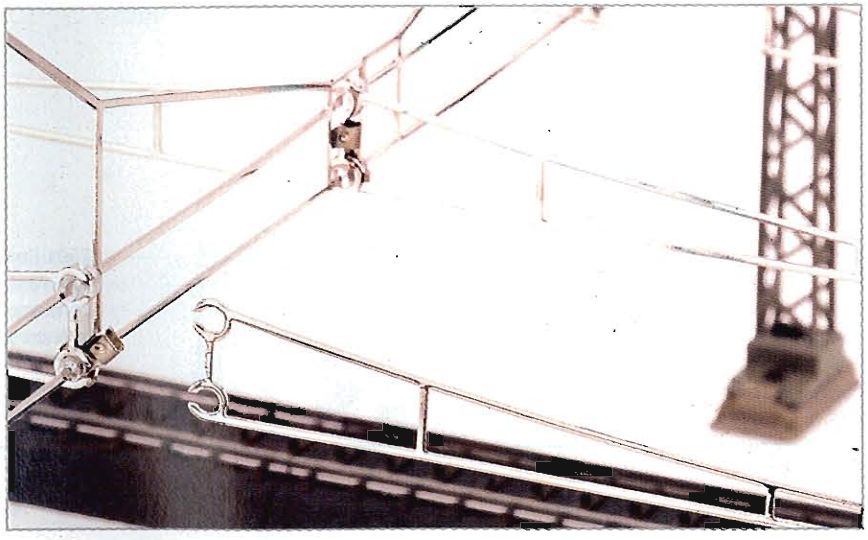
Installation Tips for Catenary

Materials needed

The catenary material needed is best determined by looking at the track plan for the layout. The graphics shown on page 257 give an idea of the required number of masts and wire sections. The 0211 catenary stencil should be used for exact planning.

Planning process

The catenary setup is started at turnouts and crossings with the 7013 turnout wire section or the 7277 crossing piece. This will give the position of adjacent masts. Open stretches of track between the crossings or turnouts are hung with standard wire sections. The required wire length between the last mast on the open stretch of track and the next crossing or turnout can be fitted exactly with the telescoping 7014, 7015 and 7023 wire sections.



Cross spans

Multi-track areas with up to four tracks can be spanned prototypically with the 7021 tower masts and 7017 cross spans. The 7016 cross span can be used for up to six tracks. The 7525 catenary arm can be attached to the tower mast for single tracks outside of the cross span area.

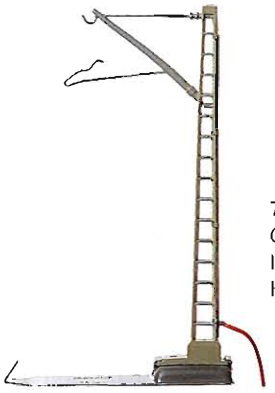
The parallel wire sections are hung on the cross span with the 7006 wire insulator. They are thereby isolated from each other electrically.

Catenary

Catenary for 24000 Series C Track

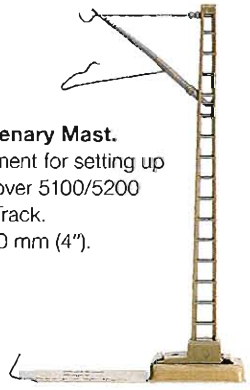


74100 Catenary Mast.
Basic element for setting up catenary over 24000 series C Track. Height 100 mm (4″).

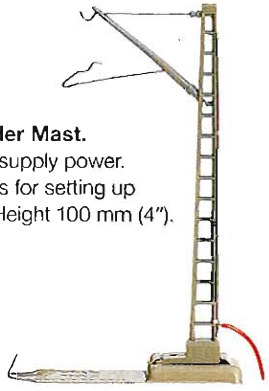


74120 Feeder Mast.
One wire to supply power and for signals. Instructions for setting up catenary. Height 100 mm (4″).

Catenary for 5100/5200 M Track



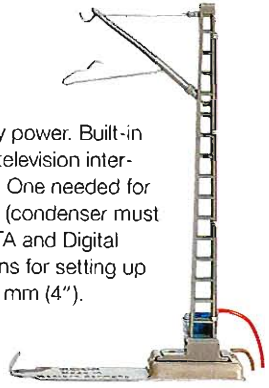
7009 Catenary Mast.
Basic element for setting up catenary over 5100/5200 series M Track. Height 100 mm (4″).



7010 Feeder Mast.
2 wires to supply power. Instructions for setting up catenary. Height 100 mm (4″).



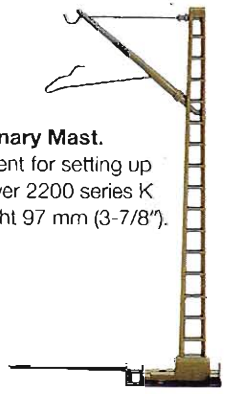
7012 Feeder Mast.
1 wire for power supply. Height 100 mm (4″).



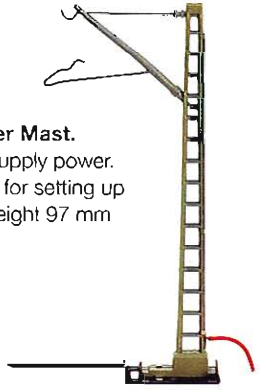
7201 Feeder Mast.
Three wires to supply power. Built-in condenser for radio/television interference suppression. One needed for each catenary circuit (condenser must be removed for DELTA and Digital operation). Instructions for setting up catenary. Height 100 mm (4″).

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.

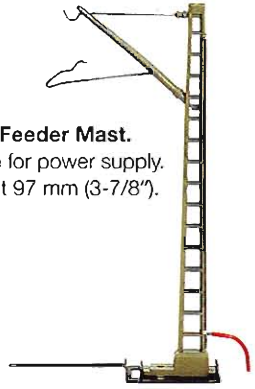
Catenary for 2200 K Track



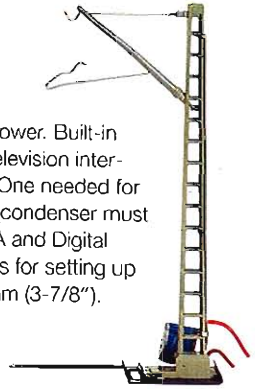
7509 Catenary Mast.
Basic element for setting up catenary over 2200 series K Track. Height 97 mm (3-7/8″).



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″).

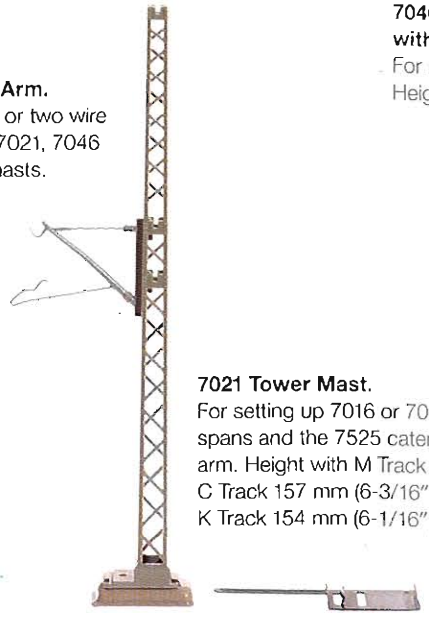


7501 Feeder Mast.
Two wires to supply power. Built-in condenser for radio/television interference suppression. One needed for each catenary circuit (condenser must be removed for DELTA and Digital operation). Instructions for setting up catenary. Height 97 mm (3-7/8″).

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").

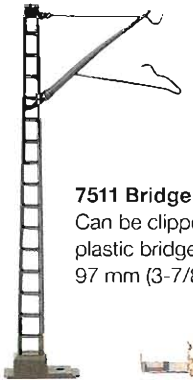
7046 Tower Mast with Arc Lamp.
For M and C Track.
Height 192 mm (7-9/16").





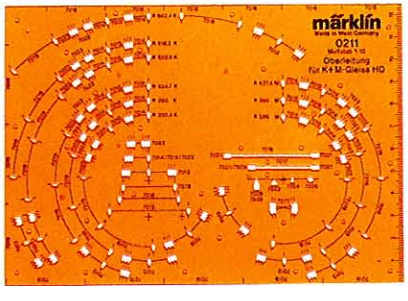
7283 Tower Mast with Lamp.
Height with M Track and C Track 173 mm (6-13/16"), with K Track 170 mm (6-3/4").



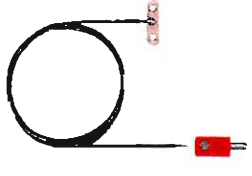


7511 Bridge Mast.
Can be clipped to the side of the plastic bridges and ramps. Height 97 mm (3-7/8").





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.



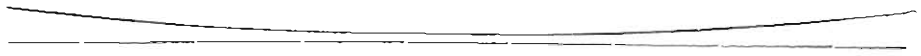
7006 Wire Insulator.
For insulation wire sections from cross spans. One required for each wire and cross span connection. 15 x 6 mm (approx. 19/32"x 15/64").



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.

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").



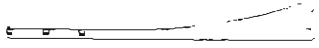
7278 Wire Section.
For straight and curved track.
Length 230 mm (9-1/16").



7013 Wire Section.
For push-in connection, especially 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").

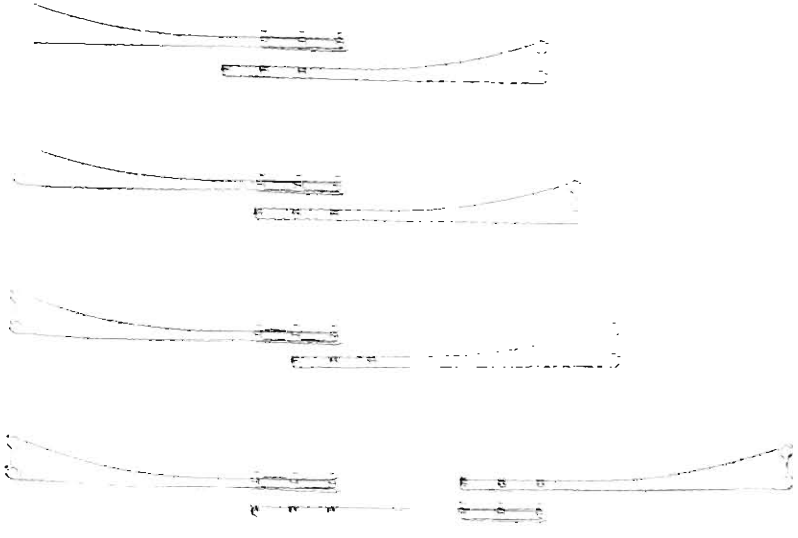


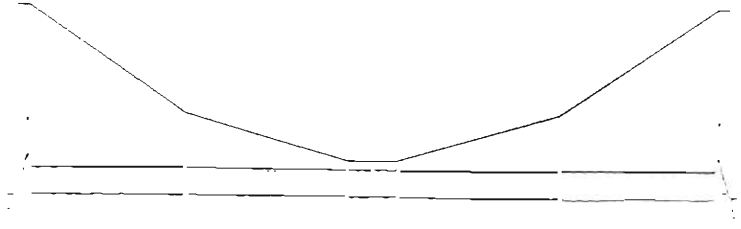
7022 Insulated Section.
Solid section for interrupting current flow (push-in connection). Length 115 mm (4-1/2").

All wire sections are nickel plated



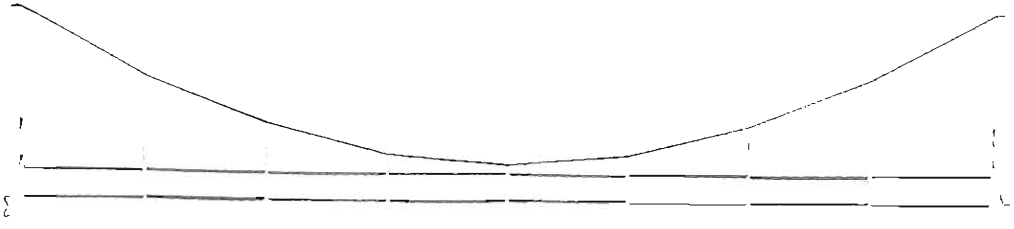
7277 Crossing Section.
For all crossings and double slip turnouts (except 2257 and 2275).





7017 Cross Span.
Connects to tower masts. Spans up to 4 tracks depending on track spacing.
Span width 280 mm (11").

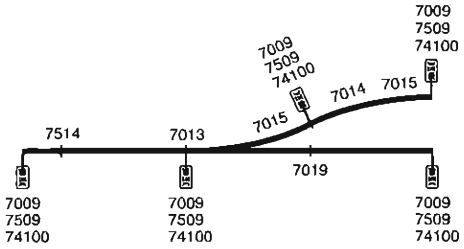
7016 Cross Span.
Connects to tower masts Spans up to 6 tracks depending on track spacing.
Span width 390 mm (15-1/4").



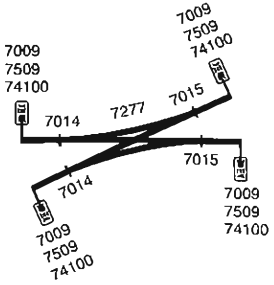
Catenary Geometry

märklin HO

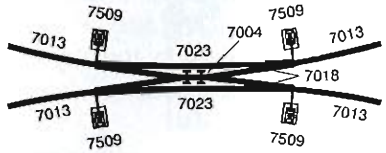
Turnouts
2261, 2264, 2271, 22715, 22716,
5137, 5140, 5202, 5221
24611, 24612



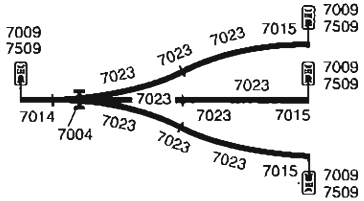
Crossings
2258, 2259, 2260
5114, 5128, 5207, 5211, 5215
24620, 24640



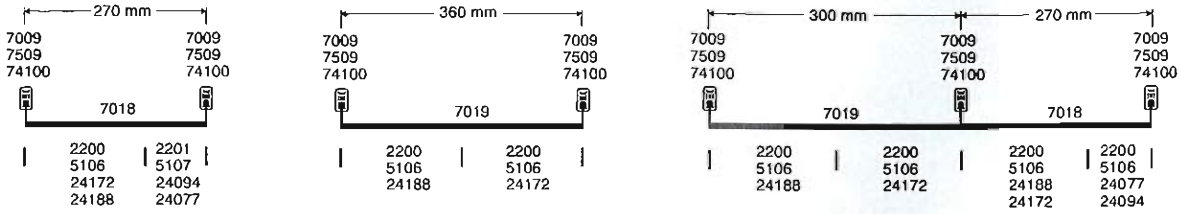
Crossings
2257, 2275



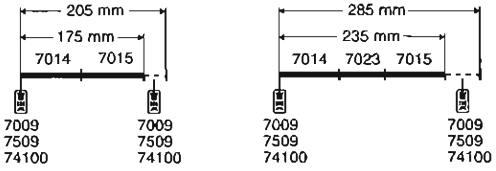
Three-Way Turnouts
2270
5214



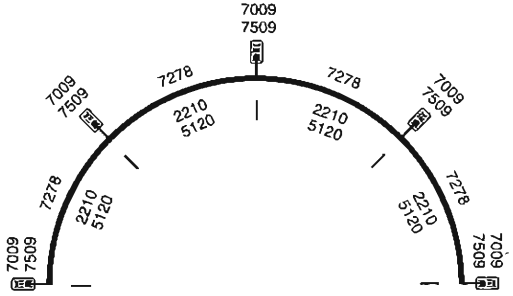
Straight Sections



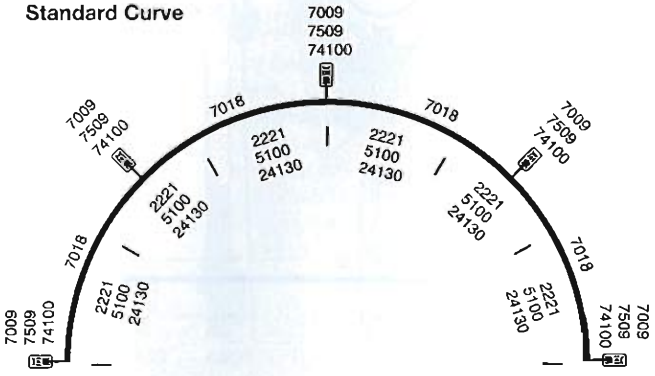
Intermediate Length



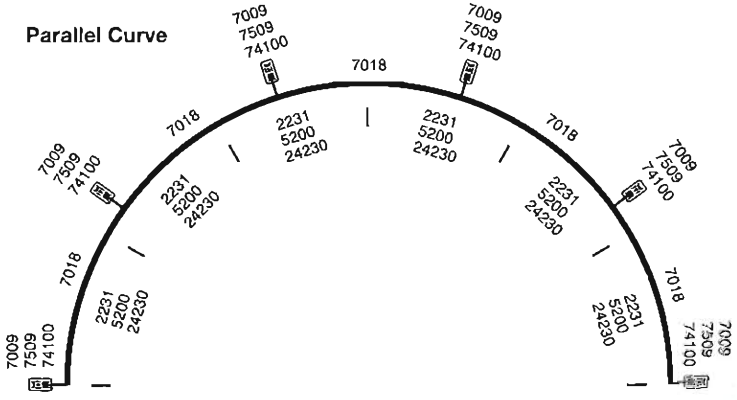
Industrial Curve



Standard Curve



Parallel Curve



Signals for M Track

Stop and Go on the rails

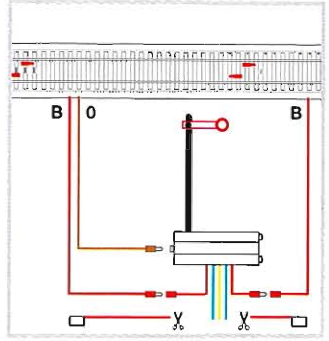
Model signals fulfill important control and safety functions just like those of the prototype. Märklin signals control traffic, because they not only show prototypical signal indications, they also directly influence the movement of trains. When set for "stop" they turn off current in their area to the 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 show the same signal settings.

Color light and semaphore/target signals are controlled with the 7271 control box and in the Digital system with the accessory decoders. In conjunction with circuit tracks or switching contacts, signals can also be controlled by trains in operation, thereby automating many operating procedures.

Tip: semaphore/target signals for K track
The semaphore/target signals were originally designed for M track, but can also be installed easily on layouts with K track with just a few additional parts.

The following are required for connecting a home signal to such a layout:
2 x 7522 center rail insulators
2 x 7504 center rail terminal clip
1 x 7500 ground terminal clip

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 the 74043 hookup kit.

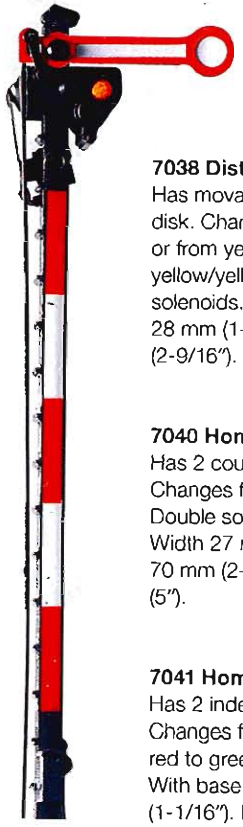


7036 Distant Signal.
Has movable disk. Changes from yellow/yellow to green/green. Double solenoid. With base plate. Width 28 mm (1-1/8"). Length 65 mm (2-9/16"). Height 73 mm (2-7/8").


7036

HOBBY

7039 Home Signal.
Single semaphore. Changes from red to green. Double solenoid. With base plate. Width 27 mm (1-1/16"). Length 70 mm (2-3/4"). Height 125 mm (5").


7039

7038 Distant Signal.
Has movable arm and movable disk. Changes either as the 7036 or from yellow/yellow to yellow/yellow/green. 2 double solenoids. With base plate. Width 28 mm (1-1/8"'). Length 65 mm (2-9/16"). Height 73 mm (2-7/8").

7040 Home Signal.
Has 2 coupled semaphores. Changes from red to green/yellow. Double solenoid. With base plate. Width 27 mm (1-1/16"). Length 70 mm (2-3/4"). Height 125 mm (5").

7041 Home Signal.
Has 2 independent semaphores. Changes from red to green or red to green/yellow. 3 solenoids. With base plate. Width 27 mm (1-1/16"). Length 97 mm (2-9/16"). Height 125 mm (5")


7038


7040


7041

7042 Yard Signal.
Mast with movable front and rear lens. Double solenoid. With base plate. Width 28 mm (1-1/8"). Length 70 mm (2-3/4"). Height 70 mm (2-3/4").

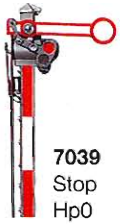

7042

Explanation of signal aspects

Usually on main lines or at stations with no turnouts/crossings.



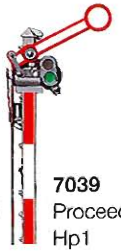
7036
Prepare to stop
Vr0



7039
Stop
Hp0



7036
Prepare to proceed
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

N



74043 Signal Hookup Kit for C Track.
Suitable for color light and semaphore/target signals. Contains insulators, wire and connectors for a signal block.

At or near stations with turnouts/crossings or straight through operation.



7038
Prepare to stop
Vr0



7041
Stop
Hp0



7038
Prepare to proceed slowly
Vr2



7041
Proceed slowly
Hp2



7038
Prepare to proceed
Vr1



7041
Proceed
Hp1

Controlling switching movements in a station/yard.



7042
Stop!
Sh0



7042
Proceed
Sh1

7187 Color Light Distant Signal.
Changes from green/green to yellow/yellow. Width 16 mm (5/8″). Length 11 mm (7/16″). Height 60 mm (2-3/8″).

HOBBY

7188 Color Light Home Signal.
Changes from red to green. Double solenoid. Additional hand lever. Pair of sockets for connecting 7187 distant signal. With base plate. Width 28 mm (1-1/8″). Length 70 mm (2-3/4″). Height 90 mm (3-9/16″).



7187



7188



7339

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″).

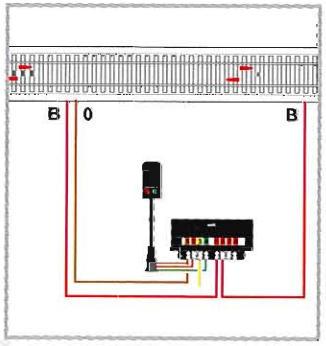
Signals for K and M Track

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 yard 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 7272 control box 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 control the movement of trains and safeguard particular parts of a route.

Tip: Color light 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 the 74043 hookup kit.

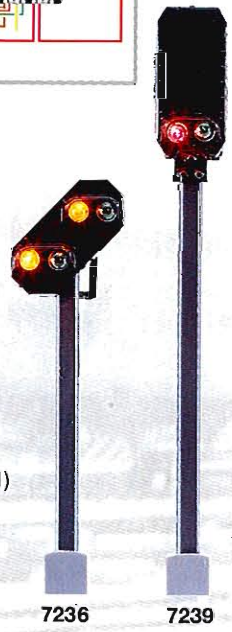


N **72441 Signal Module.**
Signal mechanism with integrated circuit for controlled stops of digital locomotives with highefficiency propulsion. Connections for a 2 position color light signal, for the 3 track blocks required for safe braking of the locomotive. This signal module can be controlled with either a k 83 decoder or a conventional 7272 control box. Dimensions 100 x 54 x 22 mm (3-15/16" x 2-1/8"' x 7/8").

The signal module requires 3 isolated track blocks in the area of the signal. This first block is a transition area and should be as long as a pickup shoe (approx. 70 – 90 mm / 3" - 4"). The second block is the actual braking area in which the locomotive will be brought to a controlled stop. The length of the braking block is determined by the setting for the braking delay on the locomotive's decoder. This second block should be at least 40 to 50 cm / 16" to 20" long. The third block is a safety block in which the track voltage is turned off as is done in simple signal blocks. This keeps the locomotive from accidentally overshooting the signal. The signal module is suitable for use with color light and semaphore signals.

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"). Length 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.



7236 Prepare to stop Vr0



7239 Stop Hp0



7236 Prepare to proceed Vr 1



7239 Proceed Hp1

Usually at or near stations with turnouts/crossings.



7237 Prepare to stop Vr0



7240 Stop Hp0



7237 Prepare to proceed slowly Vr2



7240 Proceed slowly Hp2

N



74043 Signal Hookup Kit for C Track.
Suitable for color light and semaphore/target signals. Contains insulators, wire and connectors for a signal block.



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″).

At or near stations with turnouts/crossings or straight through operation.



7238 Prepare to stop Vr0



7241 Stop Hp0

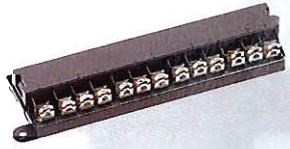


7238 Prepare to proceed slowly Vr2

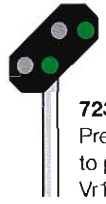


7241 Proceed slowly Hp2

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.



Controlling switching movements in a station/yard.



7238 Prepare to proceed Vr1



7241 Proceed Hp1



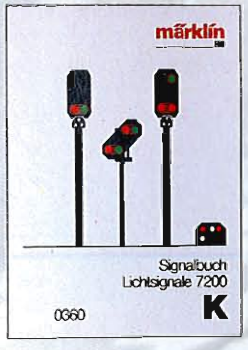
7242 Stop! Sh0



7242 Proceed Sh1



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 0368 signal manual. Double solenoid mechanism. Can be activated with circuit tracks, reed contacts, control boxes or with the hand lever on the unit. Width 30 mm (1-3/16″). Length 70 mm (2-3/4″). Height 8 mm (5/16″).



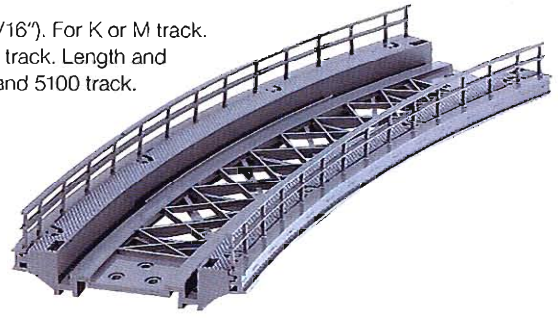
0368 Märklin Signal Manual for 7200 Signals.
Extensive explanations with six-color illustrations of how the 7200 signals and universal relay are installed with K track and how they are used. Contents 48 pages. Format 18 x 25 cm (7-1/8″ x 9-1/8″).

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.

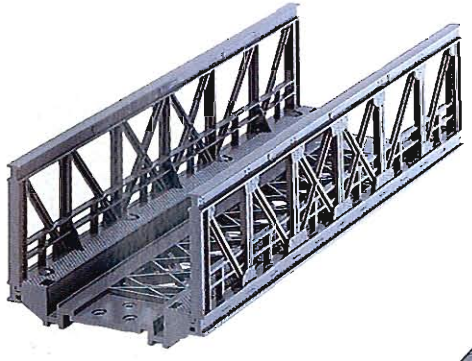
Bridges

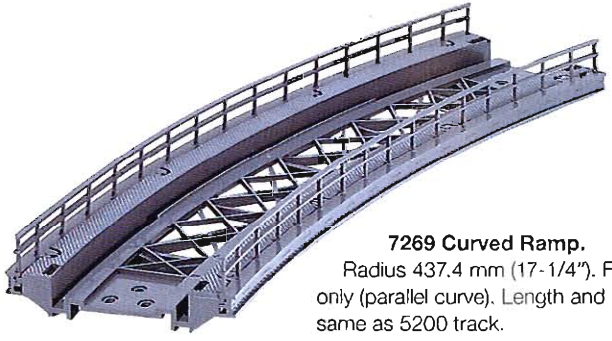
Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the Märklin accessory program offers the right solution for each task.

7267 Curved Ramp.
Radius 360 mm (14-3/16″). For K or M track. 3 clips for mounting K track. Length and radius same as 2221 and 5100 track.

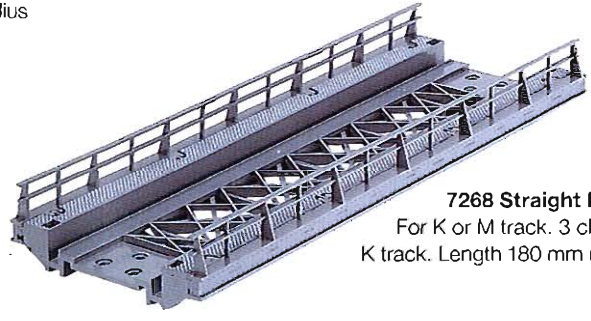


7262 Truss Bridge.
Can be used alone or with 7263 arched bridge. For K or M track. 3 clips for mounting K track and instructions for setting up bridges. Height 45 mm (1-3/4″). Length 180 mm (7-3/32″).





7269 Curved Ramp.
Radius 437.4 mm (17-1/4″). For M track only (parallel curve). Length and radius same as 5200 track.



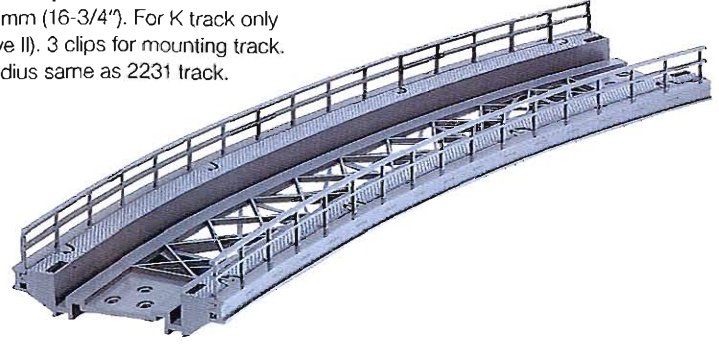
7268 Straight Ramp.
For K or M track. 3 clips for mounting K track. Length 180 mm (7-3/32″).



7263 Arched Bridge.
For K or M track. 6 clips for mounting K track and instructions for setting up bridges. Arch height 117 mm (4-5/8″). Length 360 mm (14-3/16″).

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.





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

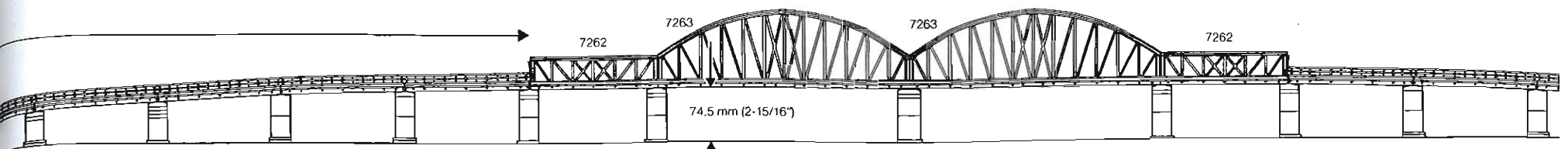
Pillar Height	1	2	3	4	5	6
	2.5 mm 1 x 7250	2.5 mm 1 x 7250	8.5 mm 1 x 7250 1 x 7252	17.5 mm 1 x 7250 1 x 7251 2 x 7252	26.5 mm 1 x 7250 4 x 7252	35.5 mm 1 x 7250 1 x 7251 1 x 7253

A Grade with K Track for Electric Locomotives with Catenary

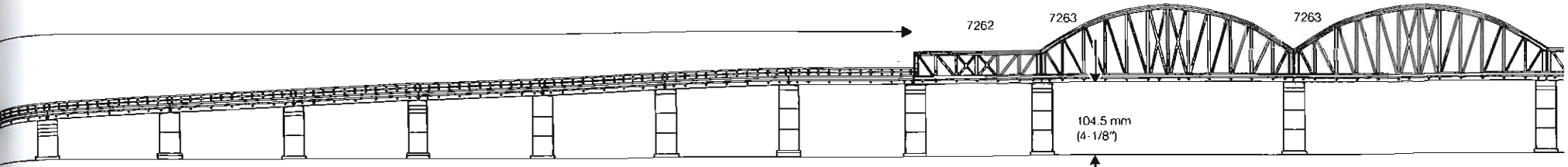
14 x 18 cm/7-3/32" track sections

12 x 7268

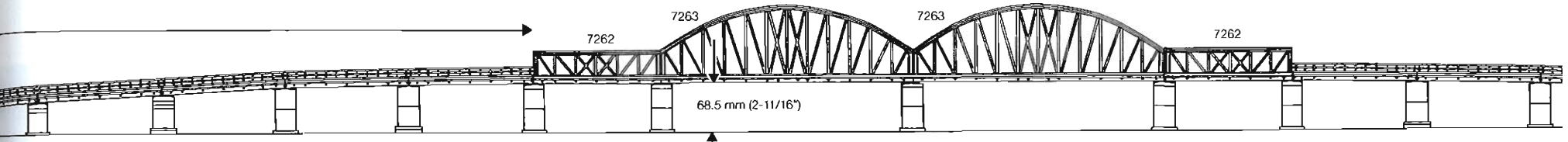
Pillar Height	1	2	3	4	5	6	7
	2.5 mm 1 x 7250	2.5 mm 1 x 7250	8.5 mm 1 x 7250 1 x 7252	17.5 mm 1 x 7250 1 x 7251 2 x 7252	26.5 mm 1 x 7250 4 x 7252	35.5 mm 1 x 7250 1 x 7251 1 x 7253	44.5 mm 1 x 7250 2 x 7252 1 x 7253



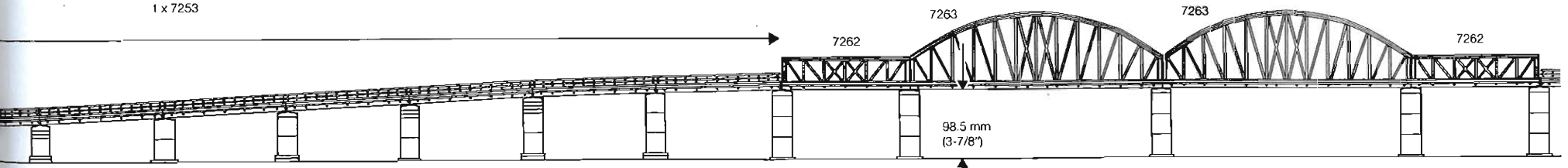
7	8	9	10	11
47.5 mm	56.5 mm	65.5 mm	71.5 mm	74.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	4 x 7252	1 x 7251	1 x 7251	2 x 7252
2 x 7252	1 x 7253	2 x 7253	1 x 7252	2 x 7253
1 x 7253			2 x 7253	



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	



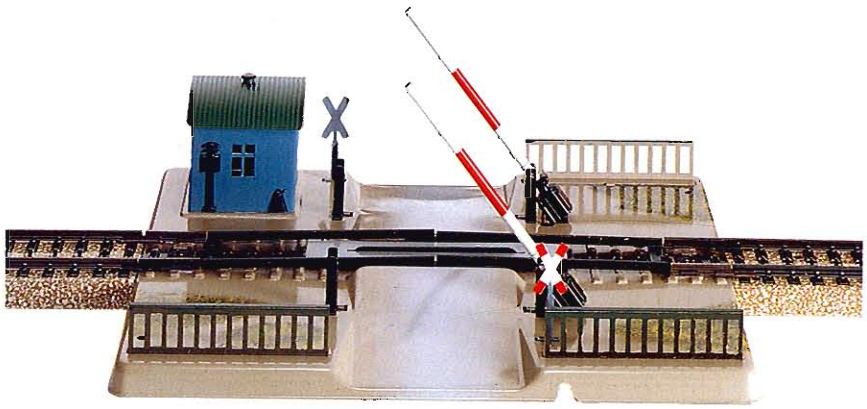
7	8	9	10	11
44.5 mm	53.5 mm	62.5 mm	65.5 mm	68.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
2 x 7252	1 x 7251	2 x 7253	1 x 7251	1 x 7252
1 x 7253	3 x 7252		2 x 7253	2 x 7253
	1 x 7253			



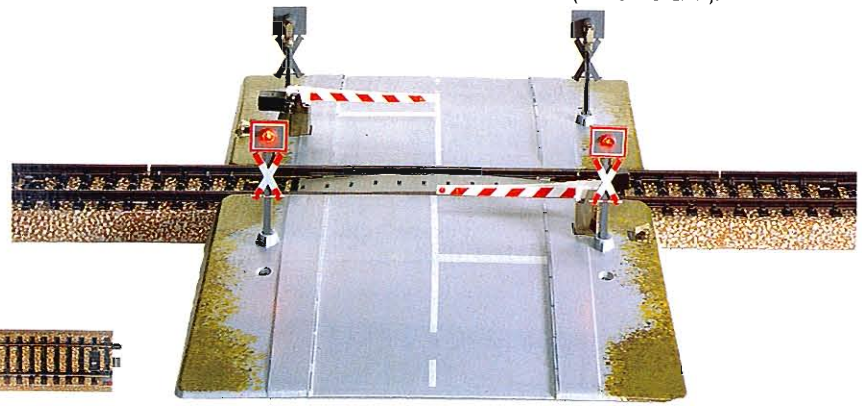
8	9	10	11	12	13	14
53.5 mm	62.5 mm	71.5 mm	80.5 mm	89.5 mm	95.5 mm	98.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	2 x 7253	1 x 7251	3 x 7252	1 x 7251	1 x 7251	1 x 7252
3 x 7252		1 x 7252	2 x 7253	4 x 7252	3 x 7253	3 x 7253
1 x 7253		2 x 7253		2 x 7253		

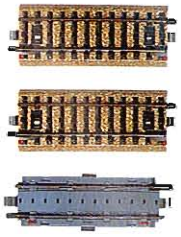
Railroad Grade Crossings

HOBBY **7390 Manually Operated Railroad 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").



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").

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).



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.



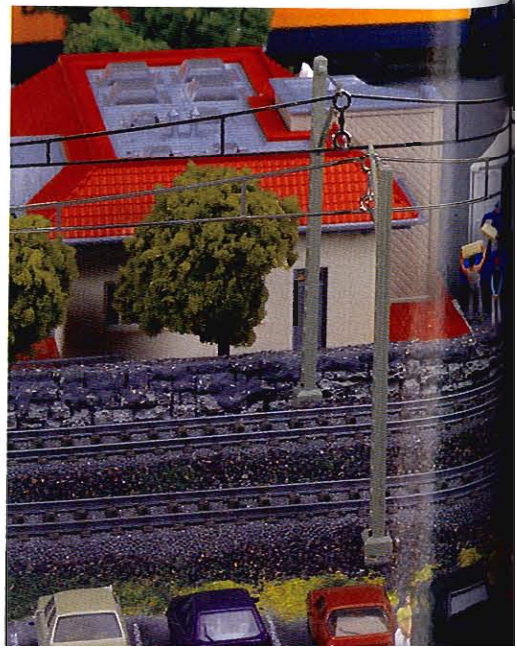
24951 Straight Transition Track.
Allows C Track to be connected to the 7292 and 7390 railroad grade crossings. Length 180 mm (7-3/32").



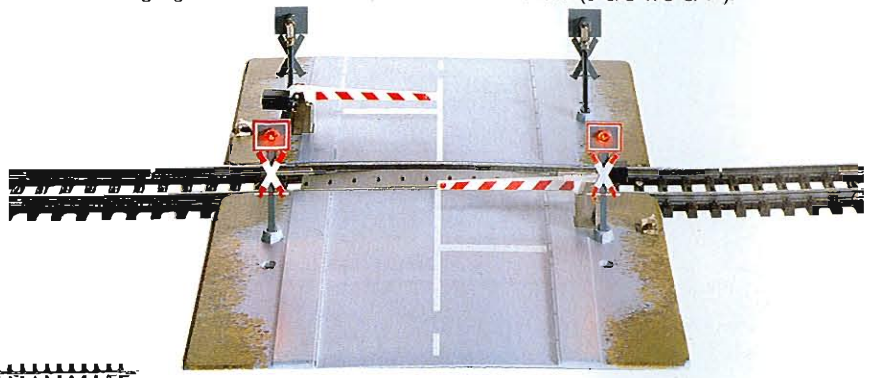
24922 Straight Transition Track.
Allows C Track to be connected to the 7592 railroad grade crossing. Length 180 mm (7-3/32").

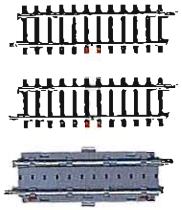


2291 Straight Transition Track.
Allows K Track to be connected to the 7292 and 7390 railroad grade crossings. Length 180 mm (7-3/32").



7592 Fully Automatic Railroad Grade Crossings.
With half gates. For K Track. 2 solenoid activated gates with 2 warning signs and 2 red warning lights which come on when the gates go down. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Dimensions for each base half 137 x 95 mm (5-3/8"x 3-3/4").

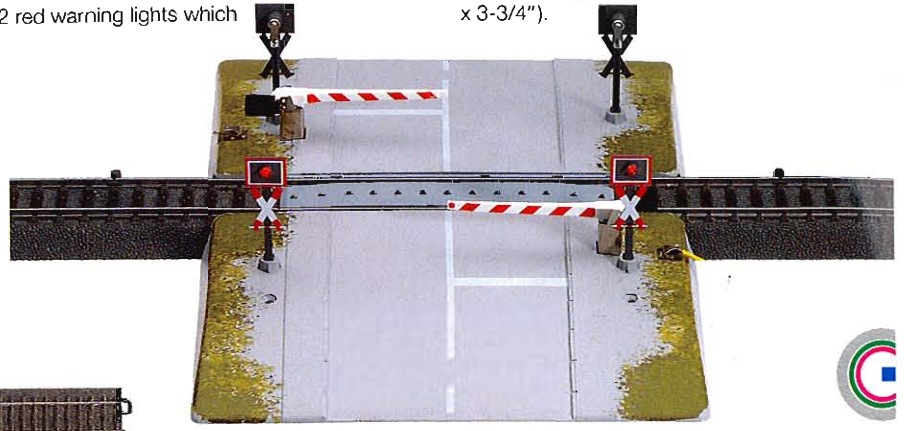


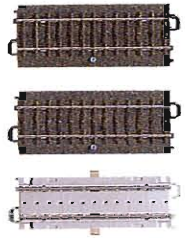


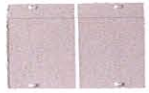


7593 Add-On Set.
For 7592 railroad grade crossing. For K Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 33 to 68 mm (1-5/16" to 2-11/16") (track spacing of 64 to 99 mm/2-1/2" to 3-7/8").

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").



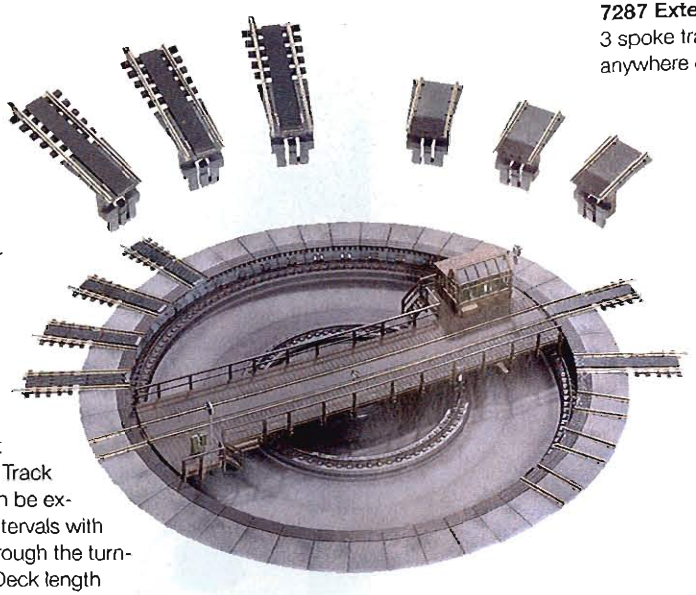




74930 Add-On Set.
For 74920 railroad grade crossing for C Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 94.2 mm (3-3/4"). No other connections required. Road section can be adjusted for a spacing of 26 to 61 mm (1" to 2-3/8") (track spacing of 64 to 99 mm / 2-5/8" to 4").





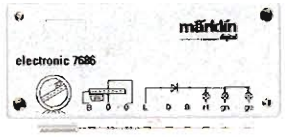


7286 Remote Control Turntable.
Standard DB design 27 meters (88' 6"). Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included. Function: turns to the right/left in single steps and continuously to a stop. Can be retrofitted with 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.



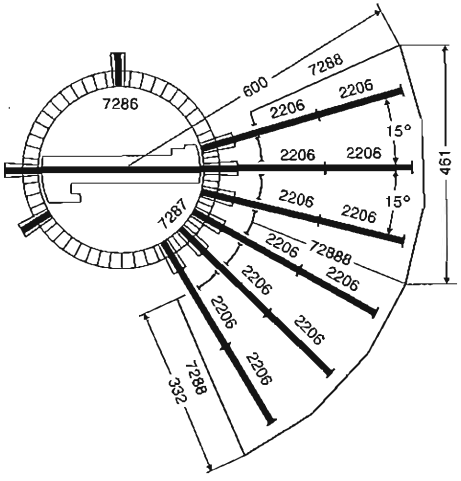
A 6021 Control Unit and a 6040 Keyboard are required to operate the digital turntable (7286 with 7687). It is also possible to control the turntable with a computer (6051 Interface). The digital control is independent of the conventional or digital control of the trains.

2291 Straight Adapter Track.
Allows M track to be connected to the 7286 turntable. Length 180 mm (7-3/32").

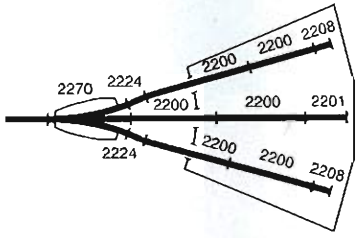


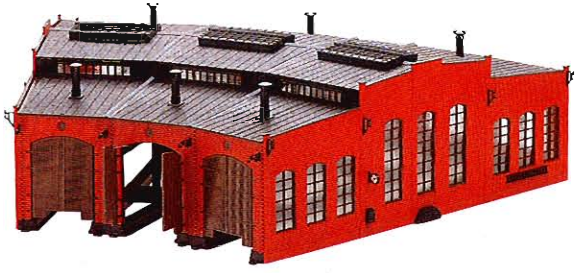
24922 Straight Adapter Track.
Allows C Track to be connected to the 7286 turntable. Length 180 mm (7-3/32").

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 threeway turnout.



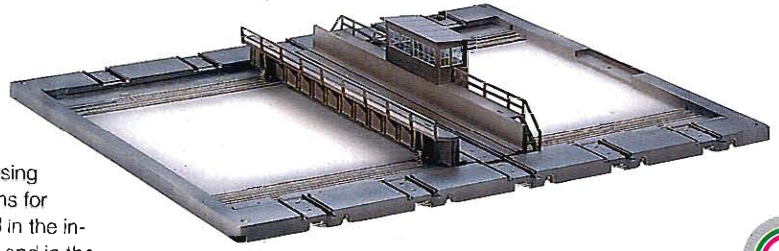


7288 Locomotive Shed Kit.
3 stalls at 15° intervals. Suitable for use with the 7286 turntable. For M and K track (track not included). Doors that close automatically when a locomotive enters. Two each additional 7288 locomotive sheds can be built on to this unit without intermediate walls by using the 72888 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").

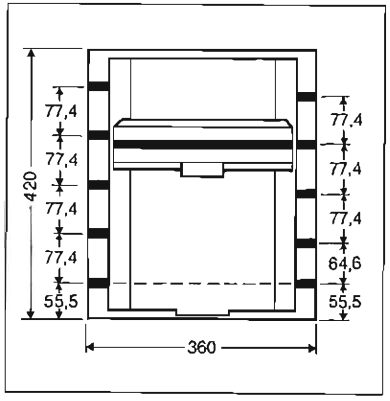


The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder and in the 0308 / 0308A Digital book.

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.

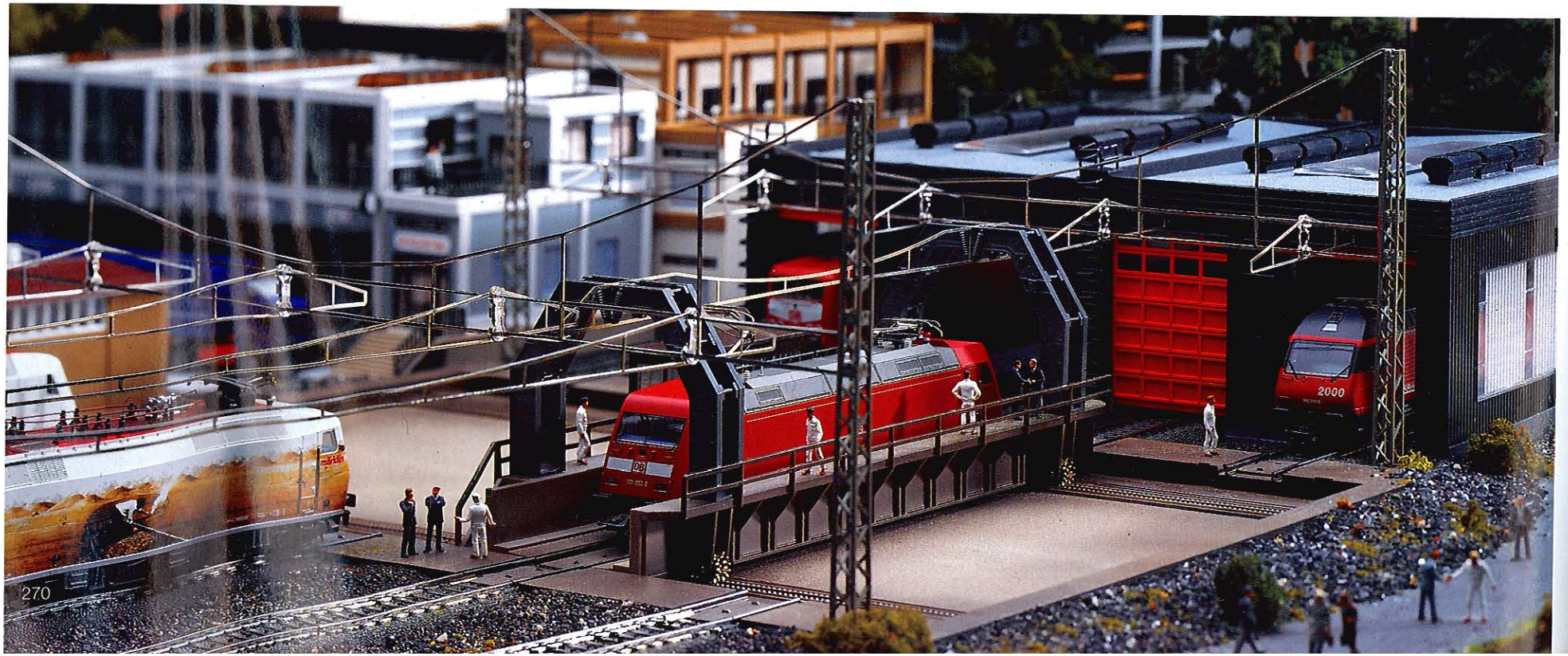


7289 Locomotive Shed Kit.
Two-stall shed with 4 manually operated roll doors for run-through operation. For M and K track (track not included). Can be used with 7294 transfer table. Size 280 x 150 mm (11" x 6").



24951 Straight Transition Track.
Allows C Track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").

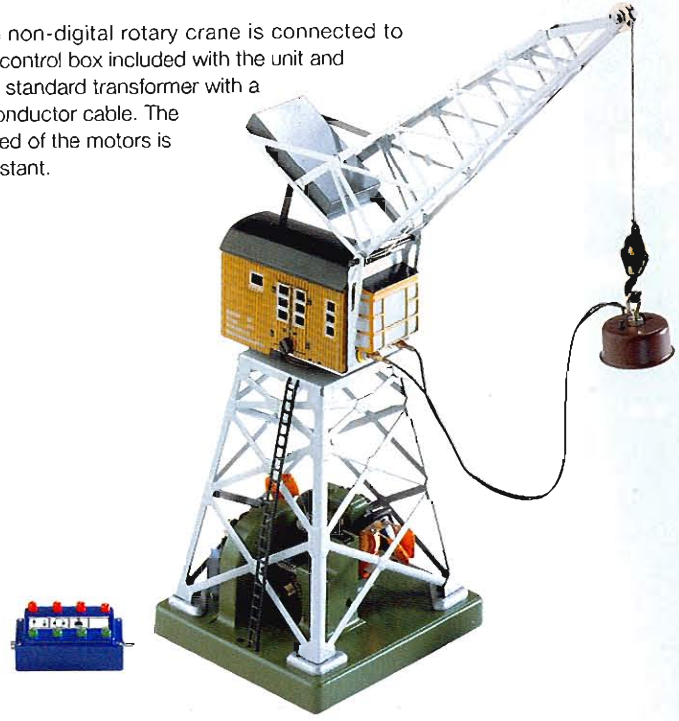
2291 Straight Adapter Track.
Allows K track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").

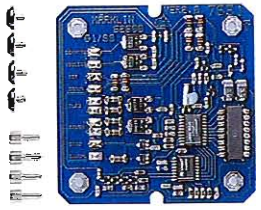


Rotary Crane

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.

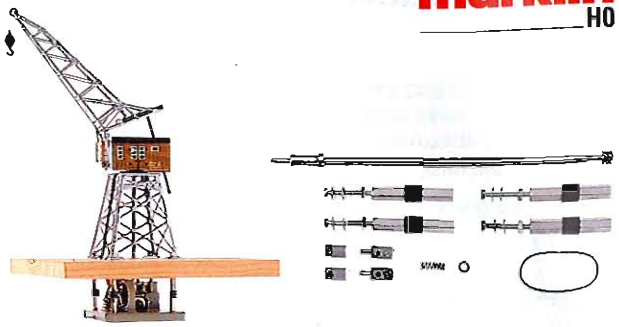




7652 Digital Retrofit Kit for Rotary Crane.
Consists of crane decoder and all necessary hardware. For converting the 7051 remote control rotary crane to digital operation.

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″).



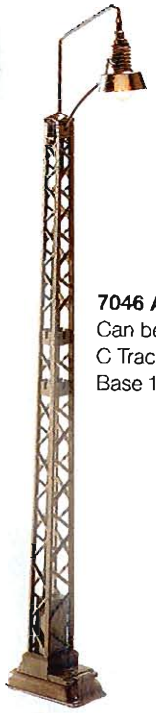
7280 Street Light.
Height 117 mm (4-5/8″).
Base diameter 25 mm (1″).



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″).



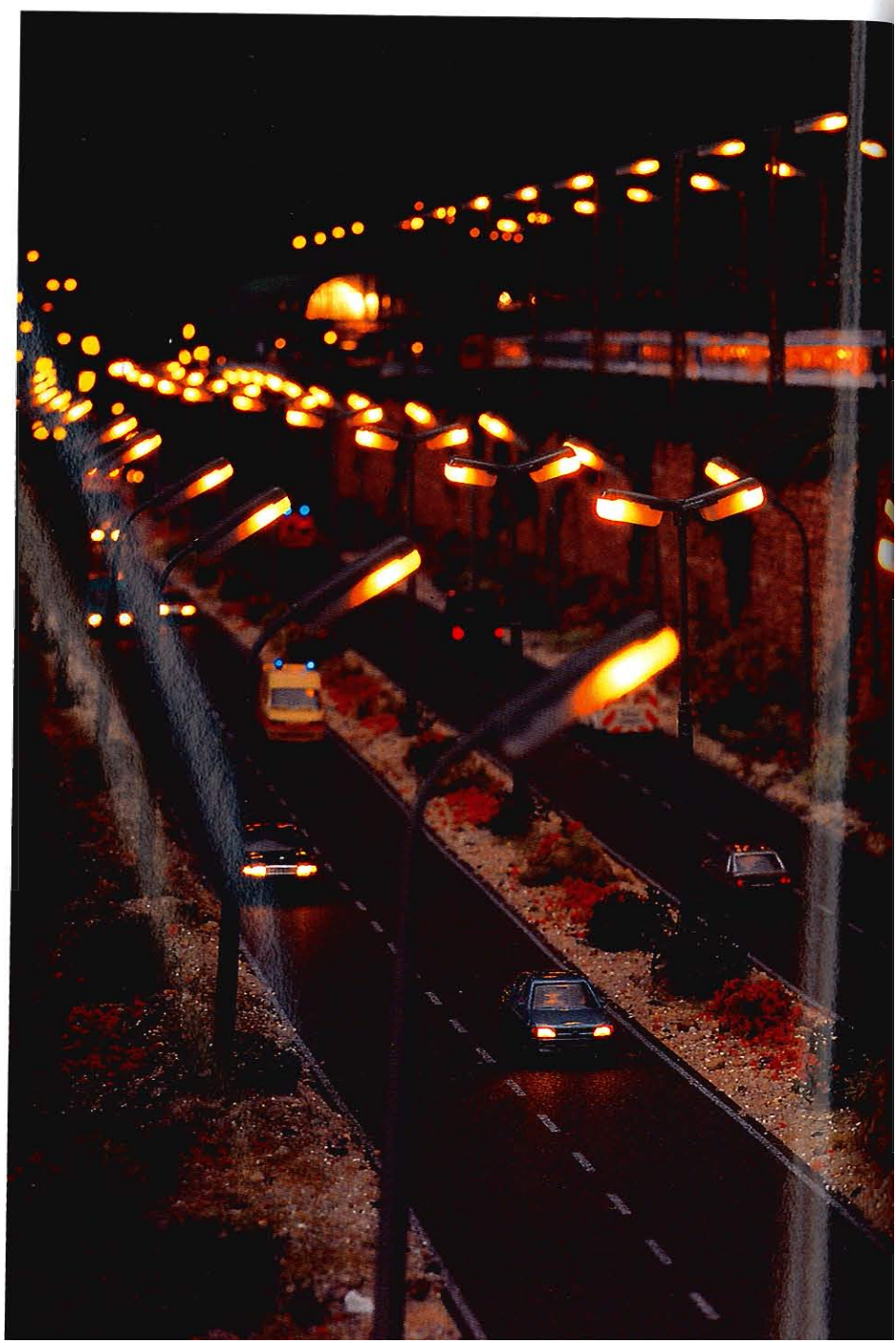
7046 Arc Lamp with Lattice Mast.
Can be used with catenary for M and C Track. Height 192 mm (7-9/16″).
Base 14 x 28 mm (9/16″ x 1-3/32″).



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	73140	**60 2100** 0.3 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 terminals/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").

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.

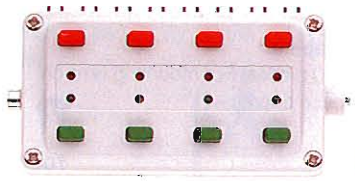
100 pieces (66 plugs and 34 sockets). Assorted according to average requirements for each color.

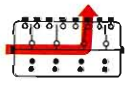


7115 7135 7130

Control Boxes

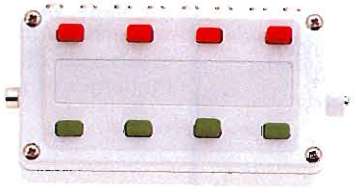
For remote-control operation

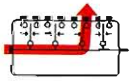




Schematic of 7271 (Button 3 pushed)

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").

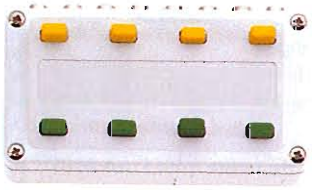


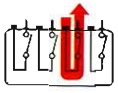


Schematic of 7272 (Button 3 pushed)

HOBBY

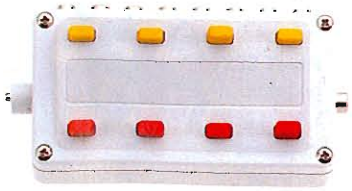
7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

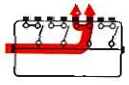




Schematic of 7273 (Button 3 pushed)

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").





Schematic of 7274

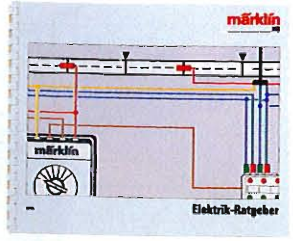
7274 Control Box.
For dividing or switching a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 accessory circuits for building illumination can be turned on or switched over. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").



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 234
for M Track, on page 239
for K Track, on page 249

Wire, sockets and plugs can be found on page 273.



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 72 pages. Format 22 x 26.4 cm (8-5/8" x 10-3/8").

Transformers

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 branch lines, 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 273) 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.
76646 120 volts USA. 32 VA. UL/CSA-tested
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").



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.

DELTA Multi-Train Operation

Operating enjoyment multiplied.

First you add some track and turnouts, then more cars and one day a second locomotive is being run on the layout – now you are faced with the decision whether to keep operating locomotives conventionally or with a multi-train system.

In order to control both locomotives independently from on another, in conventional operation you have to isolate an area of track and power it with a second transformer. Each of the two locomotives is than controlled in its area of track by its train control transformer. In principle you are operating two model railroad layouts next to one another. Of course, each locomotive can also be run into the track area of the other, but it also enters the area controlled by the other's transformer.

With a multi-train system you have quite different possibilities. The locomotives do not need their own areas of track; they receive control commands from a locomotive controller. Each command contains information regarding which the locomotive it is intended for and what that locomotive is to do. Only the locomotive so selected reacts to these control commands. It needs a decoder for this purpose, one that receives and decodes these commands. All Märklin DELTA and digital H0 locomotives and all Maxi and standard 1 Gauge locomotives are equipped with this sort of decoder. Other H0 locomotives, such as from the HOBBY assortment, can be retrofitted with a decoder.

With Märklin you have a choice between two DELTA multi-train systems for four to five locomotives or the Märklin Digital system that you can expand in steps for layouts of up to 80 locomotives as well as digitally controlled accessories. DELTA and digital locomotives are compatible with all of these systems.

The 6604 DELTA Control

The entry level system for H0 layouts is connected between the layout and the existing AC power train control transformer. One of four previously determined locomotive addresses is selected. This locomotive is controlled independently from the train control transformer; the others continue to run at the last speed and direction given to them. A fifth locomotive can even be controlled with the 6605 DELTA Pilot hand controller. The maximum power output of this system depends on the transformer used. The powerful 6647/76646 transformer from our starter sets is sufficient for small to medium size layouts. Auxiliary locomotive functions cannot be addressed in this system. You would continue to control signals and turnouts conventionally and independently of DELTA.

The 6607 DELTA Station

This system is suitable for H0 and Maxi. Either a 6647/76646 AC power transformer with 32 VA power output or the 6002/6001 transformer with 52 VA (42 VA for 6001) power output, sufficient for the power requirements of the layout, is used to supply power. The DELTA Station can be set up at any desired distance from the transformer used to supply power and is thus suitable for use outdoors. The DELTA Station has no controls on it. Instead, a total of four 6608 DELTA Mobil hand controllers can be connected to it. Each hand controller can address each of four locomotive addresses. With several hand controllers each controller is assigned to a locomotive, so that a maximum of four people can each be controlling their locomotive at the same time. All train operations can be stopped with an emergency button on each hand controller. With this system, you would continue to operate accessories conventionally.

If the abilities of the DELTA system are not enough for you, because you want to control more locomotives individually or because you want to operate accessories digitally, then you should look at the Märklin Digital system on the following pages.



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").

DELTA

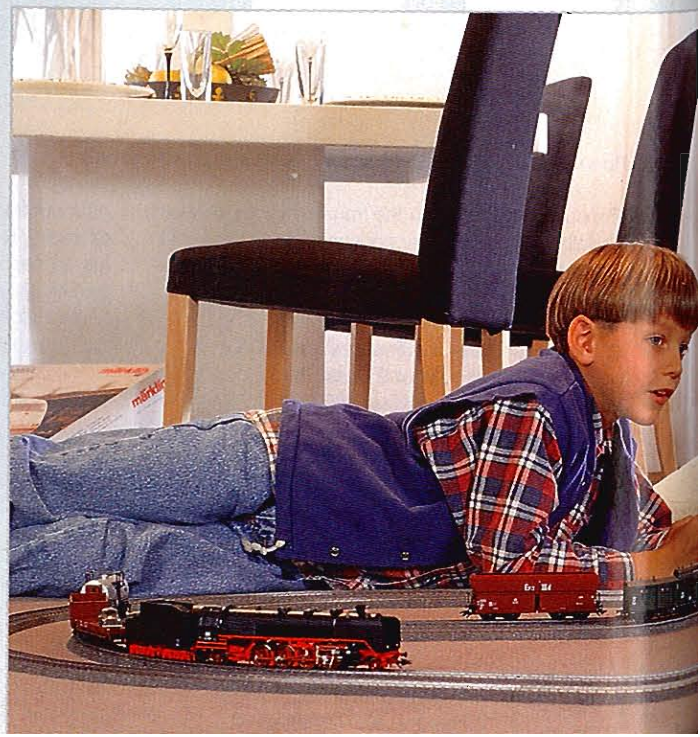
6605 DELTA Pilot.
Hand controller for connection to the DELTA Control. With this hand controller a digital locomotive can be controlled simultaneously and independently of the 4 locomotive types on the DELTA Control. The digital locomotive must be set for an address of "80". Rotary knob for speed control.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



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 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 locomotives individually. These 4 addresses can be called up 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 (5-5/16" x 4-3/4" x 3-1/8").





DELTA

6608 DELTA Mobil.



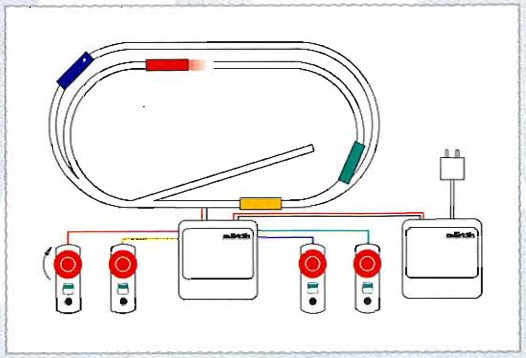
Hand controller for use with the DELTA Station (6607). The 4 different addresses for the DELTA Station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. Emergency stop button with LED indicator. Dimensions 130 x 50 x 37 mm (5-1/8" x 1-15/16" x 1-7/16").

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.

Important: 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 manufacturer warranty is covered only when the DELTA modules are installed by an authorized Märklin dealer.



Overview of the Märklin Multi-Train System

DELTA N

66031 DELTA Module with Auxiliary Function.

Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Suitable for locomotives with the Märklin standard motors (flat commutator motor or drum commutator motor), specially for locomotives with Märklin TELEX couplers. Locomotive can be operated with conventional transformer, DELTA Control, DELTA Station or Märklin Digital. Coding switches for setting the mode of operation and the address for multi-train operation. Electronic direction reversing. Auxiliary function (example: TELEX couplers) can be turned on and off when the direction is changed twice. Locomotive headlights turned on when the unit is in motion and change over with the direction of travel.

DELTA

6603 DELTA Module.



Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Suitable for locomotives with the Märklin standard motors (flat commutator motor or drum commutator motor). Locomotive can be operated with conventional transformer, DELTA Control, DELTA Station or Märklin Digital. Coding switches for setting the mode of operation and the address for multi-train operation. Electronic direction reversing. Locomotive headlights turned on when the unit is in motion and change over with the direction of travel. Dimensions 36 x 21 x 4 mm (1-7/16" x 13/16" x 3/16").

System	DELTA	DELTA	Digital
Basic unit	DELTA Control 6604	DELTA Station 6607	Control Unit 6021
Number of locomotive addresses	4 + 1	4	80
Digital locomotive functions	none	function + f1 turned on f2 to f3 turned off	max. 5
Controllable accessories	none	none	256
Suitable transformers	6647	6647 or 6002	6002
Outdoor operation	no	yes	yes
Suitable for	H0	H0, 1	H0, 1
Other control units	1 DELTA Pilot 6605	max. 4 DELTA Mobil 6608	Control 80 f, Keyboard, Memory, Interface

Running trains and controlling accessories with Märklin Digital.

märklin digital

If you want to control several locomotives individually or operate locomotive and layout functions, then Märklin Digital is the right system for you. Even on small layouts it offers more operating enjoyment right from the start. Whether you're just getting started or whether you want to convert your Märklin H0 or 1 Gauge layout – Märklin Digital can be expanded step by step.

Märklin Digital controls up to 80 locomotives and 256 solenoid accessories. Up to five auxiliary functions can be switched on and off in the locomotives, such as headlights, TELEX couplers, smoke generator, long-distance headlights, exhaust fans or sound effects circuits. On locomotives with the high-efficiency propulsion you can set prototypical levels for the maximum speed, acceleration and braking rates. And if several model railroaders want to operate trains at the same time, additional locomotive controllers can be connected to the control panel.

With Märklin Digital you can continue to operate your layout conventionally. Or you can exploit the advantages of digital technology for this type of application and control the layout with a Keyboard, Memory or a track diagram control board.

With Märklin Digital all of the power supply and operating components are carefully designed to go with one another. Only original Märklin Digital products guarantee full compatibility and reliable function of the entire system.



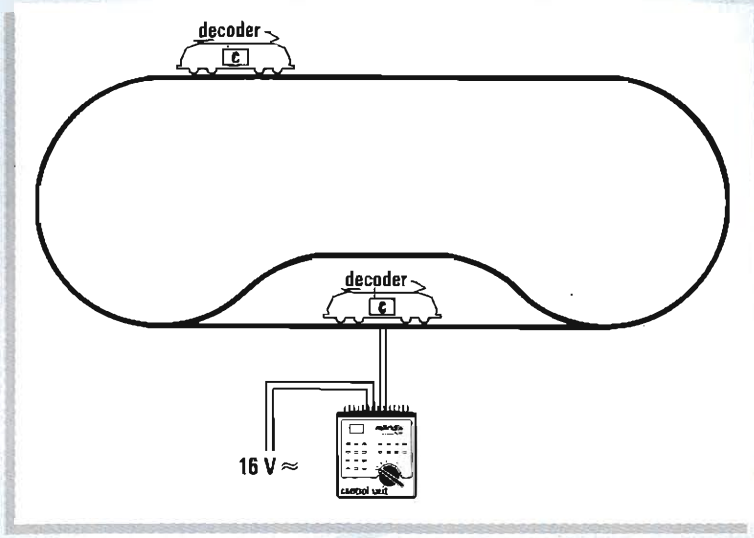
How does Märklin Digital work?

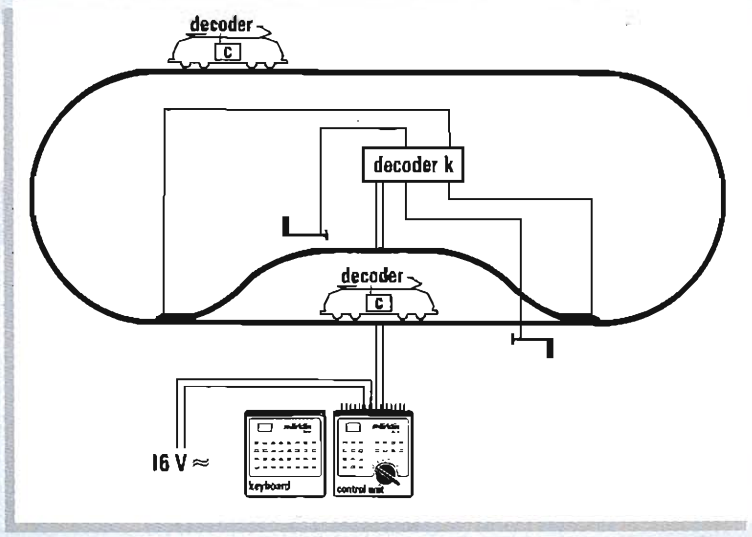
With conventional train control you use the train control transformer to regulate the voltage in the track for running trains; the locomotive then runs faster or slower. You have to isolate areas of track from one another and supply them with their own train control transformers in order to have locomotives run independently of one another.

With Märklin Digital the operating voltage in the track is almost constant. Regardless of the way you turn the control knob on the locomotive controller, the level of the operating voltage remains the same. Instead, the central unit sends control signals through the track. Each control signal contains an address (which locomotive it is intended for) and an actual command (run faster, stop, etc.). The locomotives have decoders that act as locomotive engineers, and they receive these signals. Initially, they check to make sure that the command is actually for them, whether the address agrees with the address they have. If yes, they accept the command. High-efficiency decoders have their own "brain" in this situation. At the command "Stop" (control knob on the locomotive controller set for zero) they do not immediately turn off power to the locomotive; they decrease it continuously, so that the train slowly comes to a stop as in real life. Or, at the command "full speed" (control knob turned all the way over to the right) they allow only enough operating voltage to the locomotive until it reaches a prototypical maximum speed. These functions can be custom tailored for each locomotive with high-efficiency propulsion.

In addition to locomotives, Märklin Digital can also control solenoid accessories. Up to 256 turnouts and signals can be operated with ease either individually or in routes.

This multitude of functions does not require extensive wiring – all commands travel via two wires to the decoders.





These drawings show the principles of the Digital system.

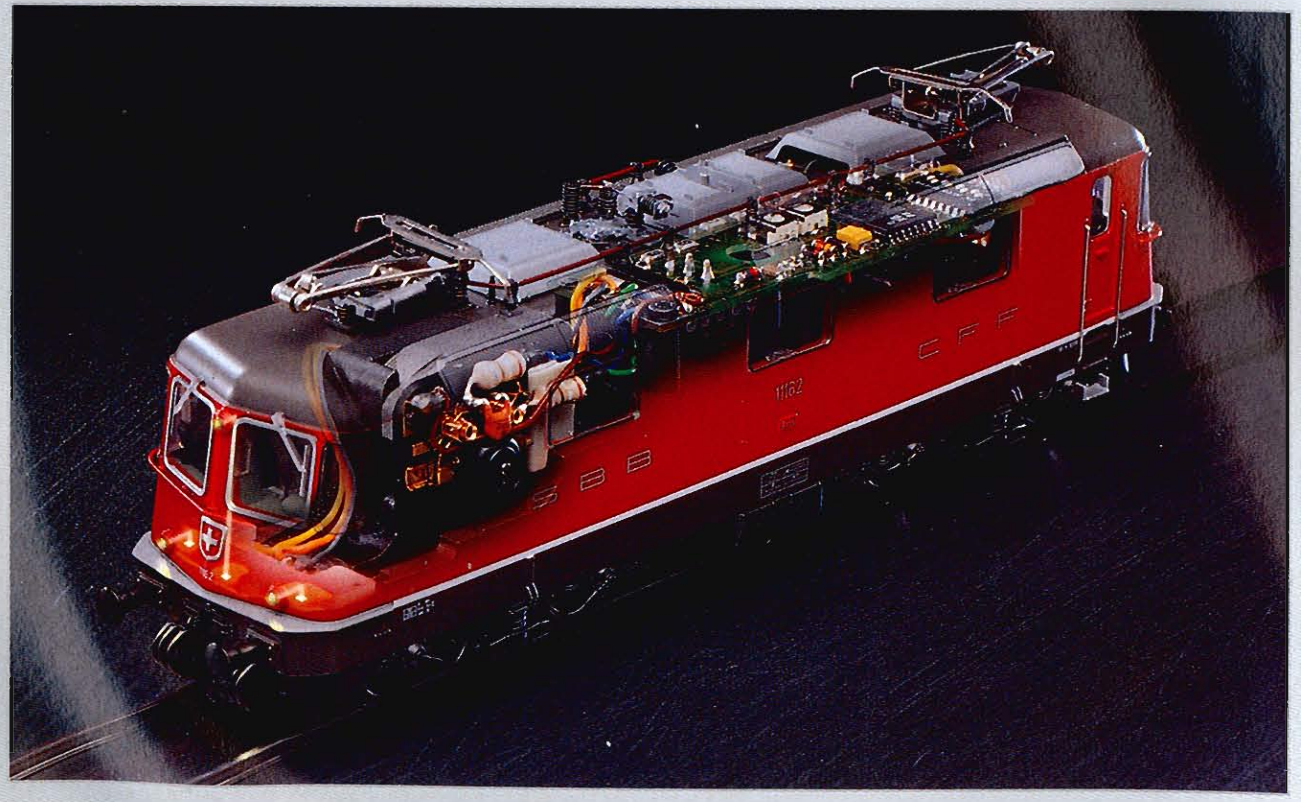
Still more functions for fun and realism.

It has always been a goal of Märklin technology to do more than just reproduce models precisely; we also want to reproduce operating procedures and functions. A milestone in this direction was the introduction of Märklin Digital 13 years ago. In one stroke the Digital system brought the model railroader an abundance of new possibilities such as independent control of locomotives, prototypical operating characteristics and essentially easier wiring of a layout. Control using a personal computer with a track diagram control board on the screen also expands the functions in terms of enjoyment and realism.

Compatible and here for the future

Since its introduction in 1984, Märklin Digital has become the most successful system on the market, because it is functionally reliable, simple to operate and compatible. With the Motorola format you have a digital system that is here for the future for H0 and 1 Gauge. Märklin digital locomotives will run on conventional layouts (with conventional functions) just as locomotives with built-in DELTA modules will run on digital layouts. And because technical progress doesn't stand still, we have designed the system to be open ended, so that you can retrofit your models with Digital at any time.

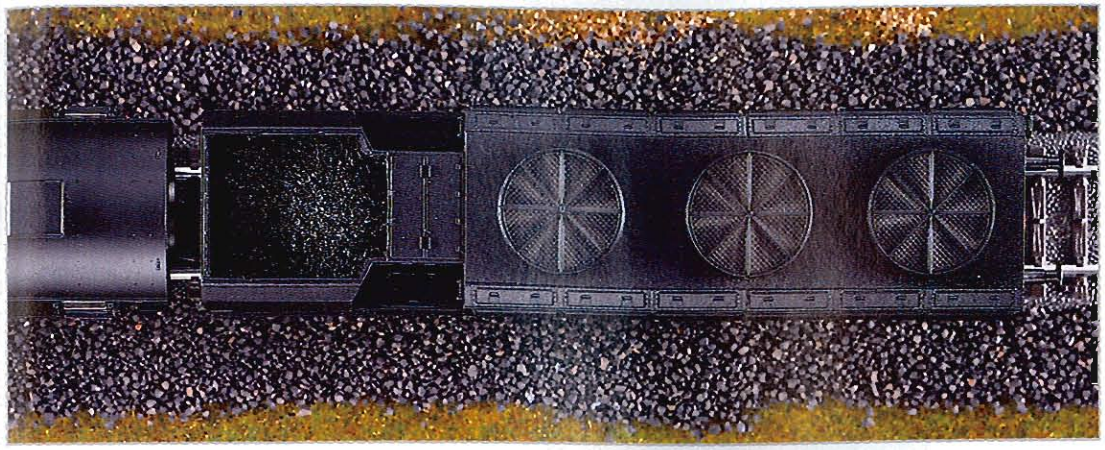




More functions that can be controlled

A new digital decoder makes it possible: On several H0 models more digital functions can be controlled in addition to headlights. Examples are the high-intensity or long distance headlights (class 101) that can be turned on in the direction of travel, the ventilation system in the condensation tender (class 52) or a sound effects circuit with real diesel motor sounds (V 200). These decoders have up to five auxiliary functions.





Sound effects circuit and digital high-efficiency decoder for Maxi

There are more and more possibilities for Maxi in the digital age. The first Maxi steam locomotive with a sound effects circuit simulates a nostalgic huffing and puffing matched to the locomotive's speed. And the new digital decoder that can be retrofitted to existing locomotives expands the functions in single-motor Maxi locomotives and gives them excellent operating characteristics that are comparable to those of the standard 1 Gauge models.

Digital braking component for signal blocks

It's getting more and more realistic out on the main line. The digital braking component provides a gradual stop with prototypical braking in front of signals. At a command from it, locomotives with the digital high-efficiency propulsion carry out the preset braking maneuver.





Märklin Digital for H0 and 1

The first step

All you need to get started in the digital age is a Märklin DELTA starter set (see pages 20-29 for H0, pages 386-391 for Maxi) supplemented by the digital central unit, the 6021 Control Unit. The 6647/76646 train control transformer that comes with the starter set can usually be used at first to supply power in the form of 16 volts AC to the Control Unit.

Every Märklin H0 locomotive with DELTA or digital propulsion can be operated on digital; the other locomotives can be retrofitted with a decoder. In Märklin 1 all Maxi locomotives and standard 1 Gauge models come from the factory ready for digital operation.

Or do you want to transfer over?

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. An already existing train control transformer can be used to supply power. The Control Unit's full output capability is realized with the 6001/6002 transformer. The addition of 6017 Boosters can adapt the digital system to higher power requirements. Your authorized dealer can retrofit conventional locomotives with DELTA or digital decoders.

You can continue to operate turnouts, signals and uncoupler tracks 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 heart every Märklin Digital layout in H0 and 1 is the Control Unit. 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, 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, and this address appears on the two-digit display. You then control this locomotive manually as you wish and turn on/off the functions built into the locomotive such as 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.

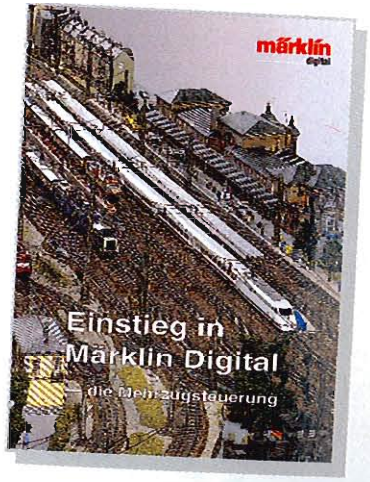


If you want to know more about Märklin Digital, ask your authorized dealer for the special issue of the Märklin Magazin publication "Digital" (item no. 188977).



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").

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").



When the layout gets bigger...

In addition to the Control Unit there are other digital components for additional power supply or for increased ease of operation.

Operating with one another

If you want to control several locomotives simultaneously, or if you want to operate the model railroad layout with your friends, you can also connect additional Control 80 f locomotive controllers – some with an Adapter cable at a remote location on the layout. A different locomotive is then addressed with each locomotive controller.



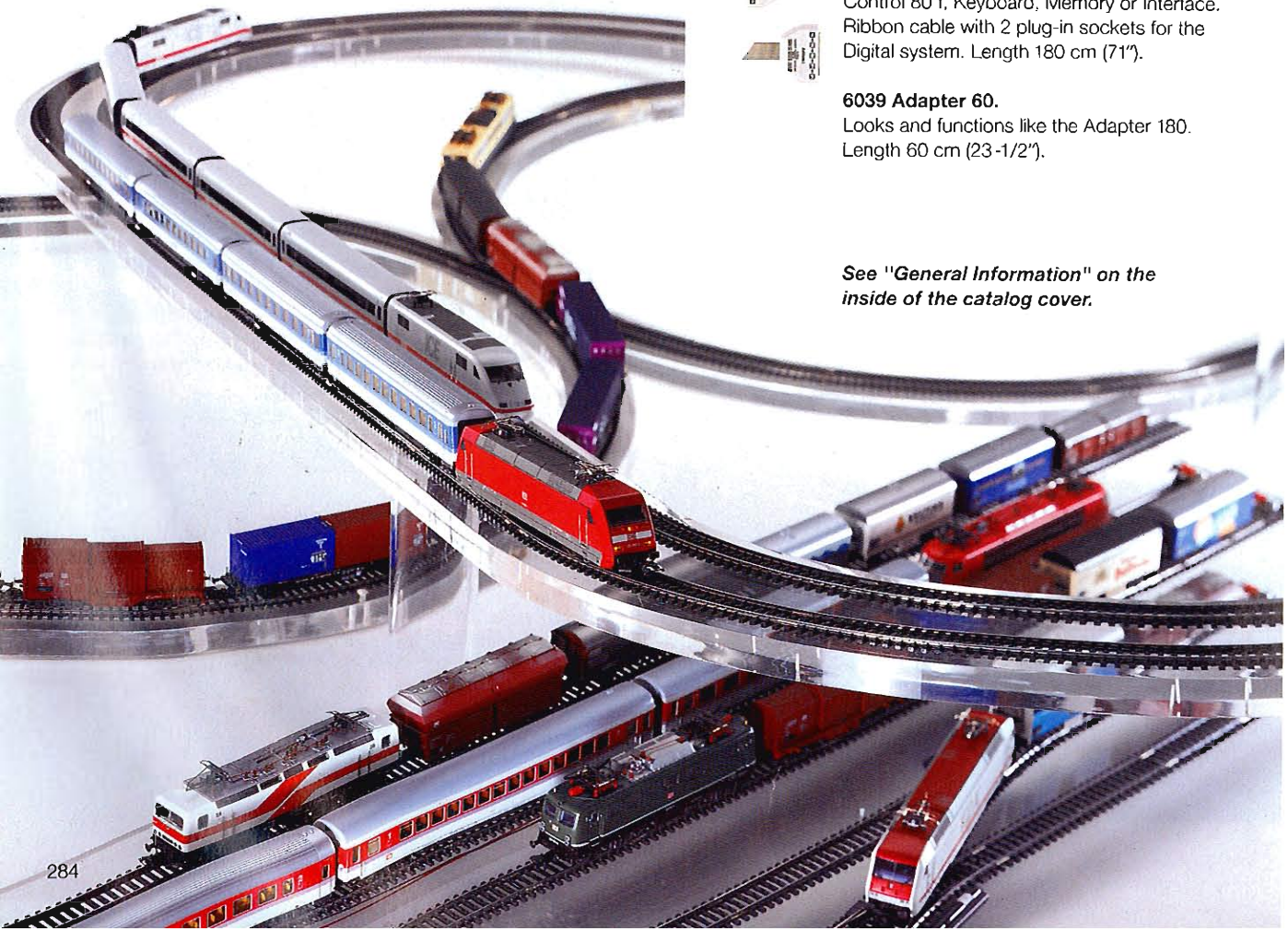
6036 Control 80 f.
Locomotive controller. Access to 80 locomotive and function addresses. Address entry using 10 button keypad. Two-digit display of the locomotive address currently called up. On and off buttons for the locomotive auxiliary function. 4 combined on/off buttons for additional functions. 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

The more trains, train lighting, functions or solenoid accessories that you place into operation, the more power you have to supply. You do this by dividing the layout into different power supply areas. The Control Unit is used with the first area. A Booster, each with its own transformer, is required for each additional area. The Boosters reinforce the commands from the common Control Unit, so that all power supply areas are receiving identical data and so that the locomotive decoders do not notice the transition from one area to another.



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").

Locomotives with more functions

Another advantage of digital technology is the independent nature of operating locomotives and of other functions. Since the power in the tracks is no longer "turned off", headlights remain on although the train is standing still. Or the diesel motor continues to rumble at an idling speed until you turn it off. More and more digital H0 locomotives have controllable functions such as long-distance headlights, exhaust fans, smoke generators or sound effects circuits for even greater operating enjoyment. In 1 Gauge smoke generators, steam or diesel sound effects, bells, locomotive horns, whistles or headlights can be controlled, and even Maxi locomotives can have up to three controllable functions with the high-efficiency decoder that can be retrofitted into them.



6603 DELTA Module.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Suitable for locomotives with the Märklin standard motors (flat commutator motor or drum commutator motor). Locomotive can be operated with conventional transformer, DELTA Control, DELTA Station or Märklin Digital. Coding switches for setting the mode of operation and the address for multi-train operation. Electronic direction reversing. Locomotive headlights turned on when the unit is in motion and change over with the direction of travel. Dimensions 36 x 21 x 4 mm (1-7/16" x 13/16" x 3/16").

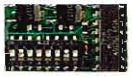
The manufacturer warranty is covered only when the DELTA modules are installed by an authorized Märklin dealer.

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66031 DELTA Module with Auxiliary Function.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Suitable for locomotives with the Märklin standard motors (flat commutator motor or drum commutator motor), specially for locomotives with Märklin TELEX couplers. Locomotive can be operated with conventional transformer, DELTA Control, DELTA Station or Märklin Digital. Coding switches for setting the mode of operation and the address for multi-train operation. Electronic direction reversing. Auxiliary function (example: TELEX couplers) can be turned on and off when the direction is changed twice. Locomotive headlights turned on when the unit is in motion and change over with the direction of travel.



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-efficiency motor. Can be controlled with a Control Unit (6021). For Märklin H0 locomotives with drum commutator motor. Adjustable maximum speed, acceleration and braking delay. Controlled motor functions 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").

The manufacturer warranty is covered only when the 6090 and 60901 digital propulsion sets, the 60902, 6095, 60952 and 60955 high-efficiency decoders and the 60960 function decoder are installed by an authorized Märklin dealer.

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60901 High-Efficiency Propulsion Set.
Consists of locomotive decoder and high-efficiency motor as well as installation hardware for converting most Märklin HO locomotives with drum commutator motors to the current high-efficiency propulsion system. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions such as TELEX couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. The electronic circuit in this set allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load conditions such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. Decoder dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").

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60902 High-Efficiency Electronic Circuit.
High-efficiency decoder for converting Märklin H0 locomotives with built-in 6090 high-efficiency propulsion to the new version with more functions. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions such as TELEX couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This electronic circuit allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load conditions such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. 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").

60952 c 95/2 Decoder.
Digital decoder for standard design two-motor Märklin 1 locomotives. Same functions as 6095. Dimensions 98 x 49 x 13 mm (3-7/8" x 1-15/16" x 1/2").

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).

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.

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60955 Maxi High-Efficiency Electronic Circuit.
High-efficiency decoder for converting single-motor Maxi locomotives to the high-efficiency propulsion system. This electronic circuit has a total of 4 controllable functions. The "function" output is intended for headlights. The "f1" and "f2" outputs can be used for other functions such as a sound system or a smoke generator. The "f4" function enables you to turn off the load-dependent speed control feature for easier switching maneuvers. The "f1", "f2" and "f4" functions can be turned on and off only with a Control Unit (6021) or with a Control 80 f locomotive controller or an Interface connected to this central unit. This electronic circuit offers the potential to adjust maximum speed as well as acceleration and braking delay. Built-in load-dependent speed control for different load situations such as ascending and descending grades. Can be coded for 80 different locomotive addresses. When operated with AC power or with the 6607 DELTA Station, the "function" and "f1" functions are turned off. Decoder dimensions 43 x 25 x 8 mm (1-11/16" x 1" x 5/16").

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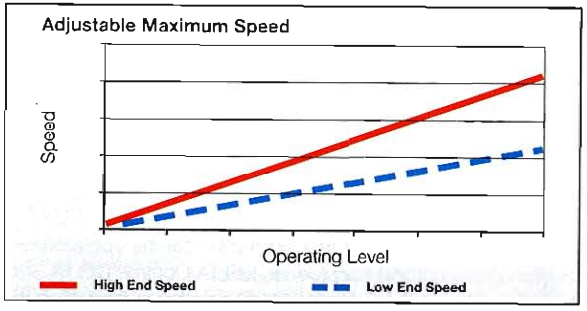
60960 c 96 Function Decoder.
Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This function decoder can either be installed in locomotives along with a locomotive decoder or by itself in cars. Can be coded for 80 different addresses.

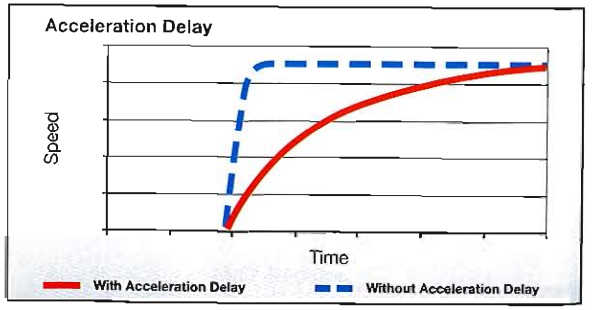
When sufficient space is available, any Märklin digital locomotive or any locomotive with a built-in DELTA module can be equipped with additional controllable functions such as a smoke unit or TELEX couplers (where the locomotive already has these couplers). On passenger cars interior lighting can be a controllable function.

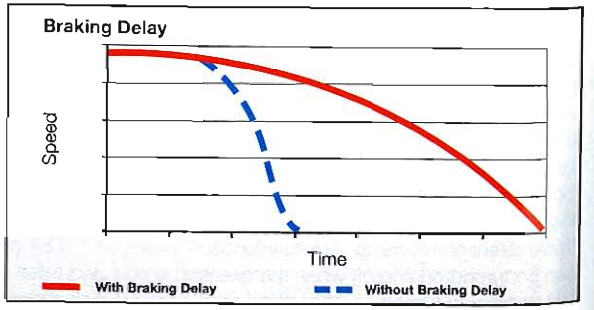
The diagrams present the principles of this propulsion concept.

Prototypical operating characteristics

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.







Controlling accessories digitally

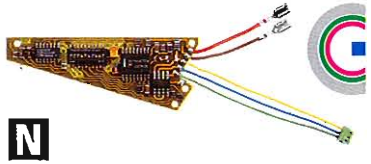
märklin digital

The great advantage of controlling turnouts, signals and other accessories digitally is in the ease of operation and in the manner in which you can monitor the layout. 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 turnout decoders for C Track are clipped in and connected up directly under the roadbed – the control signals come through the track; it doesn't get any easier than this. The Keyboard is used to control the accessories such as turnouts and signals, and the settings for the latter are clearly indicated by LEDs. Four decoders are assigned to each Keyboard.

The k 83 decoder controls four double solenoid accessories such as turnouts or signals. 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. For the C Track system there is an installation decoder that is connected to the turnout mechanism.



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.

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.
These 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.



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").



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").

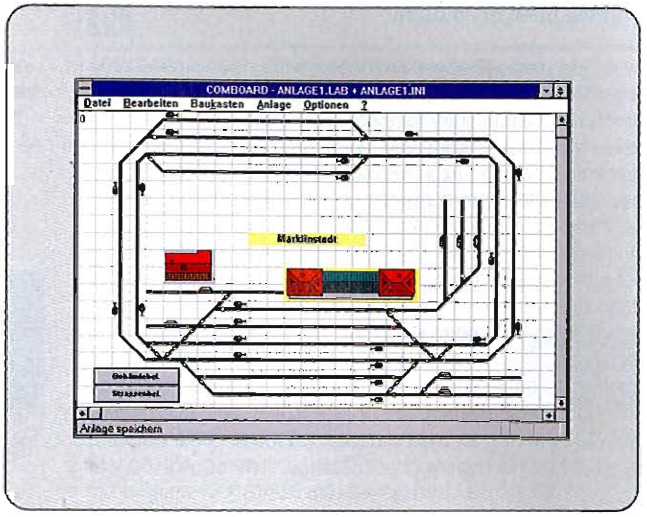
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72441 Signal Module.
Signal mechanism with integrated circuit for controlled stops of digital locomotives with highefficiency propulsion. Connections for a 2 position color light signal, for the 3 track blocks required for safe braking of the locomotive. This signal module can be controlled with either a k 83 decoder or a conventional 7272 control box. Dimensions 100 x 54 x 22 mm (3-15/16" x 2-1/8"' x 7/8").

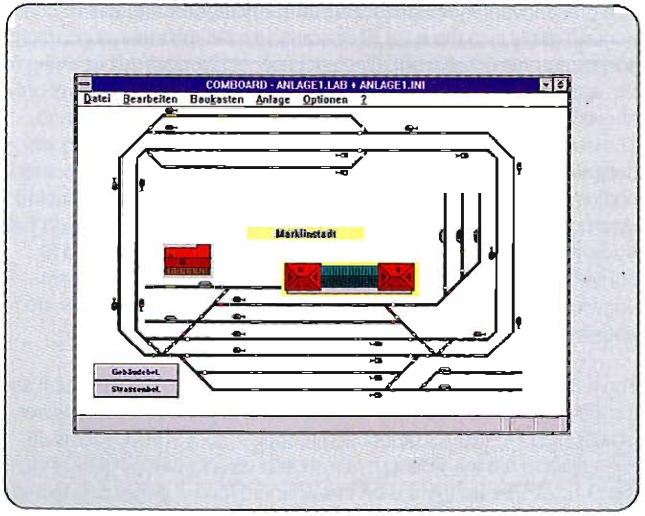
The signal module requires 3 isolated track blocks in the area of the signal. This first block is a transition area and should be as long as a pickup shoe (approx. 70 – 90 mm / 3" - 4"). The second block is the actual braking area in which the locomotive will be brought to a controlled stop. The length of the braking block is determined by the setting for the braking delay on the locomotive's decoder. This second block should be at least 40 to 50 cm / 16" to 20" long. The third block is a safety block in which the track voltage is turned off as is down in simple signal blocks. This keeps the locomotive from accidentally overshooting the signal. The signal module is suitable for use with color light and semaphore signals.

A Computer Game That Means Something

With the COMBOARD track diagram control board program you can control your Märklin digital layout from the monitor of your personal computer. Turnouts, signals and other solenoid accessories are operated with the simple click of a mouse. You can also control entire routes, blocks and staging yards, as well as working models such as turntables, transfer tables and rotary cranes. The control status is indicated at all times; you always have an overview of the system. The modular setup of COMBOARD allows expansion with functions for new solenoid accessories or control for locomotives (now in the planning stage). This program is suitable for 1 Gauge and all H0 track systems (K, M and C Track).



▲ COMBOARD in Editor Mode. 640 x 480 pixel resolution.



▲ COMBOARD in Program Mode with block operation and staging yard.

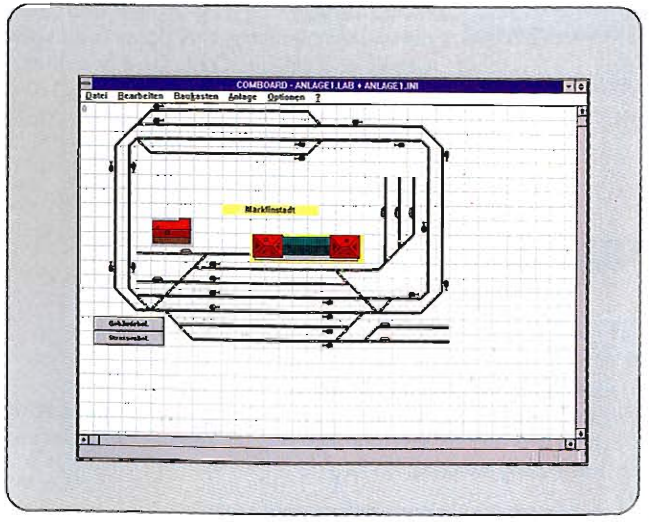


6051 Interface.
Link to a computer. 80 locomotive addresses and 256 accessories can be controlled though this unit. Connector for s 88 (6088) feedback module decoder. Output features are the same as the previous 6050 Interface. A cable for a computer (RS-232-C, 9 pole connection) and a diskette with 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").

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

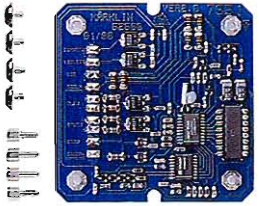
Program features:
- Modular setup of a track diagram control board on the computer screen. Control using the keyboard and a mouse.
- Easy switching of turnouts and signals
- Ability to switch routes
- Potential for track occupation indicator
- Block operation
- Staging yard control
- Can be used to operate turntable, transfer table and digital rotary crane
- German text



▲ For comparison, the upper track diagram control board shown with 640 x 480 and 800 x 600 pixel resolution.

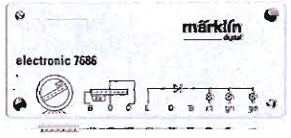
Digital Function Models

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 271) 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 269) 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.

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	•	•
60901	c 90-1 decoder	•	
60902	c 90-2 decoder	•	
6095	c 95 decoder		•
60952	c 95/2 decoder		•
60955	Maxi c 95 decoder		•
60960	c 96 decoder	•	•
6603	DELTA module	•	•
66031	DELTA module	•	
72441	Signal module	•	•
74460	C Track decoder		•

A Microcosm in Z Gauge.

Mini-club's strength is its size as the smallest mass-produced electric train in the world. With mini-club, talent and imagination can be used to create attractive, original layouts of the smallest size. Anyone having more room can use mini-club to build extensive mainlines with large radii and prototypical, long yards. With mini-club everything is possible, because mini-club is a whole miniature world in itself with layout technology, models and accessories.

25 JAHRE mini-club

Märklin Z – the smallest mass-produced electric trains in the world – ...for Adults only mini-club

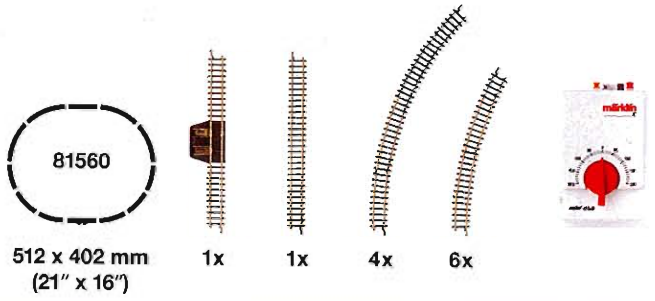
Model Size Z
Gauge 6.5 mm (1/4")
Scale 1:220




märklin
Z

Starter Sets





512 x 402 mm
(21″ x 16″)

1x 1x 4x 6x

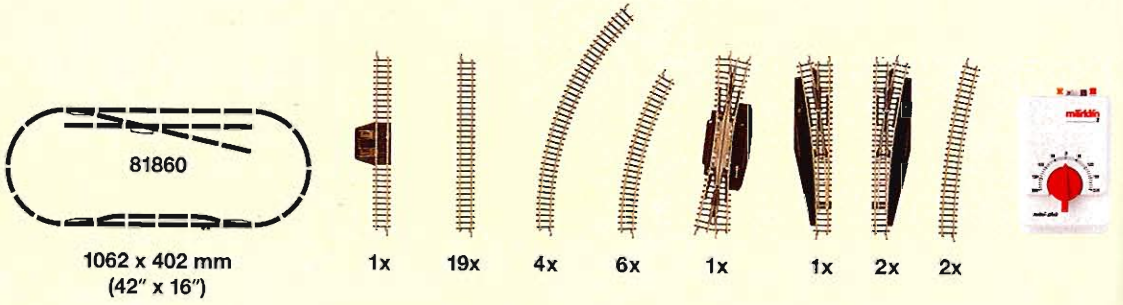
81560 230 volts
81565 120 volts USA
Freight Train with Power Pack.
Contents: 1 German Federal Railroad (DB) class 24 steam locomotive with tender, 1 low side car, 1 "Distelhäuser" beer car, 2 straight tracks, 10 curved tracks, rerailing ramp and power pack. Train length 198 mm (7-13/16″). Can be expanded with the SET sets 8190 or 8191, 8192, 8193 and 8194 or as desired.

Freight train models are illustrated full size

Anniversary Model



81860 230 volts
Freight Train with Power Pack.
Contents: 1 German Federal Railroad (DB) class E 40 electric locomotive, 1 "Erz IIId" hopper car, 1 "Stuttgarter Hofbräu" refrigerator car with brakeman's cab, 1 type Omm 52 gondola with coal insert, 1 "ARAL" tank car with brakeman's cab, 1 stake car with brakeman's cab, 1 type Pwg 012 freight train baggage car, 20 straight tracks, 12 curved tracks, 1 double slip switch, 3 electric turnouts, 3 track bumpers, rerailing ramp, control box, distribution strip, wire, plugs, sockets and power pack. Train length 377 mm (14-13/16″). Can be expanded with the SET sets 8192 and 8193 or as desired.



1062 x 402 mm
(42″ x 16″)

1x 19x 4x 6x 1x 1x 2x 2x





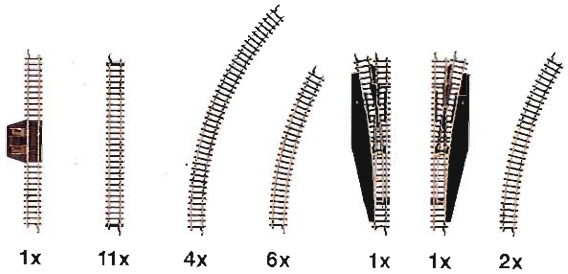
The 81860 is being produced in a one-time series only in 1997 on the occasion of the 25th anniversary of mini-club.

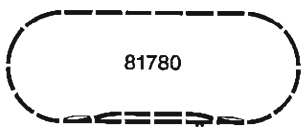


Starter Sets

III – V

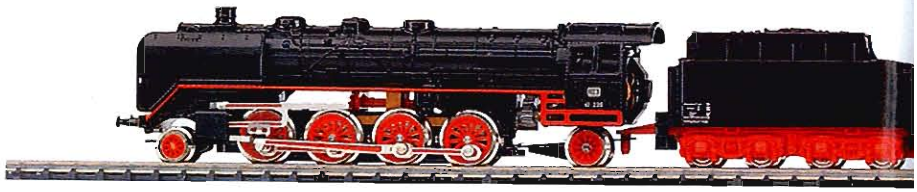
81780 230 volts
Freight Train with Power Pack.
Contents: 1 German Federal Railroad (DB) class 41 freight locomotive with tender, 1 type E 037 gondola, 1 "BP" oil tank car, 1 type Klms 440 low side car with tarp cover, 1 "Warsteiner" beer car, 1 type Pwg 012 freight train baggage car, 12 straight tracks, 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")

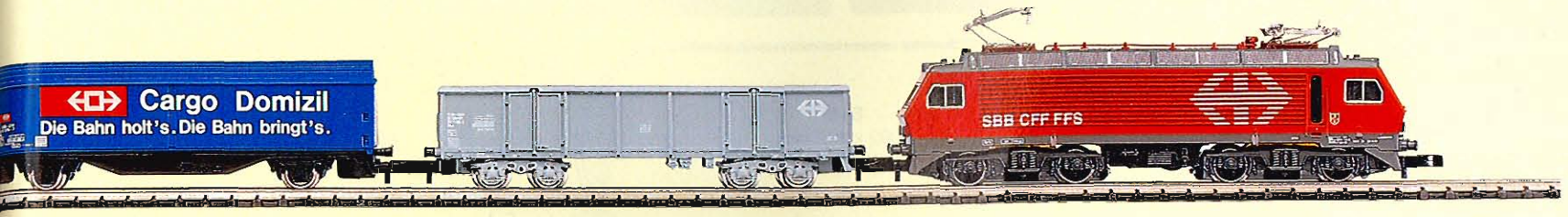




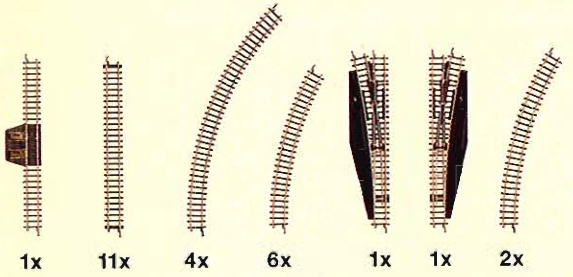








8185 230 volts
Freight Train with Power Pack.
Starter set with Swiss prototype locomotive and cars. Contents: 1 Swiss Federal Railways (SBB) class Re 4/4^{IV} electric locomotive, 1 type Eaos gondola, 1 "Cargo Domizil" sliding wall boxcar, 1 "Shell tank car, 12 straight tracks, 12 curved tracks, 2 electric turnouts, 1 Wintersdorf 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.



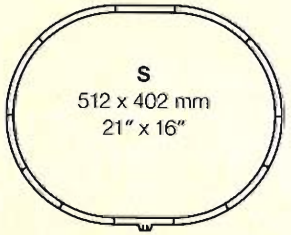




1062 x 402 mm
(42" x 16")



SET Extension Program



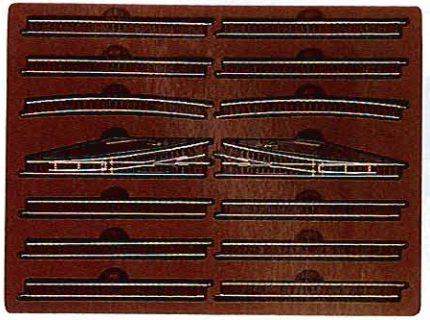
S
512 x 402 mm
21″ x 16″

The SET extension set program is an ongoing system, with which you can expand the track layouts from the starter sets in steps. After getting started with the 81560 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.

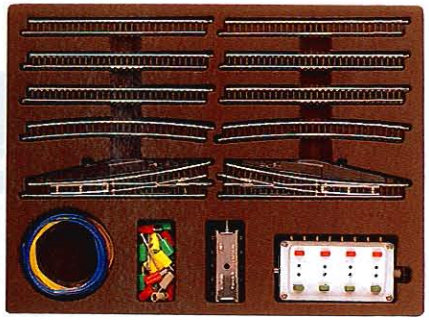
If you are getting started with the 81780 or 8185 starter sets, then you already have the E 8191 extension set integrated into your layout, and you can continue to expand effortlessly with the T1 8192, T2 8193 and T3 8194 track extension sets.

The 8198 catenary set for S + E and 8199 Gleisoval S 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

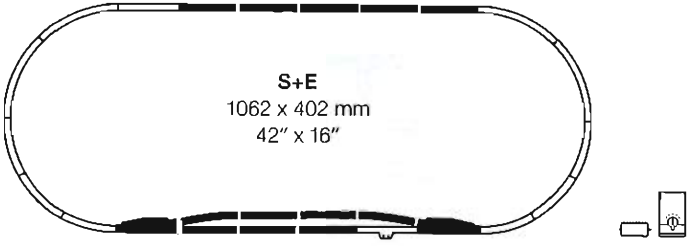


8191



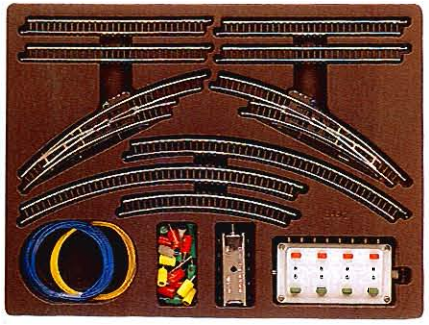
8190 E Extension Set with Manual Turnouts.
Contents: 10 straight tracks, 2 curved tracks, 2 turnouts and instructions.

8191 E Extension Set with Electric Turnouts.
Contents: 10 straight tracks, 2 curved tracks, control box, distribution strip, wire, plugs and sockets, and instructions.

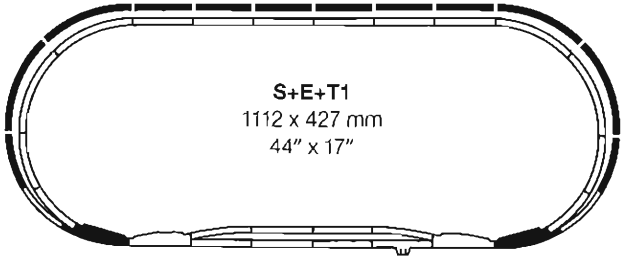


S+E
1062 x 402 mm
42″ x 16″

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.

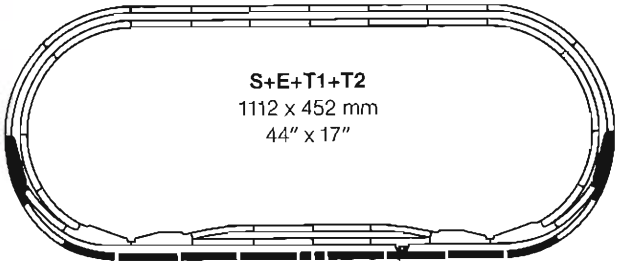


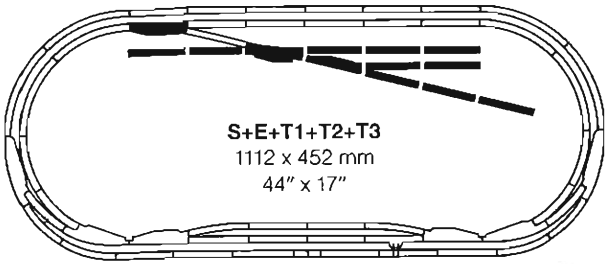
S+E+T1
1112 x 427 mm
44″ x 17″

8193



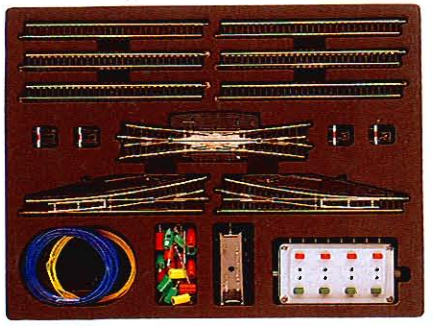
8193 Station Track Set T2.
Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.

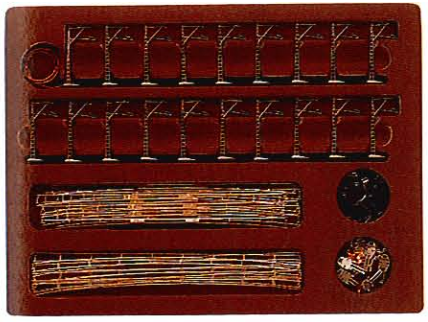




8194 Yard Track Set T3.
Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, control box, distribution strip, wire, plugs and sockets, and instructions.

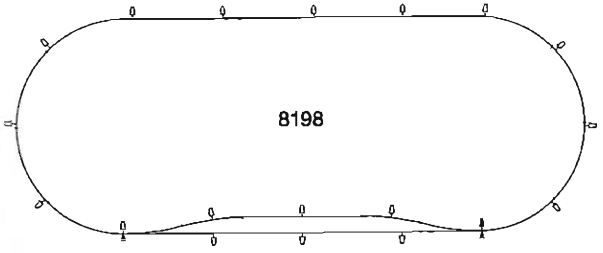
8194





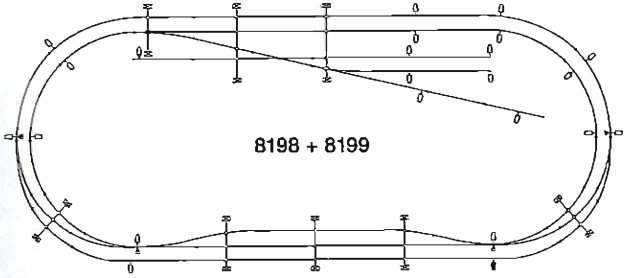
8198

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



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.

Locomotives

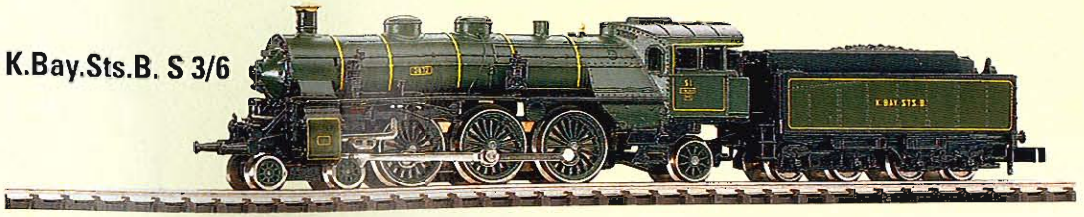


Don't be deceived by the tiny dimensions; mini-club locomotives don't take a back seat to their bigger siblings when it comes to pulling power and durability. Tirelessly they make their rounds on show layouts, in briefcases, or they pull realistic long passenger and freight trains over the main line – you can watch them for hours and enjoy the look of reliability.

mini-club locomotives will not disrupt television/radio reception

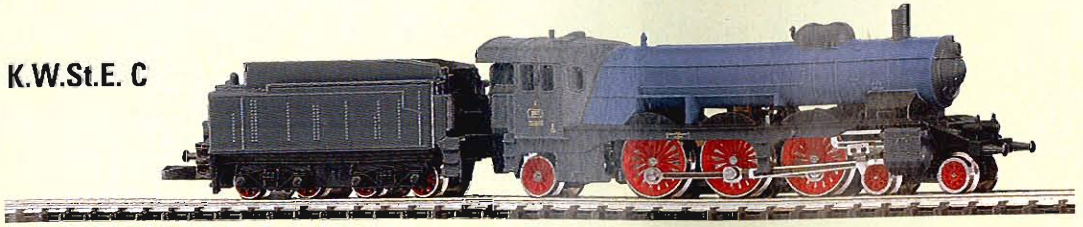
mini-club locomotives should only be run with a Märklin 67011 power pack or with the power pack included in the starter sets.

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").

K.W.St.E. C



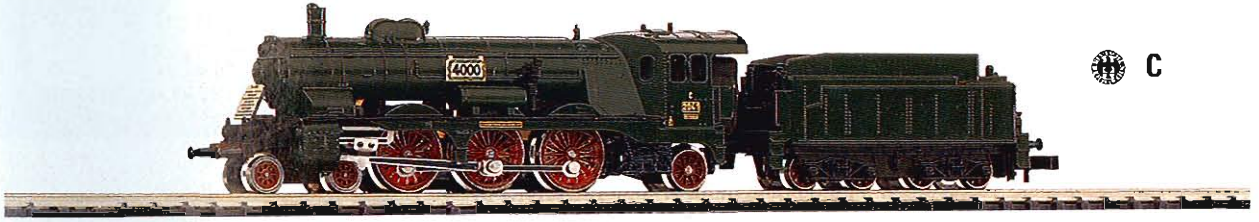
88180 Express Locomotive with Tender.
Royal Württemberg State Railways (K.W.St.E.) class C. All axles powered. Length over buffers 110 mm (4-21/64").

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.

Models are illustrated full size

The 87940, 87950 and 87960 Württemberg express passenger cars are an appropriate addition to the 88180 locomotive and can be found on page 324.

88182 Express Locomotive with Tender.
Former German State Railroad (DR) class C. With road number 2041, delivered as the 4,000th locomotive of the Esslingen Machine Company. All driving axles powered. Length over buffers 110 mm (4-5/16").



The Esslingen Machine Company was officially founded in 1846. A factory quite large for the time was conjured up seemingly out of nowhere in a very short amount of time. After only 13 months the entire factory was in full operation. The Esslingen Machine Company had over 500 employees and was the largest employer in Württemberg. In addition to railroad cars, the production program for the factory included turntables, bridges, steam powered machines, and locomotives of course. Without a doubt the most famous Württemberg locomotive was the class C express locomotive, a design that was a credit to its nickname "Beautiful Lady from Württemberg". In 1921 the last class C express locomotive with the road number 2041, lettered for the Württemberg State Railways, was delivered to the German State Railroad. It was also the 4,000th locomotive built by the Esslingen Machine Company.





A small brochure included with this locomotive gives information about the over 150 year history of the Esslingen Machine Company and its outstanding products, among them the class C locomotive designated as the "Beautiful Lady from Württemberg".

One-time series in 1997.
Already delivered to authorized dealers.

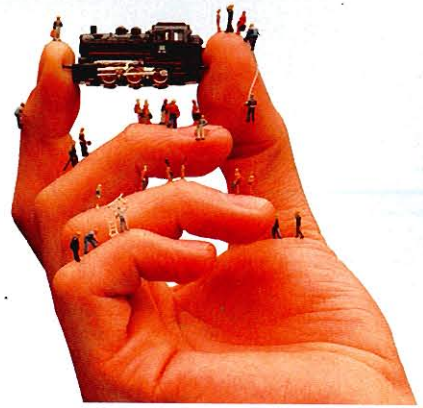
Golden Z

25 Years of mini-club

When Märklin surprised the model railroad industry with mini-club in 1972, at first there was disbelief and amazement. Because with a scale of 1:220, mini-club was the smallest mass produced electric train in the world. The initial skepticism soon turned into general recognition, because the power of the little locomotives and the quickly expanding range of models was attracting more and more fans.

In 1997 mini-club is celebrating its 25th anniversary. On this occasion we are expanding the mini-club assortment with a special jewel.





The class 10 express steam locomotive is considered to be the most elegant steam locomotive in Germany – the ideal prototype for our official anniversary model with a body of solid 18 carat gold.

25 years of mini-club are a history of highlights that could only have been possible with mini-club. Among them are curiosities such as mini layouts on a conductor's cap, in a violin case and other unusual objects, but also realistic traffic studies such as that for Berlin as a railroad center. Our smallest locomotive has even been in outer space and has orbited the earth in a space shuttle.





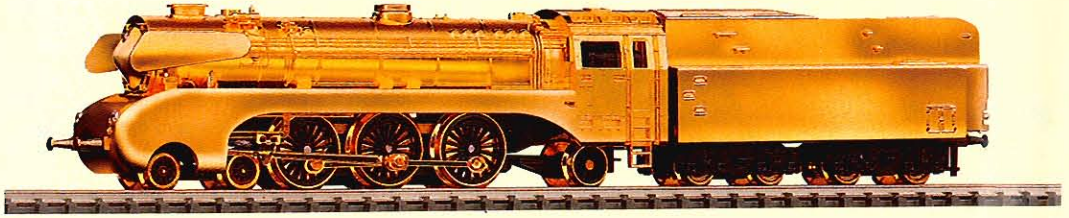
N

03221 Book "25 Jahre mini-club" ("25 Years of mini-club") by Thomas Rietig and Thomas Hornung.
The development of the smallest, mass-produced electric train in the world is documented from 1972 to the present. The spectrum ranges from the introduction of individual products, curious layouts to the perfect model railroad layout. Another chapter is devoted to collecting and mini-club as an investment in value. Contents 128 pages, approx. 200 photos. Format 21 x 29.7 cm (8-1/4" x 11-11/16"), bound. German text only.



N **88891 Express Locomotive with Tender.**
Class 10 with partial streamlining. Locomotive and tender body of solid 18 carat gold. Three cut diamonds set in white gold as three headlights on the front of the locomotive. Three rubies shine as marker lights on the back of the tender. The locomotive is fully functional. All axles powered. All wheels are gold plated. Locomotive wheels have black spokes. Side rods, drive rods and cross heads are gold plated and inlaid in black. Length over buffers 120 mm (4-3/4").

The 88891 gold locomotive is being produced in a one-time series only in 1997 on the occasion of the 25th anniversary of mini-club and is sold out at the factory.

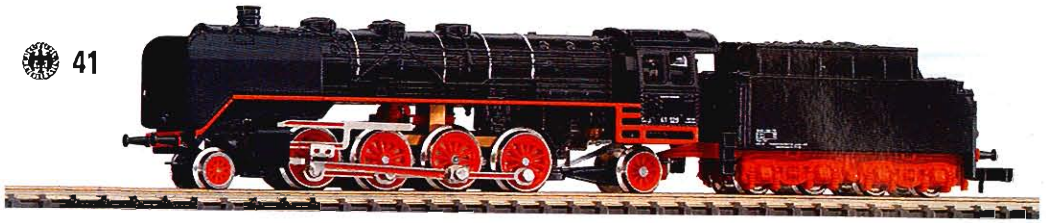


The locomotive and tender body are cast in a special casting process from approximately 3 ounces of 18 carat gold and are processed further with a great deal of hand labor. The wheels, buffers and valve gear are gold plated. Naturally, the locomotive is fully functional. Each locomotive comes in a high-quality jewel box with a numbered certificate.



Steam Locomotives

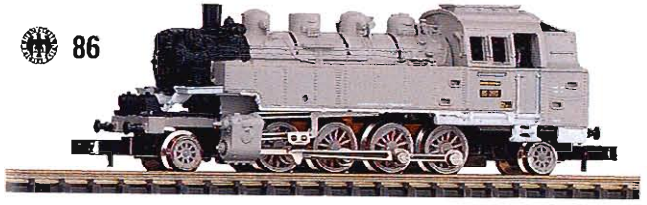
41



88271 Freight Locomotive with Tender.
German State Railroad Company (DRG) class 41. All driving axles powered. Length over buffers 112 mm (4-7/16").

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").

86

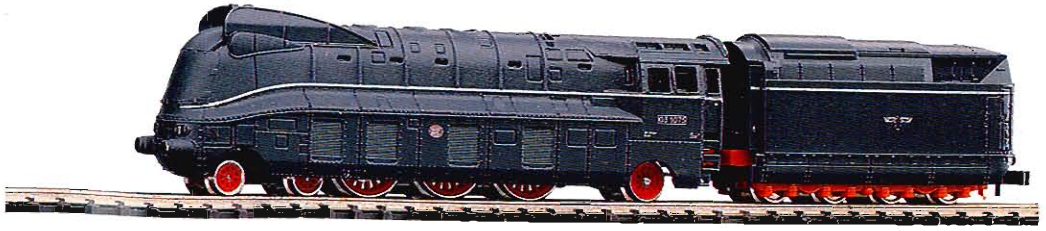


A small brochure gives information about the history of the photo gray paint scheme in the German State Railroad period.

Special one-time series. Already delivered to authorized dealers.

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



Insider Model for 1997

88832 Freight Locomotive with Tub-Style Tender.
German State Railroad Company (DRG) class 52. All driving axles powered. Length over buffers 107 mm (4-3/16").

The 88832 locomotive is being produced in 1997 in a one-time series only for Insider members.

52

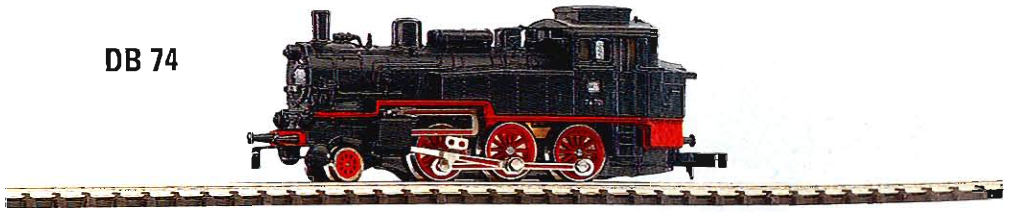


Starting in 1942 the class 52 was available as a considerably simplified version of the class 50. At its introduction in Hennigsdorf, Germany the class 52 was presented next to the class 50 to demonstrate the simplifications and savings initiated on these locomotives that were planned for mass production. Both locomotives subsequently went on demonstration tours through the existing Reich territory at that time.

Starting in March of 1942 the locomotive builders made preparations for mass production of the class 52. All work considered unimportant was curtailed in favor of the top priority production of the class 52. The production goal of 500 units per month was reached in June of 1943. An immense output that would have made it possible to produce 5,000 locomotives yearly. The events of the war brought an abrupt end to these plans. Continuous aerial bombing raids on German factory sites made it more and more necessary to move parts of the production. This led to a strong decrease in the number of finished locomotives, and resulted in production of the class 52 being halted at the end of 1944. Despite this over 6,200 locomotives of this class were delivered, most of them painted in gray, the largest number of German design locomotives ever built.

Please note the information on the Märklin Insider Club on page 64. Additional Insider models in H0 and 1 can be found on pages 65 and 463.

DB 74



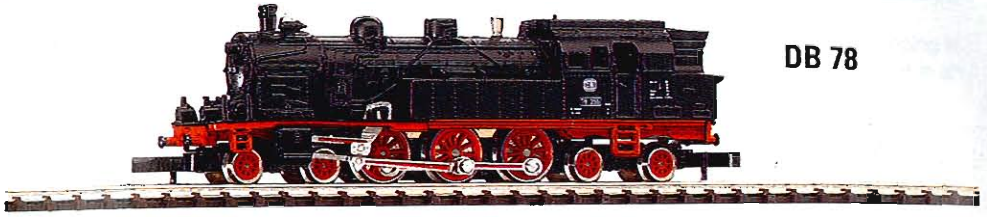
III

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.

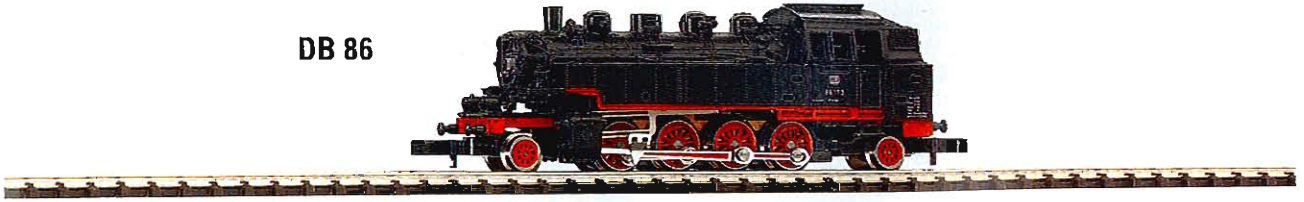
III

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



III

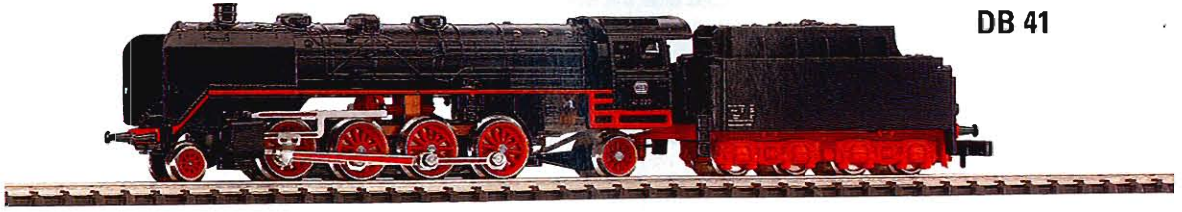
8896 Tank Locomotive.
German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8").

III

8803 Passenger Train Locomotive with Tender.
German Federal Railroad class 24. All driving axles powered. Equipped for installation of 8953 light insert. Length over buffers 82 mm (3-1/4").



DB 24



DB 41

III

8827 Freight Locomotive with Tender.
German Federal Railroad class 41. All driving axles powered. Length over buffers 112 mm (4-1/2").

Steam Locomotives

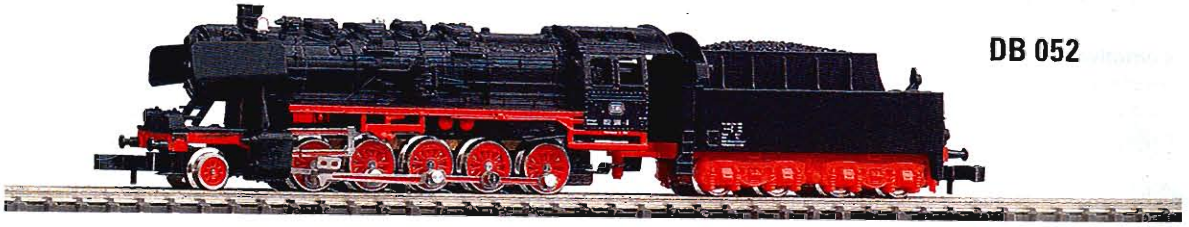
IV

DB 050

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 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.

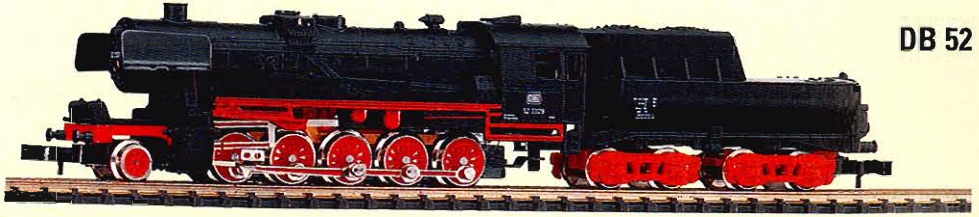
IV

8883 Freight Locomotive with Tender.
German Federal Railroad (DB) class 052.
All driving axles powered. Length over buffers 109 mm (4-5/16").

N III

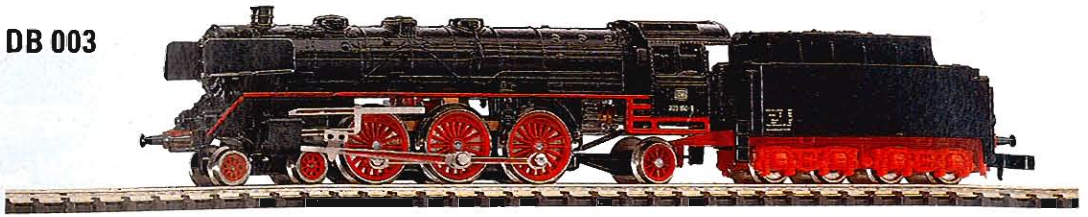
DB 52

88831 Freight Locomotive with Tub-Style Tender.
German Federal Railroad (DB) class 52. All driving axles powered. Length over buffers 107 mm (4-3/16").



The class 52 was developed as a simplified version of the class 50. This design was simplified considerably due to the difficulties in procuring many raw materials. This allowed all superfluous components to be left off of the locomotive. In 1942 the locomotive builders in the area ruled by the German state were provided with all of the means for mass production of the class 52. As soon as December of 1942 production rose to just under 400 units per month and reached a level of 500 units in June of 1943. An output that would have made it possible to produce 5,000 locomotives yearly. The end of the war brought an abrupt end to these plans. Despite this over 6,200 locomotives were built by 1951 of which many units remained in several European countries after the war. A large number of these locomotives were still present in both parts of Germany. At the start of the 1960s they were taken out of service on the German Federal Railroad.

DB 003

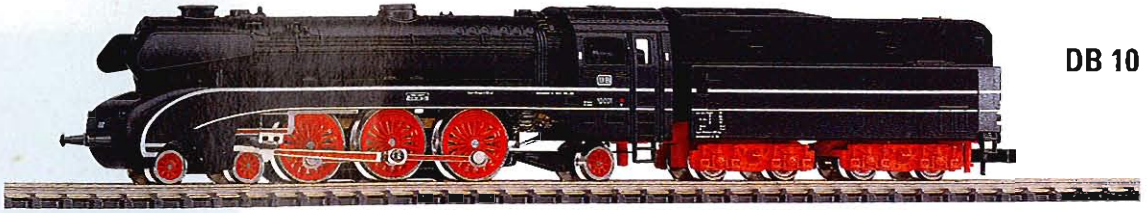


IV

8885 Express Train Locomotive with Tender.
German Federal Railroad class 003. All driving axles powered. Length over buffers 112 mm (4-1/2").

Until 1978 the world record for continuous running for model railroads in the famous "Guinnes Book of Records" was 440.7 km (275.44 miles) in about 300 hours. The 8885 mini-club locomotive with 6 passenger cars ran 720 km (450 miles) without stopping in 1,219 hours. This new record was set in an independent test facility.

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.

III

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").



II III

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

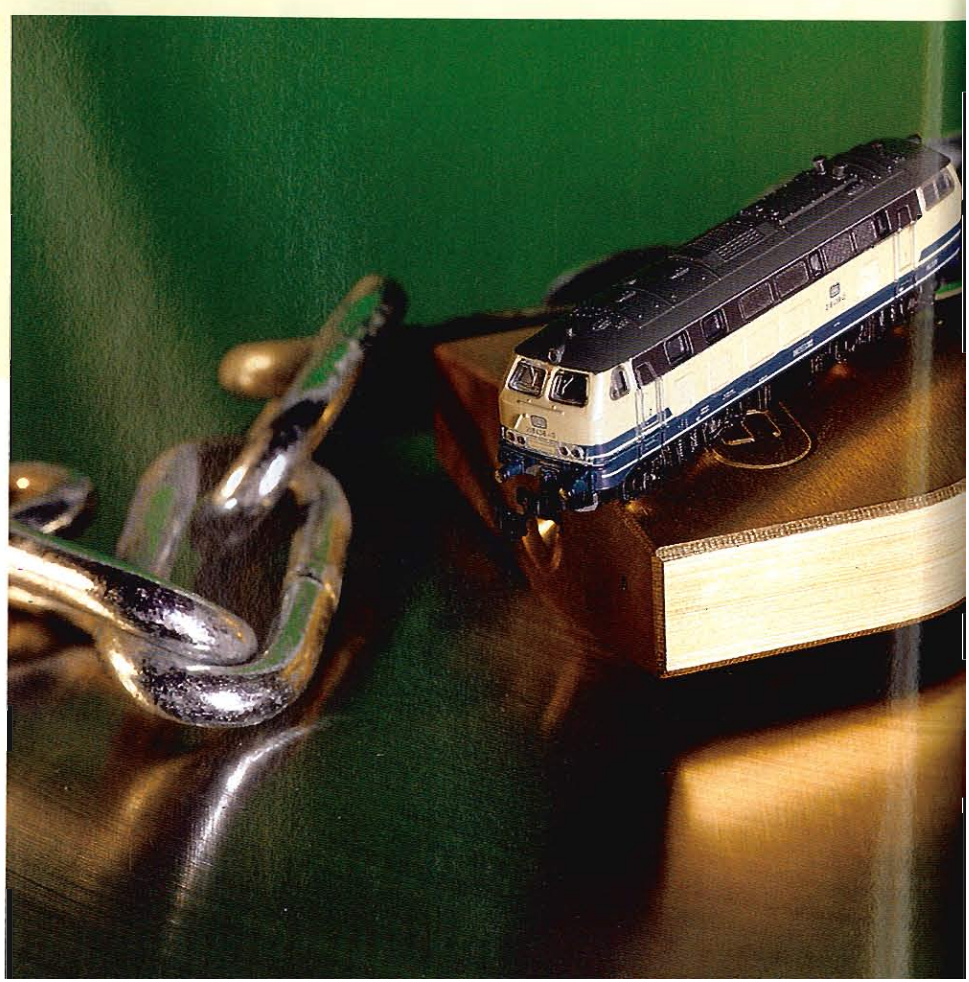


8879 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3″).



DB 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 221



8820 Diesel Hydraulic Locomotive.
German Federal Railroad class 221. All axles powered. Length over buffers 84 mm (3-5/16″).

AT & SF F 7



N IV

88601 Diesel Electric Locomotive.
Atchison, Topeka & Santa Fe Railway General Motors EMD F 7 A unit. Both trucks powered. Lighted number boards. Front coupler interchangeable with pilot included with unit. The rear coupler can be replaced by a rigid drawbar for close coupling with the appropriate B unit (Märklin model 82600). Length 74 mm (3").



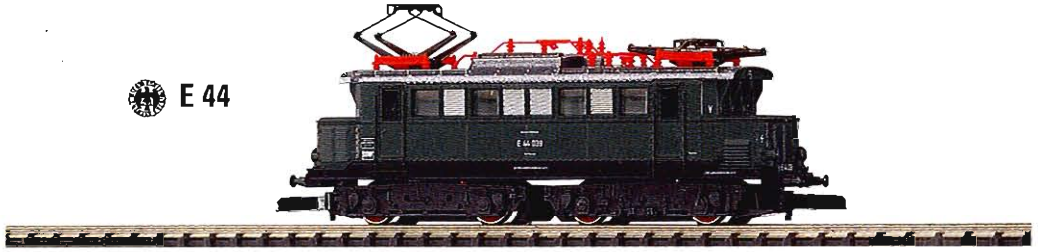


N IV

82600 Diesel Electric Locomotive (non powered unit).
Atchison, Topeka & Santa Fe Railway B unit. Can be added to the A unit (Märklin model 88601) to form a prototypical multi unit locomotive. The standard mini-club coupler can be replaced by a rigid drawbar for close coupling with the A unit. Length 74 mm (3").

Electric Locomotives

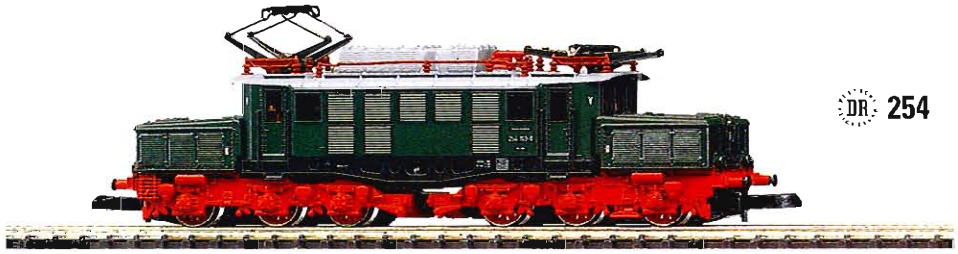
E 44



88111 Electric Locomotive.
German State Railroad Company (DRG) class E 44. Both trucks powered. Length over buffers 68 mm (2-11/16″)

The 87945 express passenger car set is an appropriate addition to this locomotive and can be found on page 323.

DR 254



8812 Freight Locomotive.
Former East Germany German State Railroad (DR) class 254. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-3/8″).

DB 194

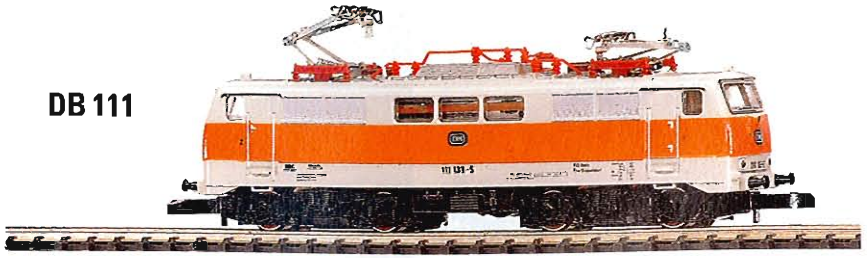


8822 Freight Locomotive.
German Federal Railroad (DB) class 194. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32″).



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 328). In real life this locomotive and S-Bahn cars are used in daily service in the Rhine-Ruhr area.

DB 111



8855 Electric Locomotive.
German Federal Railroad class 111 in S-Bahn version. Both trucks powered. Length over buffers 76.8 cm (3″).

DB 140



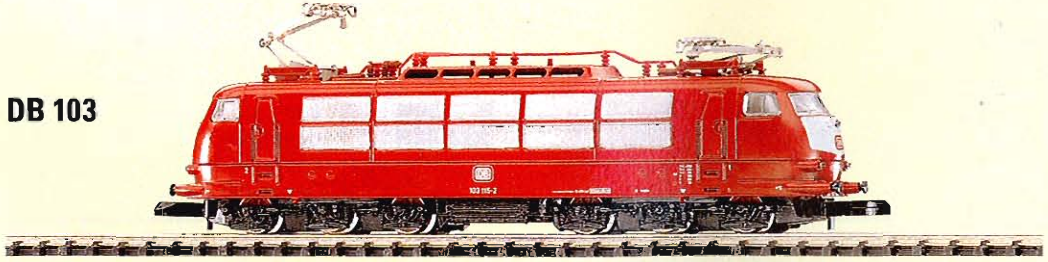
88401 Electric Locomotive.
German Railroad, Inc. (DB) class 140 in the current color scheme with the new DB logo. Both trucks powered. Length over buffers 75.5 mm (3″).

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″).

Electric Locomotives

DB 120.1



8848 General Purpose Locomotive.
German Federal Railroad class 120.1. All axles powered. Length over buffers 87 mm (3-7/16").

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 151

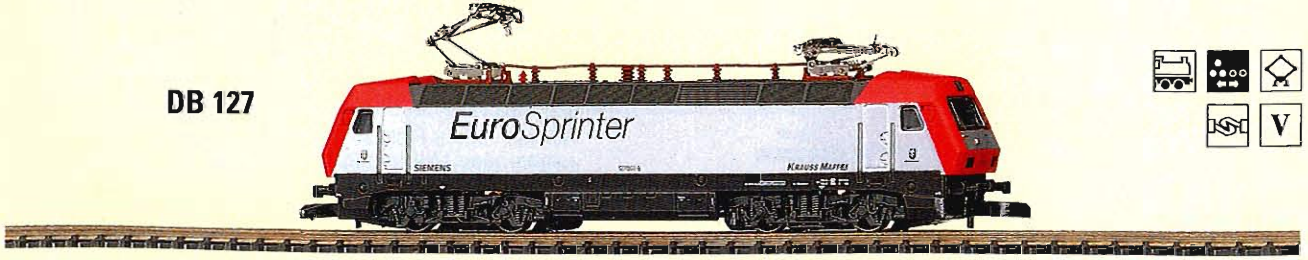


88571 Freight Locomotive.
German Railroad, Inc. (DB) class 151 in the original green color scheme with the new DB logo. Both trucks powered. Length over buffers 88 mm (3-1/2").

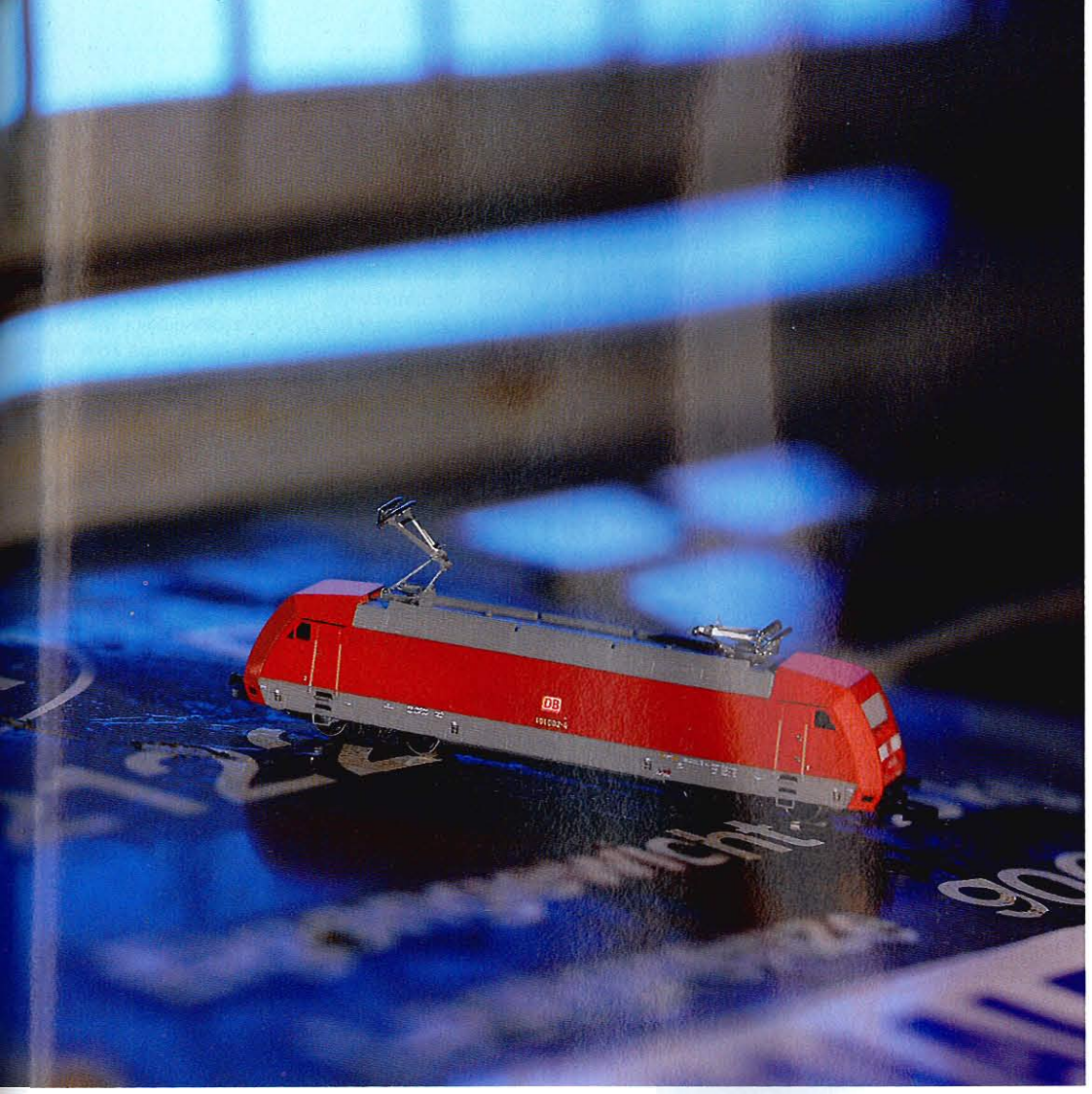
The prototype of a new, high power, electric locomotive has been developed and built with the name "EuroSprinter" by the firms of Krauss-Maffei and Siemens. With an output of 6,400 kilowatts (approx. 8,582 horsepower) and a maximum speed of 230 km/h (approx. 144 mph) this general purpose locomotive can 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").



The rather different manner in which the class 101 electric locomotive was introduced was as innovative as the locomotive itself. The firm ADtranz presented the class 101 001 to the German Railroad, Inc. and to the public as the first locomotive of its new "Eco 2000" generation. Accompanied by a laser show, clouds of artificial fog and dancers, the rollout took place on July 1, 1996. A symbol for the new technology is probably the first use of a CD Rom with accompanying interactive visual material.

The class 101 is a general purpose, high output electric locomotive. ADtranz (a joint project of ABB and Daimler Benz) began regular delivery of the locomotive in February of 1997. These units are designed for fast passenger service as well as for heavy freight traffic. They represent a totally new generation of locomotives.



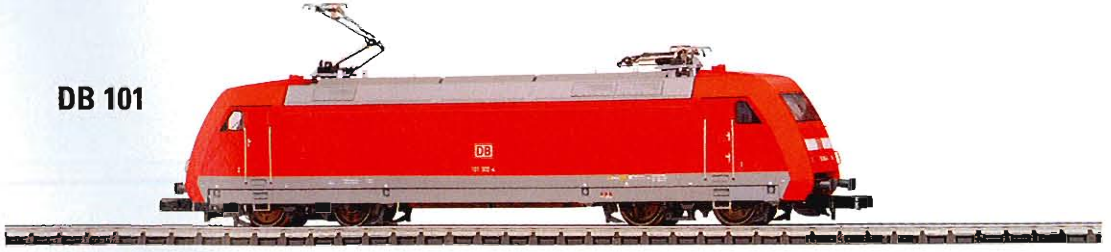
Photo: Stephan Karkowski

The "Eco 2000" family of locomotives stands for modular construction in which important subassemblies are manufactured using the principle of unitized construction. The subassemblies have easily separated, clearly defined interfaces for interchangeability and are therefore easily swapped out. Special attention was paid to compatibility with the environment. This meant the use of biologically degradable cooling and insulating materials. In addition, fluorocarbons were avoided in the engineer's cab air conditioning. ADtranz is also committed to taking back locomotives for environmentally sound disposal and utilization of the locomotives at the end of their useful working life.

N V

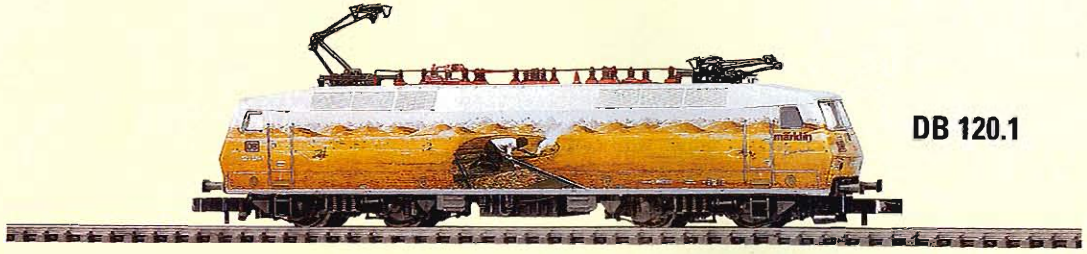
88680 Electric Locomotive.
German Railroad, Inc. (DB) class 101. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm (3-7/16").

DB 101



Electric Locomotives

At the end of 1996 Märklin and the German Railroad, Inc. gave a novelty as a Christmas present: The first German art locomotive called the "Christmas Locomotive" because of its appealing themes. And yet "nomen est omen". After attracting considerable attention, the locomotive's colorful "costume" had to be set aside at the end of the holidays. It was almost inevitable that a successor project was presented to the public on May 11, 1997: The second German art locomotive, conceived and – like a genuine work of art – signed by the Dutch artist Teun Hocks. This locomotive can be seen until the end of the year. It remains to be seen whether there will be more locomotives of this kind.



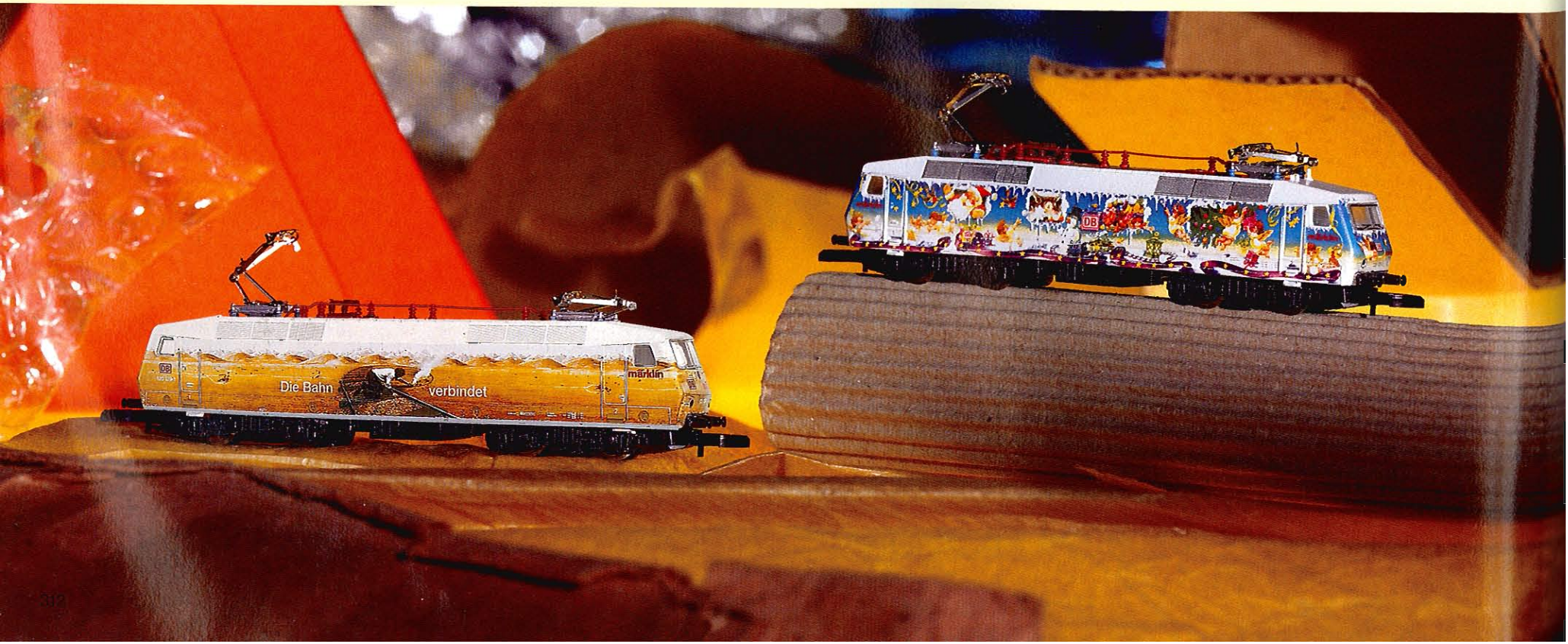
DB 120.1



88532 Electric Locomotive.
German Railroad, Inc. (DB) class 120.1. Second art locomotive, a joint project with the German Railroad, Inc. Conceived from designs by the Dutch artist, Teun Hocks. Both trucks powered. Length over buffers 87 mm (3-7/16").

One-time series in 1997.
Already delivered to authorized dealers.

The "Christmas" locomotive (Märklin model 88531) and the second art locomotive (Märklin models 88532) were produced in one-time series.



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.

1020



88221 Electric Locomotive.
Austrian Federal Railways (ÖBB) class 1020. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

Be 6/8III



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.

8856 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8III. Both trucks powered. Length over buffers 91 mm (3-5/8").

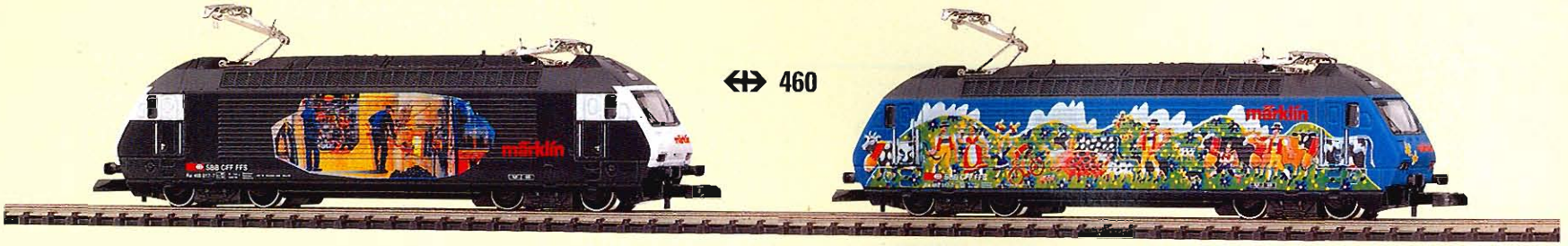
After the official presentation of the units in August of 1991, the Swiss Federal Railways (SBB) took possession of the first class 460 locomotives at the start of 1992. The immense output of 6,100 kilowatts (8,180 horsepower) enables this modern, general purpose locomotive to be used for heavy freight 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.

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").

Electric Locomotives



150 Years of Swiss Railroading

88445 Locomotive Set.
Contents: 2 Swiss Federal Railways (SBB) class 460 electric locomotives. 1 locomotive painted for the "Fireman's Locomotive". 1 locomotive painted for the "Alpine Procession". Features common to both locomotives: Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88445 locomotive set is being produced in a one-time series only in 1997.

In September of 1994 Märklin created a sensation for the first time when the so-called "Fireman's Locomotive" was presented to the public at the "Model & Hobby" show in Bern, Switzerland. A real live 18 meter (59 foot) new SBB class 460 locomotive allowed a "look" into its nostalgic inner life and served as a rolling advertisement on the Swiss rail network. The English neorealist Graham Reynolds, who resides in Hamburg, Germany, created the design.

In the summer of 1995 a second Märklin locomotive with an "Alpine Procession" theme was unveiled that fundamentally differed from the predecessor "Fireman's Locomotive". The design for the "Alpine Procession" locomotive symbolizes the synthesis of Swiss folklore and the latest railroad technology, and is the creation of the famous Zürich artist Willi Rieser.



150 Years of Swiss Railroading

88447 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 electric locomotive. Lettered and painted for DANZAS, Inc., Basle, Switzerland. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88447 locomotive is being produced in a one-time series only in 1997.

88449 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Lettered for TCS, Touring Club of Switzerland, Gland, Switzerland. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88449 locomotive is being produced in a one-time series only in 1997.



150 Years of Swiss Railroading



SOB 446

150 Years of Swiss Railroading

"Freie Fahrt für die Umwelt" ("Full speed ahead for the environment") is the slogan for the extremely environmentally friendly transport concept of the ALNO Company, a manufacturer of ready-to-install kitchens. Around 80 containers loaded with ALNO ready-to-install kitchens leave the factory per day in the DB Cargo, Inc.'s trains in its overnight service so as to reach ALNO's customers around the world. A partner was found in the Swiss Southeast Railroad (SOB), that was persuaded by both ALNO's design and by the marketing ideas behind it.

The 88475 locomotive is being produced in a one-time series only in 1997.

N V

88475 Electric Locomotive.
Southeast Railroad (SOB) class 446. Lettered for the ALNO Company, Pfullendorf, Germany. Both trucks powered. Length over buffers 76 mm (3").

Birthday locomotive in the birthday look

The Birthday Locomotive is Märklin's way of congratulating the Swiss Railways on their 150th anniversary. Reason enough to give the Metal Construction Set locomotive an appropriate, new look for this perfect birthday.

The 88474 locomotive is being produced in a one-time series only in 1997.

N V

88474 Electric Locomotive.
Southeast Railroad (SOB) class 446. A Happy Birthday design for the 150th birthday and anniversary of Swiss railroading. Both trucks powered. Length over buffers 76 mm (3").



SOB 446

150 Years of Swiss Railroading



BLS 465

150 Years of Swiss Railroading

N V

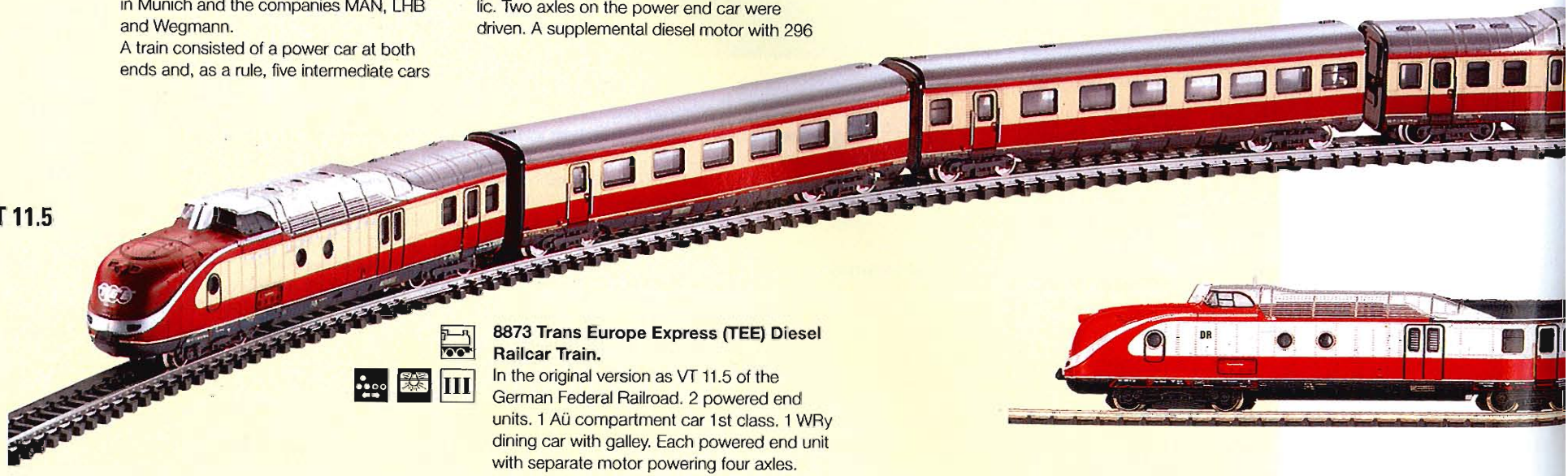
88448 Electric Locomotive.
Bern Lötschberg Simplon Railroad (BLS) class 465. With road number 465 002-4. Locomotive name "Gornergrat". Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 87451 and 87461 express train passenger cars (see page 335) are the appropriate cars for the BLS class 465 electric locomotive.

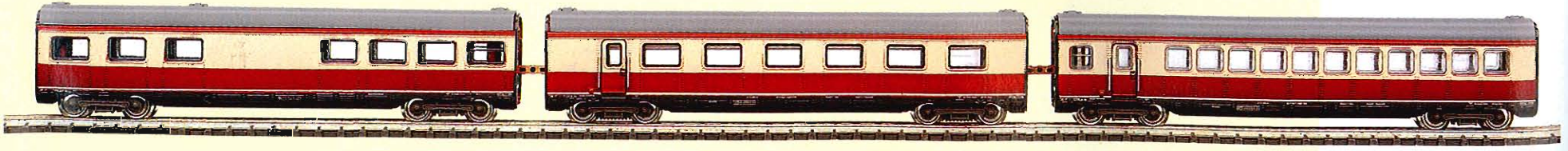
Railcar Trains

Starting in 1957 the German Federal Railroad created a new level of quality in traveling with the modern class VT 11.5 railcar trains for international TEE service. These comfortable trains came into being as a joint effort between the railroad's central office in Munich and the companies MAN, LHB and Wegmann.
A train consisted of a power car at both ends and, as a rule, five intermediate cars with different interiors and equipment. This provided 168 seats, of which 46 were in the bar and dining areas.
The power plant in each power end car was a diesel motor with an output of 1,100 horsepower. The power transmission was hydraulic. Two axles on the power end car were driven. A supplemental diesel motor with 296 horse-power in each end power car insured power for up to ten car compositions.
After being used for TEE service, these trains were operated until 1988 in InterCity service and for large travel agencies.

DB VT 11.5



8873 Trans Europe Express (TEE) Diesel Railcar Train.
In the original version as VT 11.5 of the German Federal Railroad. 2 powered end units. 1 Aü compartment car 1st class. 1 WRy dining car with galley. Each powered end unit with separate motor powering four axles. Power end unit headlights and intermediate car interior lights with maintenance-free LEDs. Special couplings, only for the TEE train. Train length 350 mm (13-3/4").



8793 "Trans Europe Express (TEE)" Car Set.
Contents: 3 intermediate cars in the original Era III version, as an addition to the 8873 Trans Europe Express (TEE) diesel railcar train. 1 type Ay open seating car, 1st class. 1 type ARy dining / bar car, 1st class. 1 type Aü compartment car, 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").



88731 Trans Europe Express (TEE) Diesel Railcar Train.
Class 601, as the Intercity "Max Liebermann" for the German State Railroad (DR) of the GDR (East Germany). 2 powered end units. 1 type Aüez compartment car, 1st class. 1 type WRüz dining car. Each powered end unit with its own motor powering four axles. Powered end unit headlights and intermediate car interior lights with maintenance-free LEDs. Special couplings, only for the TEE train, that allow the cars in the train to be coupled closely to one another. Train length 347 mm (13-11/16").



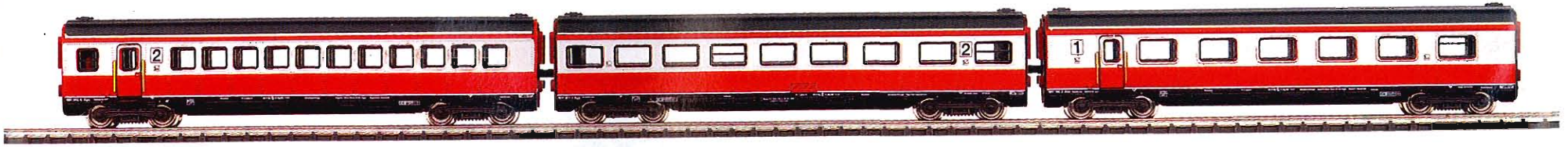
A small brochure gives the history of how the "Max Liebermann" TEE train came into being and its short working life in the domestic Intercity service between Hamburg and Berlin.

One-time series for 1997.
Already delivered to authorized dealers.



In the summer of 1990 the German State Railroad (DR) in Berlin decided to place the class 601, a 10 unit TEE railcar train, into Intercity service between Berlin and Hamburg. A complete train was leased from a firm in Liechtenstein. The train was overhauled, painted and readied in Italy for its short period of use. Scheduled service began on August 1, 1990, but had to be halted as soon as the end of September 1990.

The 10-unit railcar train can be reproduced using the 4-unit 88731 railcar train and two 3-unit 87931 car sets.



87931 Trans Europe Express (TEE) Car Set. Set consists of 3 intermediate cars for the German State Railroad (DR) of the former GDR (East Germany), to be used to supplement the class 601 Intercity "Max Liebermann" diesel railcar train. 1 type Aüz compartment car, 1st class. 1 type Apz open seating car, 2nd class. 1 type Apz lounge car converted to an open seating car, 2nd class. Interior lights with maintenance-free LEDs. Special couplings, only for the TEE train, that allow the cars in the train to be coupled closely to one another. All cars in a special version. Not available separately. Total length 246 mm (9-11/16").

One-time series for 1997.
Already delivered to authorized dealers.

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").

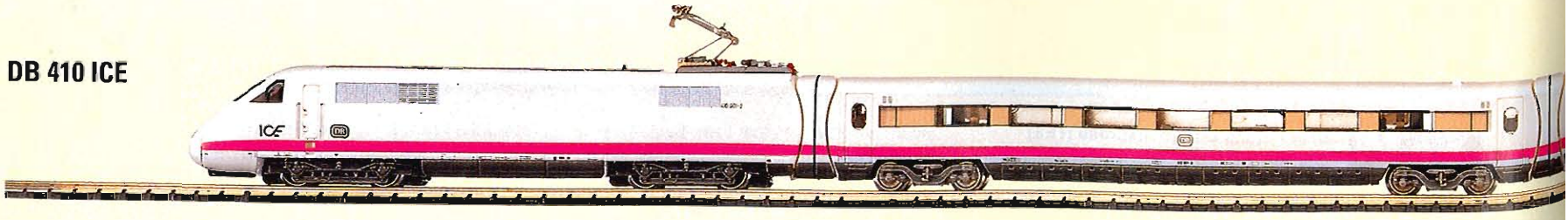


DB 998

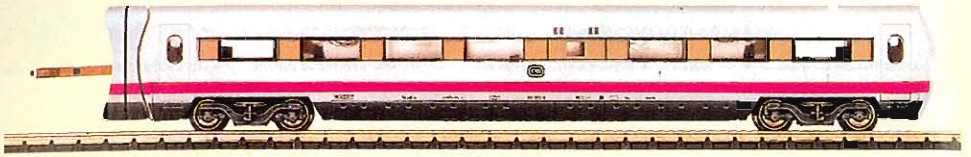
8817 Railbus Trailer.
German Federal Railroad class 998. Length over buffers 62 mm (2-1/2").



DB 410 ICE

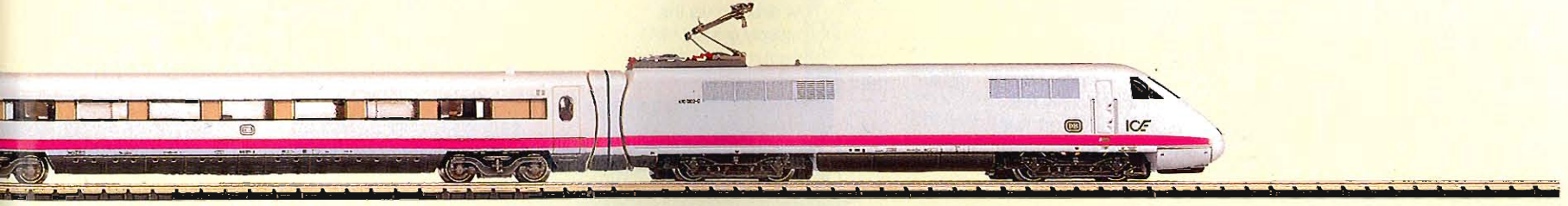






8771 ICE Intermediate Car.
Goes with 8871 ICE railcar train. Special vestibule connections. Special couplings, only for ICE train. Length 110 mm (4-5/16").

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").



Trains

II IV

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").





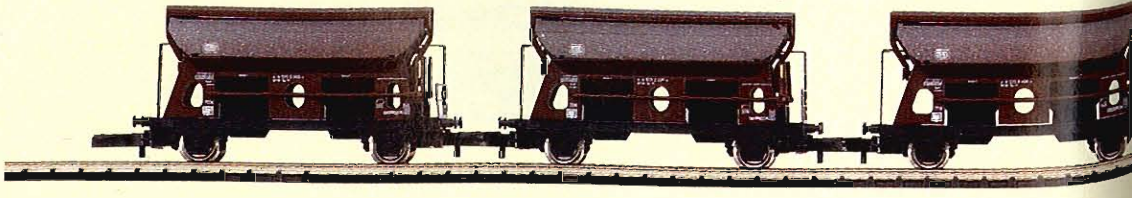
The first scheduled operation of the "Rheingold" on the route from Hook of Holland to Basle, Switzerland was on May 15, 1928. Right from the start it was considered one of the leading deluxe trains in Europe and added to the offerings of deluxe trains which at that time bore such sonorous names such 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.

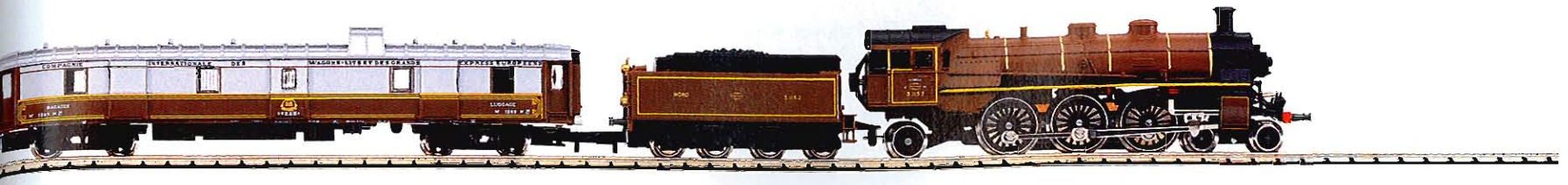
Luxurious travel at high speed in an exclusive atmosphere was without a doubt quite a special experience at that time.



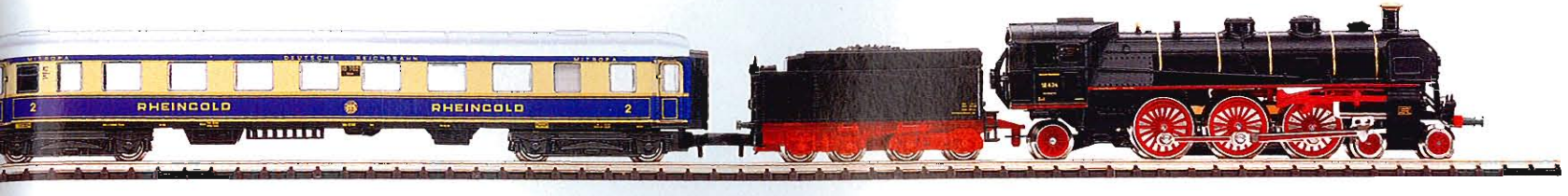


The Hersfeld County Railroad (Hersfelder Kreisbahn) is tucked away in the marvelous northeast Hessian hill country. This short line railroad between Bad Hersfeld and Helmboldshausen was opened as early as 1912. In the first years it was used chiefly to transport factory workers and junior high/high school students. With the increase in potash mining in the Werra Valley, the passenger traffic in the form of workers for these mines took on importance. The situation was fundamentally changed by the east/west German border in the Thuringian/Hessian region. Now large volumes of potash had to be transported out of the area. Powerful locomotives were required to be able to transport such large quantities reliably on a continuous basis. The Hersfeld County Railroad acquired the lone DB class 232001 with over 4,000 horsepower as well as the V 160 (later class 216) preproduction locomotive known as "Lollo".
With the fall of the border between former East Germany and West Germany came the end of the Hersfeld County Railroad. The potash trains were now directed via the Werra Valley, and the steeply graded HEG (Hersfeld County Railroad) route fell into disuse.





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.

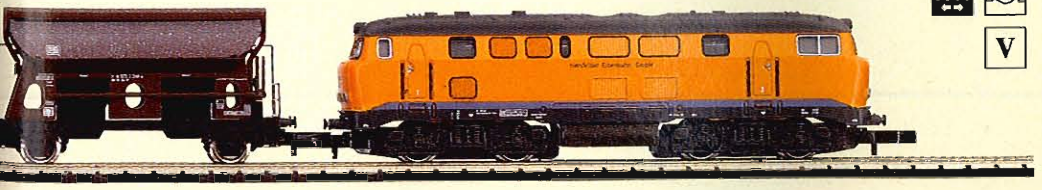


Models of the trains are illustrated full size

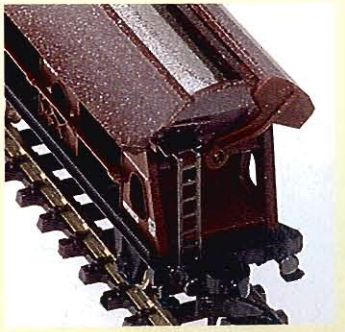


8133 "Rheingold" Train Set.
Contents: 1 German State Railroad Company (DRG) class 18.4 express locomotive with tender, 1 type SB 4ü 28 salon car, 2nd class; 1 type SB 4ü K28 salon car with galley, 2nd class; 1 type SA 4ü 28 salon car, 1st class; 1 type SA 4ü K28 salon car with galley, 1st class; 1 type SPw 4ü 28 baggage car. Locomotive and cars in special version. Not available separately. Train length 639 mm (25-3/16").

Special one-time series in 1997.
Already delivered to authorized dealers.



81411 "Potash Transport" Train.
Contents: 1 Hersfeld County Railroad (HEG) class V 31 general purpose diesel hydraulic locomotive. Both trucks powered. Headlights with maintenance-free LEDs. 4 German Federal Railroad (DB) type Tds side dump cars with hinged roofs. All cars have hinged roofs that can be opened. Cars are weathered. Locomotive and cars in special version. Not available separately. Train length 265 mm (10-7/16").



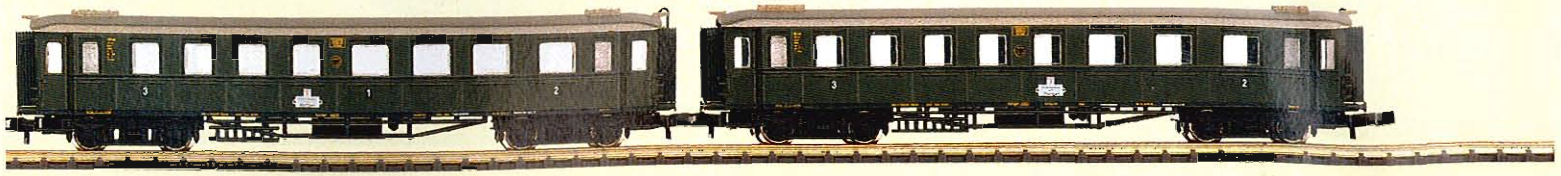
Passenger Cars

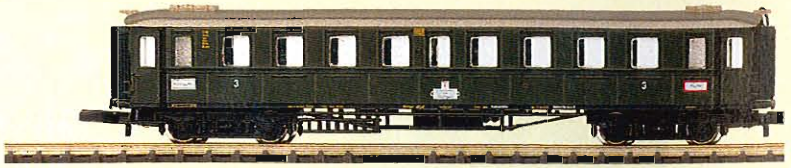
With mini-club passenger cars you can put almost 100 years of passenger transport by train on your layout: from the wandering local to the crack express train, from the provincial railroad to the modern Intercity.

You can find clever solutions everywhere with mini-club. It's always worth taking a close look at the clear lettering and fine details such as the LED headlight to marker light changeover in the cab control cars.



German State Railroad Company (DRG)





N II

87945 Express Train Car Set
Contents: 3 Württemberg express train passenger cars in the German State Railroad Company (DRG) version. 1 type ABC4ü coach, 1st/2nd/3rd class. 1 type BC4ü coach, 2nd/3rd class. 1 type C4ü coach, 3rd class. All cars in special version. Not available separately. Total length 270 mm (10-5/8").

The 88111 locomotive is the appropriate locomotive for the 87945 express train car set and can be found on page 308.

Models of the cars are illustrated full size

Tegernsee Railroad (TAG)



N V

87072 "Tegernsee Railroad" Car Set.
Contents: 2 four-axle type Byg passenger cars, 2nd class, for the Tegernsee Railroad (TAG). Both cars in special version. Not available separately. Total length 182 mm (7-3/16").

Special one-time series in 1997.
Already delivered to authorized dealers.

Passenger Cars

Württemberg Provincial Railroad



I **8700 Passenger Car.**
Length over buffers 60 mm (2-3/8″).

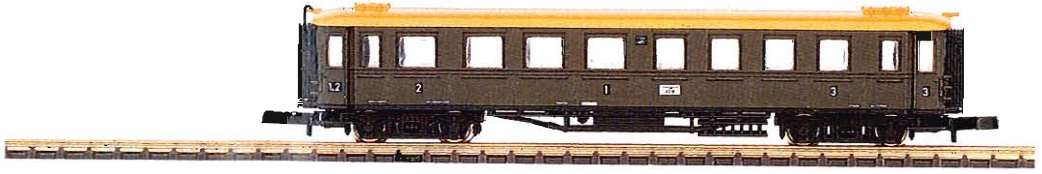


I **8701 Passenger Car.**
Length over buffers 60 mm (2-3/8″).

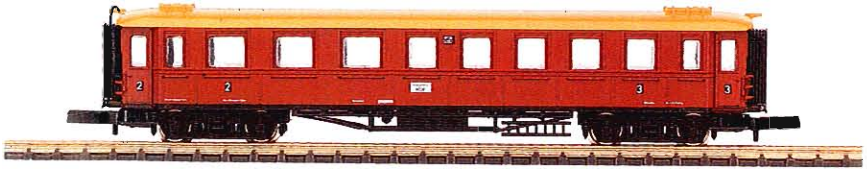


I **8739 Passenger Car.**
Length over buffers 60 mm (2-3/8″).

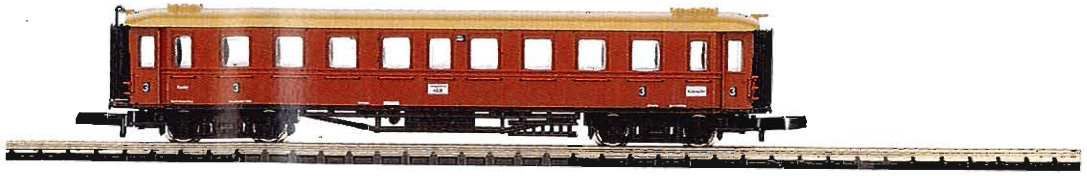
Royal Württemberg State Railways (K.W.St.E.)



I **87940 Württemberg Express Train Passenger Car.**
ABCCü. 1st, 2nd and 3rd class. Length over buffers 88 mm (3-15/32″).



I **87950 Württemberg Express Train Passenger Car.**
BCCü. 2nd and 3rd class. Length over buffers 88 mm (3-15/32″).

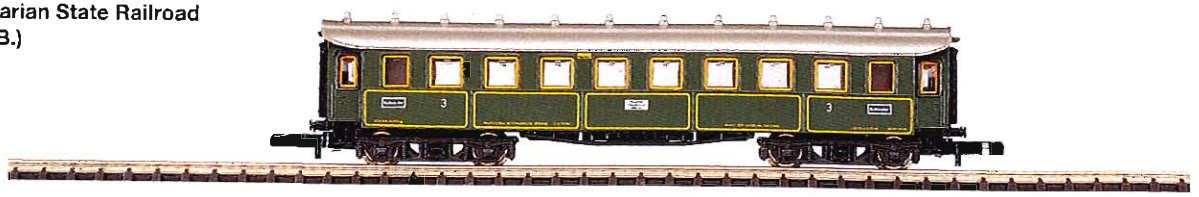


I **87960 Württemberg Express Train Passenger Car.**
CCü. 3rd class. Length over buffers 88 mm (3-15/32″).

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.

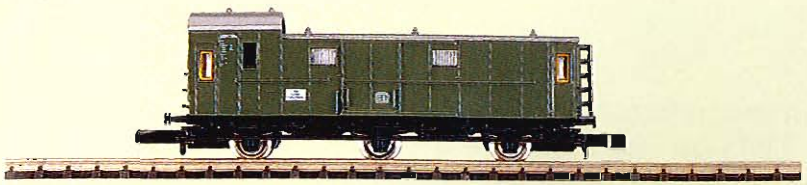
The 88180 Württemberg locomotive is an appropriate unit for these express train passenger cars and can be found on page 299.

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

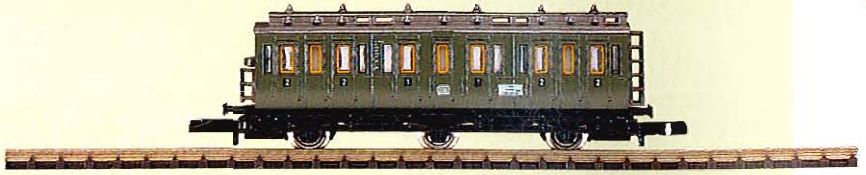


I **8730 Express Passenger Car.**
CCü. 3rd class. Length over buffers 87 mm (3-7/16″).

Prussian Compartment Cars of the German Federal Railroad (DB)

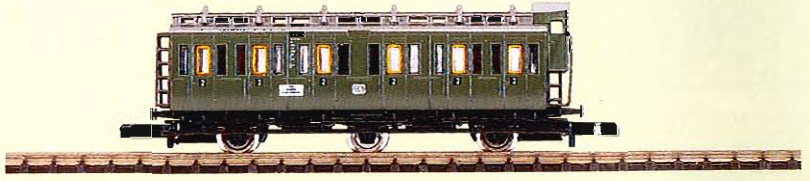


III **8703 Bagage Car.**
Former Pw3-pr02. Length over buffers 57 mm (2-1/4").



III **8704 Compartment Car.**
Former BC3-pr03. Length over buffers 57 mm (2-1/4").

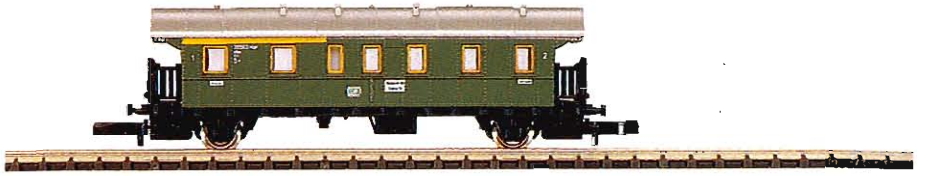
The Prussian compartment cars can be viewed as the original design for railroad passenger cars. The typical passenger train on the main lines of the Prussian State Railroad consisted of this type of car. Around 1920 there were 23,300 three-axle compartment cars versus 3,363 three-axle cars with vestibules The Prussian compartment cars were the backbone of the German Federal Railroad's passenger car fleet well into the 1950s.



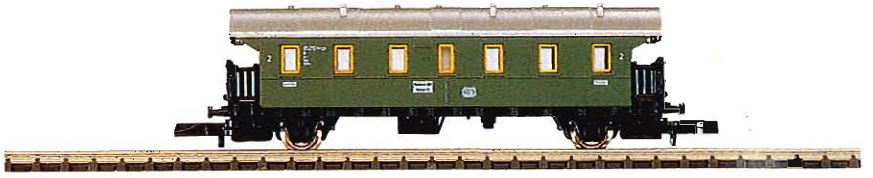
III **8705 Compartment Car.**
Former B3-pr03 with brakeman's cab. Length over buffers 57 mm (2-1/4").

"Thunder Boxes" – Standard Design Passenger Cars of the German Federal Railroad (DB)

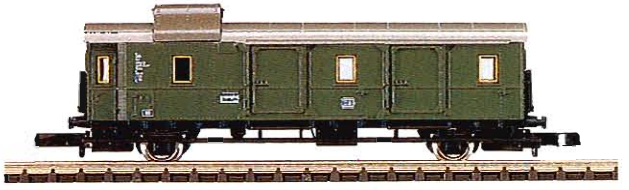
The two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the class 29. By today's standards these German Federal Railroad cars are very loud and rumble a great deal. For this reason they were colloquially called "Donnerbüchsen" ("Thunder Boxes").



III **8750 Passenger Car.**
ABi 29. 1st and 2nd class. Length over buffers 63 mm (2-1/2").



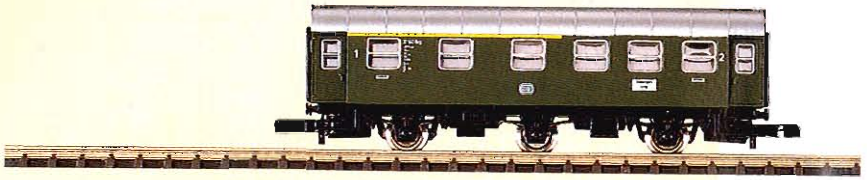
III **8751 Passenger Car.**
Bi 29. 2nd class. Length over buffers 63 mm (2-1/2").



III **8752 Baggage Car.**
D2ie. Length over buffers 63 mm (2-1/2").

Passenger Cars

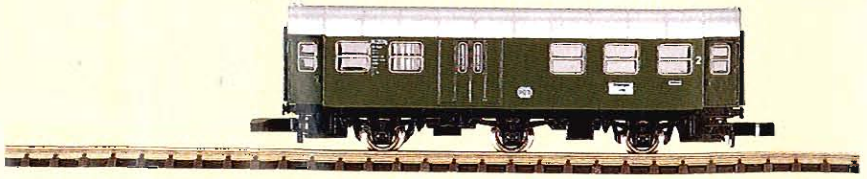
Three-Axle Rebuild Cars of the German Federal Railroad (DB)



III **8706 Passenger Car.**
AB3yge. 1st and 2nd class. Length over buffers 61 mm (2-3/8″).



III **8707 Passenger Car.**
B3yge. 2nd class. Length over buffers 61 mm (2-3/8″).



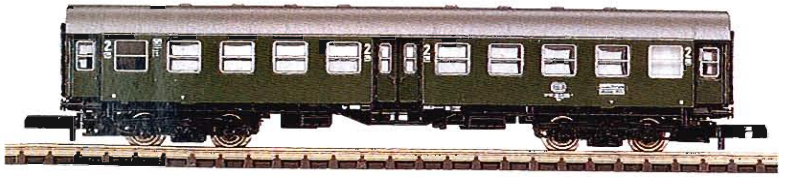
III **8708 Passenger Car.**
BD3yge with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8″).

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)



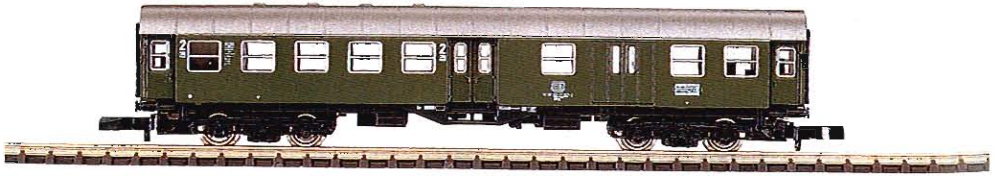
IV **8753 Passenger Car.**
AByg 503. 1st and 2nd class. Length over buffers 89 mm (3-1/2″).



IV **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.

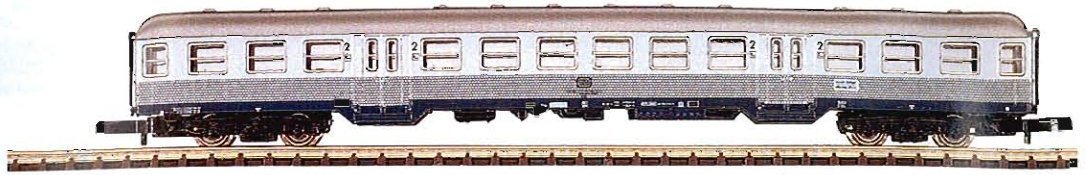


IV **8755 Passenger Car.**
BDyg 533 with baggage compartment. 2nd class. Length over buffers 89 mm (3-1/2″).

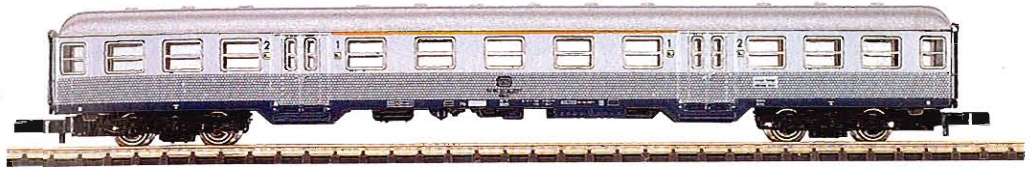
"Silberlinge" ("Silver Coins")

märklin Z

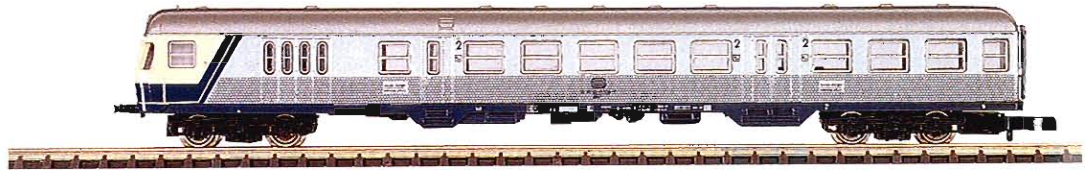
Commuter Cars of the German Federal Railroad (DB)



IV **8716 Commuter Car.**
Bnb 719. 2nd class. Length over buffers 120 mm (4-3/4").



IV **8717 Commuter Car.**
Abnrzb 704. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



IV **8718 Commuter Car with Control Cab.**
BDnf 735 with baggage compartment. 2nd class. Length over buffers 120 mm (4-3/4").

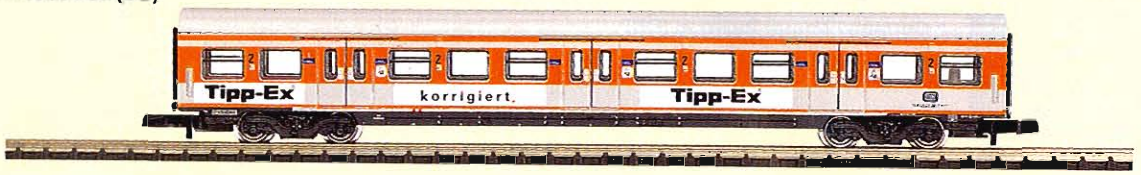
When operated control car first, triple white headlights shine.



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

S-Bahn Cars

German Federal Railroad (DB)





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").

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 301) is the right locomotive model for this. It has a color scheme that fits in with the S-Bahn paint scheme and forms a complete unit with the cars.





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").



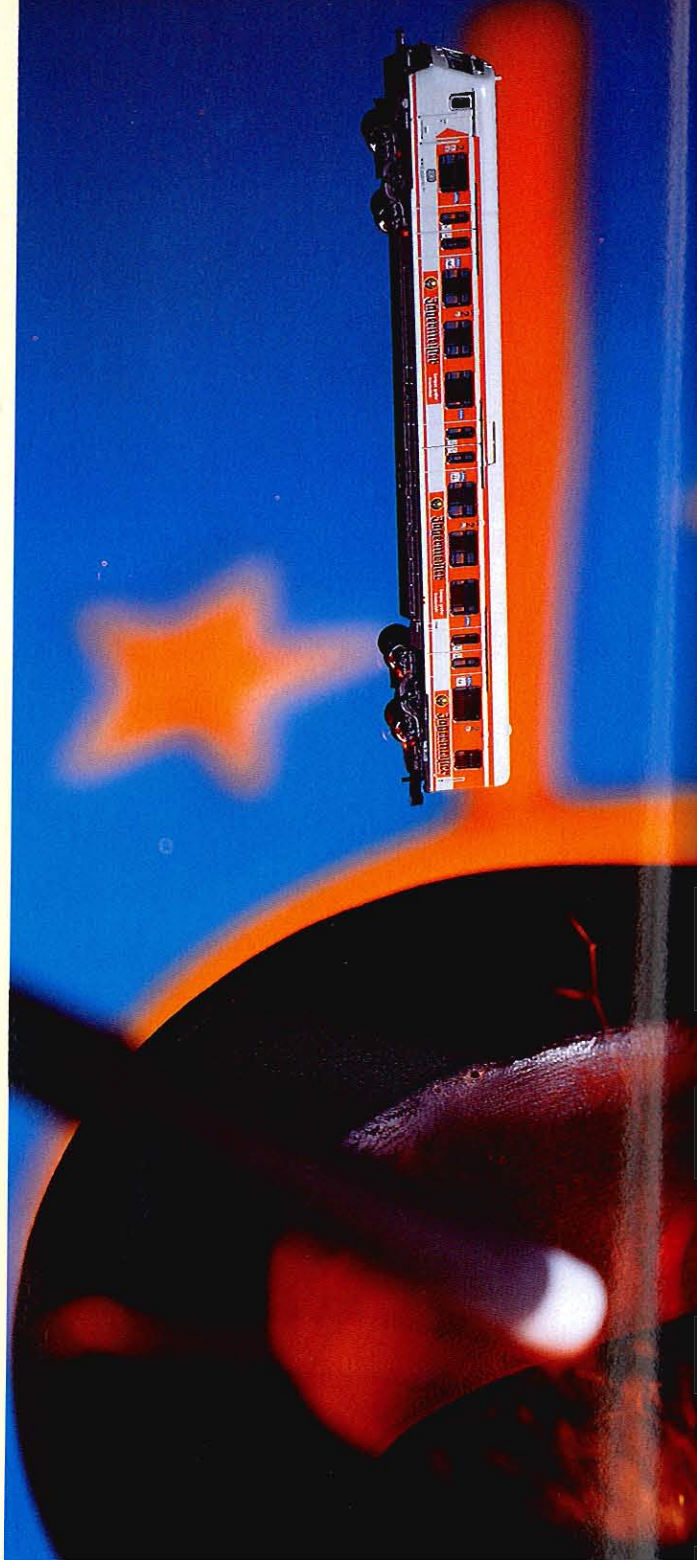


When operated control car first, triple white headlights shine.

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



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").

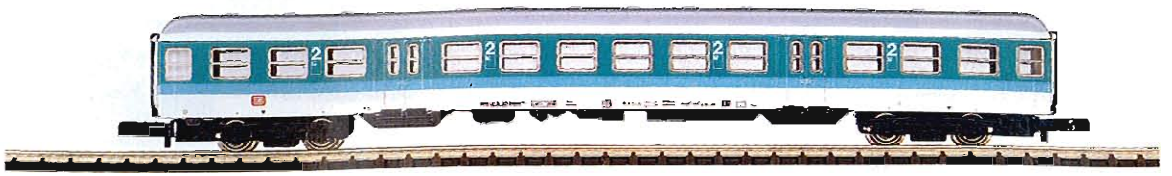




Citybahn Cars

märklin Z

Commuter Cars of the German Federal Railroad (DB)



V

8780 CityBahn Commuter Car.
Type Bnrzb 778.3 in current color scheme. 2nd class. Length over buffers 120 mm (4-3/4").



V

8781 CityBahn Commuter Car.
Type ABnrzb 772.5 in current color scheme. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



V

8782 CityBahn Commuter Car with Engineer's Cab.
Type BDnrzf 784.3 with baggage compartment, in current color scheme. Length over buffers 120 mm (4-3/4").

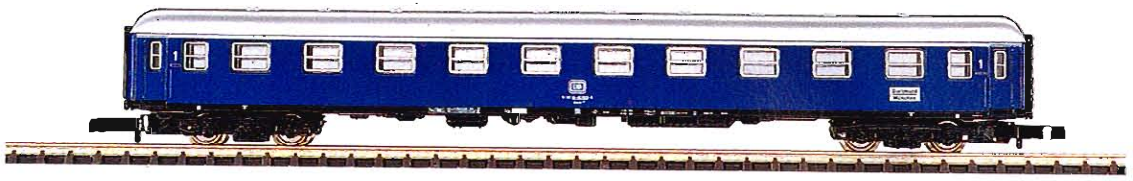


When operated control car first, triple white headlights shine.

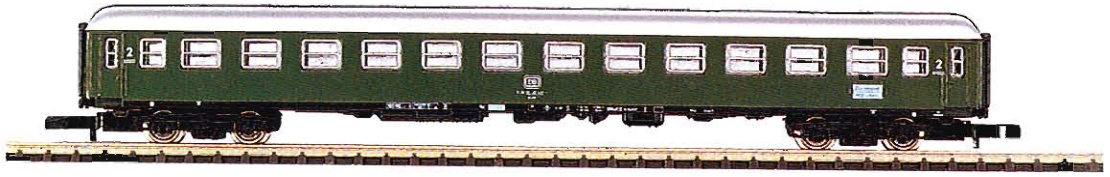
When operated control car last, dual red marker lights shine.

Express Train Passenger Cars

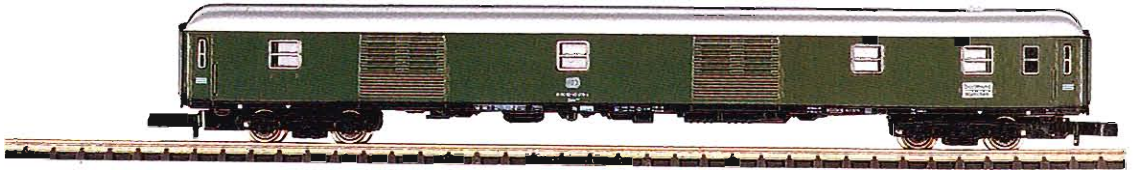
German Federal Railroad (DB)



IV **8710 Express Train Passenger Car.**
Am 203. 1st class. Length over buffers 120 mm (4-3/4").



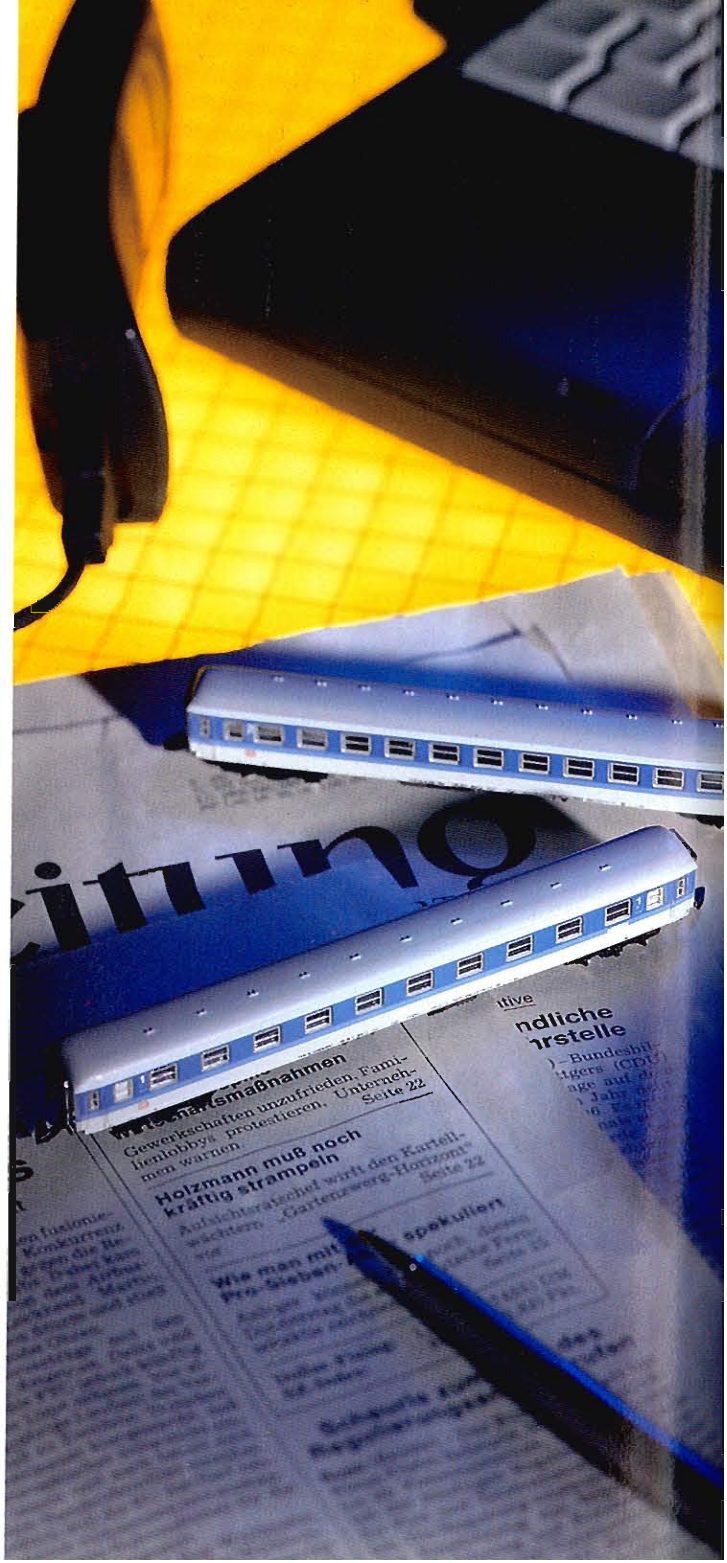
IV **8711 Express Train Passenger Car.**
Bm 234. 2nd class. Length over buffers 120 mm (4-3/4").

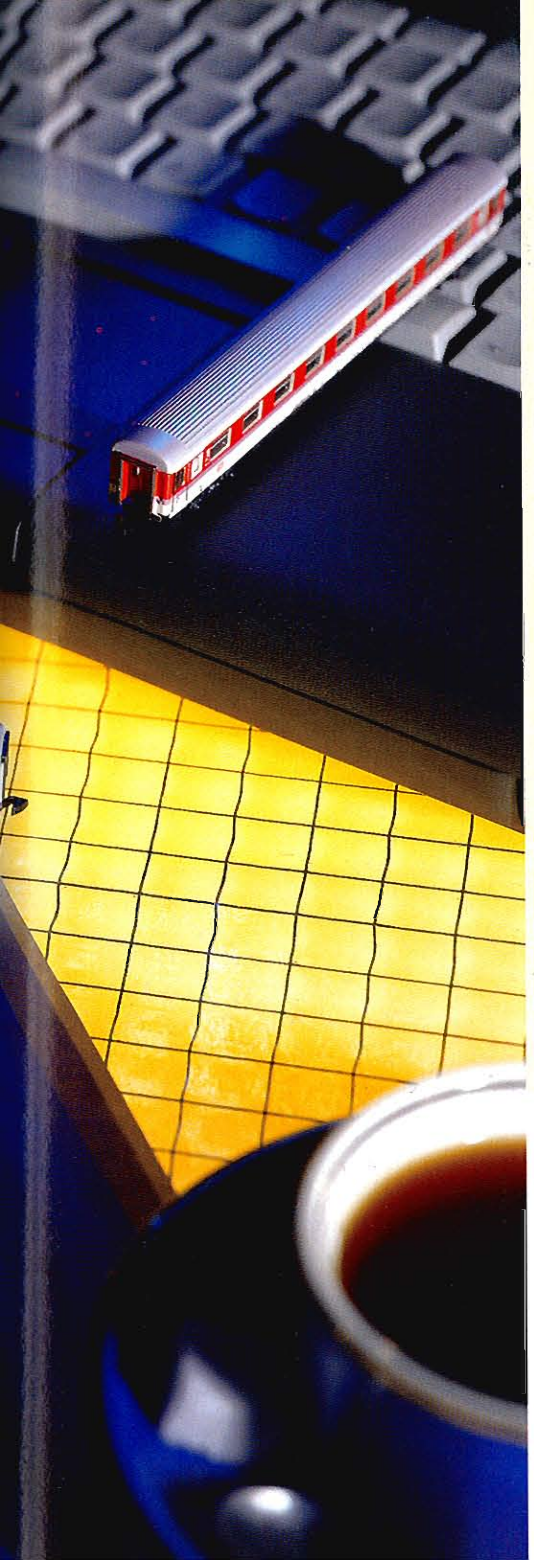


IV **8712 Express Train Baggage Car.**
Dm 902. Length over buffers 120 mm (4-3/4").



IV **8713 Dining Car.**
WRmh 132. Length over buffers 120 mm (4-3/4").





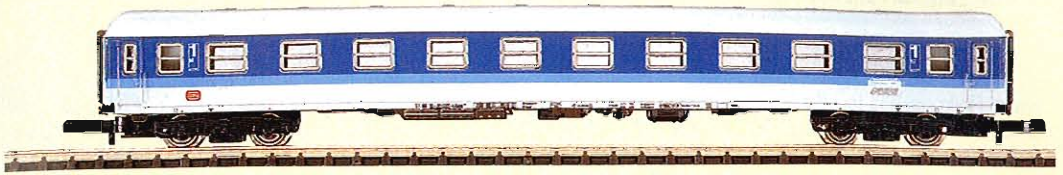
InterRegio / Express Train Passenger Cars

märklin Z

German Federal Railroad (DB)

V

8743 InterRegio Car.
Type Aim in current color scheme. 1st class. Length over buffers 120 mm (4-3/4").

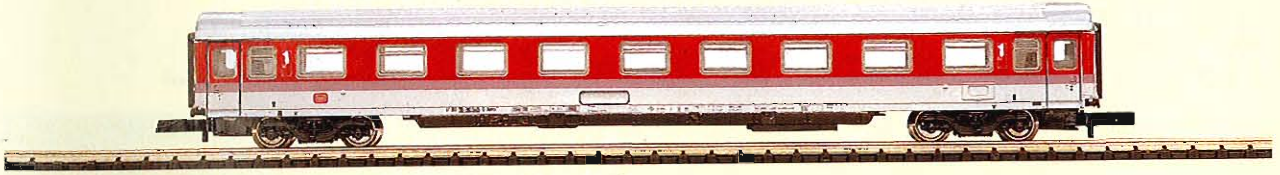




In the last few years InterRegio (IR) trains have to a large extent replaced the outmoded D-Zug trains. The cars in the former are operated on lines with an every other hour frequency. In addition to a new paint scheme, they also have a totally new interior which features light, airy compartments and friendlier colors.

V

8744 InterRegio Car.
Type Bim in current color scheme. 2nd class. Length over buffers 120 mm (4-3/4").



V

8734 Express Train Passenger Car.
Type Avmz 207 (EUROFIMA type A9) in current color scheme. 1st class. 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.



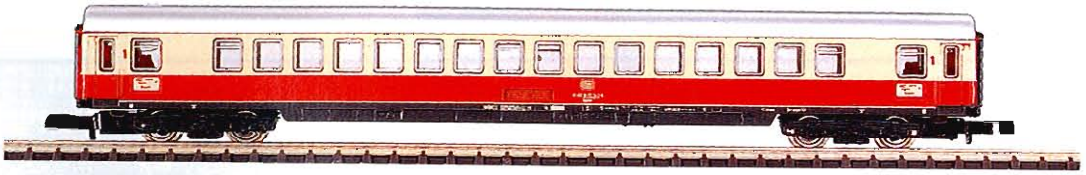
V

8757 Express Train Baggage Car.
Type Dm 902 in current color scheme. Length over buffers 120 mm (4-3/4").

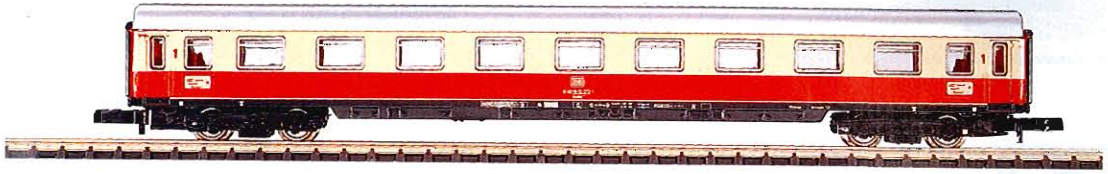
InterCity Cars

German Federal Railroad (DB)

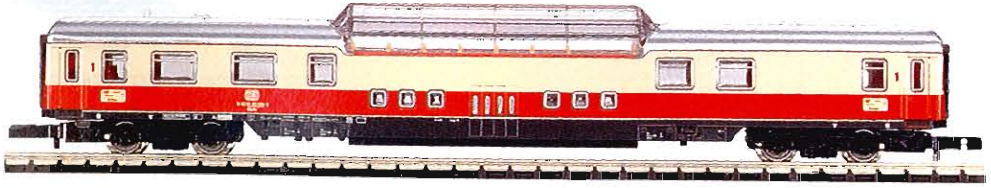
The IC trains are the best that the German Federal Railroad has to offer in passenger train service. The very comfortably equipped compartment and open seating cars were originally built for the TEE lines and at first offered only 1st class accommodations.



IV **8725 TEE/IC Open Seating Car.**
Apmz 121. 1st class. Length over buffers 120 mm (4-3/4").



IV **8724 TEE/IC Compartment Car.**
Avmz 111. 1st class. Length over buffers 120 mm (4-3/4").



IV **8726 TEE/IC Dining Car.**
WRmh 132. Length over buffers 120 mm (4-3/4").

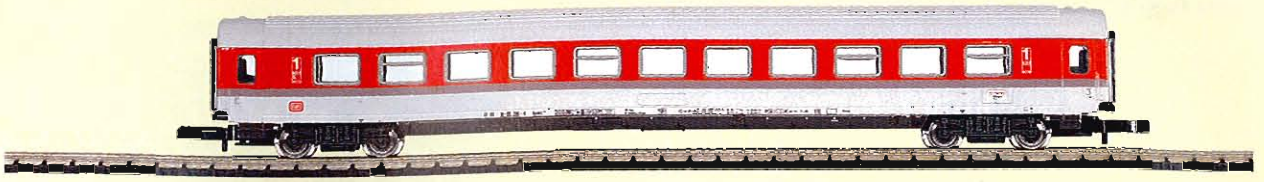


IV **8728 TEE Vista Dome Car.**
ADm 101. 1st class. Length over buffers 120 mm (4-3/4").



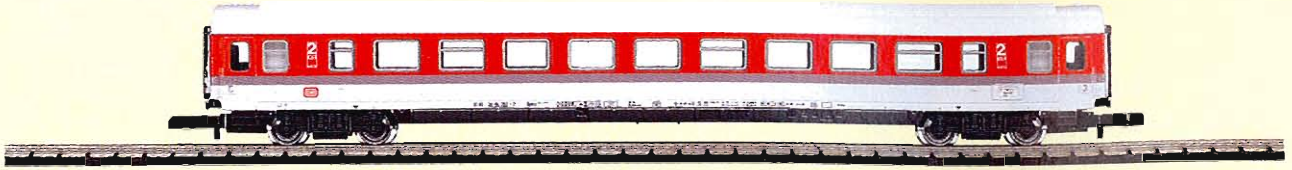
InterCity Cars / Special Cars for passenger trains

German Federal Railroad (DB)



V

8772 Intercity Open Seating Car.
Type Apmz 123 in current color scheme. 1st class. Length over buffers 120 mm (4-3/4").



This color scheme in red and gray was introduced several years ago as a new paint scheme on the German Federal Railroad and was taken over by the German Railroad, Inc. for the network of high-quality Intercity (IC) and EuroCity (EC) trains. This paint scheme is now being reworked by the German Railroad, Inc.

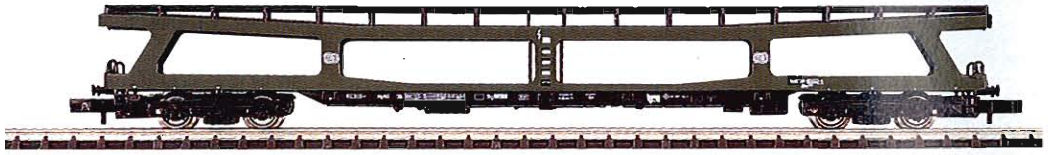
V

8773 Intercity Car.
Type Bpmz 293 in current color scheme. 2nd class. Length over buffers 120 mm (4-3/4").



V

8774 Express Train Passenger Car.
Type WRmz 135 in current color scheme. Sprung, single-arm pantograph. Length over buffers 120 mm (4-3/4").



IV

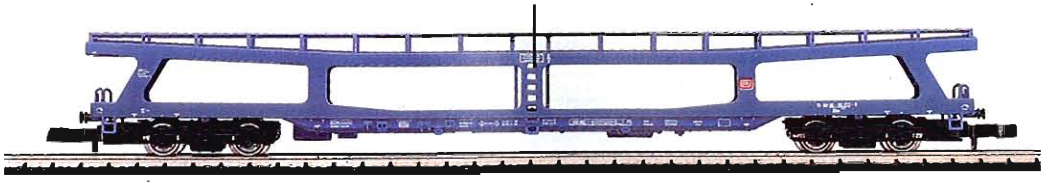
8715 Passenger Train Auto Transport Car.
DDm 915. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature autos.



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.

V

8709 Passenger Train Auto Transport Car.
Type 915 in current color scheme. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature automobiles.



Express Train Passenger Cars

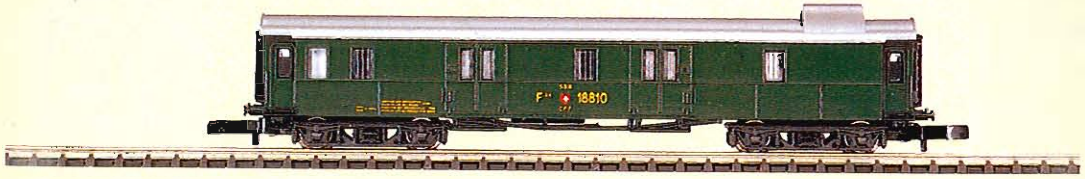
Swiss Federal Railways (SBB)

III

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.



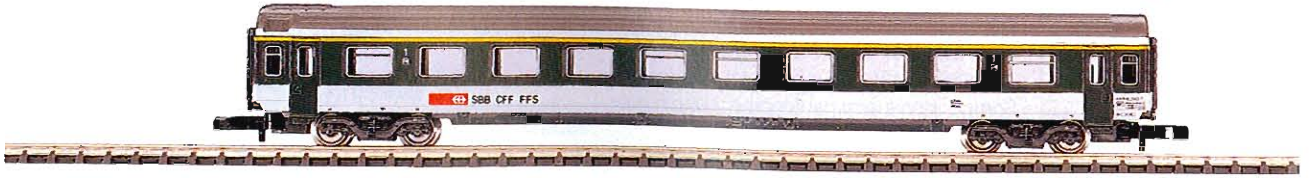
III

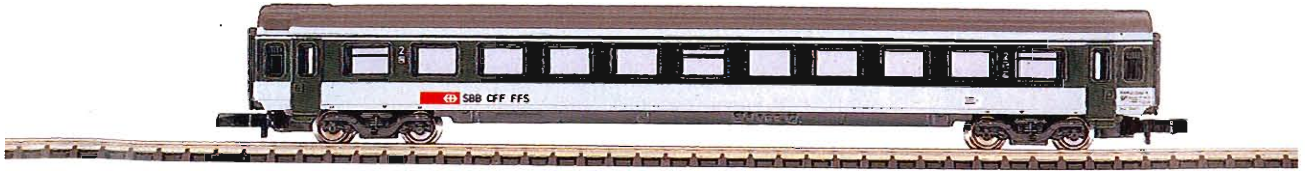
8749 Express Train Baggage Car.
Older design F4ü. Length over buffers 91 mm (3-9/16″).

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.

V

8745 Express Train Passenger Car.
Standard design Mark IV type A. 1st class.
Length over buffers 120 mm (4-3/4″).



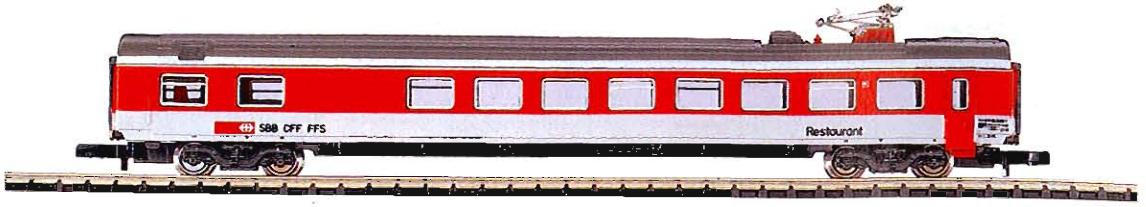


V

8746 Express Train Passenger Car.
Standard design Mark IV type B. 2nd class.
Length over buffers 120 mm (4-3/4″).

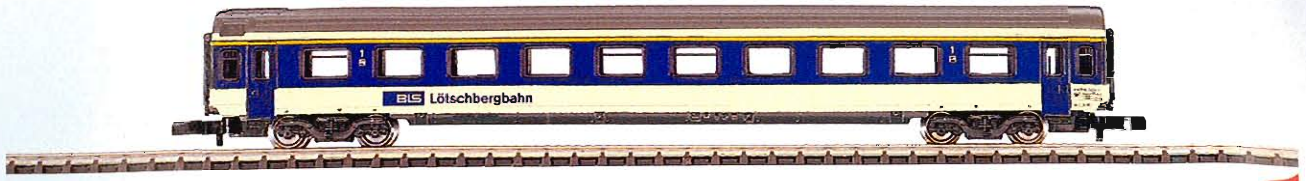
V

8747 Express Train Dining Car.
Standard design Mark IV type 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.

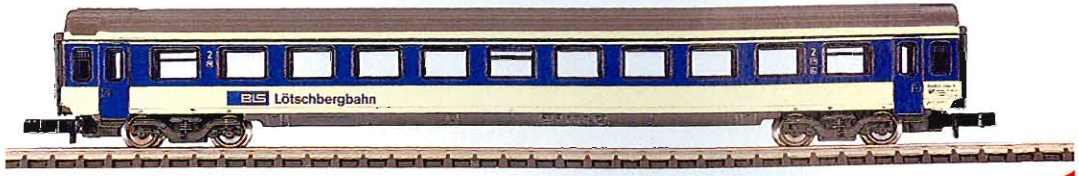
Bern Lötschberg Simplon Railroad (BLS)



N | V

87451 Express Train Passenger Car.
Mark IV type A coach. 1st class.
Length over buffers 120 mm (4-3/4").

150 Years of Swiss Railroading

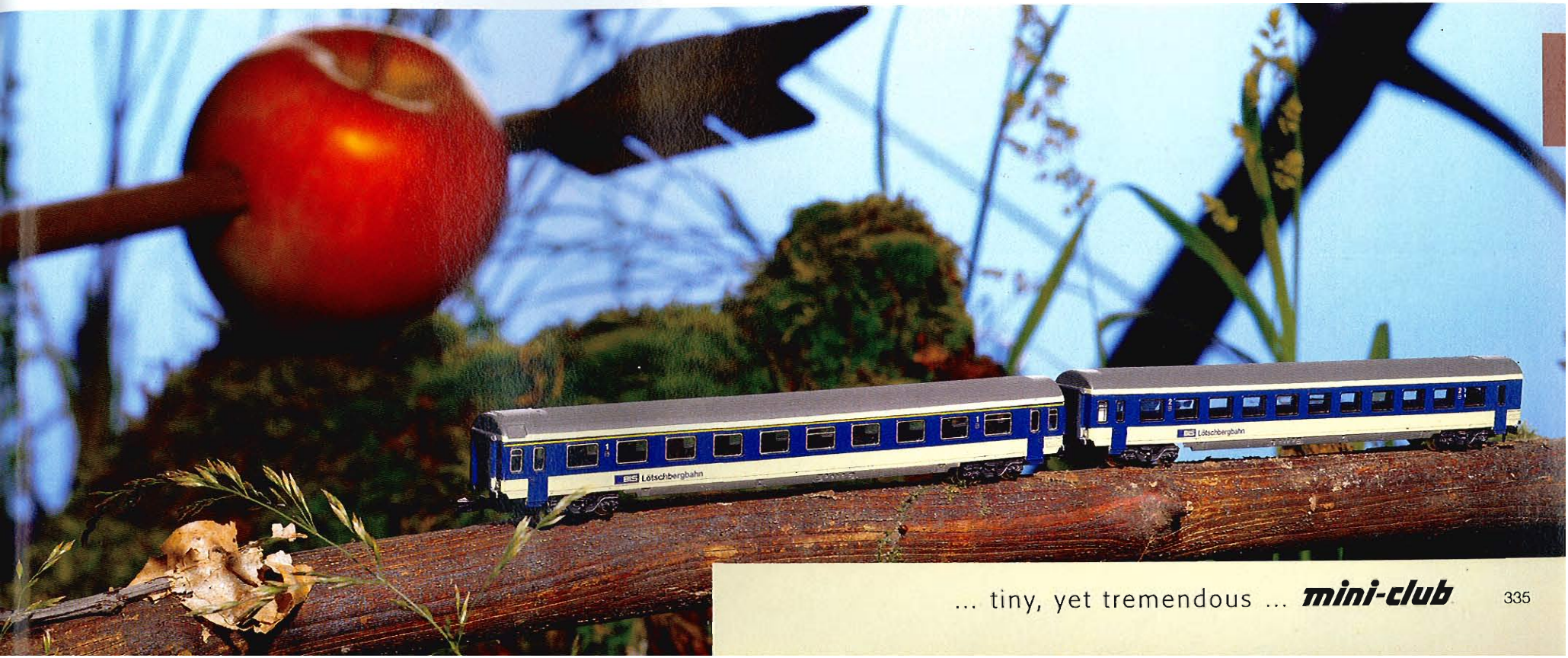


150 Years of Swiss Railroading

N | V

87461 Express Train Passenger Car.
Mark IV type B coach. 2nd class.
Length over buffers 120 mm (4-3/4").

The BLS class 465 electric locomotive (Märklin model 88448, see page 315) is the appropriate unit for the Bern Lötschberg Simplon Railroad express train passenger cars.



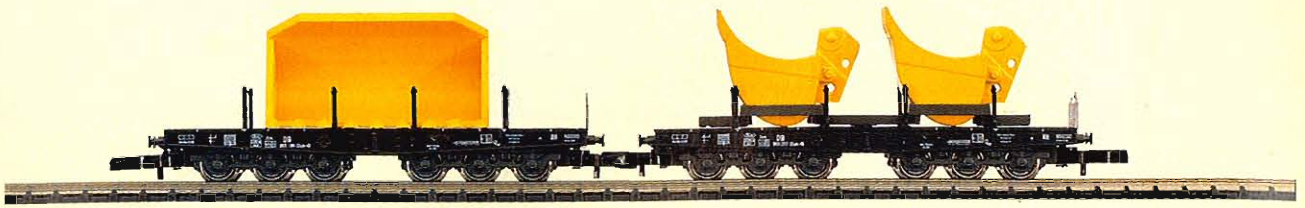
Freight Cars



Long logistics trains with container, high capacity and sliding wall box-cars are a feature of the swift Cargo traffic in Germany, just as are the large transshipment centers where the stream of freight is distributed to different regions. With mini-club you can set the scene for modern railroading in a big way, and the removable containers allow you to stack loads horizontally or vertically.

German Federal Railroad (DB)

Large hydraulic power shovels and wheel loaders are used around the world for excavation jobs requiring the ability to excavate large volumes of material with low energy consumption and long equipment life. Large hydraulic power shovels are used daily in such work with a service weight of up to 550 tons (metric) and a shovel capacity of up to 38 cubic meters (approximately 1,342 cubic feet). Two of these gigantic dredging shovels and the bucket for a wheel loader are loaded on the two heavy-duty flatcars.



N III

82350 Heavy-Duty Freight Car Set.
Set: 2 type Ssym 46 heavy-duty flatcars. 1 heavy-duty flatcar loaded with 2 dredging shovels for a large hydraulic excavator. 1 heavy-duty flatcar loaded with 1 bucket for a wheel loader. 8 removable stakes for each car. Both cars in special version. Not available separately. Total length 123 mm (4-13/16").

Special one-time series in 1997.
Already delivered to authorized dealers.



N V

82360 "Container Transport" Car Set.
Contents: 3 German Federal Railroad (DB) type Lgjs 598 flatcars. 1 flatcar loaded with a 40 ft. container lettered for "Mitsui O.S.K. Lines" with side and end doors. 1 flatcar loaded with two 20 ft. containers lettered for "UASC S.A.G." and "K Line" respectively. each container with an end door. 1 flatcar loaded with an Swiss Federal Railways (SBB) 40 ft. container with side and end doors. All containers are removable. Metal flatcar platforms. All cars in a special version. Not available separately. Total length 207 mm (8-1/8").

The German Federal Railroad (DB) had this new type of container car built starting in 1966. This was the first series of cars with shock absorbers. These cars are therefore especially suited for transporting shock sensitive freight. These flatcars are used to transport interchangeable containers, 20 ft. containers and 40 ft. containers. Unloaded, the cars weigh 11 metric tons (approx. 12 tons) and up to 29 metric tons (approx. 32 tons) loaded according to the route class. They are operated at a maximum speed of 100 km/h (approx. 63 mph).

Photographs show the freight car models in their original size.

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").

IV

German State Railroad Company (DRG)



Special one-time series.
Already delivered to authorized dealers.

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")

II



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").

II



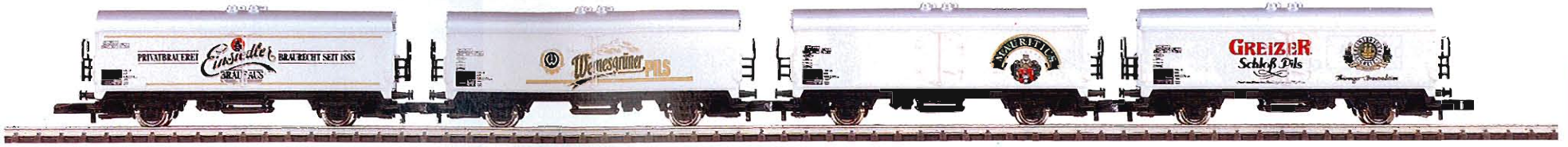


Track maintenance trains generally consist of cars that have been retired from their original assignments. In addition, they are altered for the new work and are painted in the typical maintenance train blue. Windows are also welded shut in the crew cars according to need, such as for a sleeping compartment,or are provided with frosted glass.

German State Railroad (DR) of the GDR

V

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").



German Railroad, Inc. (DB)

N

V

82503 "BAHNTRANS" Freight Car Set.
Contents: 3 different design freight cars with freight for the BAHNTRANS Company of Duisburg, Germany. 1 type Sdgkms 707 piggyback car, loaded with a removable semi truck trailer. Truck tractor included. 1 type Sdgkms 707 piggyback car, loaded with 2 removable, interchangeable flatbed truck trailers. 1 type Lgjs 598 container car, loaded with 2 removable 20 ft. containers. 2 Mercedes panel trucks. All cars in special version. Not available separately. Total length 232 mm (9-1/8").

Special one-time series in 1997.
Already delivered to authorized dealers.



Provincial Railroad Freight Cars

Royal Bavarian State Railroad (K.Bay.Sts.B.)

I

8633 Coal Gondola.
Omk(u) Association design. With brakeman's cab. Length over buffers 33 mm (1-5/16").





Royal Saxon State Railways

I

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

I

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

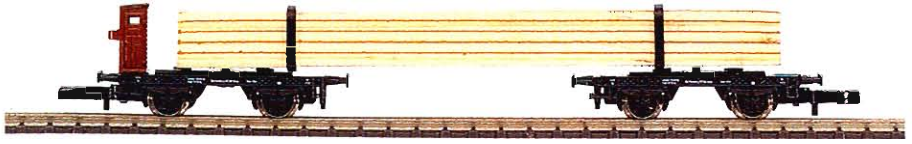
I

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.)

I

8219 Lumber Car.
Two part car with brakeman's cab. Loaded with processed lumber. Length over buffers 96 mm (3-3/4").







Freight Cars

märklin Z

German State Railroad Company (DRG)



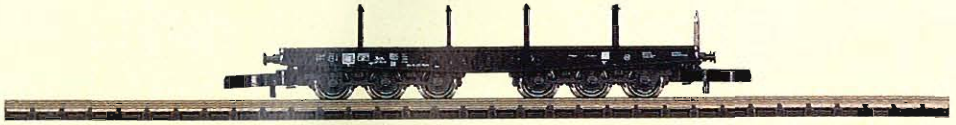
N II

82330 Low Side Car.
Type X "Erfurt" with brakeman's cab. Reproduction of the wooden hatches in the interior of the low side body. Length over buffers 40 mm (1-9/16").



N II

82312 Tank Car with Brakeman's Cab.
Privately owned car for Rheinania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG). Brakeman's cab and platform with ladders separately applied. Finely detailed partially open frame. Length over buffers 40 mm (1-9/16").



N II

82351 Heavy Duty Flatcar.
Type SSym 46. 8 removable stakes. Length over buffers 60 mm (2-3/8").

In 1942 rolling stock for transporting heavy freight was built parallel to the development of the class 52. This was the origin of the type SSym 46 six-axle flatcar. It had an empty weight of approximately 22 metric tons (approx. 24 tons) and a loaded weight of 80 metric tons (approx. 88 tons). The maximum speed for these cars was set at 80 km/h (50 mph). After the war this class of cars was used to transport construction machinery, machine parts, steel products, concrete construction parts and many other types of heavy, single piece loads.

Freight Cars

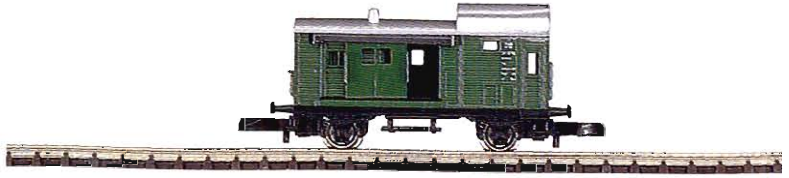
German Federal Railroad (DB)



N III **86611 Refrigerator Car with Brakeman's Cab.**
Privately owned by Kaiser-Friedrich-Quelle, Offenbach/Main, Germany. Used on the German Federal Railroad (DB). Length over buffers 40 mm (1-9/16").

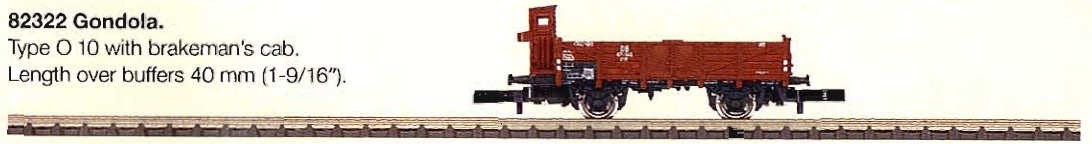


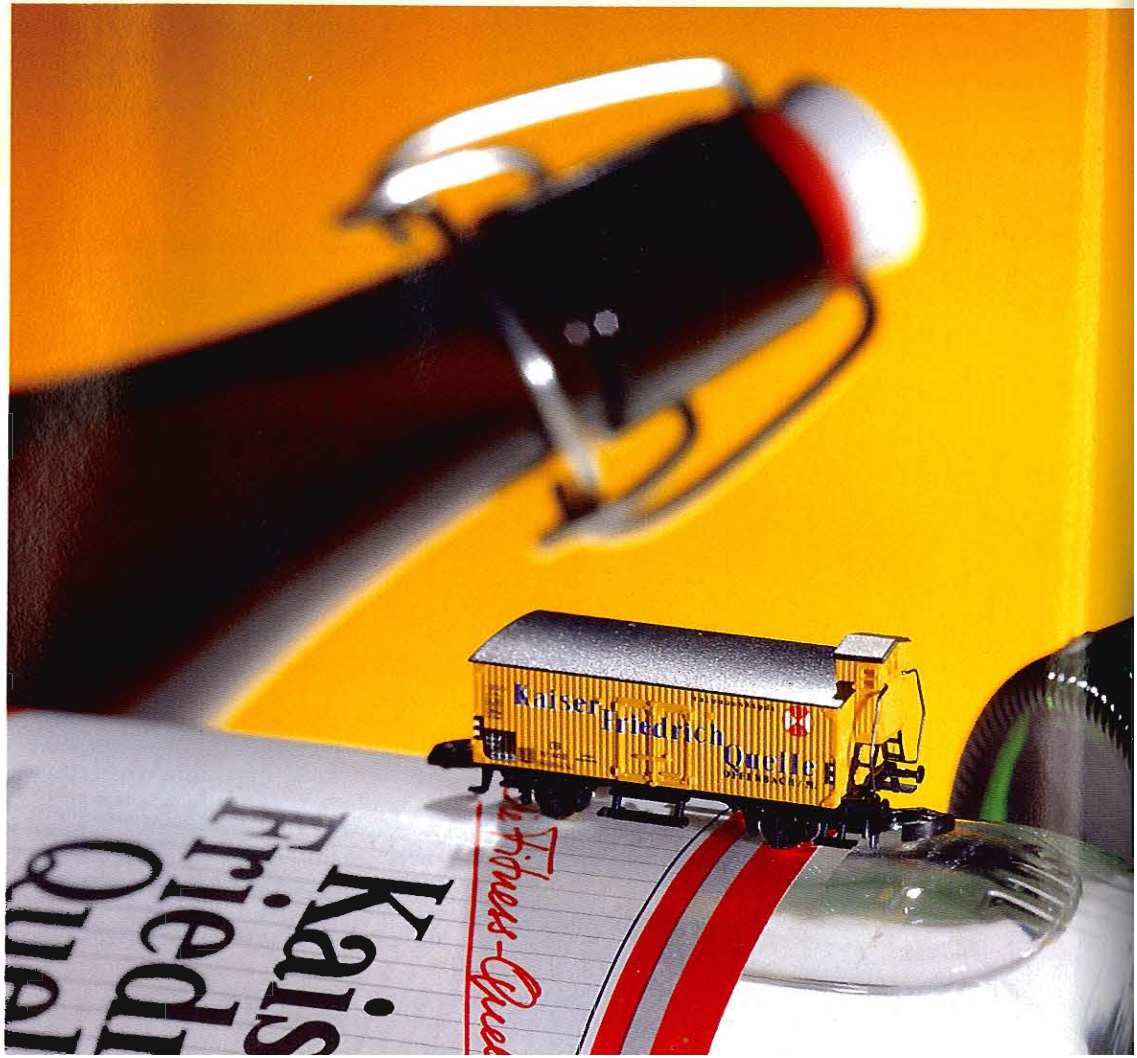
III **8639 Boxcar.**
G 10 with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



III **8609 Freight Train Baggage Car.**
Pwg 012. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").

N III **82322 Gondola.**
Type O 10 with brakeman's cab.
Length over buffers 40 mm (1-9/16").





German Federal Railroad (DB)

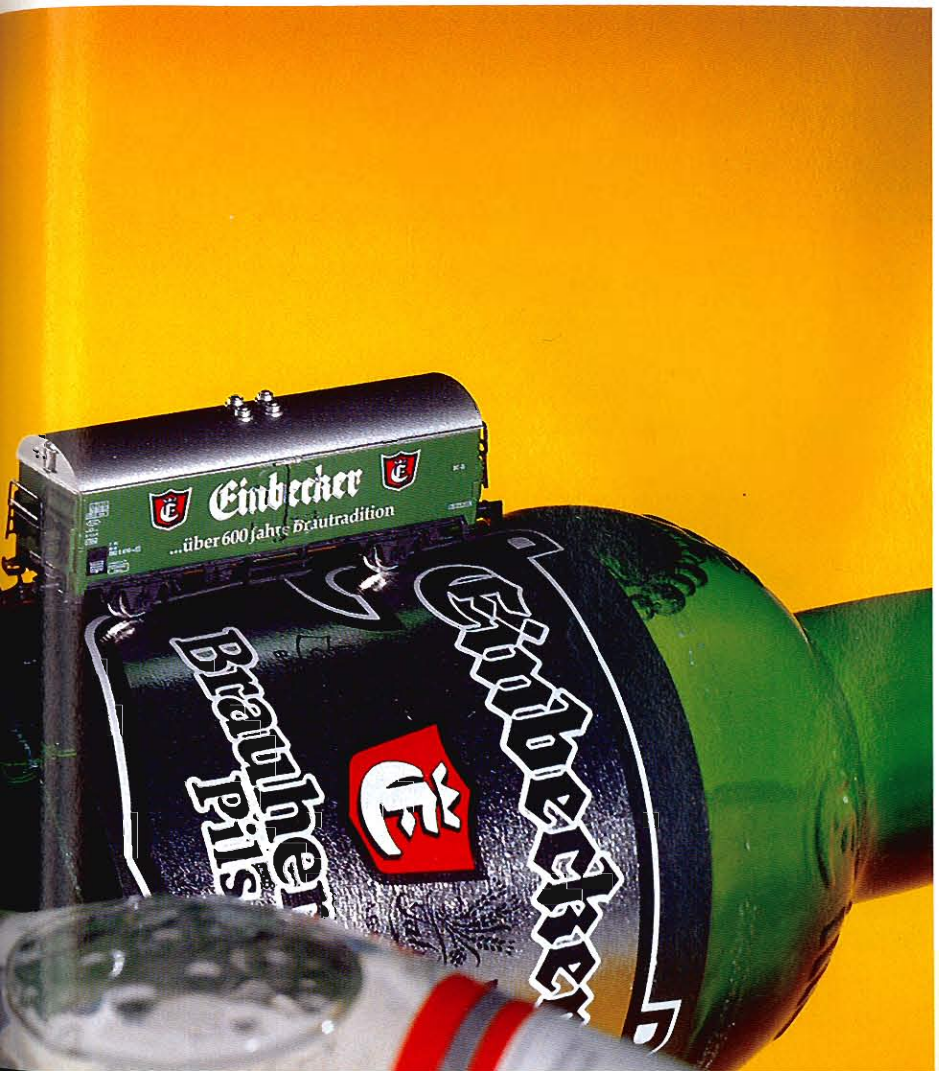
V

8669 Beer Car.
Privately owned by Einbecker Brewery, Inc.
Length over buffers 54 mm (2-1/8").





IV V **8600 Refrigerator Car.**
Ichqs- u. 377. Length over buffers 54 mm (2-1/8").





V **8631 Beer Car.**
Privately owned by Veltins Brewery.
Length over buffers 54 mm (2-1/8").

V **8648 Beer Car.**
Privately owned car of Dinkelacker.
Length over buffers 54 mm
(2-1/8").





V **8647 Beer Car.**
Privately owned car of Staufen Bräu.
Length over buffers 54 mm (2-1/8").

Freight Cars

German Federal Railroad (DB)



IV **8665 Low Side Car with Tarp.**
Klms 440. Tarp is removable insert.
Length over buffers 54 mm (2-1/8").



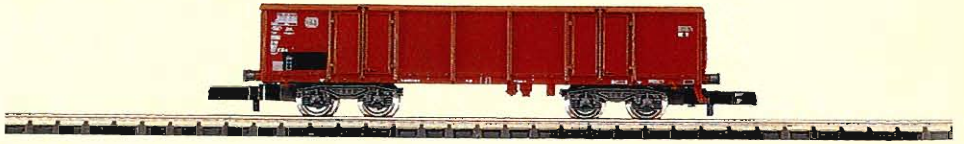
IV **8610 Low Side Car.**
Length over buffers 54 mm (2-1/8").



IV **8622 Gondola.**
E 037. Length over buffers 54 mm (2-1/8").



IV **8605 Boxcar.**
Gos-u 253. Length over buffers 54 mm (2-1/8").



IV **8650 Gondola.**
Eaos 106. Length over buffers 63 mm (2-1/2").

V **8617 Container Car.**
With Märklin container. Length over buffers 54 mm (2-1/8").



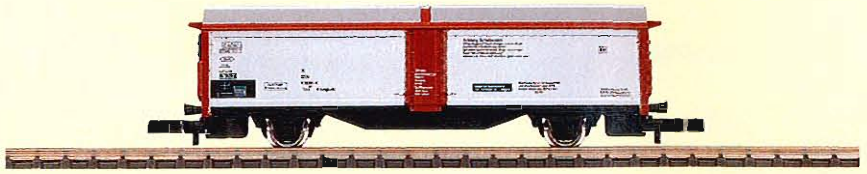
German Federal Railroad (DB)



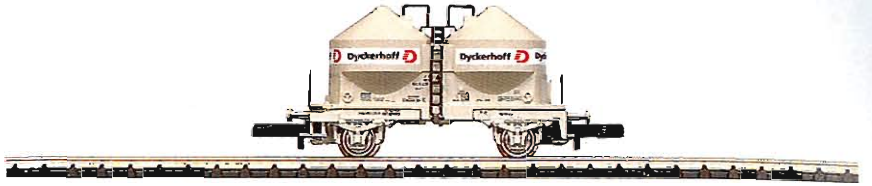
IV **8624 Ballast Car.**
Talbot self-unloader for DB maintenance work. Unloading hatches that can be opened. Length over buffers 33 mm (1-5/6").



IV **8685 Covered Hopper Car.**
Tad-u 961. Length over buffers 53 mm (2-1/8").



IV **8623 Sliding Roof/Sliding Wall Boxcar.**
Tbis 870. Length over buffers 64 mm (2-1/2").

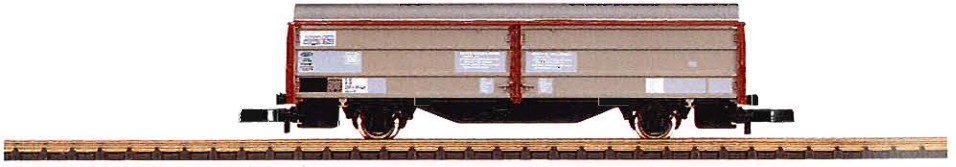


Fine grained materials of all types and powdered materials are transported in the powdered bulk freight car.

V **8632 Powdered Bulk Freight Car.**
Type Ucs 908 for Dyckerhoff Company. Length over buffers 40 mm (1-9/16").



IV **8630 Hopper Car.**
Fals 176. Length over buffers 53 mm (2-1/8").



IV **82151 Sliding Wall Boxcar.**
Hbis 299. Paint scheme with repaired areas picked out in another color. Length over buffers 64 mm (2-1/2").

Special Design Freight Cars

German Federal Railroad (DB)

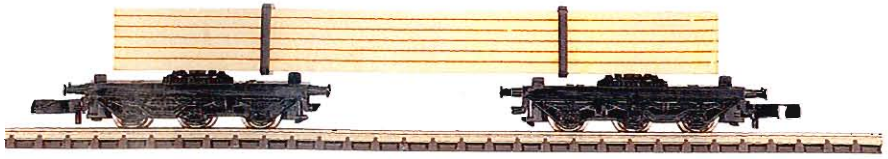


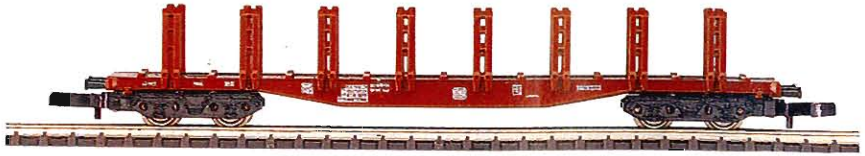
IV

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").

III – V

8619 Lumber Car.
2 part car. Loaded with lumber. Lenght over buffers 93 mm (3-5/8').





IV V

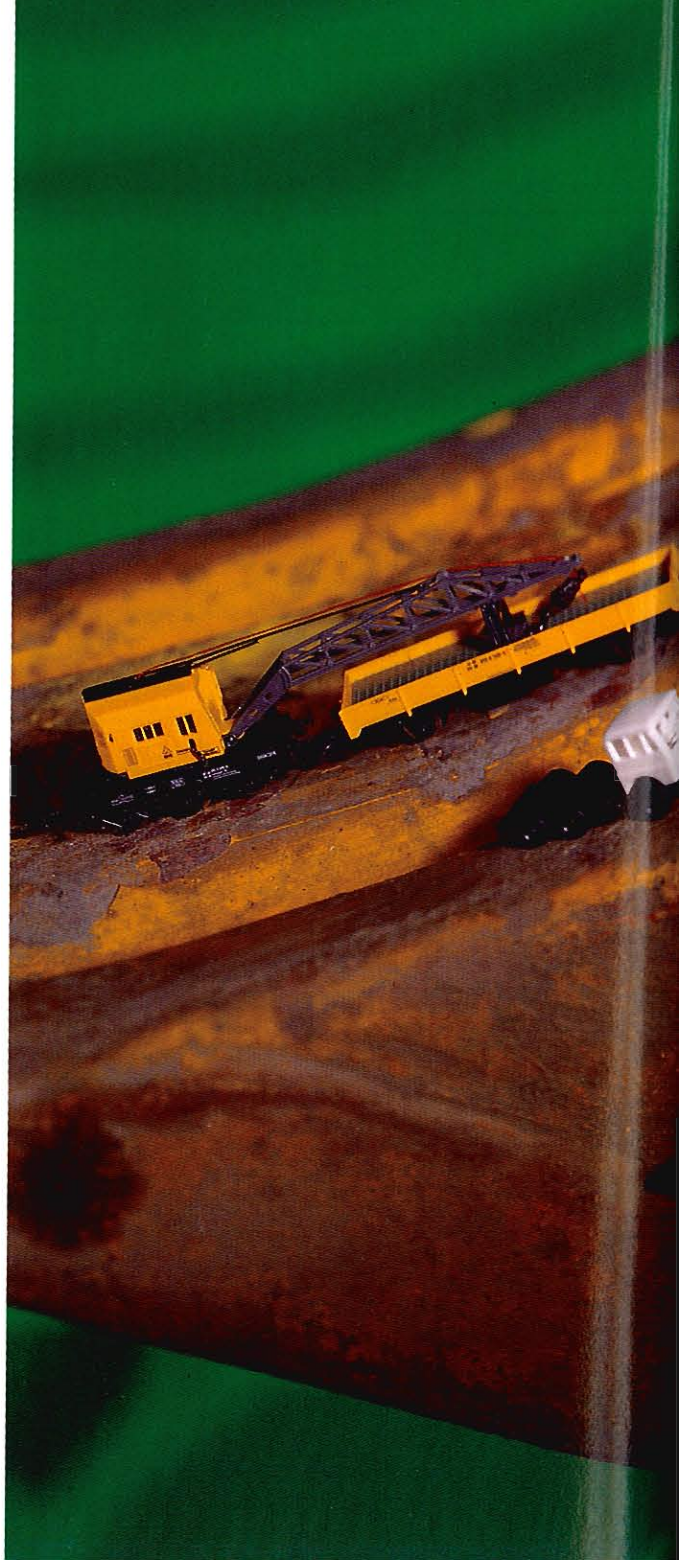
8655 Stake Car.
Spns 719. Length over buffers 95 mm (3-3/4").

This car is used on the German Federal Railroad chiefly to transport pipe, lumber, steel matting and similar freight.

IV V

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").





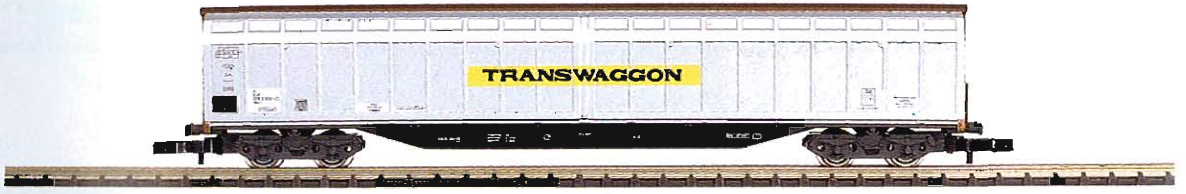
German Federal Railroad (DB)o



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").



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").



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").

Tank Cars

German Federal Railroad (DB)

IV V

8629 Oil Tank Car.
Privately owned by DEA Petroleum, Inc.
Length over buffers 40 mm (1-9/16").



German State Railroad (DR) of the GDR

V

8202 Oil Tank Car.
Tank car lettered for Minol Petroleum Oil Distribution, Inc., Berlin. Length over buffers 75 mm (3").





V

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)



IV V

8625 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 75 mm (3").



IV V

8611 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 40 mm (1-9/16").

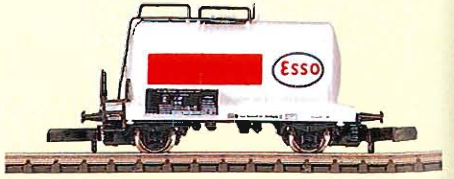
IV V

8626 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 75 mm (3").



IV V

8612 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 40 mm (1-9/16").



German Federal Railroad (DB)

IV V

8613 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 40 mm (1-9/16").



IV V

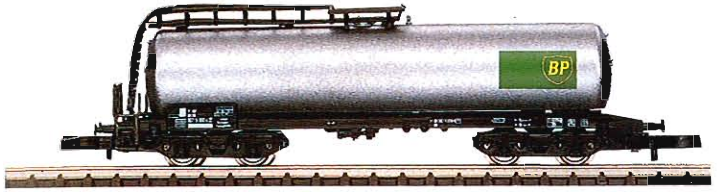
8627 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 75 mm (3").





V

8614 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 40 mm (1-9/16").



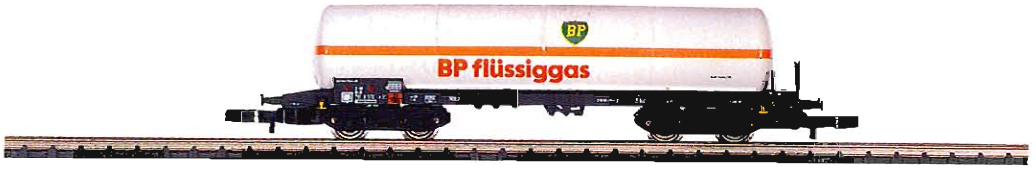
V

8628 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 75 mm (3").

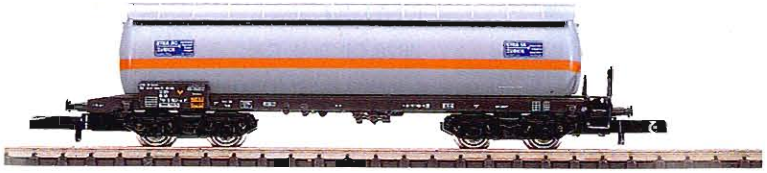


Tank Cars

German Federal Railroad (DB)



N IV V **82181 Pressure Gas Tank Car without Heat Shield.**
Privately owned by Schröder & Klaus OHG and lettered "BP flüssiggas". Used on the German Federal Railroad (DB). Length over buffers 75 mm (3″).



IV V **8667 Gas Tank Car with Heat Shield.**
Privately owned by ETRA Company.
Length over buffers 75 mm (3″).



IV V **82180 Pressure Gas Tank Car without Heat Shield.**
Privately owned by PRIMAGAS, Inc., Krefeld, Germany. Length over buffers 75 mm (3″).



IV V **8608 Gas Tank Car with Heat Shield.**
Privately owned by EVA Company.
Length over buffers 75 mm (3″).



Austrian Federal Railways (ÖBB)

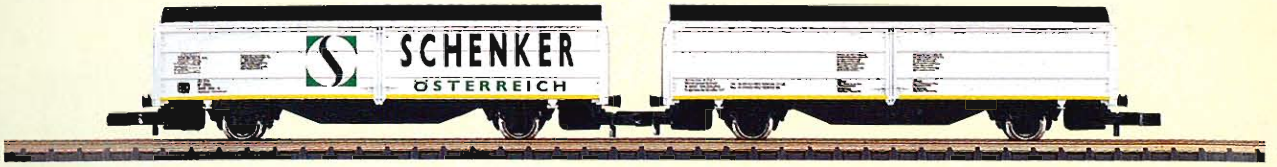


N V

82021 Petroleum Oil Tank Car.
Privately owned by VTG, United Tank Storage and Transport, Inc., Vienna, Austria, and used on the Austrian Federal Railways (ÖBB). Length over buffers 75 mm (2-15/16").

N V

82153 "Schenker" Freight Car Set.
Contents: 2 sliding wall boxcars. Privately owned by Schenker & Co. AG, Salzburg, Austria. Used on the Austrian Federal Railways (ÖBB). Both cars in a special version. Not available separately. Total length 131 mm (5-3/16").





V

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)



IV V

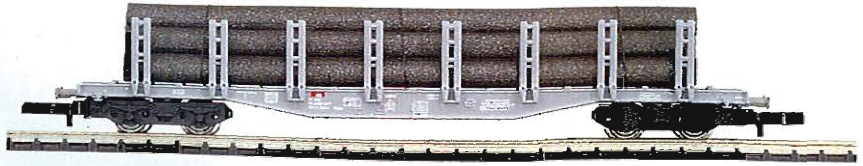
8221 Hopper Car.
Type Fals privately owned car lettered for "Holderbank", used on the (SBB). Length over buffers 53 mm (2-1/8").



150 Years of Swiss Railroading

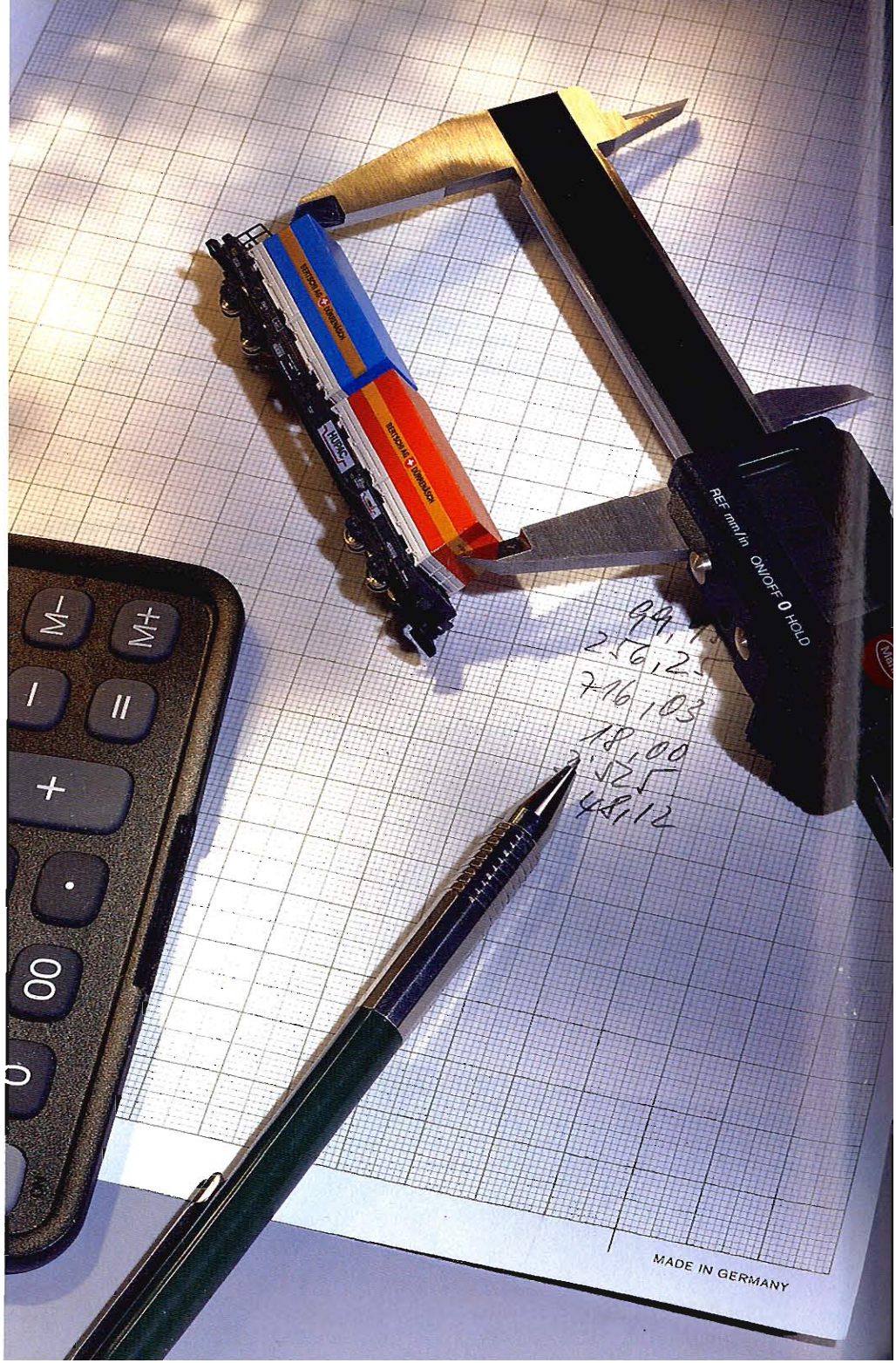
N V

82281 Piggyback Flatcar.
Privately owned by the Swiss HUPAC Company, Chiasso, Switzerland. Used on the Swiss Federal Railways (SBB). Loaded with 2 removable, interchangeable flatbed trailers for Spedition Bertschi AG, Dürrenäsch, Switzerland. Length over buffers 78 mm (3-1/16").



IV V

86551 Stake Car.
Type Spns. Loaded with pipes. Length over buffers 95 mm (3-3/4").



Swiss Federal Railways (SBB)



IV V **8229 Powdered Freight Silo Car.**
Type Ucs. Length over buffers 40 mm (1-9/16").



IV V **8220 Powdered Freight Tank Car.**
Uacs. Length over buffers 75 mm (2-15/16").



N V **82201 "Shell" Tank Car Set.**
Contents: 3 four-axle tank cars for aviation fuel. Privately owned by Shell (Switzerland), Baar, Switzerland, used on the Swiss Federal Railways (SBB). All cars in a special version. Not available separately. Total length 231 mm (9-1/8").

These tank cars are operated exclusively in unit trains for aviation fuel and carry the same product on the same route from the refinery in Cornaux to the tank farm at Rümlang near the Zürich airport of Kloten in Switzerland. This unit train is known as the "Silver Arrow" because of its striking silver gray metallic paint scheme with the large Shell logo.

150 Years of Swiss Railroading

The ideal locomotive for the "Shell" tank car set is the SBB's new class 460.



V **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").

Freight Cars

USA Freight Cars



N IV

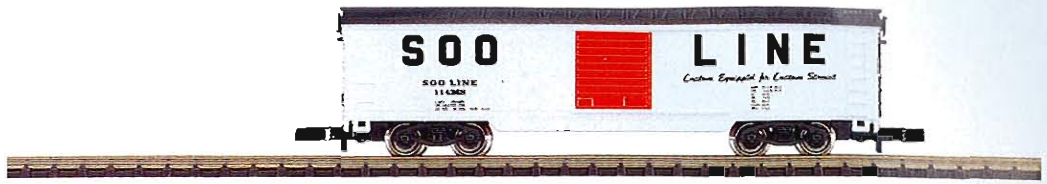
82301 Caboose.
Atchison, Topeka & Santa Fe Railway caboose. Separately applied ladders. Length 51 mm (2-5/8").



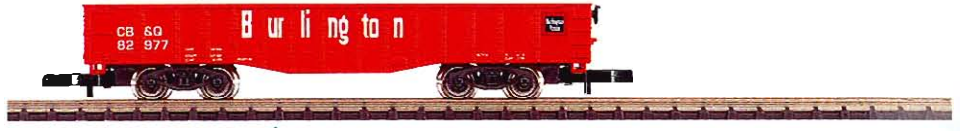
III

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

USA Freight Cars



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



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

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





Freight Cars

Italian State Railways (FS)

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.



82161 Refrigerator Car.
Privately owned by INTERFRIGO, Basle, Switzerland. Used on the Italian State Railways (FS). Length over buffers 64 mm (2-1/2″).



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″).

Swedish State Railways (SJ)



82413 High-Capacity Sliding Wall Boxcar.
Type Habins. Privately owned by Nordwaggon Company AB. Used on the Swedish State Railways (SJ). Length over buffers 106 mm (4-1/8″).

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.

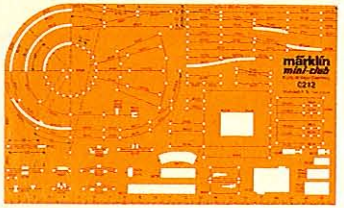


Layout planning / Overview of Track



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")



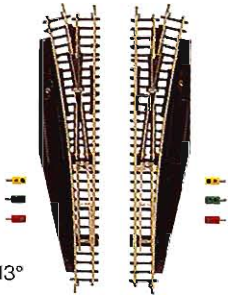
8588
55 mm
(2-3/16")



8589
55 mm
(2-3/16")

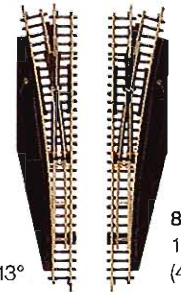
Crossings and Turnouts

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°



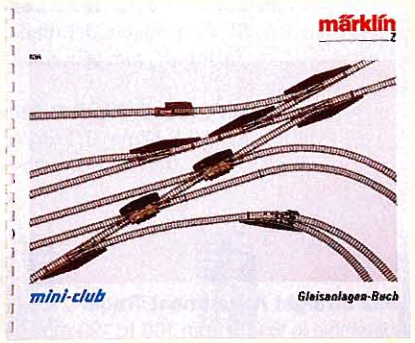
8591
13°



8560
112.8 mm
(4-7/16") / 13°
r = 323 mm
(12-3/4")



8559
112.8 mm
(4-7/16") / 13°



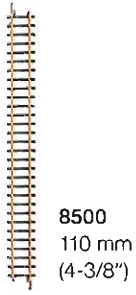
0296 Track Plan Book.
Illustrated instructions for the setup of track layouts and catenary, how to connect up power packs and accessories, constructing bridges, with tips for building layouts. Contents 72 pages. Format 22 x 26.4 cm (8-21/32" x 10-3/8").



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")



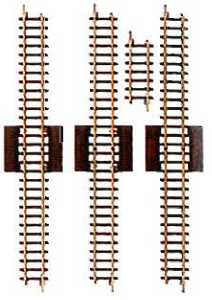
8592
100 to 120 mm
(3-15/16"
to 4-3/4")



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")



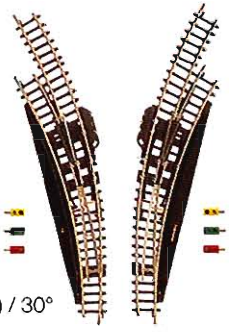
8520
45°



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

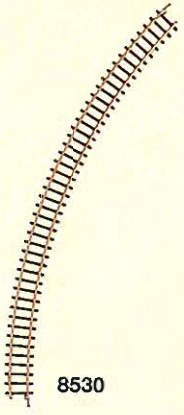
8510 Curved Track.
Radius 145 mm (5-3/4"). 45°.

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").

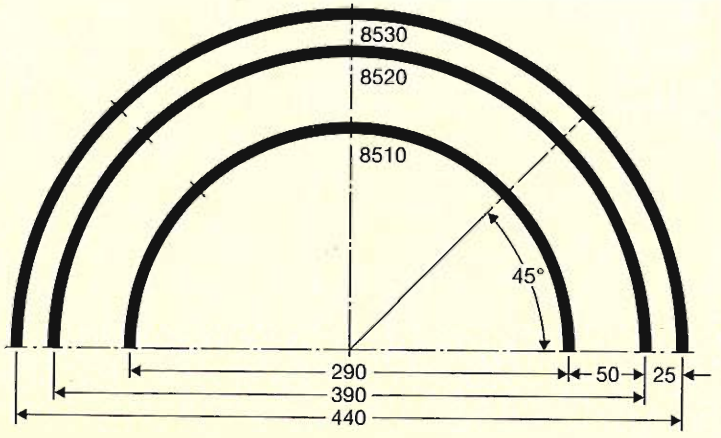
8504 Straight Track.
Length 25 mm (1").

8505 Straight Track.
Length 220 mm (8-13/16").

8952 Straight 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.



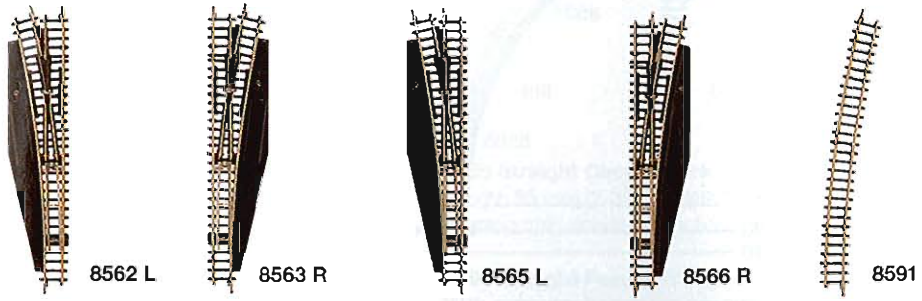
The 3 Track Radii
8510 circle = 8 sections
8520 circle = 8 sections
8530 circle = 8 sections

märklin Z

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 and the 8563 right turnouts have double solenoid mechanisms and hand levers. They can be activated with the 7272 control box or with circuit tracks.

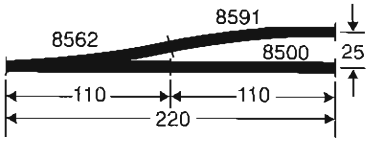


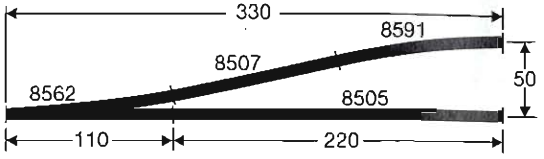
8565 L Left Manual Turnout.
Length 110 mm (4-3/8″). 13°.
Radius 490 mm (19-1/4″).

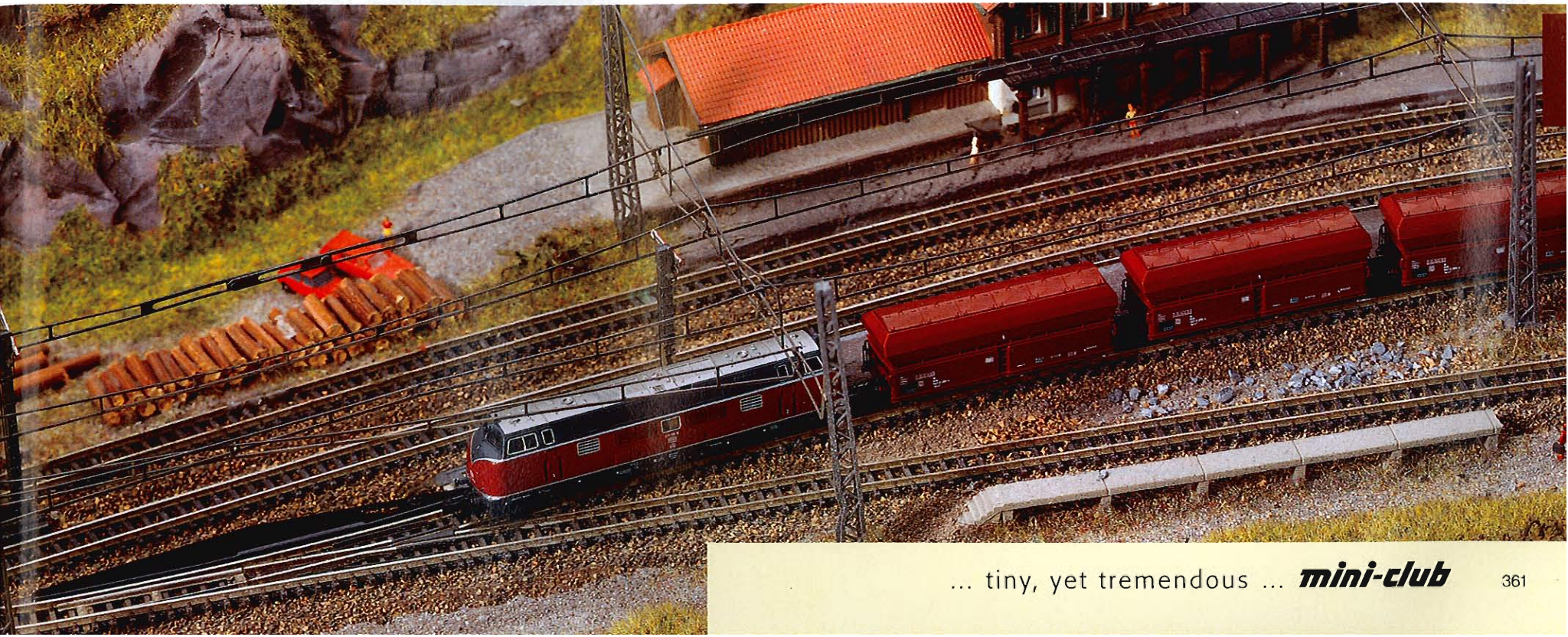
8566 R Right Manual Turnout.
Length 110 mm (4-3/8″). 13°.
Radius 490 mm (19-1/4″).

8591 Curved Track.
Complementary curve for turnouts. 13°. Radius 490 mm (19-1/4″). Same curve as branch on the 8562 L, 8563 R, 8565 L and 8566 R turnouts.

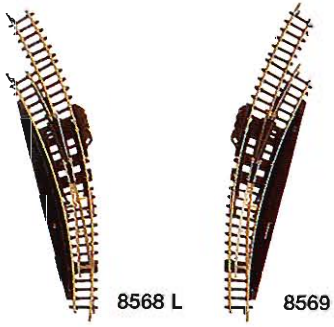
Turnouts 8562 L, 8563 R, 8565 L and 8566 R







Curved Turnouts / Crossings



8568 L

8569 R

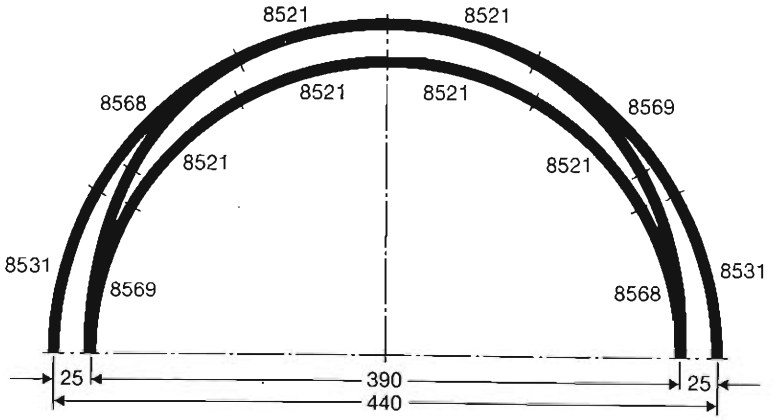


8521



8531

8568 L and 8569 R Curved Turnouts



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 left and the 8569 right curved turnouts as well as the 8560 double slip turnout have double solenoid mechanisms and hand levers. They can be activated with the 7272 control box or with circuit tracks.



8559



8560

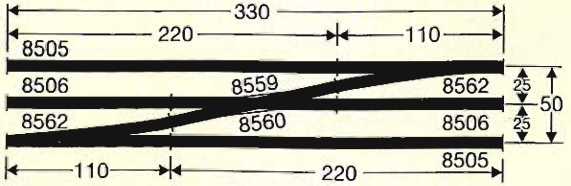


8506



8507

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 7272 control box. 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.

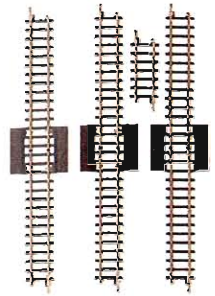
8589 Straight Circuit Track.
Length 55 mm (2-3/16″). With terminal clips. Passing train activates function.

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

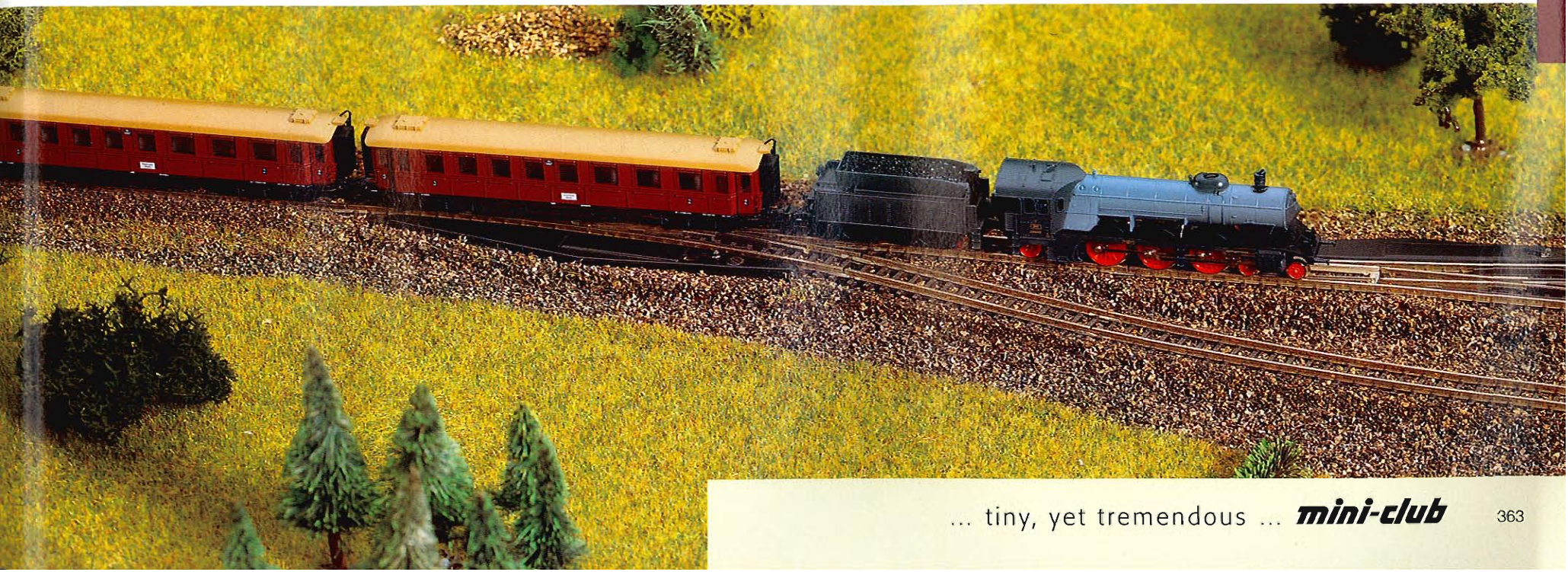
Accessories

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

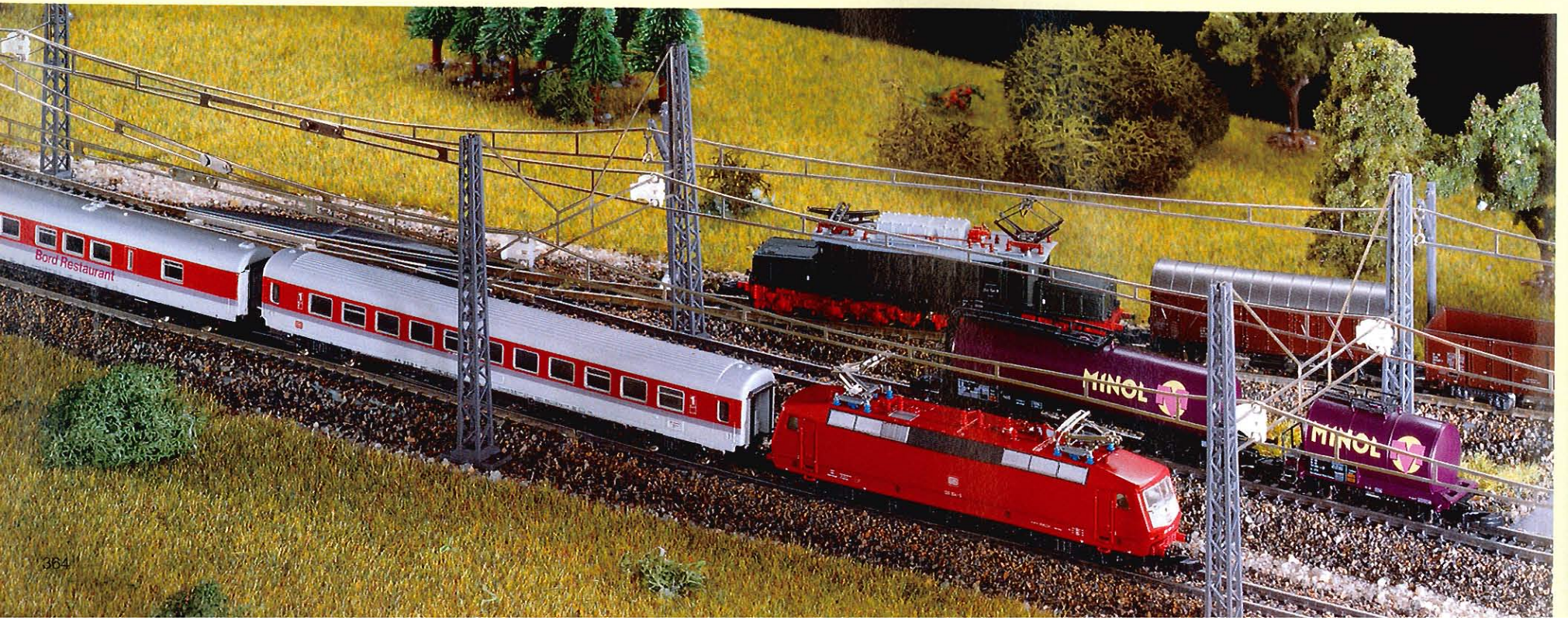
mini-club catenary functions and supplies power just like catenary in the prototype. All electric locomotives can easily be set for catenary operation by adjusting the selector switch. This increases the operating enjoyment considerably, because now 2 locomotives can be operated independently of each other on the same track with 2 power packs.

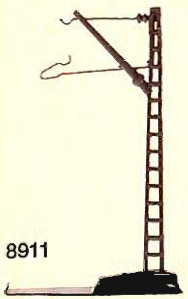


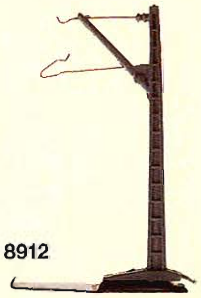
Tower masts and cross spans are used over three or more tracks (station and yard areas). Catenary circuits can be separated using the catenary insulators.

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.



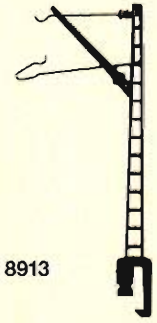


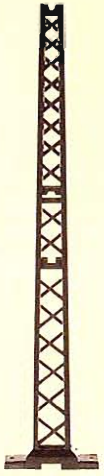

8911


8912

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

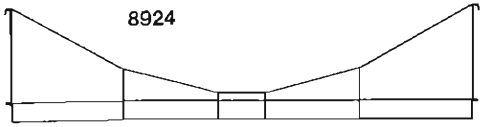

8914

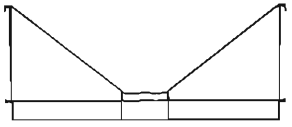
8913 Bridge Mast.
Can be clipped to the sides of bridges and ramps. Height 41 mm (1-5/8").

8914 Tower Mast.
With notches for attaching 8924 and 8925 cross spans. Base 7 x 13 mm (9/32" x 1/2"). Height 61 mm (2-3/8").


8922


8923


8924


8925

8922 Wire Section.
For straight and curved track. Length 165 mm (6-1/2").

8923 Wire Section.
Adjustable in length from 150 to 180 mm (5-7/8" x 7-1/8").

8924 Cross Span.
For attaching to tower mast. Spans 5 tracks. Span width about 123 mm (4-7/8").

8925 Cross Span.
For attaching to tower mast. Spans 3 tracks. Span width about 72 mm (2-7/8").

Accessories

8921 Package of Catenary Insulators.
For insulating catenary wire sections from the cross spans. Contains 8 white and 2 gray insulators. The white insulators connect 2 and the gray connect 3 wire sections together.



8926 Package of 8 Separater Clips and 6 Connecting Springs.
Units are used to create separation points in the catenary and are used at branches above turnouts.

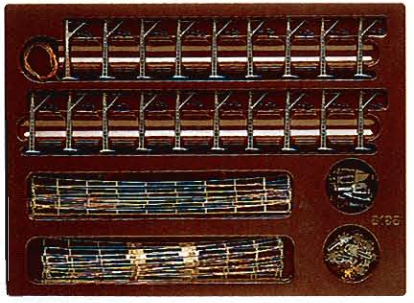


8927 Package of Catenary Terminal Clips.
Contains 2 set screw clips with and 3 without wires. For feeding power to catenary or for holding wire sections together over crossings, for example.



Catenary Sets

8198 S + E Catenary Set.
For SET extension program (pages 296/297). 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, 5 catenary terminal clips and instructions.



8199 T1 + T2 + T3 Catenary Set.
For SET extension program (pages 296/297). 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.

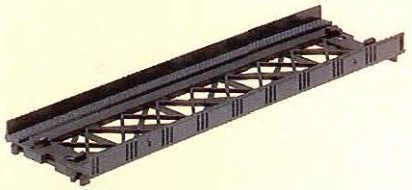


Bridges and Ramps

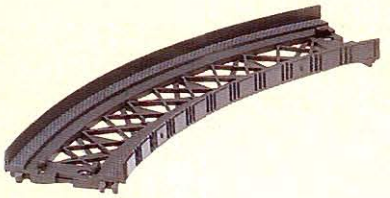


8975 Arched Bridge.
Length 220 mm (8-13/16").

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 7272 control box or with circuit tracks. Height 45 mm (1-3/4").

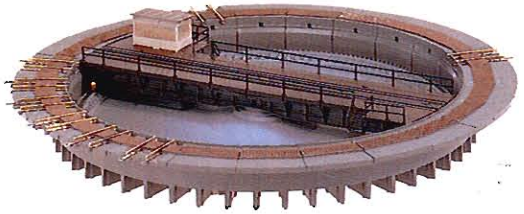


8992 Railroad Crossing Gates with Half Gates.
Set consists of 2 solenoid activated gates, each with 2 red warning lights which go on when the gates descend. Dimensions for each base 96 x 37 mm (3-3/4" x 1-1/2").

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.

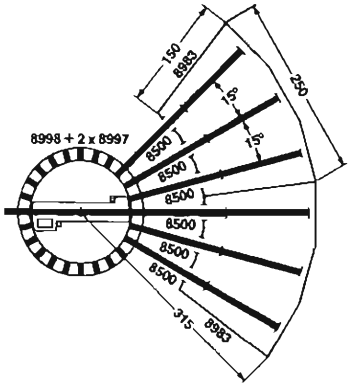


Turntable



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.

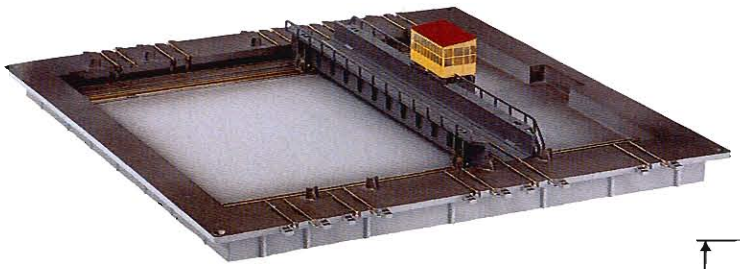


This illustration shows how 2 of the 8983 locomotive sheds can be set up with the 8998 turntable.

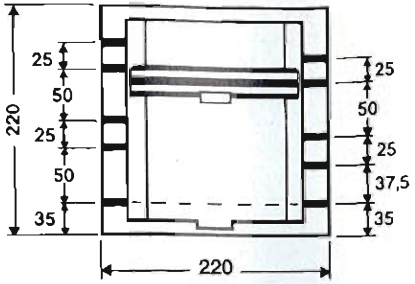
8983 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 3 locomotive stall tracks. 3 special track sections included to automatically stop locomotives. Base dimensions 150 x 250 mm (5-29/32" x 9-7/8"). For use with 8998 turntable.







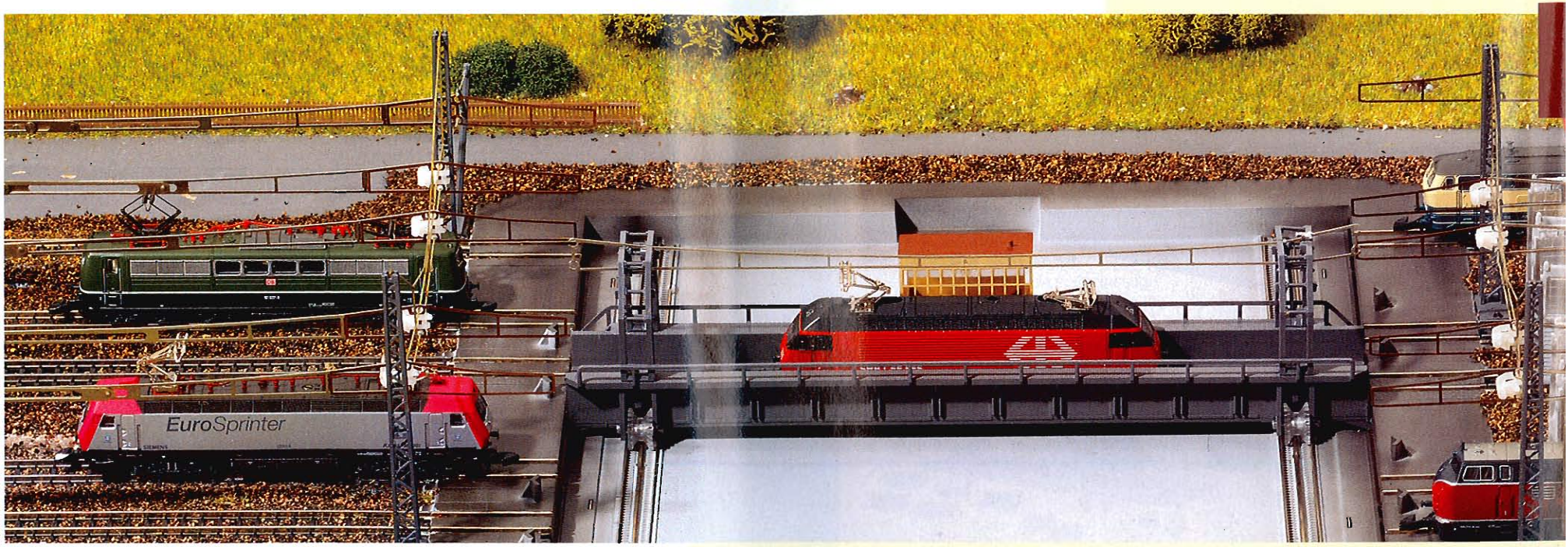
8994 Transfer Table.
2 approach tracks and 8 stall tracks. Transfer table pit requires sunken installation for flush mount on layout. Controller for remote control of deck and locomotives. Electric motor mechanism. Automatic shutoff of power to all tracks not in contact with the deck. Width and length 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.

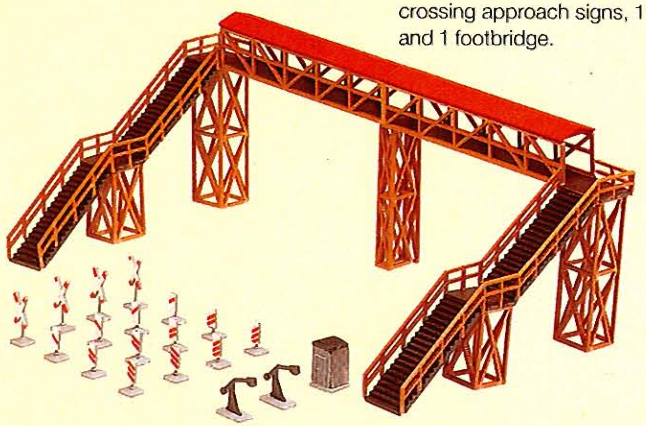


8980 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 2 locomotive stall tracks (center-to-center track spacing 25 mm/1") and catenary. Length 152 mm (6"). Width 74 mm (2-7/8"). Height 51 mm (2"). 2 special track sections included to automatically stop locomotives. For use with 8994 transfer table.

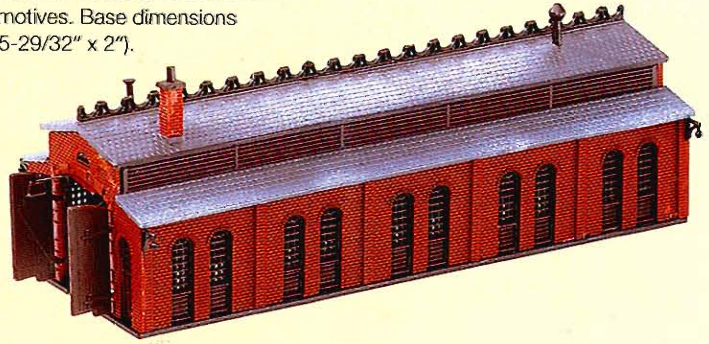


Layout Accessories

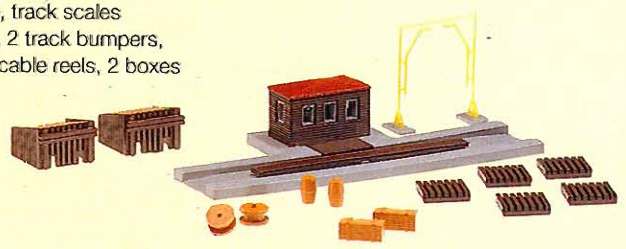
8986 Lineside Detail Set.
Contents: 2 turnout tension levers, 4 grade crossing warning signs, 4 sets of 3 grade crossing approach signs, 1 telephone hut and 1 footbridge.

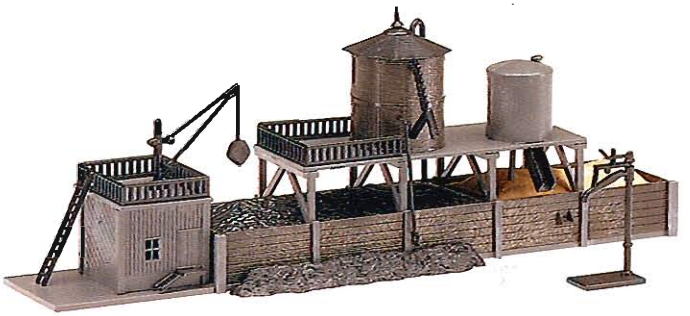


8981 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 1 locomotive stall track. 1 special track section included to automatically stop locomotives. Base dimensions 150 x 50 mm (5-29/32" x 2").

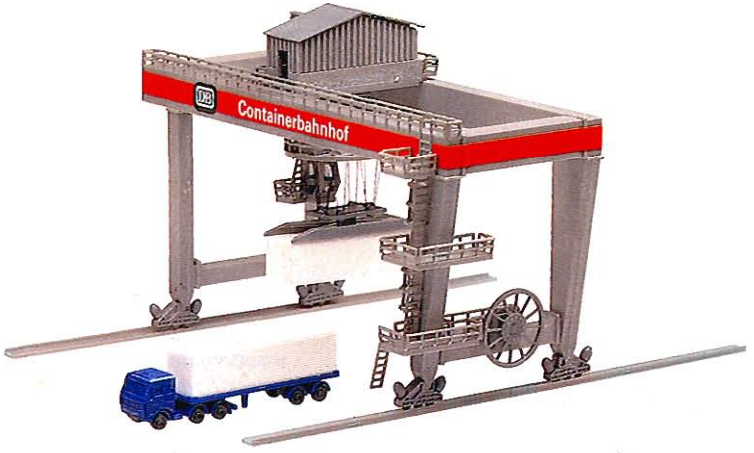


8985 Freight Shed Accessory Set.
Contents: loading gauge, track scales with hut (does not work), 2 track bumpers, 5 stacks of cross ties, 2 cable reels, 2 boxes and 2 barrels.





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").



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").

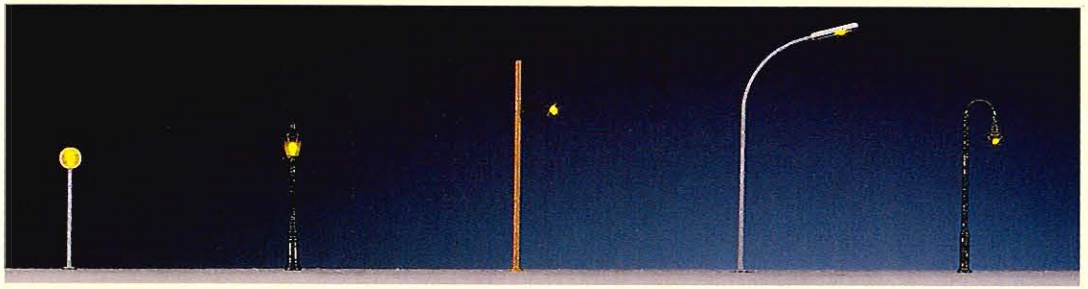


8996 Water Tower Kit.
With water standpipe. Base dimensions 52 x 52 mm (2" x 2"). Height 75 mm (3").

Layout Building

Large eyes instead of a magnifying lens.

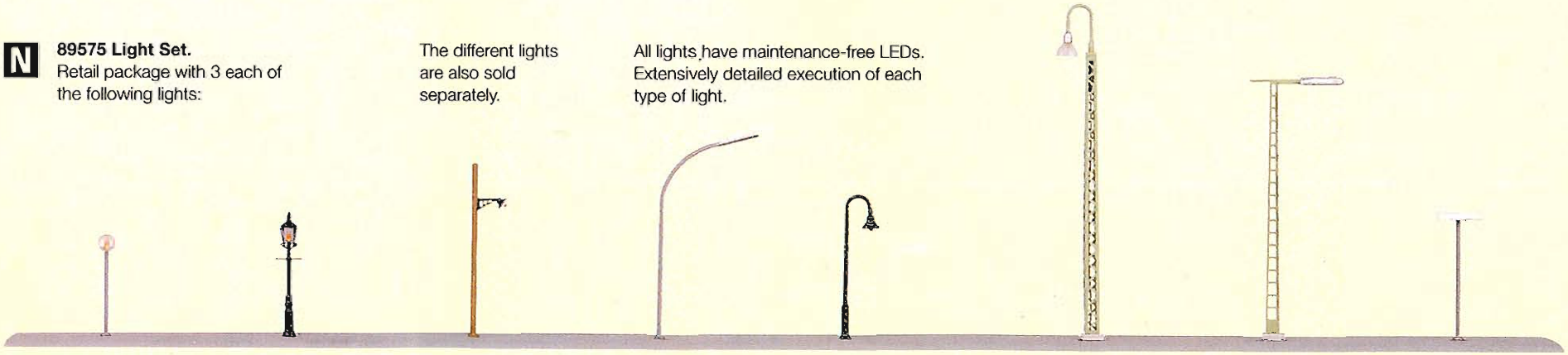
Unbelievable, these tiny little lamps. Scale limits that are otherwise unavoidable in 1:220 seem to be surmounted. Material integrity, detailing, proportions – all of this impresses you as being true to the prototype. Your amazement at the fine features of these lamps continues at dusk, because the lighting power of the little diodes conjures up a nocturnal atmosphere on your layout that makes you forget the scale. This leads inevitably to the question: "How do they do it?", which we will not reveal to you. The main thing is they are here, the new lamps in Z.



N **89575 Light Set.**
Retail package with 3 each of the following lights:

The different lights are also sold separately.

All lights have maintenance-free LEDs. Extensively detailed execution of each type of light.



Park light.
Height 16 mm (5/8″).

Historic street light.
Height 20 mm (13/16″).

Light with wooden mast.
Height 29 mm (1-1/8″).

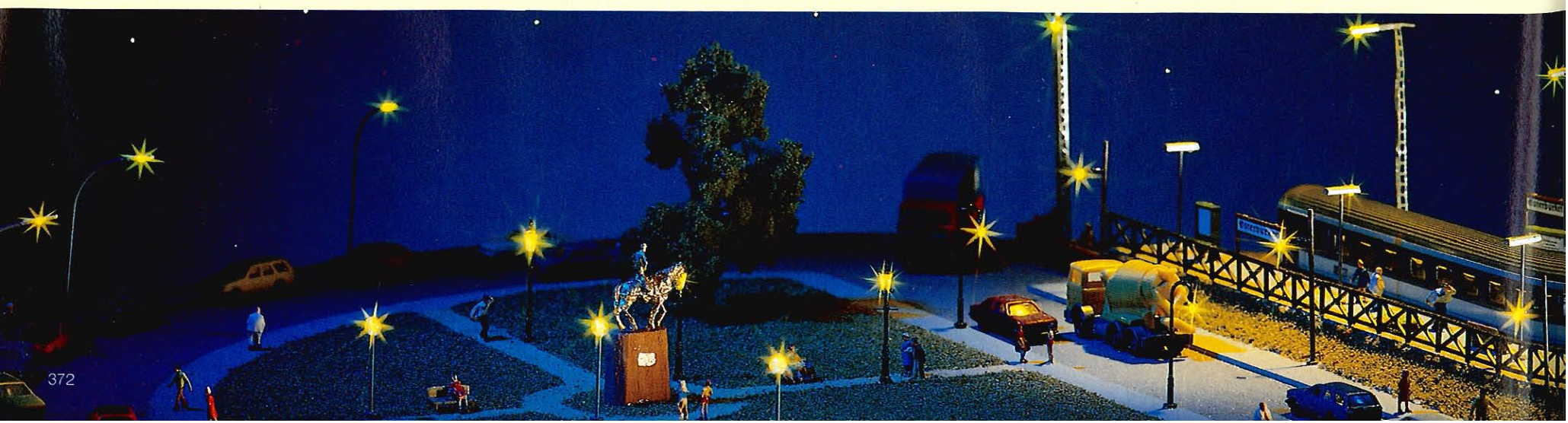
Curved street light.
Height 33 mm (1-5/16″).

Curved light.
Height 23 mm (29/32″).

Station light on tower mast.
Height 54 mm (2-1/8″).

Station light on standard catenary mast.
Height 42 mm (1-5/8″).

Station platform light.
Height 20 mm (3/4″).



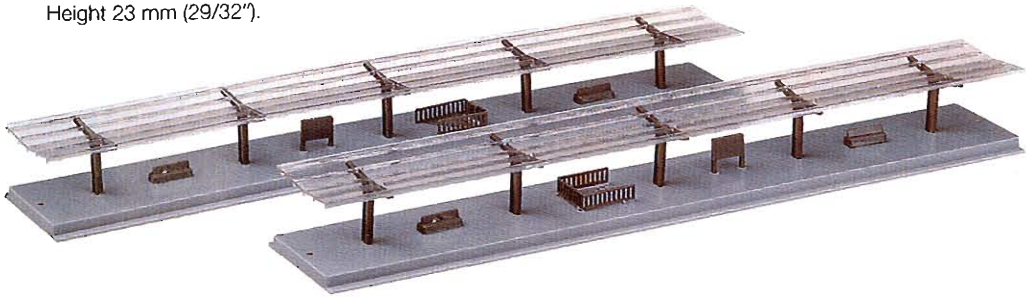


8970 Wintersdorf Station Kit.
Main and annex building with roofed passage-way. Can be used by itself and with 8971 freight shed. Base dimensions 72 x 112 mm (2-7/8" x 4-3/8"). Height 54 mm (2-1/8").

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.





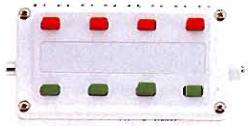
8916 Truck Set.
Contents: 1 semi truck tractor with trailer for Silit Company and 1 semi truck tractor with trailer for Villeroy & Boch Company.

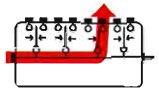
8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.



Control Boxes

For remote-control operation

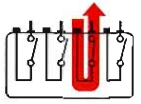




Schematic of 7272
(Button 3 pushed)

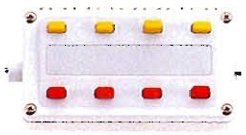
7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Length 80 mm (3-1/8″). Width 40 mm (1-9/16″).

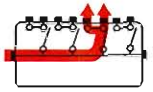




Schematic of 7273
(Button 3 pushed)

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. Length 80 mm (3-1/8″). Width 40 mm (1-9/16″).



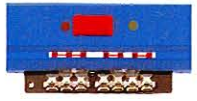


Schematic of 7274

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



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 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 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 locomotives with headlights and in ICE intermediate cars. (Exception: units with maintenance-free LEDs for headlights.)

269060 Light Bulb.
For 8871 ICE powered end units.

602100 Light Bulb.
For 8717 and 8782 commuter cars, for rear of 8896 and 88961 locomotives.

8987 Pair of Brushes.
For locomotives 8803 and 8895.

8988 Pair of Brushes.
For locomotives 8831, 8854, 88571 and 8867.

8989 Pair of Brushes.
For locomotives 8806, 8810, 88111, 8812, 88180, 88182, 8820, 8822, 88221, 8827, 88271, 8837, 88401, 88441, 88445, 88447, 88448, 88449, 88474, 88475, 8848, 88532, 8855, 8856, 88601, 88680, 8871, 8873, 88731, 8878, 8879, 8883, 88831, 88832, 8884, 8885, 8886, 8889, 88891, 8892, 8896 and 88961.



8955 Double Arm Pantograph.
With mounting screw. For locomotives 8811, 8812, 8822, 88221, 88401, 8854, 8856 and 88571.



8956 Single Arm Pantograph.
With mounting screw. For locomotives 8837, 88441, 88445, 88447, 88448, 88449, 88474, 88475, 8848, 88532, 8855, 8867, 88680 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.



N

67011 230 volts
67201 100 volts Japan
67271 120 volts USA. UL/CSA tested.
mini-club Power Pack.
Sensitive speed control for gradual acceleration, consistent slow speed and power increases in speed up to the maximum speed. Single knob operation for adjusting track current (direct current) between 0 and 10 volts and for determining the direction of travel by turning the speed control knob from the center position. Up to 8 VA power available in the track circuit, 8 VA at 10 volts (alternating current) in the accessory circuit. Plastic housing. Dimensions 85 x 125 x 75 mm (3-3/8" x 4-15/16" x 2-15/16").

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 wires on the solenoid accessory always go to a contact generator, either to the 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").

The True, the Real, the Beautiful.

With 1 Gauge it's easy to become enraptured. Because 1 Gauge is more than just technology or the scale miniaturization of the railroad, it's a fascinating mix of emotional and rational values. While the standard 1 Gauge model impresses you with its high level of fidelity to the prototype, Maxi strikes you with the charm of a high-quality metal toy.

There are no definite borders here, encounters with both are to be desired. The technology of the track system, couplers and accessories is fully compatible with both lines. The locomotives can be run with AC or DC power, with the DELTA multi-train system or with digital. And with the high-efficiency decoder that can be retrofitted into its locomotives, Maxi has the same prototypical operating characteristics as the standard program 1 Gauge locomotives.

Model Size 1
Gauge 45 mm (1-3/4")
Scale 1:32




1164

The Märklin Video Locomotive

Pioneering technical achievement now ready for mass production.

When we first showed a video locomotive at a toy fair, all of the necessary equipment took up an entire train. But the success was overwhelming: The "direct transmission" from the main line out of sight of the locomotive engineer was fascinating. You are there in the cab of the locomotive, you experience what is going on out on the tracks ahead of you, in the wink of an eye it's as if you had been reduced to 1:32 scale – this is a totally new experience in model railroading.

The positive response encouraged us to develop the video system into a product ready for the market. Of course, there were still a few technical hurdles to overcome, because the system was still too large, too heavy and too expensive. In addition, it had to be able to work on conventional and digital layouts so that the largest possible number of railroad enthusiasts could take advantage of it.





How does the video locomotive work?
A mini video camera looks out the window on the engineer's side in the cab of the "Sendling" Maxi locomotive and observes the track ahead. The camera signal is transmitted via a sender to the 60100 video receiver that processes it for a normal television or video recorder. The sender is located in the tender behind the locomotive as is a storage battery that provides the camera and the sender with power. The battery powered operation makes the system independent; it works in conventional AC or DC power, with DELTA or Digital. The sender's range is about 100 meters (328 feet) as long as there are no thick concrete walls or metallic shielding between the sender and the receiver. Normal walls, tunnels not built with screen wire, or natural barriers will not interrupt the transmission. The video receiver is connected to the Cinch video input on the television; the appropriate cable for the Scart connection is provided as an accessory.

The camera and sender can be turned on and off with a switch in the tender. Anyone operating several video locomotives will always have the picture of the active system on the screen; only one video receiver is required for this. The battery is sufficient for about 45 minutes of transmission and than requires about 1.5 hours to recharge. With several batteries video operation can continue practically uninterrupted.
This video system can be used indoors or outdoors, but the lens and the camera are sensitive to moisture and rain.

See your hobby with new eyes.

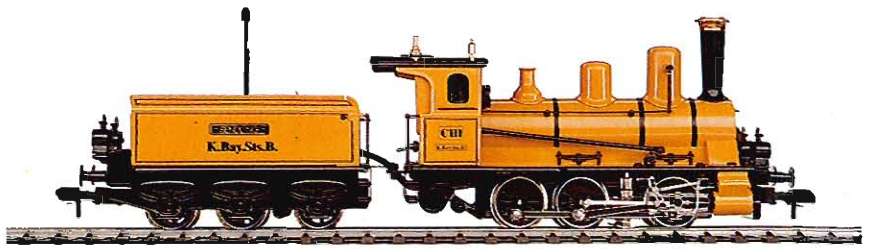
Film people call camera work from the perspective of the performing hero "subjective camera". The viewer is right in the middle of action that is loaded with excitement, eye to eye with fate. You have this dramatic device with the video locomotive – from the angle of the engineer – as if you yourself were standing in the cab and watching the track ahead. You see the turnout lanterns and signals with crystal clarity, the passengers waiting on the platform, you ride into the dark tunnel, you meet an oncoming train. You can control the train by sight, even when it's out of sight for long periods of time, because it's going through the tunnel or around a curve in the far back corner of your yard. With a sender range of 100 meters (328 feet), you're always right on the spot for the action, at least in a virtual sense, and you can control the locomotive at anytime. What was once small when viewed from the outside as a model, now seems as big as life; scales become blurred. You're looking the model figures right straight in the face, and the figures begin to speak...?

From far away, across the hall and through the bedroom – the track ahead is never out of sight and everything is under control.

In the yard, too, and behind the corner of the house. You can even see the settings for turnouts and signals and control them without a detection function.







54524 "Sendling" Bavarian Locomotive with Tender and Video Camera and Sender.
Three-axle steam locomotive with tender in the typical colors for the Bavarian King's locomotive with built-in video camera and sender. 3 axles powered through side rods. 2 traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights can be turned on/off in digital operation. Built-in smoke generator that can be turned on manually. Video camera built into the locomotive cab, can be turned on manually. Sender and camera powered by a battery. Battery and charger included with locomotive. The 60100 video receiver is suitable for receiving the transmitted video signal. Length over buffers 46 cm (18-7/8").

This model will run on curved track with a minimum radius of 600 mm (23-5/8").



60100 Video Receiver.
For receiving image signals from the 54524 video locomotive. The received signal is processed for viewing on a standard television with monitor connections. Includes power supply circuit and cable for connections to a television (Cinch connection). Dimensions 81 x 130 x 35 mm (3-3/16" x 5-7/16" x 1-3/8").

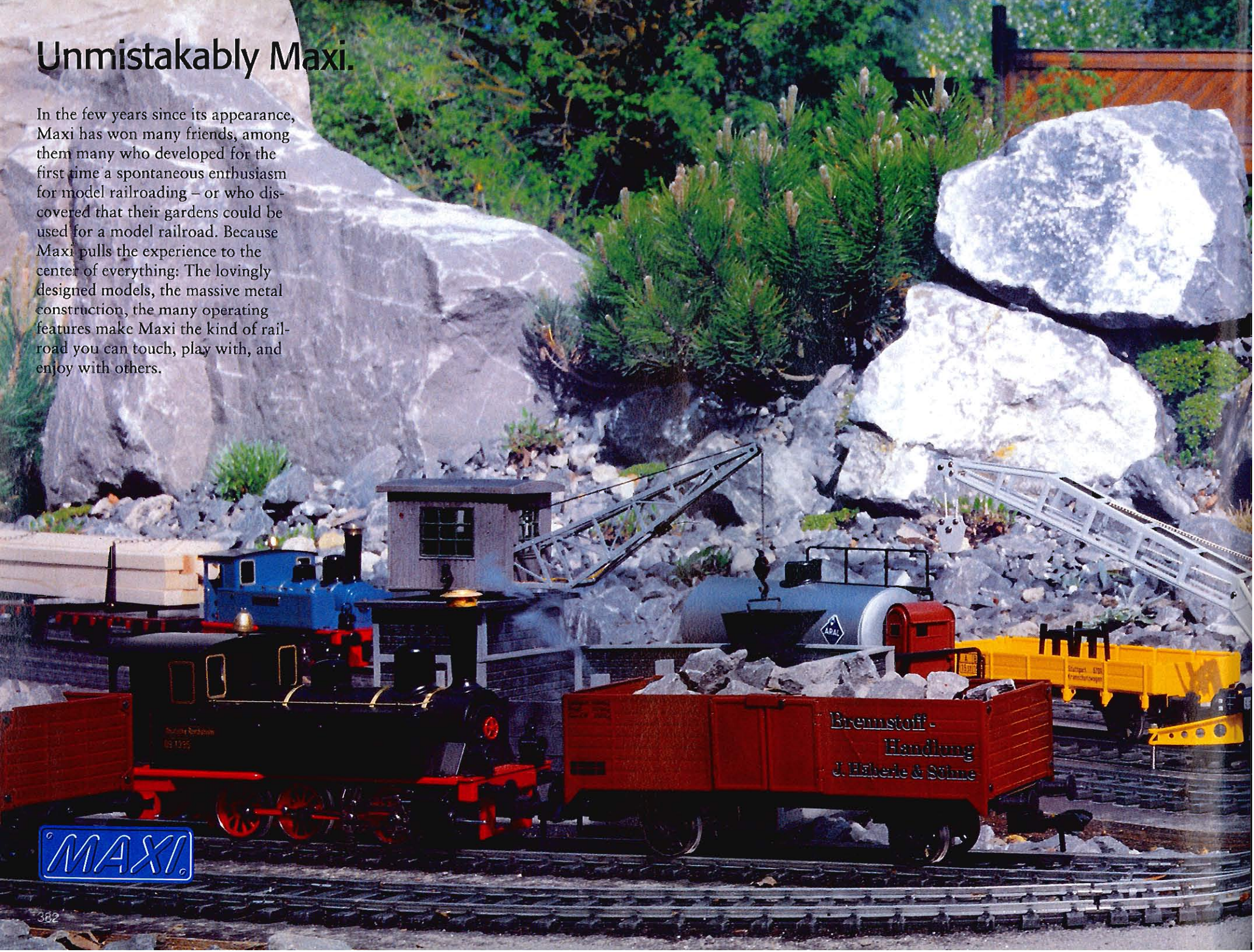
This system can be used indoors or outdoors. The distance between the sender and receiver can be as great as 100 meters (328 feet). Barriers between the sender and receiver can shorten the maximum range.

This transmission system is approved for use in Germany, Belgium, the Netherlands, Luxembourg, Switzerland and Austria. This system is not approved for use in other countries.

Application has already been made for approval for use in several other countries. Before buying please inquire whether this system has been approved for use in your country.

Unmistakably Maxi.

In the few years since its appearance, Maxi has won many friends, among them many who developed for the first time a spontaneous enthusiasm for model railroading – or who discovered that their gardens could be used for a model railroad. Because Maxi pulls the experience to the center of everything: The lovingly designed models, the massive metal construction, the many operating features make Maxi the kind of railroad you can touch, play with, and enjoy with others.




märklin
Neuffen
3

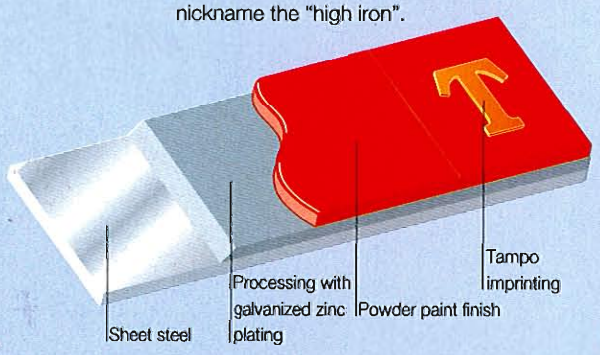
Everything speaks for Maxi.

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:



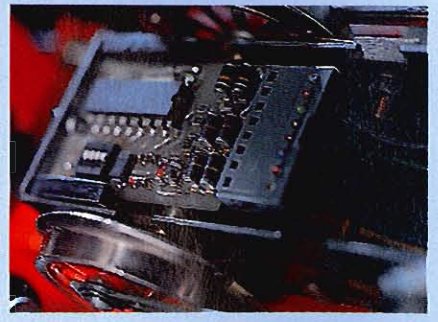
Metal construction:
The locomotives and cars consist entirely of metal – the bodies are made of heavy, precisely formed sheet metal, the wheel sets are of nickel-plated zinc castings.

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".

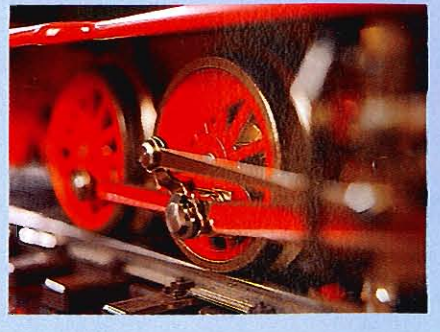


The manufacturing process:
The high-quality sheet steel is processed in several steps like modern automobile car body building. The final step is the color-fast powder paint finish; scratches on this finish can be quickly repaired with a paint kit from an autoparts store. Tampo printing is used to produce sharp striping and lettering.

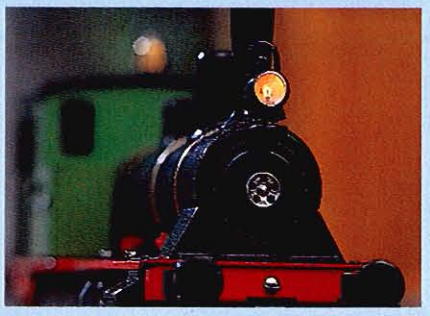
Technology: The sturdy mechanism is located in a protected position in the locomotive and is designed for many years of service. The electronic circuit plate allows operation with AC power, Märklin DELTA or Digital and simply plugs into the locomotive wiring circuit; a second circuit plate is included 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.



The sound effects circuit:
The "Union Pacific" steam locomotive with tender has a sound effects circuit that can be turned on and off. Independent of the speed, it simulates realistic steam locomotive sounds when starting, stopping and at regular speeds out on the main line.

The high-efficiency decoder:
For single-motor Maxi locomotives there is a digital, high-efficiency decoder that can be retrofitted into these units. Maximum speed, acceleration and deceleration rates can be custom adjusted for each locomotive on this decoder. A load compensation feature provides near constant speed during slow running and on ascending and descending grades. In addition, up to three auxiliary functions on the locomotive can be controlled with this decoder.



Couplers:
Maxi and the standard 1 Gauge program have the same sturdy 1 Gauge couplers. Locomotives and cars can be coupled together in any order that you want. Preuncoupling using the uncoupler track is possible when switching cars.



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.

The locomotive name plates:
On many Maxi locomotives the name plates put on at the factory can be changed. Locomotive name plates with custom names can be ordered for a small charge – ideal as a gift, a souvenir, a gag or just for the fun of it.

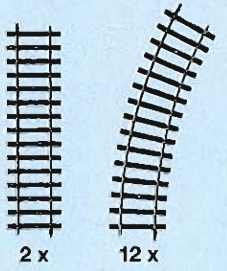
Everything revolves around Maxi.

Any where that people meet, Maxi has a good chance of becoming the center of activity. Because Maxi is more than just a model railroad system; it offers one's feelings room for expression and overcomes barriers. Maxi awakens memories, surprises you with modern technology and fascinates people with its high level of quality. Thanks to its sturdy construction, any one can join in to play with it to their heart's desire: Simply unpack the starter set, set it up, and Maxi is already bringing young and old alike together to play with it.

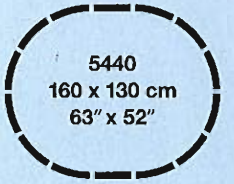




5440 230 Volts
5441 110 Volts USA
"Maxi" Starter Set.
Contents: 1 Swabian tank locomotive, 1 passenger car 3rd class, 1 low side car, 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA / 2 amp transformer, 1 figure of an engineer, 1 figure of a fireman, 1 no. 5654 feeder clip set. 1 no. 56031 track clip set. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronic circuit board for operation with AC power or Märklin DELTA. Electronic circuit board included for operating the locomotive with DC power. Locomotive has headlight at the front. Built-in smoke generator with a switch in the engineer's cab to turn it on and off.

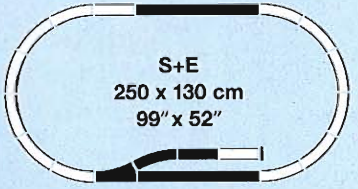


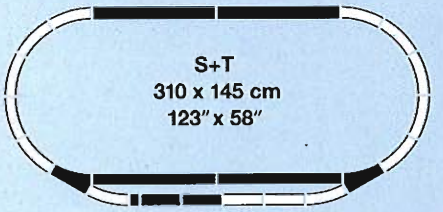


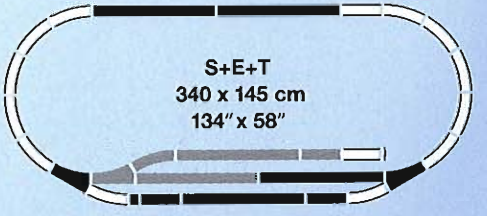




The 5440/5441 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see page 474) and the entire 1 Gauge assortment.







MAXI

The small Maxi start.

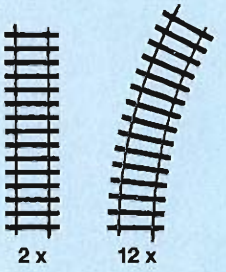
This has been missing in your garden: The new Maxi starter set with a dump car and low side gondola is just made for working in the garden and moving dirt – at least in the scale of 1:32. Even with the smallest starter set Maxi guarantees a lot of play value, which means that the attraction of your garden is not just limited to the plants. Naturally, this smallest of the Maxi locomotives has the typical Maxi features such as a DELTA module, headlight and smoke unit built in.



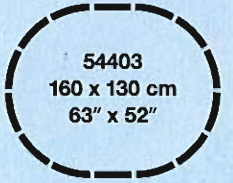


N

54403 230 Volts
54404 110 Volts USA
"Emma" Starter Set.
Contents: 1 tank locomotive, 1 dump car, 1 low side car loaded with lumber, 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA / 2 amp transformer, 1 figure of an engineer, 1 no. 5654 feeder clip set. 1 no. 56031 track clip set. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronic circuit board for operation with AC power or Märklin DELTA. Electronic circuit board included for operating the locomotive with DC power. Locomotive has headlight at the front. Built-in smoke generator with a switch in the engineer's cab to turn it on and off.

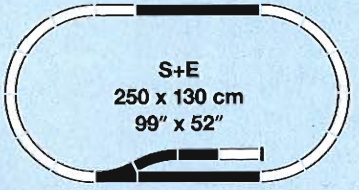


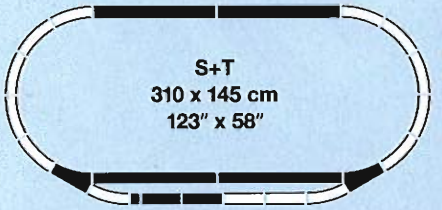


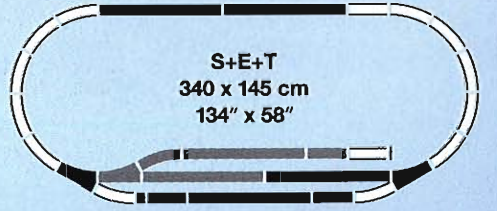




The 54403/54404 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see page 474) and the entire 1 Gauge assortment.







MAXI

Maxi in the New World.

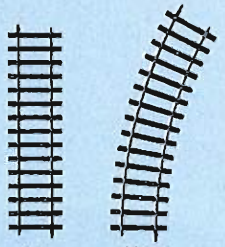
To roam playfully in foreign countries, to explore other cultures, to overcome borders, to wander through history. Everything is allowed in a fantasy – colorfully supported by the Maxi starter set with a tank locomotive and two cars lettered for the „Western & Atlantic R.R.".

Typically Maxi, this smallest of our American locomotives 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.

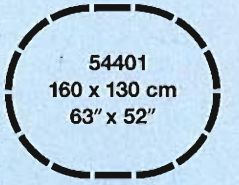




54401 230 Volts
54402 110 Volts USA
"American" Starter Set.
Contents: 1 American tank locomotive, 1 low side car, 1 caboose. All three models painted and lettered for the Western & Atlantic Railroad. 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA / 2 amp transformer, 1 figure of an engineer, 1 figure of a fireman, 1 no. 5654 feeder clip set. 1 no. 56031 track clip set. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronic circuit board for operation with AC power or Märklin DELTA. Electronic circuit board included for operating the locomotive with DC power. Locomotive has headlight at the front. Built-in smoke generator with a switch in the engineer's cab to turn it on and off.

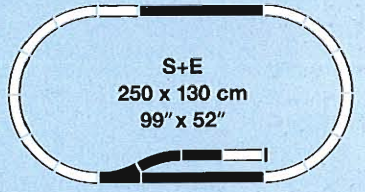


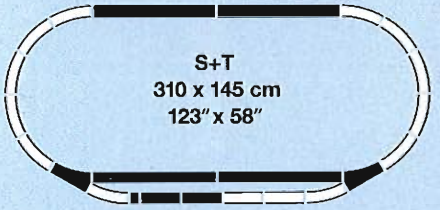


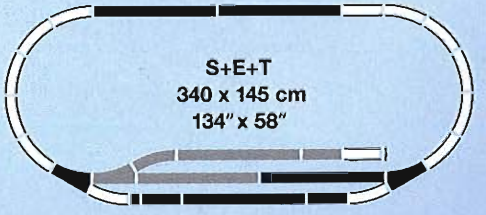




The 54401/54402 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see page 474) and the entire 1 Gauge assortment.





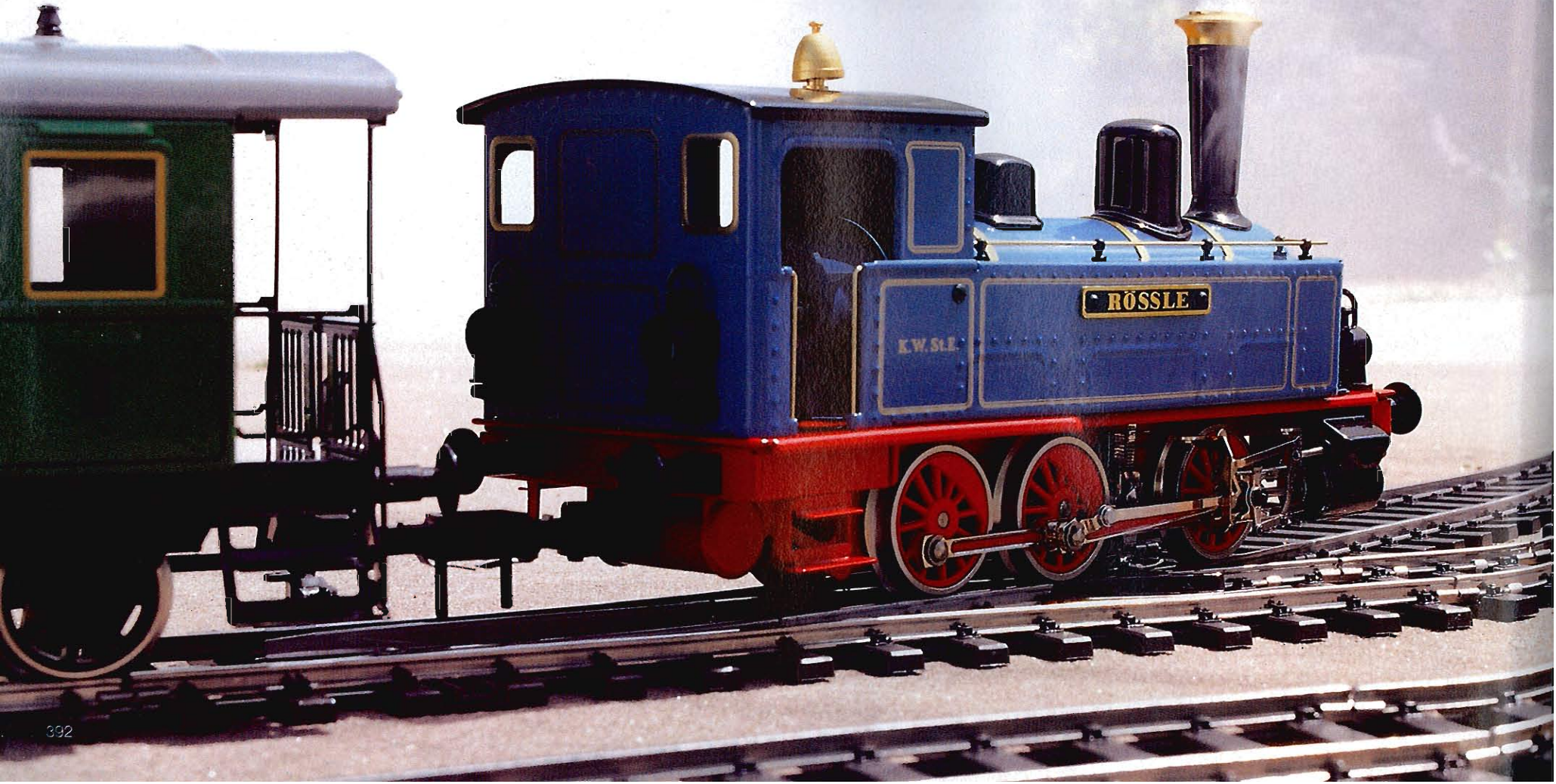


MAXI

Rugged but hearty.

This motto applies here doubly: to the dealings among the people of Baden and Württemberg and to the robust quality of Maxi models. For despite their "hearty" appearance, these Maxi models can take rough treatment in the same way as the Baden and Württemberg provincial railroads – in the worst case an automobile paint repair kit can take care of small scratches. With its quick setup, some improvised scenery and some imagination, Maxi saves every rainy weekend.

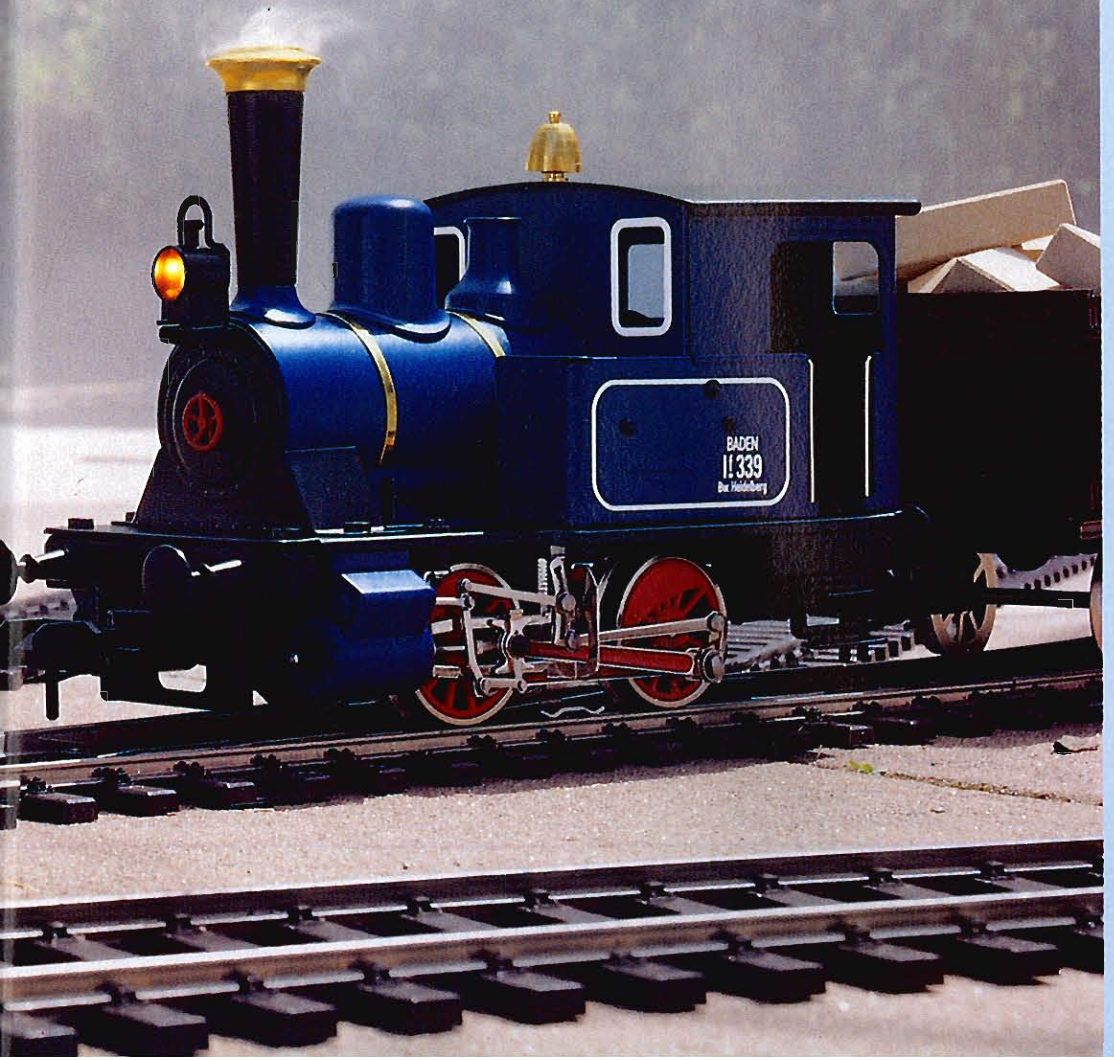
5450 "Rössle" Swabian Tank Locomotive.
Three-axle tank locomotive in the typical colors of a Swabian locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. 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").

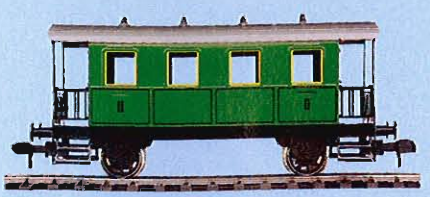


54510 Baden Tank Locomotive.
Two-axle tank locomotive in the typical colors of a Baden locomotive. 2 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for optional operation with AC power or Märklin DELTA and Digital.

Electronic circuit board for operation with DC power included. Locomotive has headlight at the front. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 21.0 cm (8-1/4").

These models will run on curved track with a radius 600 mm (23-5/8") and larger.





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").



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").

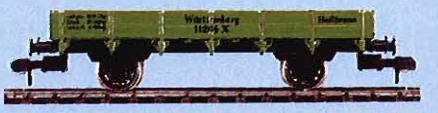


5485 Swabian Baggage Car.
Two-axle Württemberg Railroad baggage car. Sliding doors on the sides and doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").



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").

These models will run on curved track with a radius 600 mm (23-5/8") and larger.

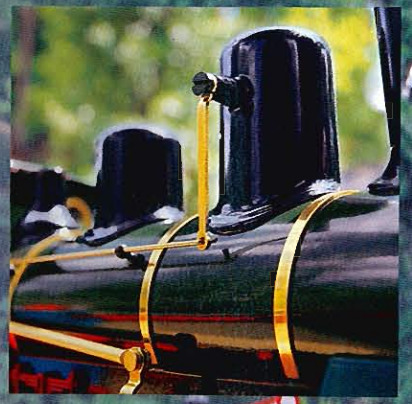


5481 Low Side Car.
Royal Württemberg State Railways (K.W.St.E.) two-axle low side car. Side walls on the sides of the car are removable. Length over buffers 27.5 cm (10-13/16").

In Bavaria.

The Bavarian kings appreciated the railroad as a swift means of transportation (Bavaria is large in size) as well as a suitable way to make a steaming, thundering entrance that impressed the common people. An idea of the splendor of this period can be seen in our Bavarian locomotive with a tender – specially with the fine lettering and glossy powder paint finish.

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").

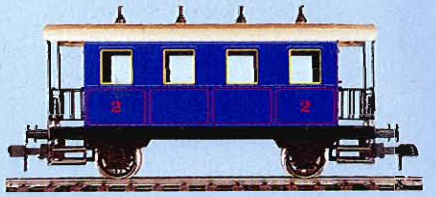


These models will run on curved track with a radius 600 mm (23-5/8") and larger.

54523 "Ludwig" Bavarian Locomotive with Tender.
Three-axle steam locomotive in a typical Bavarian special paint scheme. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for operation with AC power, Märklin DELTA and Digital. Electronic circuit board 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 46.0 cm (18-1/8").

The best known color scheme for a Bavarian locomotive is the green livery as carried out on the "Aloisius" locomotive model (item no. 5452). The beige color scheme for the "Ludwig" locomotive (item no. 54523) was reserved for a particular Bavarian steam locomotive. Only the locomotive selected for the royal Bavarian train was honored temporarily with this livery.





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").

These models will run on curved track with a radius 600 mm (23-5/8") and larger.

MAXI

Quite close to the sky.

The white and blue state colors symbolize how close the Bavarians feel to the sky. Blue on white is what you see here; Maxi is not taking a back seat in this closeness to the sky. The small Bavarian electric locomotive with a passenger car of the same color brings a real Bavarian holiday mood into your front yard – or into the playroom. Of course, the E 69 can also be operated off of catenary.

54711 Bavarian Passenger Car.
Bavarian Railroad 2-axle passenger car. Paint scheme in the traditional Bavarian colors of white and blue. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").

54201 Bavarian Electric Locomotive.
Class E 69 2-axle electric locomotive in white and blue paint scheme. 2 axles powered. 2 traction tires. Catenary pantograph. Extensive imprinting and lettering. Built-in electronic circuit board for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit board for operation with DC power included. Headlights front and rear that change over with the direction of travel. Length over buffers 23.0 cm (9-1/16").







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").



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

These models can be run without catenary on curved track with a minimum radius of 600 mm (23-5/8"). With catenary a minimum radius of 1,020 mm (40-5/32") is required.

These models will run on curved track with a radius 600 mm (23-5/8") and larger.

MAXI

Noblesse oblige.

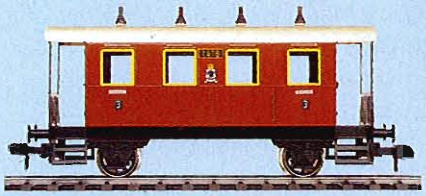
What better way could you find to christen such a stately Prussian locomotive and tender? The "Alte Fritz" reflects the pride of the era, the fine striping and strong colors are proof of an attempt at a certain kind of splendor such as was common among the royal provincial railroads of the times. This 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.



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 will run on curved track with a radius 600 mm (23-5/8″) and larger.



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″).

These models will run on curved track with a radius 600 mm (23-5/8″) and larger.

MAXI

All in black.

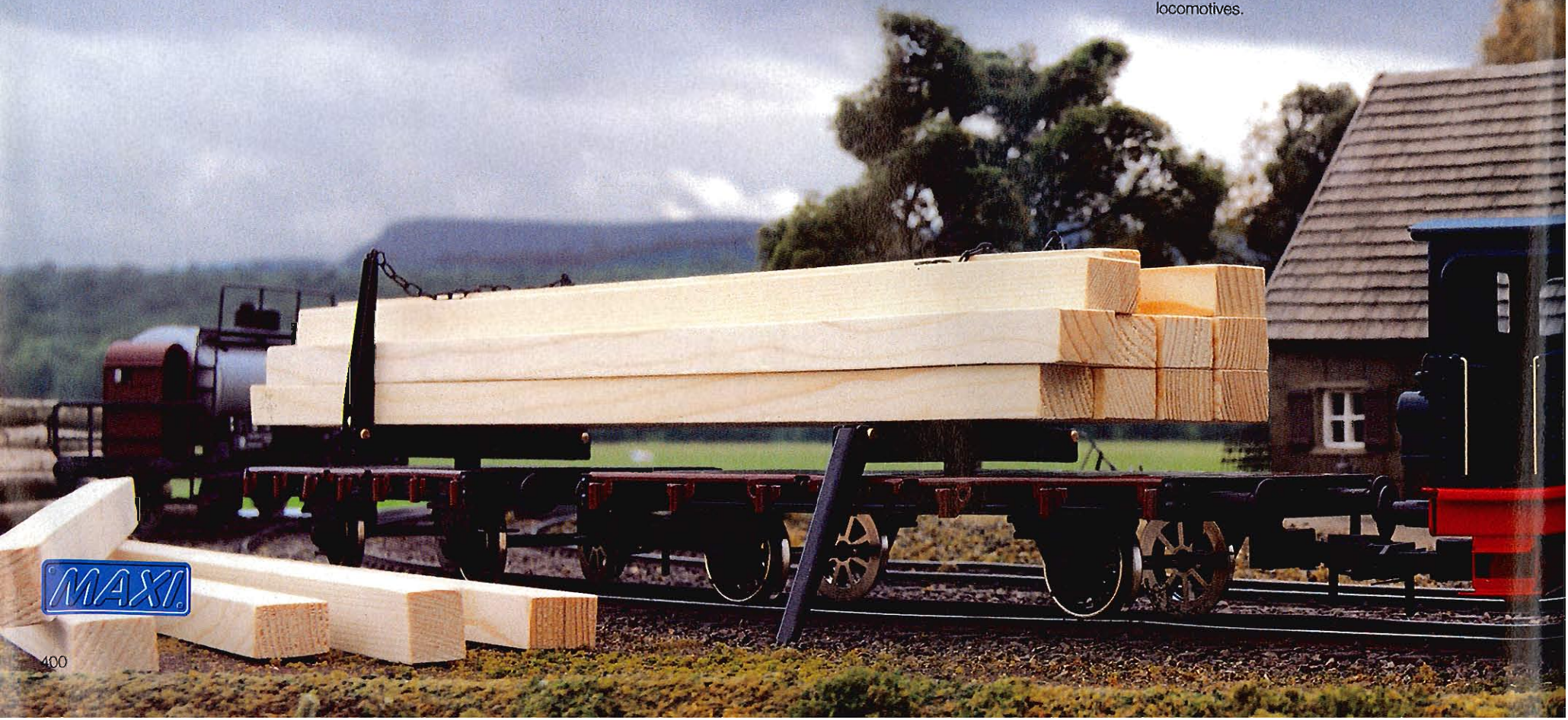
Black became the standard color for all steam locomotives with the merging of the provincial railroads into the German State Railroad. The flat black powder paint finish looks good on our little tank locomotive, especially with the gold colored lettering, the hand rails and the red painted frame – a typical branch line scene from the German State Railroad period.

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").

These models will run on curved track with a radius 600 mm (23-5/8") and larger.

54502 Tank Locomotive.
Three-axle tank locomotive in the color scheme of the former German State Railroad Company (DRG). 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for operation with AC power, Märklin DELTA and Digital. Electronic circuit board 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 26.8 cm (10-9/16").

The merging of the individual provincial railroads into the German State Railroad also ended the period of different color schemes for locomotives and cars. The State Railroad period was characterized by the attempts to standardize the motive power and rolling stock in terms of their technology and appearance. At the same time the practice of designating locomotives with names was replaced by a new numbering system. Proven locomotive designs, among them this three-axle tank locomotive for branch line traffic, were kept in service. Less successful designs from the provincial railroad era were retired and replaced by new standard design locomotives.



This model can be run on curved track with a minimum radius of 600 mm (23-5/8″).



54960 Tank Car.
Two-axle tank car with brakeman's cab. Lettered for ARAL, Inc., Bochum, Germany. Tank can be filled through a hatch on the top and emptied from a drain on the side of the car. Length over buffers 27.5 cm (10-13/16″).

60955 Maxi High-Efficiency Electronic Circuit.
High-efficiency decoder for converting single-motor Maxi locomotives to the high-efficiency propulsion system. This electronic circuit has a total of 4 controllable functions. The "function" output is intended for headlights. The "f1" and "f2" outputs can be used for other functions such as a sound system or a smoke generator. The "f4" function enables you to turn off the load-dependent speed control feature for easier switching maneuvers. The "f1", "f2" and "f4" functions can be turned on and off only with a Control Unit (6021) or with a Control 80 f locomotive controller or an Interface connected to this central unit. This electronic circuit offers the potential to adjust maximum speed as well as acceleration and braking delay. Built-in load-dependent speed control for different load situations such as ascending and descending grades. Can be coded for 80 different locomotive addresses. When operated with AC power or with the 6607 DELTA Station, the "function" and "f1" functions are turned off. Decoder dimensions 43 x 25 x 8 mm (1-11/16″ x 1″ x 5/16″).

The power of two motors.

The imposing class 110 is the bridge from Maxi to the standard 1 Gauge program; at the same time it is the first Maxi locomotive in the colors of a modern railroad. Its prototype has been used in a variety of ways since the 1950s. Our model proves how impressively Maxi combines the dynamic power of the prototype with the character of high quality, sheet metal construction. With two motors, our model can even pull heavy freight trains with the modern container cars, for example. The class 110 can easily negotiate the smallest Maxi curve; a minimum radius of 1,020 mm (40-5/32") is required for operation with catenary.





N

54212 Electric Locomotive.
Class 110 4-axle electric locomotive in a red paint scheme. 2 motors. 2 axles powered. 4 traction tires. Two catenary pantographs. Extensive imprinting and lettering. Built-in electronic circuit board for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit board for operation with DC power included. Headlights front and rear that change over with the direction of travel. Length over buffers 48.5 cm (19-1/8″).

These Maxi models can be run without catenary on curved track with a minimum radius of 600 mm (23-5/8″). With catenary a minimum radius of 1,020 mm (40-5/32″) is required.

The models from the standard 1 Gauge program shown here, whether operated with or without catenary, require curved track with a minimum radius of 1,020 mm (40-5/32″).

MAXI

Peak time in the freight yard.

Maxi's large scale really becomes apparent with freight cars. Maxi freight cars are sturdy and made to be handled; they can be loaded, switched around and unloaded with ease. Since the details aren't too delicate, hand cranks are made to be turned, side walls are meant to be removed, tanks are designed to be filled. Suitable freight loads can be found in your toybox, but also in nature, such as pieces of wood, rocks and fined grained or powdered freight of all kinds.

54760 Piggy Back Car.
Four-axle flatcar for transporting containers or truck trailers. Model comes with 2 removable containers. Doors at one end on both containers that can be opened. Length over buffers 44.0 cm (17-5/16").

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").



MAXI

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").



54802 Low Side Car.
Two-axle low side car lettered for a farm machinery dealer. Loaded with a farm trailer made of metal. Side walls on the sides of the car are removable. 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").

Four-legged creatures go traveling.

When horses go traveling, this becomes 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 into 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.



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").

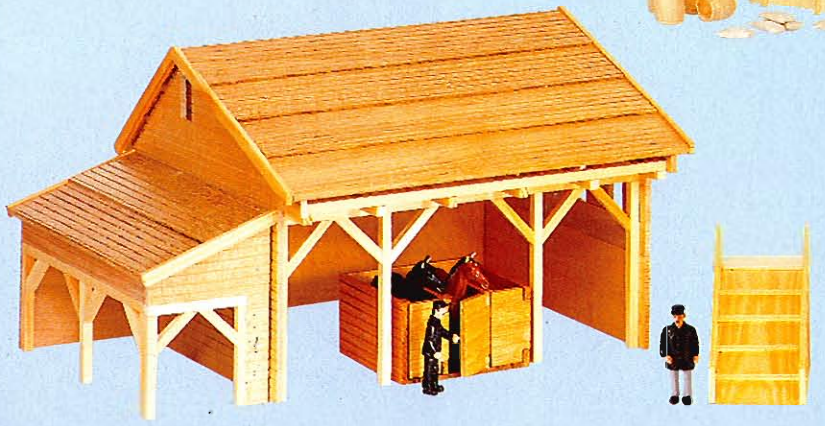


Low side car for the transport of the horse stalls, with side walls on the car that can be removed. Length over buffers 27.5 cm (10-13/16").



All parts in a special version. Not available separately.





MAXI

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

Maxi takes great leaps.

Anyone who loves horses can indulge his passion in two ways with Maxi: the "iron horse" in front, behind it the two cars with horses for riding. By itself this car set offers the horses a comfortable trip to the next riding or jumping competition, or as a supplement to the horse transport set. The extensive amount of freight included with this set reinforces the many different ways to play with these cars and accessories.



N

54821 Freight Car Set.
Set consists of a two-axle gondola, a two-axle low side car, 3 horse stalls, 2 horses, 5 barrels, 1 transport crate, 4 jump barriers and 10 sacks.

Gondola for transport of the freight load included in the set has doors on the sides that can be opened. Length over buffers 27.5 cm (10-13/16").

Low side car for the transport of the horse stalls has removable side walls. Length over buffers 27.5 cm (10-13/16").

All parts in a special version. Not available separately.

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").









MAXI

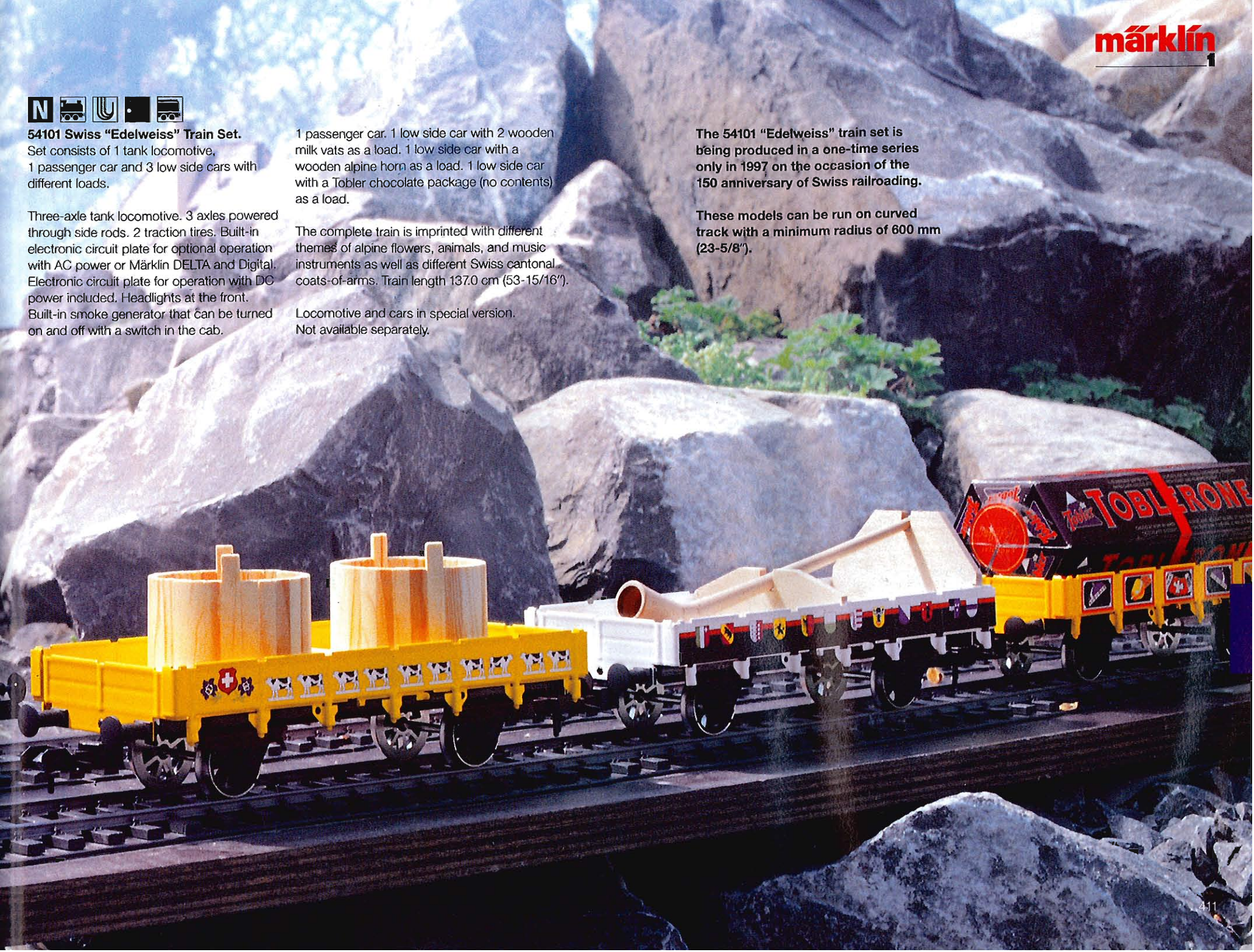
The Swiss Express in the Alpine look.

On the occasion of the 150th anniversary of Swiss railroading we don't want to hold back with Maxi and are bringing out the special "Edelweiß" train: a tank locomotive with four beautifully decorated cars and many accessories that you have probably seen everywhere in travel brochures for Switzerland. If you should happen to be interested in just the Swiss chocolate, please be advised: the famous three-cornered package serves only as a freight load and contains nothing.

The quantity to be produced for this anniversary train is limited. And you will find this train only at those dealers who were granted an allocation at either the Nürnberg Toy Fair or the New York Toy Fair.

150 Years of Swiss Railroading





54101 Swiss "Edelweiss" Train Set.
Set consists of 1 tank locomotive, 1 passenger car and 3 low side cars with different loads.

Three-axle tank locomotive. 3 axles powered through side rods. 2 traction tires. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit plate for operation with DC power included. Headlights at the front. Built-in smoke generator that can be turned on and off with a switch in the cab.

1 passenger car. 1 low side car with 2 wooden milk vats as a load. 1 low side car with a wooden alpine horn as a load. 1 low side car with a Tobler chocolate package (no contents) as a load.

The complete train is imprinted with different themes of alpine flowers, animals, and music instruments as well as different Swiss cantonal coats-of-arms. Train length 137.0 cm (53-15/16").

Locomotive and cars in special version. Not available separately.

The 54101 "Edelweiss" train set is being produced in a one-time series only in 1997 on the occasion of the 150 anniversary of Swiss railroading.

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

A toast to Maxi.

Imagination knows no limits, and so we became productive on the other side of our limits: The prototype for this nostalgic train steams through Switzerland and is the guest train for a Swiss brewery. The locomotive's name is "s'Vreneli", and typical of its features are the many separately applied details and the brakeman's platform with its handrails painted in yellow. An ideal supplement for this little Swiss train composition is the boxcar lettered for Maggi.

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").

54706 Swiss Passenger Car.
Swiss Railroad 2-axle passenger car. Lettered for Feldschlösschen, Inc., Rheinfelden, Switzerland. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").

150 Years of Swiss Railroading



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").

These models will run on curved track with a radius 600 mm (23-5/8") and larger.





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").

These models will run on curved track with a radius 600 mm (23-5/8") and larger.

MAXI

American variety.

There are many fans of American models on the other side of the Atlantic as well as in the USA. The reason for this is surely the many car and locomotive types and the extensive lettering for the privately owned railroads – such as these two striking tank locomotives, "Jenny" and "Fulton". The work caboose with its caboose body and work platform is also a real Maxi jewel. The two floodlights on it can be turned on and off as well as rotated and tilted; they light up the night and drive away the coyotes.

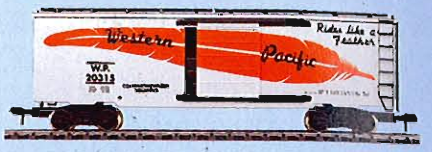


54511 "FULTON" Steam Locomotive with Tender.
Two-axle steam locomotive with permanently attached tender mounted on a truck. In the colors of the Western & Atlantic Railroad. 2 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit board for operation with DC power included. Headlights front and rear that change over with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length 29.0 cm (11-7/16").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

54505 "Jenny" Western Tank Locomotive.
Three-axle tank locomotive in the color scheme of the Sierra Madre & Pacific Railroad. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for operation with AC power, Märklin DELTA and Digital. Electronic circuit board 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 26.8 cm (10-9/16").

54811 Work Caboose.
Four-axle Union Pacific work caboose. 2 trucks. Caboose superstructure at one end with 2 floodlights on the roof. Lights can be rotated and swung into position, and can be turned on and off with a switch. Length 41.0 cm (16-1/8").



54871 Boxcar.
Four-axle boxcar lettered for the Western Pacific Railroad. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (16-3/8").



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").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

MAXI

Across the continent.

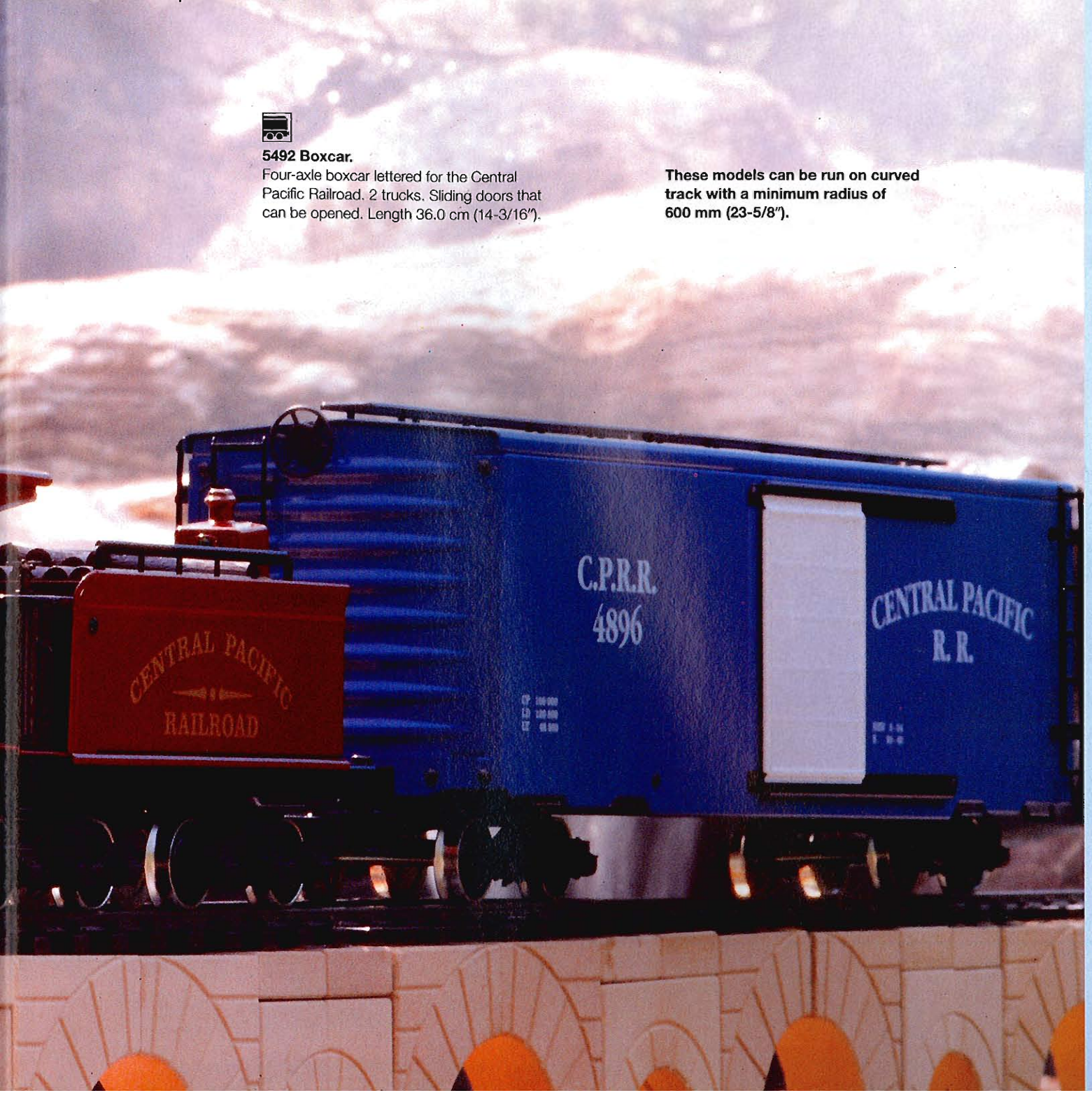
When the last spike, the "Golden Spike", was symbolically driven on May 10, 1869, the railroad link between the East and West Coast in America was complete. A trip across the continent, with the Central Pacific Railroad, for example, was one of the great railroad adventures of its time.

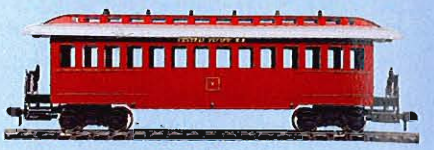
Our Maxi models of the Central Pacific maintain the continental connection between the refrigerator and the chaise lounge. If the train carrying your cold drinks gets held up, this only reinforces the original romantic atmosphere surrounding the locomotive with its tender, four-axle passenger cars, boxcars 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").

5492 Boxcar.
Four-axle boxcar lettered for the Central Pacific Railroad. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (14-3/16″).

These models can be run on curved track with a minimum radius of 600 mm (23-5/8″).





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



5488 Caboose.
Four-axle caboose lettered for the Central Pacific Railroad. 2 trucks. Doors at both ends that can be opened. Length 25.0 cm (9-13/16″).

These models can be run on curved track with a minimum radius of 600 mm (23-5/8″).

MAXI

Listen up, here comes Maxi.

Our black and silver "Union Pacific" locomotive with a tender, snow plow and sound effects circuit is a special show-piece. It announces its appearance with huffing and puffing, very realistically, of course, according to its speed. The smoke unit plays its role to reinforce the illusion. The snow plow is very impressive in operation as it clears the tracks of snow and chases away even the bravest of the mice in your garden.

54541 Steam Locomotive with Tender. Four-axle steam locomotive with tender in the colors of the Union Pacific Railroad. With snow plow built onto the front. 3 axles powered through side rods. 2 traction tires. Extensive imprintingland lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit plate for operation with DC power included. Headlights front and rear that change over with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. **Integrated sound effects circuit that can be turned on and off with a switch.** Length 56.0 cm (22-1/16").

This model can be run on curved track with a minimum radius of 600 mm (23-5/8").



These models can be run on curved track with a minimum radius of 600 mm (23-5/8″).



N

54940 Gondola.
Four-axle gondola painted and lettered for the Pennsylvania Railroad. 2 trucks. Length 40.5 cm (15-15/16″).



N

54941 Flatcar.
Four-axle flatcar painted and lettered for the Atchison, Topeka & Santa Fe Railroad. Stakes that can be folded down. 2 trucks. Length 40.5 cm (15-15/16″).



N

54861 Caboose.
Four-axle caboose painted and lettered for the Atchison, Topeka & Santa Fe Railroad. 2 trucks. Doors at both ends that can be opened. Length 25.0 cm (9-13/16″).

From the Pacific to the Atlantic

In the early period of railroading the trip from coast to coast was a real adventure – and a dream of any real railroad enthusiast. Of the great railroads that crossed the continent, the Union Pacific was one of the most famous. Our Maxi models bring this period into the present: At the front the blue locomotive with a tender, lantern headlight, cowcatcher and gold painted boiler rings. Behind it the long passenger car and bringing up the rear the four-axle caboose with its characteristic cupola. There is also the typical boxcar, likewise lettered for the Union Pacific. All of the cars have doors that can be opened or wide sliding doors for loading freight.

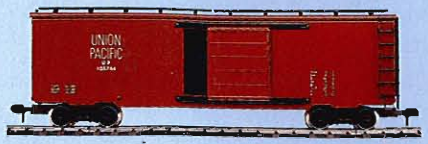


54530 "Washington" Union Pacific Locomotive.
Four-axle Western American steam locomotive with tender in the typical colors of the Union Pacific Railroad. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power 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").

54720 American Passenger Car.
Four-axle passenger car lettered for the Union Pacific Railroad. 2 trucks. Doors at both ends that can be opened. Length 41.0 cm (16-3/8″).





5487 Boxcar.
Four-axle boxcar lettered for the Union Pacific Railroad. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (14-3/16″).



54860 Caboose.
Four-axle caboose painted and lettered for the Union Pacific Railroad. 2 trucks. Doors at both ends that can be opened. Length 25.0 cm (9-13/16″).

These models can be run on curved track with a minimum radius of 600 mm (23-5/8″).

MAXI

Pure Maxi power.

By now the railroad enthusiast interested 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.

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").





54301 Diesel Electric Locomotive (A Unit).
General Motors EMD F 7 four-axle diesel locomotive painted and lettered for the Union Pacific Railroad. 2 Motors. 2 axles powered. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for operation with AC or DC power or Märklin DELTA and Digital. 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″).



Small details that have a large effect.

It's the many little details that give a layout that final polish. For example, our figures that liven up a station, cars and surrounding environment. And it's worth taking a close look at them: The types of people, their faces, posture, hair styles, clothing and accessories are lovingly formed and carefully hand painted.

An arranged chaos of freight such as barrels, pallets and crates livens up a scene too – all of it made of real wood. A specially interesting idea for more fun is to combine Maxi with working models from the Märklin metal construction sets. We've put together special theme sets for this purpose (see pages 488/489).

60955 Maxi High-Efficiency Electronic Circuit.
High-efficiency decoder for converting single-motor Maxi locomotives to the high-efficiency propulsion system. This electronic circuit has a total of 4 controllable functions. The "function" output is intended for headlights. The "f1" and "f2" outputs can be used for other functions such as a sound system or a smoke generator. The "f4" function enables you to turn off the load-dependent speed control feature for easier switching maneuvers. The "f1", "f2" and "f4" functions can be turned on and off only with a Control Unit (6021) or with a Control 80 f locomotive controller or an Interface connected to this central unit. This electronic circuit offers the potential to adjust maximum speed as well as acceleration and braking delay. Built-in load-dependent speed control for different load situations such as ascending and descending grades. Can be coded for 80 different locomotive addresses. When operated with AC power or with the 6607 DELTA Station, the "function" and "f1" functions are turned off. Decoder dimensions 43 x 25 x 8 mm (1-11/16" x 1" x 5/16").



68713 68716 68717 68721 68723 68724 68725 68726 68730 68735

56401 Set of Figures.
This set consists of 10 different seated, painted figures. 10 pieces of each figure are included in the set. All of these figures are available separately. These figures can be used in passenger cars and for a station scene on a Maxi metal railroad or a Märklin 1 model railroad layout. Scale is 1:32.

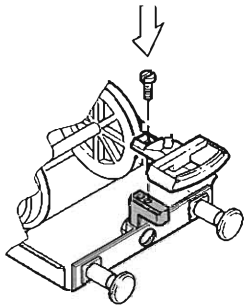
5640 Set of Figures.
This set consists of 10 different standing, painted figures. 10 pieces of each figure are included in the set. All of these figures are available separately. These figures can be used in passenger cars and for a station scene on a Maxi metal railroad or a Märklin 1 model railroad layout. Height of an adult figure is approximately 6 cm (2-23/64"). Scale is 1:32.

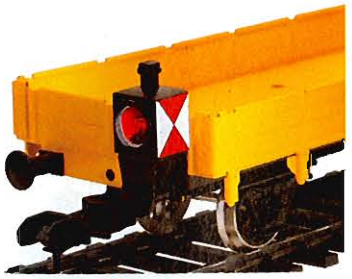


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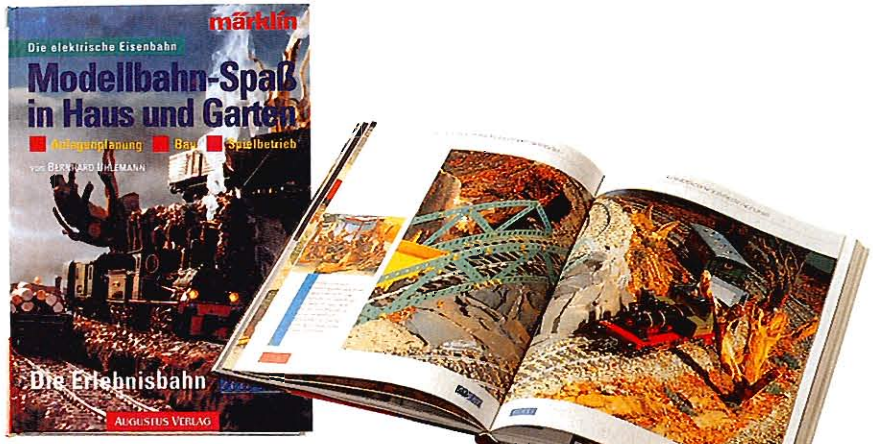
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56105 Coupler Adapter.
Coupler adapter for mounting other makes of couplers on two-axle Maxi cars. 4 pieces per package. Other makes of couplers not included.



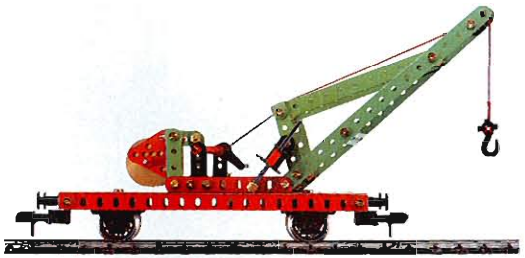


56051 Marker Light Kit.
Marker light with red light bulb, can be attached on the end of a car. Can be mounted on the buffer or on the end wall/hand rail of a car. Power supplied through two wheel contact strips.



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

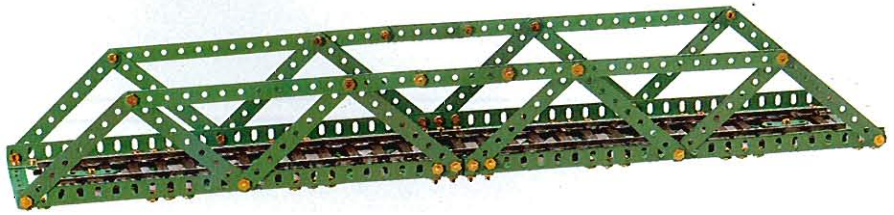
1511 "1 Gauge Freight Car" Theme Set.
Construction set for building any one of different types of freight car models, such as a crane car, stake car, etc. Working attachment parts give the different possible models all sorts of play value. The basic frame in this construction set has wheel sets and couplers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





56600 Load.
5 Europa pallets, 5 barrels and 1 transport crate. All made of wood. Pieces not available separately.

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).

Maxi by yourself. Or for two, three or four.

All Maxi locomotives are equipped at the factory with a receiver component (module) for the DELTA multi-train control system. All you need is a transformer, a DELTA Station, a hand controller for each "engineer" – and you're ready to experience model railroading in totally new dimensions. Because now up to four operators can control their own locomotive independently of each other, each with his own hand controller – all of this on a single track circuit and without extensive wiring.

Just a few years ago the person sitting at the transformer dominated the model railroad layout – the others could only look. With the DELTA multi-train control system Maxi is truly democratic, everyone is equal, everyone is playing with the group. This makes the layout exciting.



DELTA





The 6647/76646 Märklin transformer is used to control the Maxi railroad.

6647 230 volts. 32 VA
76646 110 volts. 32 VA
Transformer 32 VA / 2 Amps
Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 120 x 140 x 80 cm (4-3/4" x 5-1/2" x 3-1/8"). VDE/UL/CSA tested.



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 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 locomotives individually. These 4 addresses can be called up 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 (5-5/16" x 4-3/4" x 3-1/8").

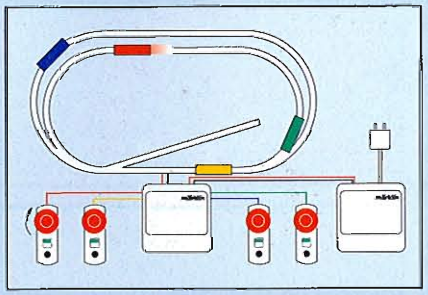


DELTA
6608 DELTA Mobil.
Hand controller for use with the DELTA Station (6607). The 4 different addresses for the DELTA Station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. Emergency stop button with LED indicator. Dimensions 130 x 50 x 37 mm (5-1/8" x 1-15/16" x 1-7/16").

Important: 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).

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



Additional information on the DELTA multi-train control system can be found on pages 276/277.

The Maxi railroad system can be expanded with the entire track system and accessory program of the standard 1 Gauge program (see pages 470–483).

Imagination does not need instructions.

There can be no greater challenge for a toy than to excite your imagination. The most perfect models can reproduce the world, but they cannot replace the images that originate in the mind:
Pillows turn into mountains, rocks become canyons and a few branches make a primeval forest – Maxi makes its way across this extraordinary landscape. With the large gauge from Maxi you can design your layout with natural materials, play with the trains and transport things with them.



MAXI

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.

Please see page 425 for the 0333 Maxi book (German text only) with information on the planning, building, operation and maintenance of a Maxi railroad system indoors or outdoors in your yard.

A breath of fresh air for the garden.

Maxi gives garden enthusiasts ideas and brings model railroaders into the garden. The unusual expanse, the new freedom to design a layout and the natural materials make the connection between model railroading and nature especially attractive.

It's only right since the technical requirements are correct, and since Maxi provides the necessary sturdiness and serviceability for operation out under the wide open skies.

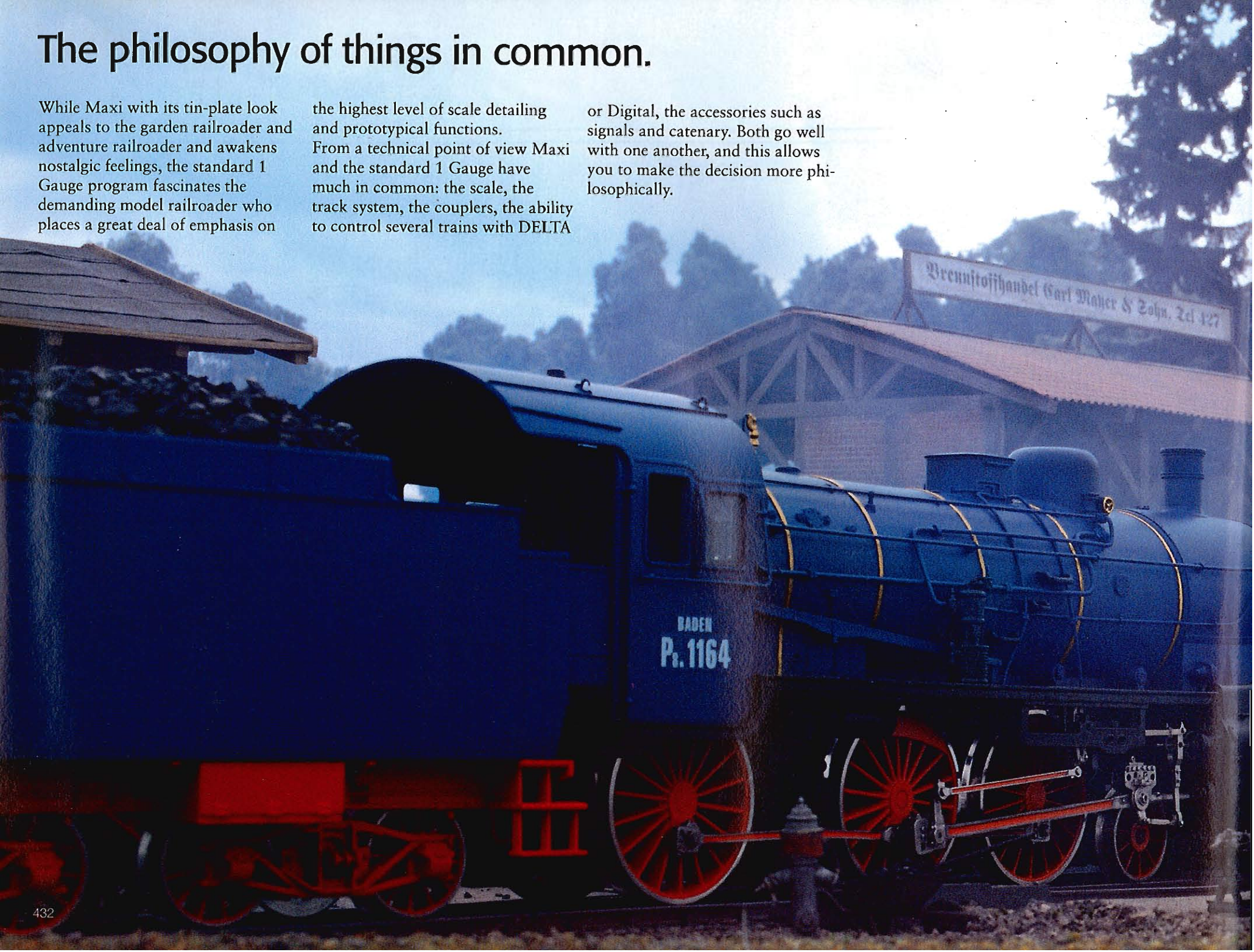


MAXI



The philosophy of things in common.

While Maxi with its tin-plate look appeals to the garden railroader and adventure railroader and awakens nostalgic feelings, the standard 1 Gauge program fascinates the demanding model railroader who places a great deal of emphasis on the highest level of scale detailing and prototypical functions.
From a technical point of view Maxi and the standard 1 Gauge have much in common: the scale, the track system, the couplers, the ability to control several trains with DELTA or Digital, the accessories such as signals and catenary. Both go well with one another, and this allows you to make the decision more philosophically.




BADEN
II 339
Spezial-Transporte

A Prussian in Baden.

The Prussian P8 was a genuinely successful model for its time and was exported to many German states and other countries. The Grand Ducal Baden State Railways was among them and ordered 40 units from the Maschinenbau Company of Karlsruhe, Germany. Our model reproduces the typical features of this version in all of its details. In its blue paint scheme, this version probably represents the most beautiful P8 variation built.

This model can be run on curved track with a minimum radius of 1,020 mm (40-5/32").

The 58212 Baden passenger car set (see pages 456/457) is the appropriate addition to this locomotive.

Baden P 8





55981 Passenger Locomotive with Tender.
Baden State Railways class P 8. 3 axles powered through side rods. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights and built-in smoke generator can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights and the volume of smoke from the smoke generator depend on the voltage present in the rails. **The steam locomotive sound effects circuit built into the tender as well as the whistle and bell that are part of it can be turned on only in digital operation.** Movable cab doors. Coal bunker filled with real coal. Maintenance-free LEDs for headlights. Figures of locomotive engineer and fireman included. Length over buffers 58.0 cm (23-1/8").

After several experiments with their own developments that did not meet expectations, the Baden State Railways decided to buy the proven Prussian P 8. This model was delivered in 1923. The locomotive's blue paint scheme is the same as that for the Bad[illegible] locomotives.
It is the great variety in colors that still makes the locomotives from Era 1 so sought after by many collectors and model railroaders.



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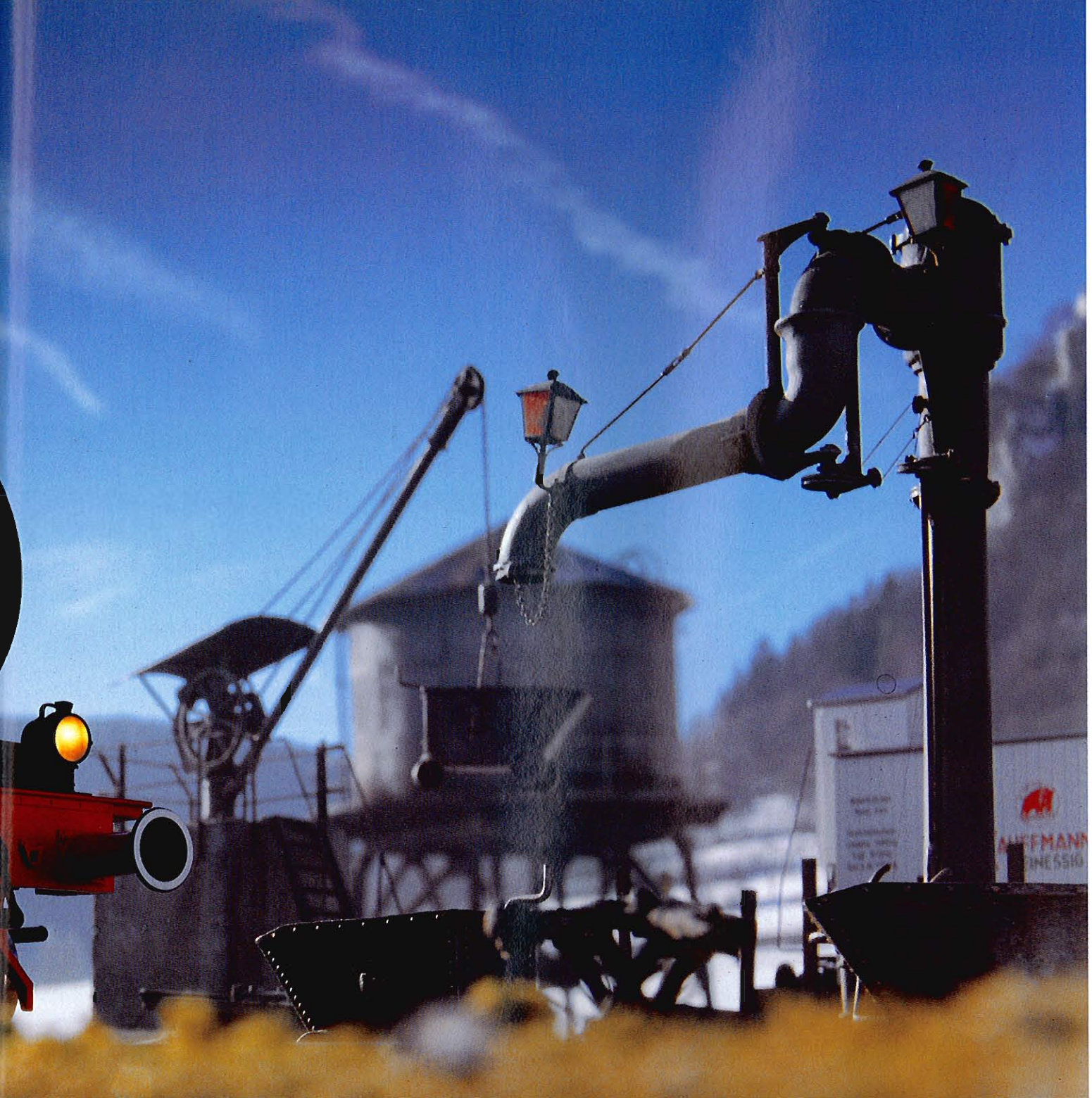
5640 Set of Figures.
This set consists of 10 different standing, painted figures. 10 pieces of each figure are included in the set. All of these figures are available separately. These figures can be used in passenger cars and for a station scene on a Maxi metal railroad or a Märklin 1 model railroad layout. Height of an adult figure is approximately 6 cm (2-23/64"). Scale is 1:32.

On page 457 you will find the 56401 set with seated figures.

The unnoticed heros.

Designing steam locomotives was a little like a lottery: No one could predict which design would turn out well. Many designs promised a lot but remained as one-off models, while others won the critics over with well-balanced everyday features.
One such locomotive was the Prussian G8, of which over 1,000 units were built. Because it was almost indestructible, it was worth rebuilding to make it even more multifaceted. The German State Railroad converted a total of 688 units into the class $56^{2\text{-}8}$. With a stretched look and an additional pilot truck it was rated for 70 km/h (44 mph) and was now used to pull passenger trains – unnoticed but reliable.





55281 Freight Locomotive with Tender. German State Railroad Company (DRG) class 56[2-3]. 4 axles powered through side rods. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights and built-in smoke generator can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights and the volume of smoke from the smoke generator depend on the voltage present in the rails. **The steam locomotive sound effects circuit built into the tender as well as the whistle and bell that are part of it can be turned on only in digital operation.** Movable cab doors. Coal bunker filled with real coal. Maintenance-free LEDs for headlights. Figures of locomotive engineer and fireman included. Length over buffers 57.5 cm (22-5/8").

This model will only run on curves with a minimum radius of 1,020 mm (40-5/32").

This locomotive model shows the class 56[2-5] as it originally looked in the 1930s. The dual headlights and gold lettering are typical for the locomotives from this period.

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$^{2-8}$







55280 Freight Locomotive with Tender. German Federal Railroad (DB) class 56$^{2-8}$. 4 axles powered through side rods. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights and built-in smoke generator can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights and the volume of smoke from the smoke generator depend on the voltage present in the rails. **The steam locomotive sound effects circuit built into the tender as well as the whistle and bell that are part of it can be turned on only in digital operation.** Movable cab doors. Coal bunker filled with real coal. Maintenance-free LEDs for headlights. 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.

Always ready.

This was the small V 36's strong point, it was always ready, did not have to be fired up, was equally fast in both directions, gave the engineer a good view all around and was simple for one man to operate. It's no wonder that it replaced steam locomotives on branch lines: it even had a career in double heading. The V 36 was still part of the railroad's everyday operations in Era III.



DB V 36



N III

55302 Diesel Hydraulic Locomotive.
German Federal Railroad (DB) class V 36. 3 axles powered through side rods. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights depends on the voltage present in the rails. 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").

The TELEX coupler installed on the V 36 in the red paint scheme (Märklin model 55301) immediately found many enthusiasts among 1 Gauge operators. This remote-controlled coupler enables easy switching maneuvers in digital operation. For that reason the V 36 in the prototype's original green paint scheme has been brought into the Märklin 1 assortment as a successor to the red version.

This model can be run on curved track 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 on each unit powered via side rods. 2 drive wheels on each unit equipped with traction tires. High-efficiency electronic circuit built into one locomotive for both units. For operation with AC power, DC power or Märklin Digital. Headlights can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights depends on the voltage present in the rails. One of the most powerful models in the Märklin 1 assortment. 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 passenger and freight trains, two locomotives were coupled together for operation in tandem. These locomotives were designed for multiple unit control from a single engineer's cab. This interesting combination is reproduced in this Märklin 1 model.

With diesel power over all of the mountains.

The V 100 was planned as a general purpose unit for branchline service. Thanks to its simple design and reliable drive mechanism the V 100 hit the mark in every way which was the reason why it was equipped with more powerful motors and given more demanding assignments. A supplemental hydrodynamic drive mechanism brake was installed on the 1,350 hp motor for the last 10 units for use on mountainous routes.



DB 213



55722 General Purpose Diesel Hydraulic Locomotive.
German Railroad, Inc. (DB) class 213. All 4 axles powered by means of cardan shafts with 1 central gear box and 4 transfer gear boxes. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights depends on the voltage present in the rails. Length over buffers 38.4 cm (15-1/8").

This model will only run on curves with a minimum radius of 1,020 mm (40-5/32").

Ten units of the V 100[20] were rebuilt in 1965. These locomotives were later incorporated into the German Federal Railroad motive power pool as the class 213. They were stationed in the Black Forest and the Westerwald area where they took over duties previously performed by the class 82 and 94 steam locomotives.

The class 213 is still in service today. In the 1990s these locomotives were given the current "new red" paint scheme that is viewed by many as quite successful on this class of locomotive.

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.

56560 Diesel Sound Effects Circuit.
Diesel sound effects circuit with loudspeaker for retrofitting into the class 218 (5571, 55711 and 85571). 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. All 4 axles powered by means of cardan shafts with 1 central gear box and 4 transfer gear boxes. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights depends on the voltage present in the rails. Ready for installation of 56560 diesel sound effects circuit. Prototypical pair of exhaust stacks installed parallel to one another. Figure of locomotive engineer in one 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").

Special one-time series.

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.





märklin

5571 Diesel Locomotive.
German Federal Railroad (DB) class 218. All 4 axles powered by means of cardan shafts with 1 central gear box and 4 transfer gear boxes. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights depends on the voltage present in the rails. Ready for installation of 56560 diesel sound effects circuit (see page 446). Prototypical pair of exhaust stacks installed parallel to one another. 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").

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.

A locomotive legend for the anniversary.

The era of the large diesel locomotive began with the mighty V 200, of which a few were in active service on the SBB as the Am 4/4 a short while ago. A good reason to acknowledge another historical event with this historic model: We are bringing out the Am 4/4 together with the appropriate SBB tank car in a special limited series of 999 units on the occasion of the 150th anniversary of Swiss railroading.

All 57.7 cm (22-23/32") of this stately, finely detailed anniversary locomotive model are crammed with technical gadgets: digital high-efficiency propulsion with load equalization and prototypically adjustable operating characteristics, controllable triple headlights, diesel sound effects circuit and a locomotive horn as well as controllable cab lighting.

The 55801 diesel locomotive and the 58662 tank car are being produced in a limited edition of 999 pieces, with a certificate, only in 1997 on the occasion of the 150th anniversary of Swiss railroading.

150 Years of Swiss Railroading

Am 4/4





55801 Diesel Hydraulic Locomotive.
Swiss Federal Railways (SBB) class Am 4/4. All 4 axles powered by means of cardan shafts with 1 central gear box and 4 transfer gear boxes. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights and cab lighting can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights and the cab lighting depends on the voltage present in the rails. **Built-in diesel sound effects circuit and locomotive horn, can be turned on during digital operation.** Figure of locomotive engineer in front cab. One of the most powerful models in the Märklin 1 assortment. Length over buffers 57.7 cm (22-11/16").

In the 1980s various V 200 locomotives were sold by the DB to the Swiss Federal Railways. These locomotives were incorporated into the SBB motive power pool as the class Am 4/4 after being converted to the special requirements of Swiss railroad operations. These units have since been retired from service.

58662 Tank Car.
Swiss Federal Railways (SBB) four-axle tank car. Length over buffers 38.5 cm (15-3/16").

These models will only run on curves 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").





55721 "Fuel Transport"
Train Set.
Set consists of 1 general purpose diesel hydraulic locomotive and 3 four-axle standard design tank cars.

Locomotive features: German Federal Railroad (DB) class V 100[10]. All 4 axles powered by means of cardan shafts with 1 central gear box and 4 transfer gear boxes. 2 drive wheels equipped with traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power or Märklin Digital. Headlights can be turned on/off in digital operation. When operating with DC or AC power, the brightness of the headlights depends on the voltage present in the rails. Length over buffers 38.4 cm (15-1/8").

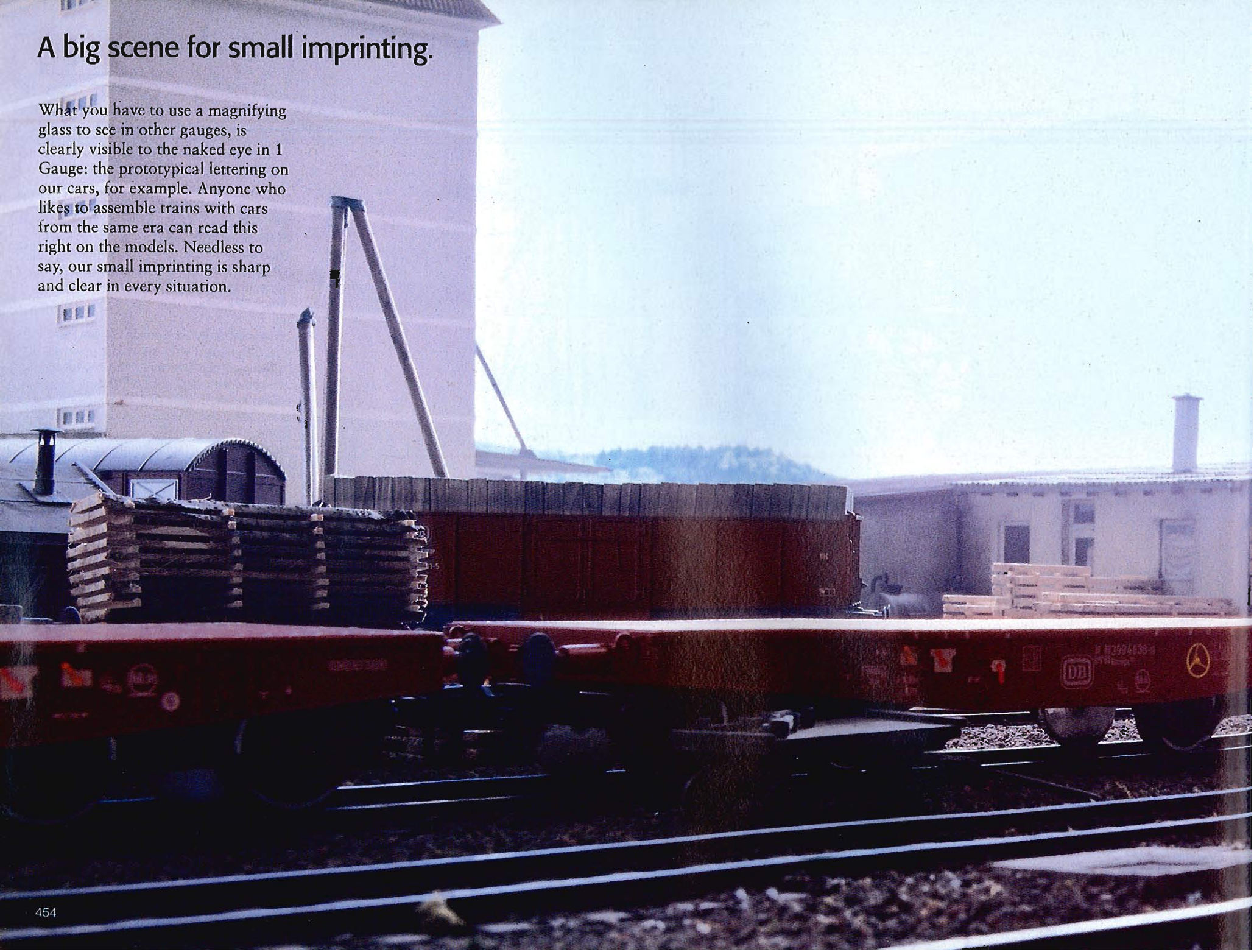
Features of the tank cars: VTG Company four-axle standard design tank cars, used on the German Federal Railroad (DB). Different car number for each car. Length over buffers 38.5 cm (15-3/16").

Locomotive and cars not available separately. Total train length over buffers 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.

A big scene for small imprinting.

What you have to use a magnifying glass to see in other gauges, is clearly visible to the naked eye in 1 Gauge: the prototypical lettering on our cars, for example. Anyone who likes to assemble trains with cars from the same era can read this right on the models. Needless to say, our small imprinting is sharp and clear in every situation.





Car Set

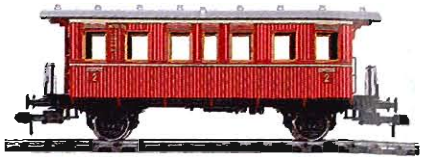
Baden State Railways

58212 Baden Passenger Car Set.
Set consists of a two-axle passenger car, 2nd class, a two-axle passenger car, 3rd class, a two-axle baggage car and a two-axle gondola, loaded with a maintenance rail auto. All cars used on the Baden State Railways. The two passenger cars are produced for the first time with white restroom windows and a wall separating the restroom from the rest of the car. 2nd class car with upholstered seats. The non-powered maintenance rail auto is a Benz model from Mannheim. Cars and maintenance rail truck not available separately. Total length over buffers 127.0 cm (50″).

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8″).

This car set is an appropriate addition to the Baden State Railways P 8 passenger locomotive with tender (Märklin model 55981, see pages 434/435).





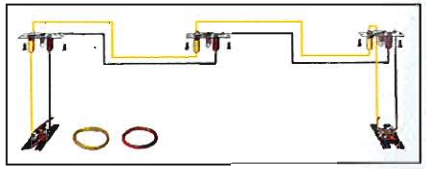


5424 Passenger Car.
2nd class. Doors that can be opened. Standard Märklin 1 Gauge frame. Length over buffers 31.5 cm (12-3/8").

This car requires curved track with a minimum radius of 600 mm (23-5/8").

56401 Set of Figures.
This set consists of 10 different seated, painted figures. 10 pieces of each figure are included in the set. All of these figures are available separately. These figures can be used in passenger cars and for a station scene on a Maxi metal railroad or a Märklin 1 model railroad layout. Scale is 1:32. See page 424 for illustration.

On page 435 you will find the 5640 set with standing figures.



5605 Interior Lighting Kit.
Suitable for all earlier three-axle compartment and rebuild cars in the Märklin 1 assortment. Consists of 2 wheel pickups and 3 lighting inserts with wire and plugs.

Provincial Railroad Freight Cars

Grand Ducal Oldenburg State Railroad

58361 Low Side Car with Brakeman's Cab.
Type X car loaded with a moving truck lettered for Balke Company, Holzminden, Germany. Moving truck made of wood, metal and plastic. Length over buffers 27.5 cm (10-13/16").

Royal Prussian State Railways

5838 Gondola.
Omk. With separately applied brakeman's cab, older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16").

Grand Ducal Mecklenburg Friedrich-Franz Railroad

5837 Insulated Boxcar.
With brakeman's cab. Detailed car roof with vents. Sliding doors that can be opened. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 30.0 cm (11-13/16").

The prototype came from design A 2 (G 10) of the State Railroads Car Association, but was given double insulation. Three Grove vents on the roof provided air circulation.

These cars require curved track with a minimum radius of 600 mm (23-5/8").



märklin 1

German Federal Railroad (DB)

IV

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").

N III

58232 Stake Car.
Type Rlmms 58 loaded with 2 lettered tanks. Both tanks come with a wooden shipping frame. Tanks made of diecast zinc. 18 stakes included that can be installed on the car. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8").

III

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").



German Federal Railroad (DB)

IV

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″).

N IV

58264 Boxcar.
Type Gls 212, used for service in the GEP network (**G**epäck, **E**xpress und **P**ostgut/baggage, express and parcel post). Sliding doors that can be opened. Standard Märklin 1 frame with truss rods. Length over buffers 31.5 cm (12-3/8″).

N IV

58202 Gondola.
Type O car loaded with mining timbers. Side walls with repaired areas. Standard Märklin 1 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″).

N IV

58201 Gondola.
Type O car with load of coking coal. Side walls with repaired areas. Märklin 1 standard car frame. Length over buffers 31.5 cm (12-3/8″).



56600 Load.
5 Europa pallets, 5 barrels and 1 transport crate. All made of wood. Pieces not available separately.





Freight Cars

German Federal Railroad (DB)



IV

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.

IV

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.

IV

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.

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8″).

Insider Model for 1997

märklin

German Federal Railroad (DB)

N III

58953 "ALNO" Car Set.
Set consists of a type Rlmms 58 stake car and a type G 10 boxcar lettered for the ALNO Company, used on the German Federal Railroad (DB). Stake car with real wood load. Doors on the G 10 that can be opened. Total length over buffers 63.0 cm (24-13/16").

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8").

The 58953 car set is being produced in a one-time series only in 1997 only for Insider members.

Please note the information on the Märklin Insider Club on page 64. Additional Insider models for 1997 in H0 and Z can be found on pages 65 and 302.



Freight Cars

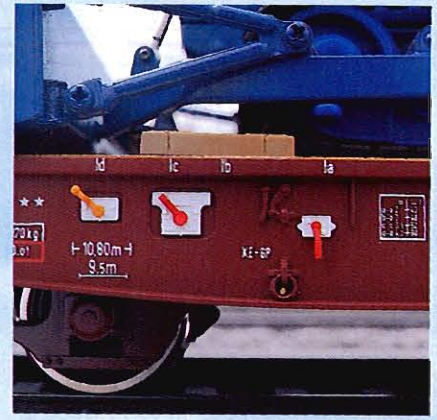
German Federal Railroad (DB)

N IV

58652 "Emergency Aid II" Car Set.
Set consists of a type Rlmmp 700 flatcar, loaded with a THW (Emergency Technical Aid Service) bulldozer, and a stake car, loaded with a THW container. Bulldozer with movable scraper. Stakes included for the flatcar and for the stake car. Both cars in special version. Not available separately. Total length over buffers 65.5 cm (25-13/16").

The series of cars loaded with THW freight started in 1996 is being continued with the 58652 car set and 58653 heavy duty flatcar.

These cars can be run on curved track with a minimum radius of 1,020 mm (40-5/32").





N III

58664 "Gasoline Transport II" Car Set.
Set consists of 3 standard design tank cars. Privately owned cars lettered for "Gasolin", used on the German Federal Railroad (DB). 5 sections of 5903 straight track included with this set. All cars in special version. Not available separately. Total length over buffers 117.0 cm (46-1/16").

N IV

58653 "Emergency Aid III" Heavy Duty Flatcar.
Type Rlmmp 700 flatcar, loaded with a THW (Emergency Technical Aid Service) power shovel. Power shovel with rotating superstructure, movable shove bucket and boom as well as rubber caterpillar track wheels. Flatcar and power shovel not available separately. Length over buffers 33.5 cm (13-3/16").

These cars can be run on curved track with a minimum radius of 1,020 mm (40-5/32").



Freight Cars

German Railroad, Inc. (DB)

III

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.

These cars require curved track with a minimum radius of 1,020 mm (40-5/32").





N III

58663 "Gasoline Transport I" Car Set.
Set consists of 3 standard design tank cars. Privately owned cars lettered for German Shell AG, used on the German Federal Railroad (DB). 5 sections of 5903 straight track included with this set. All cars in special version. Not available separately. Total length over buffers 117.0 cm (46-1/16").

These cars require curved track with a minimum radius of 1,020 mm (40-5/32").

Freight Cars

Danish State Railways (DSB)

IV

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″).

These cars require curved track with a minimum radius of 600 mm (23-5/8″).

Austrian Federal Railways (ÖBB)

IV

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″).



Southeast Railroad (SOB)

IV

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.



N IV

58352 Hopper Car.
Privately owned type Fals "Holderbank", used on the Swiss Federal Railways (SBB). Car can be unloaded with the working hatches on the sides. Length over buffers 37.0 cm (14-9/16").

This car will only run on curves with a minimum radius of 1,020 mm (40-5/32").

150 Years of Swiss Railroading

N IV

58263 Boxcar.
Type Gs. Sliding doors that can be opened. Loaded with a Euro pallet with 3 Swiss cheeses. Pallet and cheese made of real wood. Märklin 1 standard car frame with truss rods. Length over buffers 31.5 cm (12-3/8").

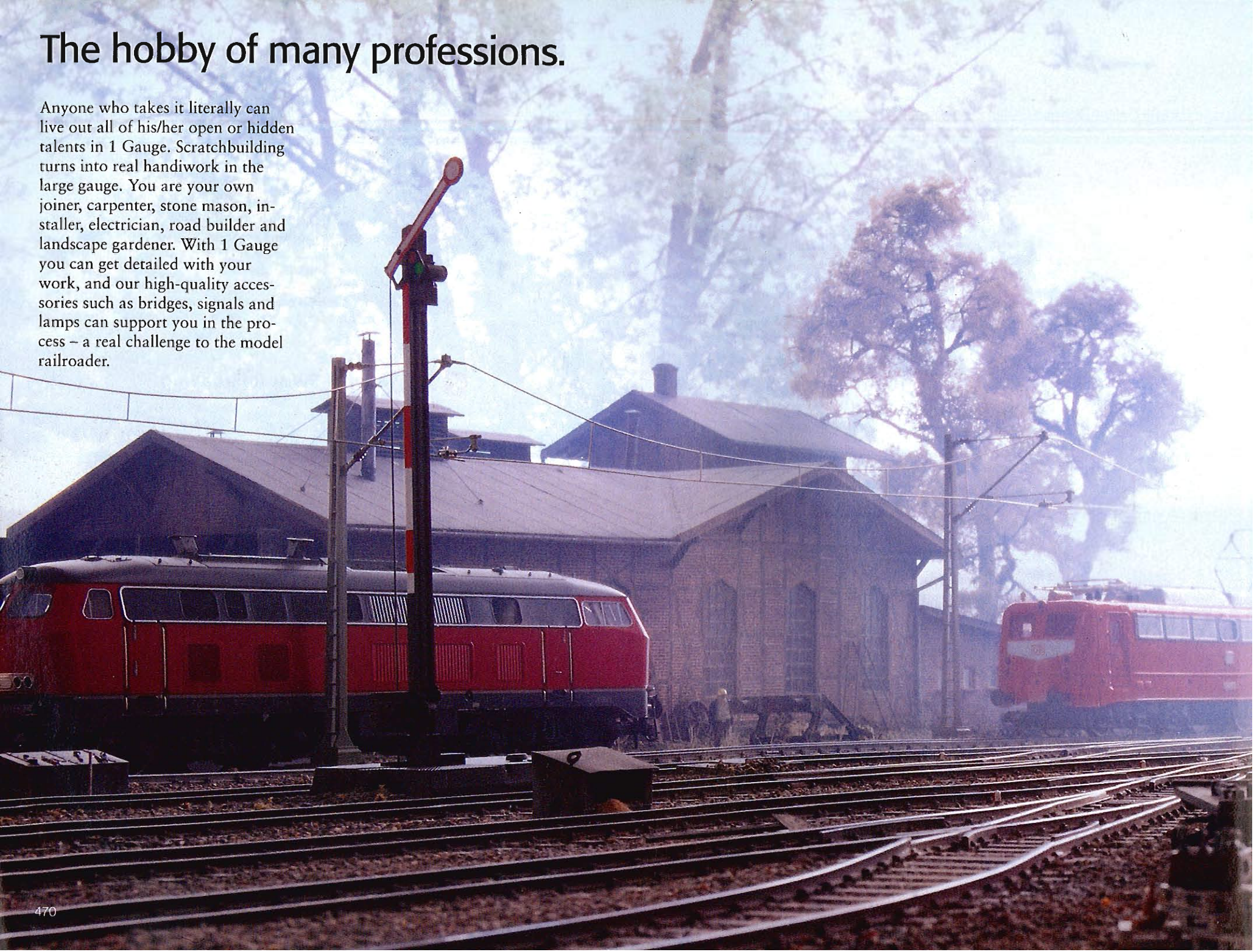
This car can be run on curved track with a minimum radius of 600 mm (23-5/8").

150 Years of Swiss Railroading



The hobby of many professions.

Anyone who takes it literally can live out all of his/her open or hidden talents in 1 Gauge. Scratchbuilding turns into real handiwork in the large gauge. You are your own joiner, carpenter, stone mason, installer, electrician, road builder and landscape gardener. With 1 Gauge you can get detailed with your work, and our high-quality accessories such as bridges, signals and lamps can support you in the process – a real challenge to the model railroader.





Model Track with All-Weather Qualities.



59033

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.

Straight Track

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").

Curved Track

5922 Curved Track.
Radius 600 mm (23-5/8"). 30°.

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'.

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.



5903



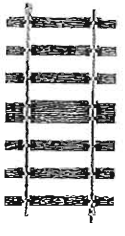
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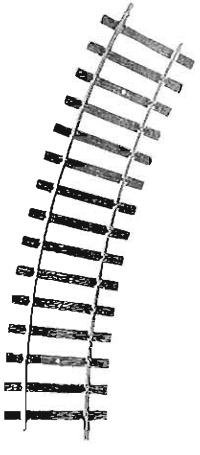
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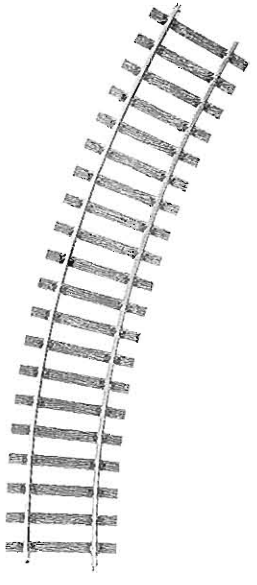
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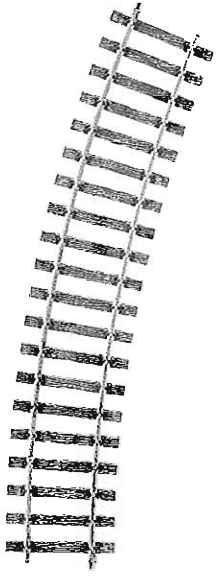
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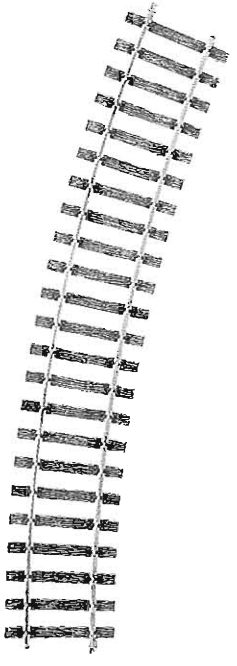
5922



59230



5935



5936

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 for 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 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″).

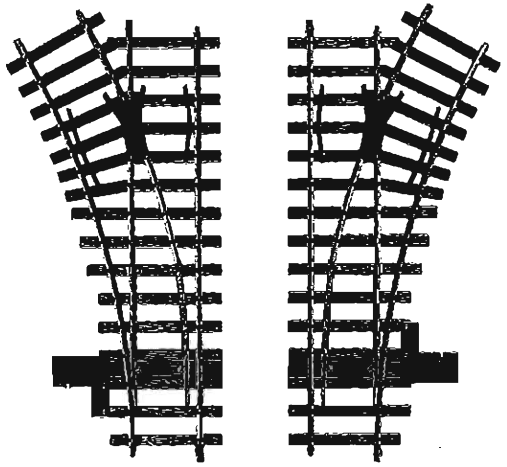
5998 Track Kit.
Contents: 2 rails 900 mm (35-1/16″) long, 45 ties with different wood patterns and 6 rail joiners. The connecting notches on the ties are so designed that curved track with almost any radius or straight track can be built.

N

56570 Uncoupler Spoon.
Aid for manually uncoupling all Märklin 1 cars and locomotives with the standard claw coupler. Can be used on straight and curved track with a minimum radius of 1,020 mm (40-5/32″).

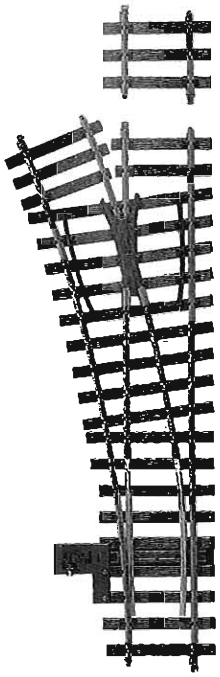
5994 Uncoupler Module.
Mounted on 5903 track. Designed to be joined with straight track at almost any location desired. Solenoid mechanism. Can be operated by remote control using the 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation).

5602 Track Bumper.
Reproduction of a bolted steel design. Can be slid over the rails. Length 98 mm (3-7/8″).

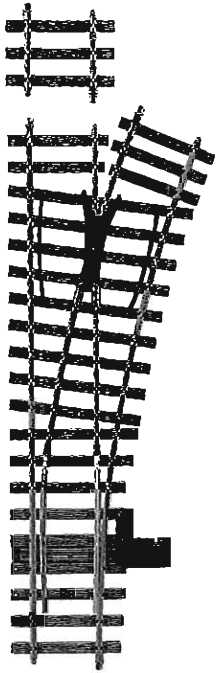


5965

5966



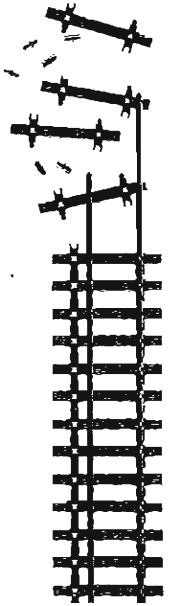
5976



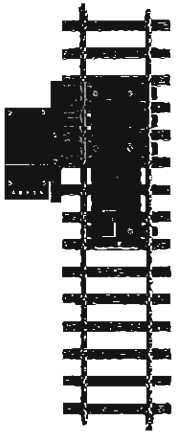
5977



5625



5998



5994

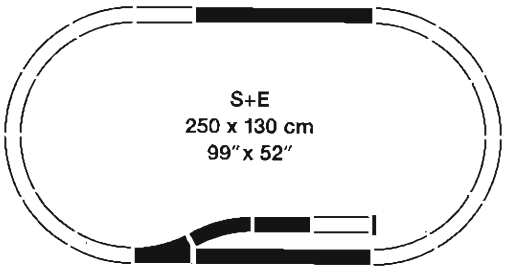


5602

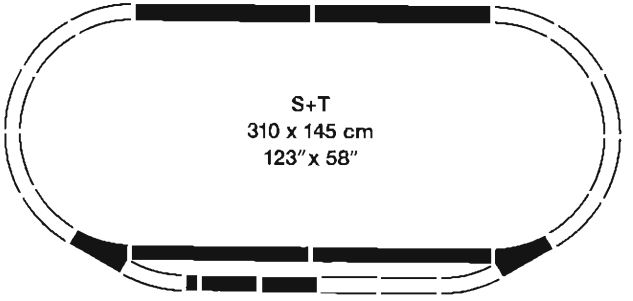
It's easier with a set.

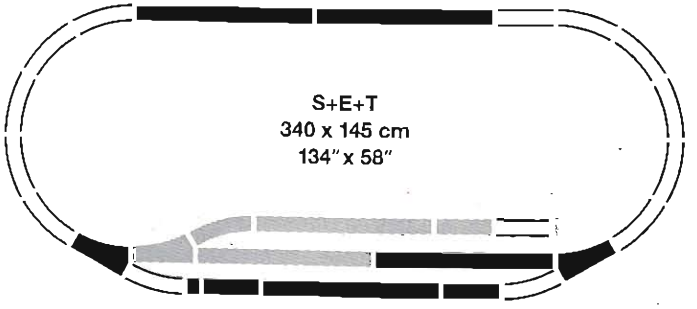
You can expand your Maxi starter set with two track extension sets – for switching cars or storing cars, for a small loading area or a passing siding. The turnouts can be converted to electric operation with the 5625 electric turnout mechanism. The entire 1 Gauge track assortment is available for further expansion with parallel tracks, large curves and wide radius turnouts.

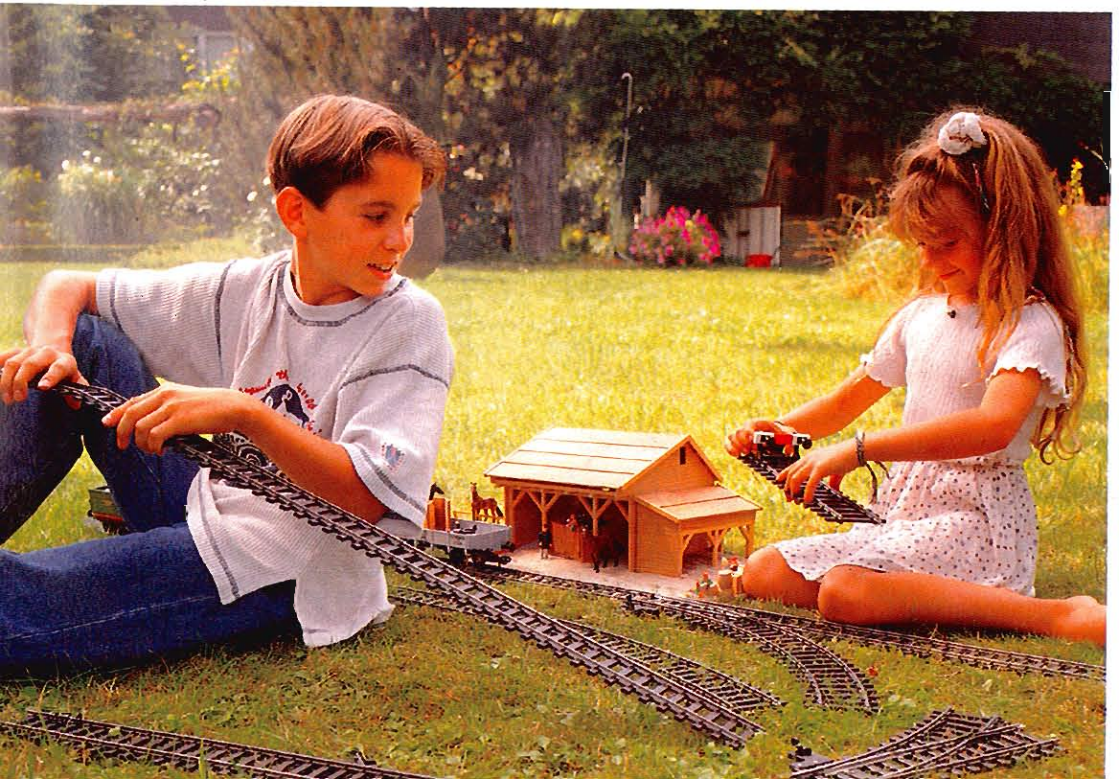
59850 E Track Extension Set.
Track extension set to expand all Maxi starter sets with a storage or a loading siding. Contents: 1 section 5903 straight track, 2 sections 59033 straight track, 1 section 5922 curved track, 1 each 5965 manual turnout, 1 each 5602 track bumper, 1 feeder wire set, track clips and instructions.



59851 T Track Extension Set
Track extension set to expand all Maxi starter sets with a passing siding or station track. Contents: 2 section 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.







These two track extension sets can be used to expand the three Maxi starter sets (see pages 386–391) in steps.

5654 Feeder Clip Set.
For supplying power to any spot on a track layout. Reliable contact with set screw connections.

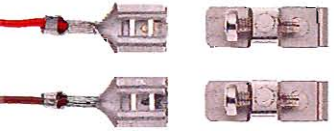
5655 Track Clips.
For reliable mounting with screws of all Märklin 1 track. Contents 20 pieces.

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.

N

56091 Insulated and Regular Rail Joiners.
Package with 15 insulated rail joiners and 15 regular rail joiners. The insulated rail joiners can be installed at any rail joint between two rails instead of a regular rail joiner to separate track circuits.

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

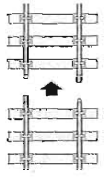


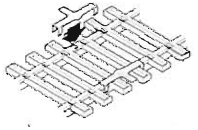
5655

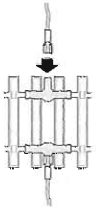


56091





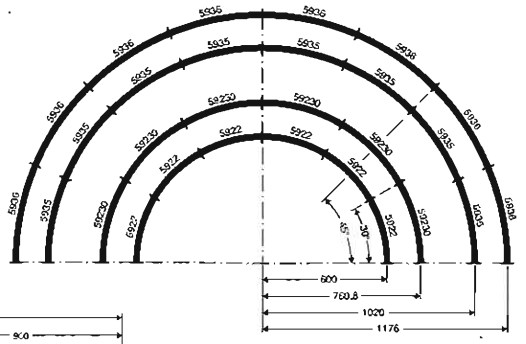




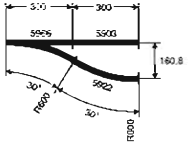
56031

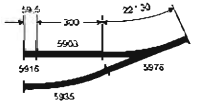
Track Geometry

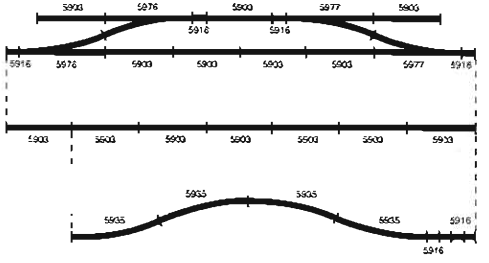
The 4 track radii
5936 circle = 16 sections
5935 circle = 16 sections
59230 circle = 12 sections
5922 circle = 12 sections

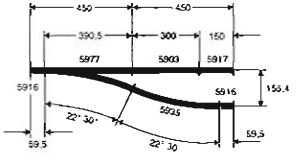


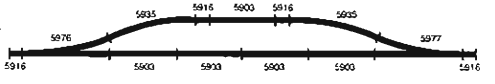


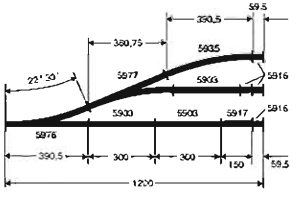


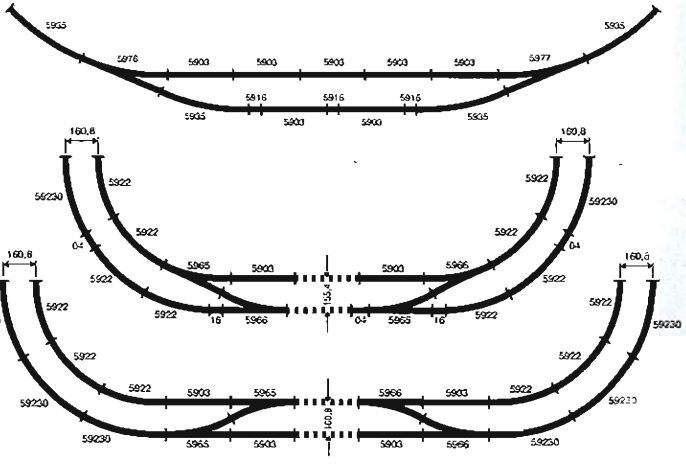


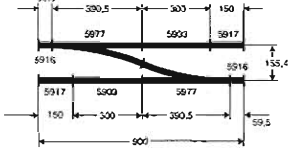












The magic of bridges

What does a model railroad do after he has set up his track and has test run his locomotives? Right, he builds a bridge. Because railroads and bridges go together. In the prototype there is hardly a route built that did not bridge some natural or artificial obstacle – over ditches, roads to farm fields, highways, canals, valleys, rivers or other tracks – every trip over a bridge has a certain magic about it. Our bridges are designed for the track curves and weight of the Maxi and standard 1 Gauge models.







N

56291 Arched Bridge.
Design with straight lower girderwork in a reproduction of crisscross metal construction. Separately applied reproduction of metal construction in an arched form on the left and right bridge wall, with diagonal upper connecting girders at the crown of the arch. Takes 3 each 5903 straight track or one 59033 straight track. Bridge length 900 mm (35-7/16"). Arch height 300 mm (11-13/16").



N

56293 Straight Ramp.
Ramp with straight substructure in a reproduction of metal construction. Safety railing on the left and right sides of the ramp. Takes 1 each 5903 straight track. Ramp length 300 mm (11-13/16").



N

56296 Bridge Supports.
The bridge supports serve as a connecting element between the bridge pillars and the bridges or ramps. The height of the bridge support is 18 mm (11/16"). 10 pieces to a package.



N

56292 Truss Bridge.
Straight truss bridge design in a reproduction of metal construction. Left and right sides of the bridge in form of right angle railings. Takes 1 each 5903 and 5917 straight track. Bridge length 450 mm (17-11/16").



N

56294 Curved Ramp.
Ramp with curved substructure in a reproduction of metal construction. Safety railing on the left and right sides of the ramp. Ramp for 600 mm (23-5/8") track radius. Takes one each 5922 curved track.



N

56295 Bridge Pillars.
Bridge pillars in reproduction of a double row offset brick pillar. The individual bridge pillars can be stacked on top of each other. This will result in different pillar heights at intervals of 15 mm (9/16"). The height of a single bridge pillar is 15 mm (9/16"). 4 pieces to a package.

Look at the signals.

Our 1 Gauge accessories such as catenary and signals do more than just liven up a layout's appearance. On conventionally operated layouts the train control feature of the signals organizes and safeguards train operations. Even more impressive is its effect in digital operation: As a result of the joint working of the braking relay and the high-efficiency propulsion, trains brake slowly to a stop in front of a signal just as in real life.



Catenary

The 1 Gauge catenary is designed by virtue of its geometry for a minimum radius of 1,020 mm (40-5/32"). The masts and wires for the catenary are weather-proof and, like the complete 1 Gauge track assortment, they are also suitable for outdoor use.

5630 Catenary Mast.
Reproduction of a mast for the Swiss Federal Railways (SBB). Metal mast and arm. Height 25.5 cm (10").

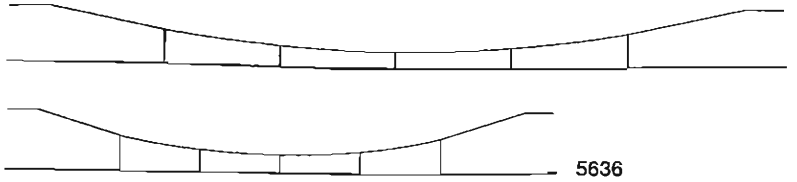
5631 Feeder Mast for Power Supply.
SBB version. 25.5 cm (10").

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").

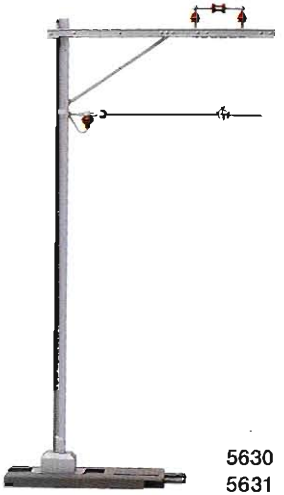
5635 Catenary Wire.
Length 67 cm (26-3/8").

5636 Catenary Wire.
Length 45 cm (17-3/4").

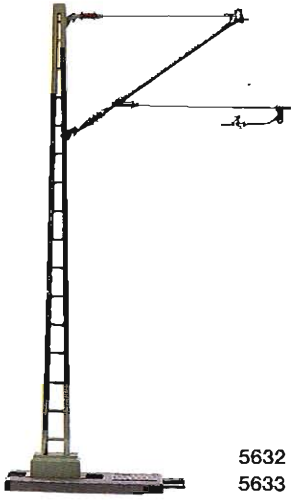


5635

5636



5630
5631



5632
5633

Signals

N

72441 Signal Module.
Signal mechanism with integrated circuit for controlled stops of digital locomotives with high-efficiency propulsion. Connections for a 2 position color light signal, for the 3 track blocks required for safe braking of the locomotive. This signal module can be controlled with either a k 83 decoder or a conventional 7272 control box. Dimensions 100 x 54 x 22 mm (3-15/16" x 2-1/8" x 7/8").

The signal module requires 3 isolated track blocks in the area of the signal. The first block is a transition area and should be as long as the longest locomotive on the layout (approx. 60–75 cm / 24"–29"). The second block is the actual braking area in which the locomotive will be brought to a controlled stop. The length of the braking block is determined by the setting for the braking delay on the locomotive's decoder. This second block should be at least 100 cm / 39" long. The third block is a safety block in which the track voltage is turned off as is done in simple signal blocks. This keeps the locomotive from accidentally overshooting the signal.
The signal module is suitable for use with color light and semaphore signals.

N

56131 Bavarian Semaphore Signal.
Bavarian prototype manual semaphore signal with train control feature. Can be mounted at the track joint of two straight sections of track. Height 20.0 cm (7-7/8").

N

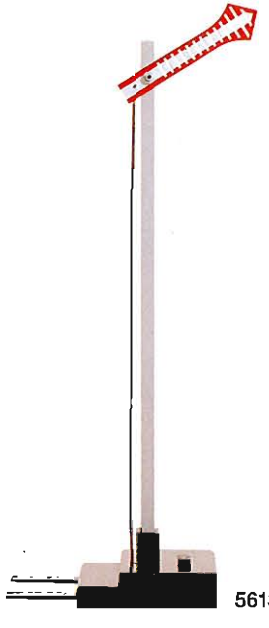
56135 Color Light Home Signal.
Changes from red (Hp0) to green (Hp1). Lighted with LEDs. 16 volts operating voltage. The signal comes without a mechanism. The universal relay (7244 or 72441) or the k 84 decoder (6084) can be used as a mechanism.

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 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation). Height 26.5 cm (10-1/2").

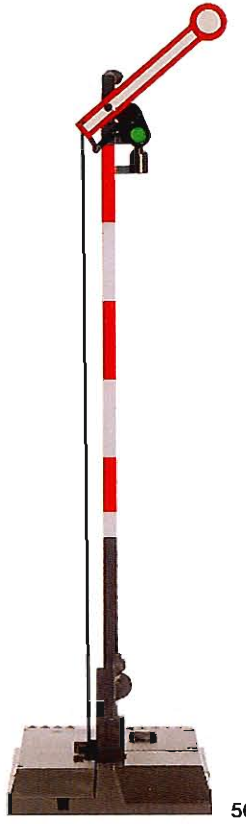
5614 Distant Signal.
Complements 5613 home signal. Solenoid mechanism. Light changes from yellow/yellow to green/green. Height 19.3 cm (7-5/8").

N

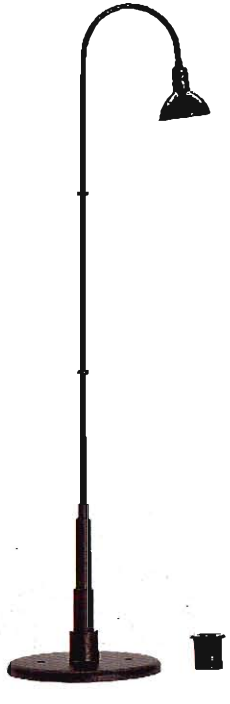
56610 Curved Street Light.
For operation with 16 volts AC. Metal mast. 2 different mounting bases for installing the light on a permanent layout or for setting it up on the floor. Height 24 cm (9-7/16").


56131


56135


5613


5614


56610

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″).

On pages 424/425, 435, 457 and 461 you will find additional accessories such as sets of figures and freight to liven up your 1 Gauge layout.



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.



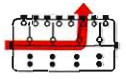
6000 100 volts Japan. 50 VA
6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA
6003 240 volts. 52 VA
Transformer. LED pilot light. 2 pairs of terminal clips. 52 VA/42 VA output. 16 volt AC output. Plastic housing. Weight 1.6 kilograms (3-1/2 pounds). Dimensions 135 x 120 x 80 mm (5-1/2" 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



76645 100 volts Japan. 32 VA
76646 120 volts USA. 32 VA. UL/CSA tested.
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").

The 32 VA transformer (6647/76646) is only suitable for operation of a Märklin 1 layout indoors.

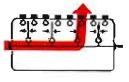




7271 Control Box with Feedback Function.
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LEDs when used with 5625 turnout mechanism. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

Schematic of 7271 (Button 3 pushed)

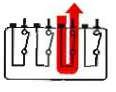




7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

Schematic of 7272 (Button 3 pushed)



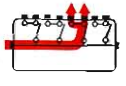


7273 Control Box.
For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

Schematic of 7273 (Button 3 pushed)



7274 Control Box.
For dividing or switching a track or accessory circuit into 4 different circuits, each with two connections. 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").



Schematic of 7274



7209 Distribution Strip.
Has 11 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 1-1/16").



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.

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.



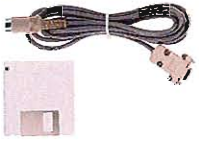
6040 Keyboard.
Controller for 16 solenoid accessories. LED's show settings for turnouts and signals.



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 288) can be used to control solenoid accessories with a computer.



6083 k 83 Decoder.
Decoder panel for controlling turnouts, signals or uncoupler tracks.



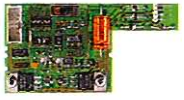
6084 k 84 Decoder.
Decoder panel for tuning on/off continuous current for lighting circuits or motors in accessories.



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 284 and 287.



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").

60952 c 95/2 Decoder.
Digital decoder for two-motor standard design Märklin 1 locomotives. Same functional features as the 6095 decoder. Dimensions 98 x 49 x 13 mm (3-7/8" x 1-15/16" x 1/2").

N

60955 Maxi High-Efficiency Electronic Circuit.
High-efficiency decoder for converting single-motor Maxi locomotives to high-efficiency propulsion. This electronic circuit has 4 controllable functions. The "function" output is intended for headlights. The "f1" and "f2" outputs can be used for other functions such as a sound system or a smoke generator. The "f4" function can turn off the load-dependent speed control feature for easier switching maneuvers. The "f1", "f2" and "f4" functions can be turned on/off only with a Control Unit (6021) or with a Control 80 f locomotive controller or an Interface connected to this central unit. This electronic circuit enables you to adjust maximum speed as well as acceleration and braking delay. Built-in load-dependent speed control for different load situations such as ascending and descending grades. Can be coded for 80 different locomotive addresses. When operated with AC power or with the 6607 DELTA Station, the "function" and "f1" functions are turned off. Decoder dimensions 43 x 25 x 8 mm (1-11/16" x 1" x 5/16").

N

60960 c 96 Function Decoder.
Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021) or from a Control 80 f locomotive controller or Interface connected to the Control Unit. This function decoder can be installed in addition to the locomotive decoder in locomotives or as an individual decoder in cars. Can be coded for 80 addresses.

The complete Digital system is shown in its entirety on pages 278–289.

For astronauts such as you and me.

Anyone who's dreamed of just once being an astronaut and repairing the solar panels on his space station can already be doing just that with our solar construction set. Skilled hands, technical understanding, perseverance and practice with tools are an important prerequisite even for work under a research microscope and for other dream professions. The Märklin metal construction set teaches all of this. It makes technology transparent, inspires you to fiddle around with things, to try out things, to change and improve things – this is what makes technology fun.



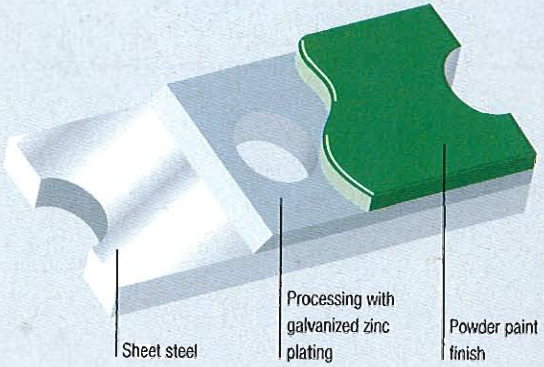




It has educational value.

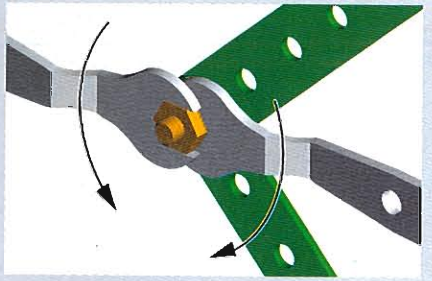
Teaching methods that are fun for the students are rare. Equally rare are toys that teach a lot. The Märklin metal construction sets combine both in one package. The world can be discovered anew with it – from simple static structures such as towers and bridges to complicated mechanical designs such as vehicles or carousels. The system's demands grow with your abilities, and the latter come with age. The metal construction sets never become boring and always offer new inspiration and challenges.

Everything genuine.
The basis of the Märklin metal construction set is high-quality, sturdy pieces of sheet metal: precision stamped, all rough edges removed, formed and given a powder paint finish. The color scheme follows the design features of the parts: flat strips green, base plates red, connecting pieces black, cover plates blue. Bolts, nuts, gears and other functional pieces are made of brass, tires of rubber, wheels and formed parts are made of sturdy, non-fading and bite-proof plastic. All of the raw materials used are suitable for use by children and comply with the relevant standards. The metal construction sets are, however, not suitable for children under the age of 3.

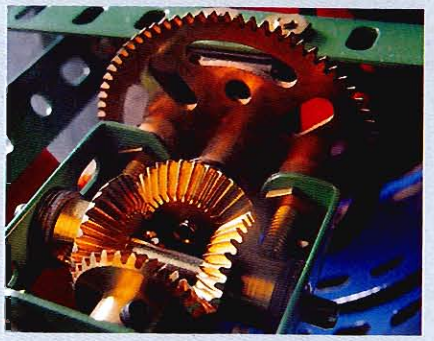


Everything in its place.
It's hard to believe, but the Märklin metal construction set is a "teaching medium" in the area of orderliness. Anyone who has to search most of the time for a part will develop his own system at some point, so that he can find his parts again quickly. The Märklin metal construction sets support the orderliness of the different small parts by having different compartments for them in the set packaging.





Everything is easy to understand.
How do you screw parts together that are supposed to remain movable? How do you make the sturdiest connection? How do you transform rotational movement into lifting motion? How do you build a steering mechanism? The instructions from Märklin take you step by step through the different phases of construction. Simple illustrations explain the techniques for connections and joints as well as functions. Understand?



Even complicated propulsion technology can be reproduced realistically. For example: the axle drive with a differential, that distributes power to both wheels and that equalizes the different paths of the wheels on curves. With gear wheels, crown gear wheels, bevel gears, worm gears and chain wheels you can build all types of gear drives and reduction gears.



Everything in action.
With the "Solar" extension set the metal construction set combines classic mechanics with alternative energy. When the sun is shining, the solar panel provides sufficient power for the special solar motor that drives propellers and windmills. Extensive instructions explain the solar technology.



Build together what goes well together.
The Märklin metal construction sets are also a perfect addition to a model railroad. They go especially well with the large "Maxi" 1 Gauge scale, the adventure and garden railway system that is also made of metal. They can be used for rotary or gantry cranes in the railroad maintenance facility. Or for freight transfer with powdered freight, crates, containers or truck flatbeds. For ramps, bridges and buildings of all types. Or as working models on the track.

Get on board – and rise step by step.

märklin metall

The system for the Märklin metal construction sets has been carefully designed. The basic and extension sets each contain a well thought out selection of different parts. Each basic set contains extensive instructions with suggested models as well as basic tips and tricks for construction methods. The assortment of parts can be expanded in a purposeful manner with the extension sets, such as wheels, shafts, and gears for reduction drives and gear boxes. Or with wheels, axles and tires for vehicles.

Don't worry if you don't have the largest sets and all of the parts in abundance right from the start: Just as in real life, as the inventor and designer you have the task of finding new and better solutions with limited resources.

for children 10 and above

1080 m 100
Large set with 1,469 parts



1006 m 60
Basic set with 664 parts





1081 E 60
Extension set

1005 m 50
Basic set with 458 parts

for children 8 and above





1017 E 50
Extension set

1004 m 30
Basic set with 342 parts





1016 E 30
Extension set

1003 m 10
Basic set with 208 parts





for children 6 and above

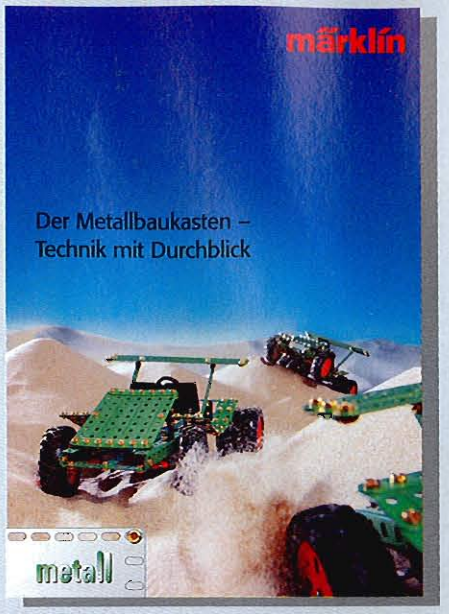
1015 E 10
Extension set



1062 "Mechanics"
Extension set



1060 "Solar"
Extension set



The brochure "Technology with a Perspective" contains everything about the Märklin metal construction sets: many interesting models, the entire system with extension sets and all of the spare parts.
See you Märklin dealer.

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.

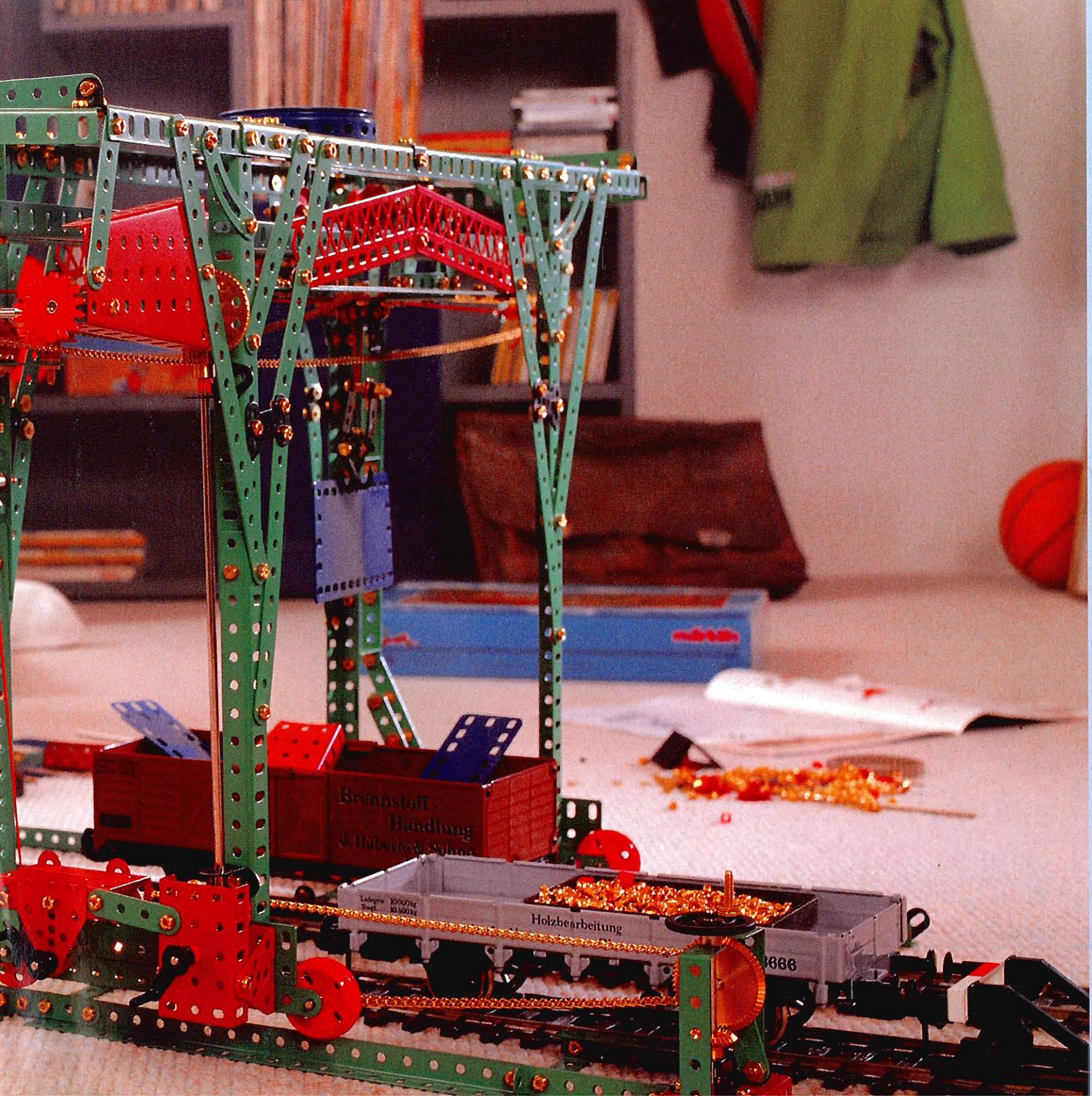
The theme set "1 Gauge Freight Car" is based on a Maxi frame with 1 Gauge claw couplers and wheel sets. Different types of superstructures, such as a crane car with a movable boom and hand crank for the hook, can be assembled with the parts included in this set. There are almost no limits to what the 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.



metall



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″).

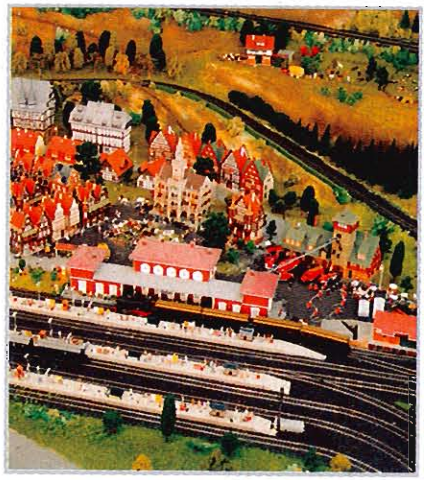
5629 "Bridge" Gift Set.
Kit for the construction of one of two different railroad bridges. Two sections of 1 Gauge track included in this set. The bridge is suitable for the Maxi metal railroad. Bridge length 64.0 cm (25-3/16″).

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).

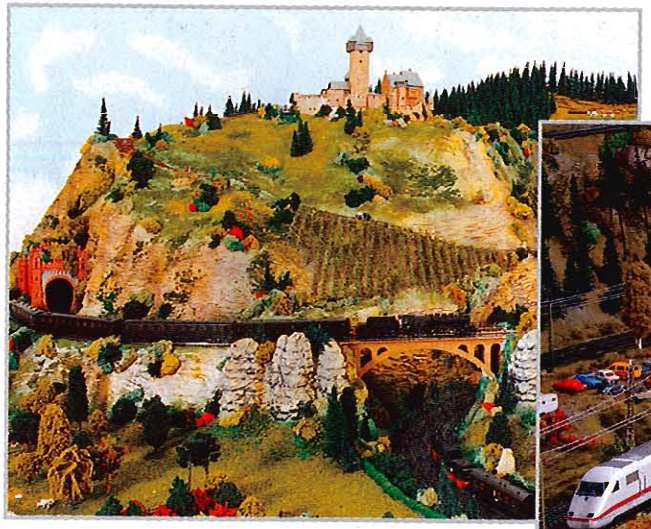
The Märklin Metall construction sets are not suitable for children under the age of 3.

MAXI

Südeifel Model Railroad Center



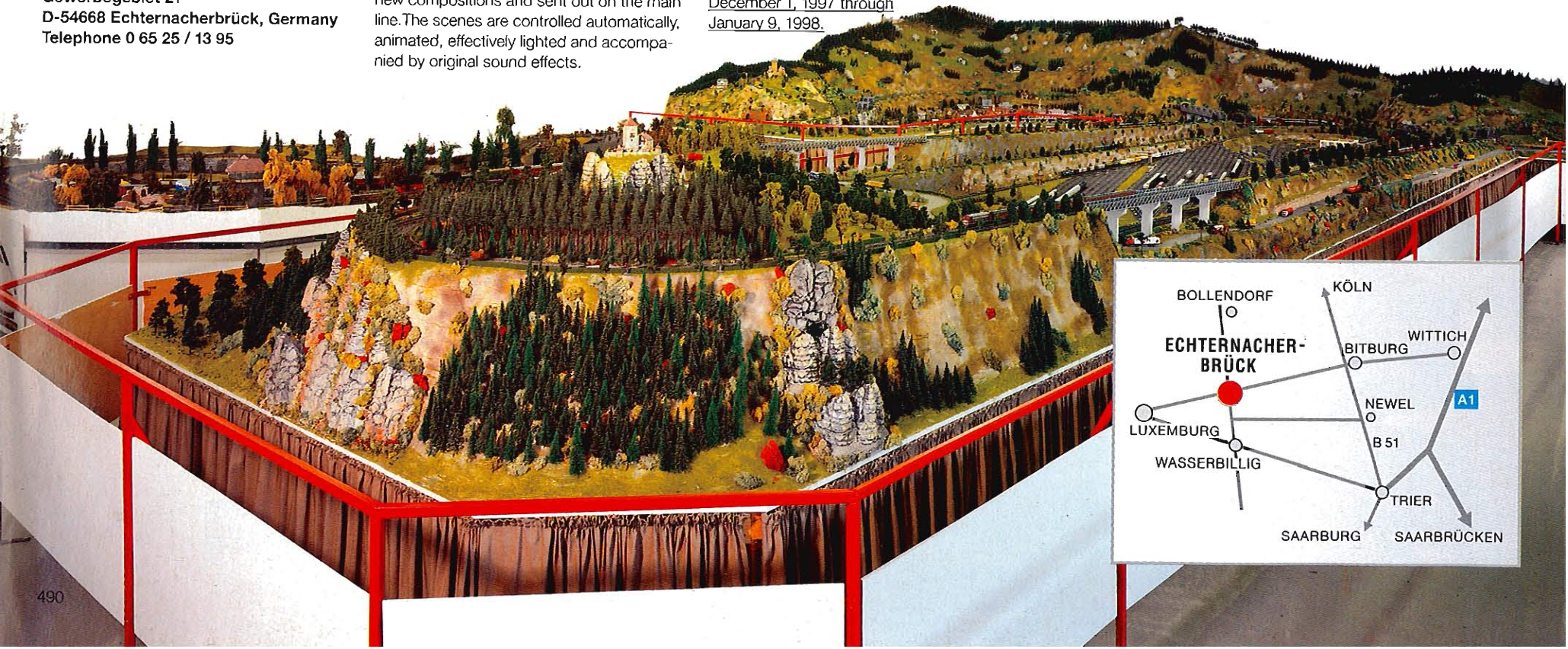
At 250 square meters (2,690 square feet) this model railroad layout is one of the largest in Europe. 180 trains run fully automatically on 3,000 meters (approx. 9,842 feet) of track with 364 turnouts, 20,000 meters (approx. 12-1/2 miles) of wire was laid, 7 staging yards with 140 tracks can hold trains, 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.





Modellbahn-Center Südeifel
Gewerbegebiet 21
D-54668 Echternacherbrück, Germany
Telephone 0 65 25 / 13 95

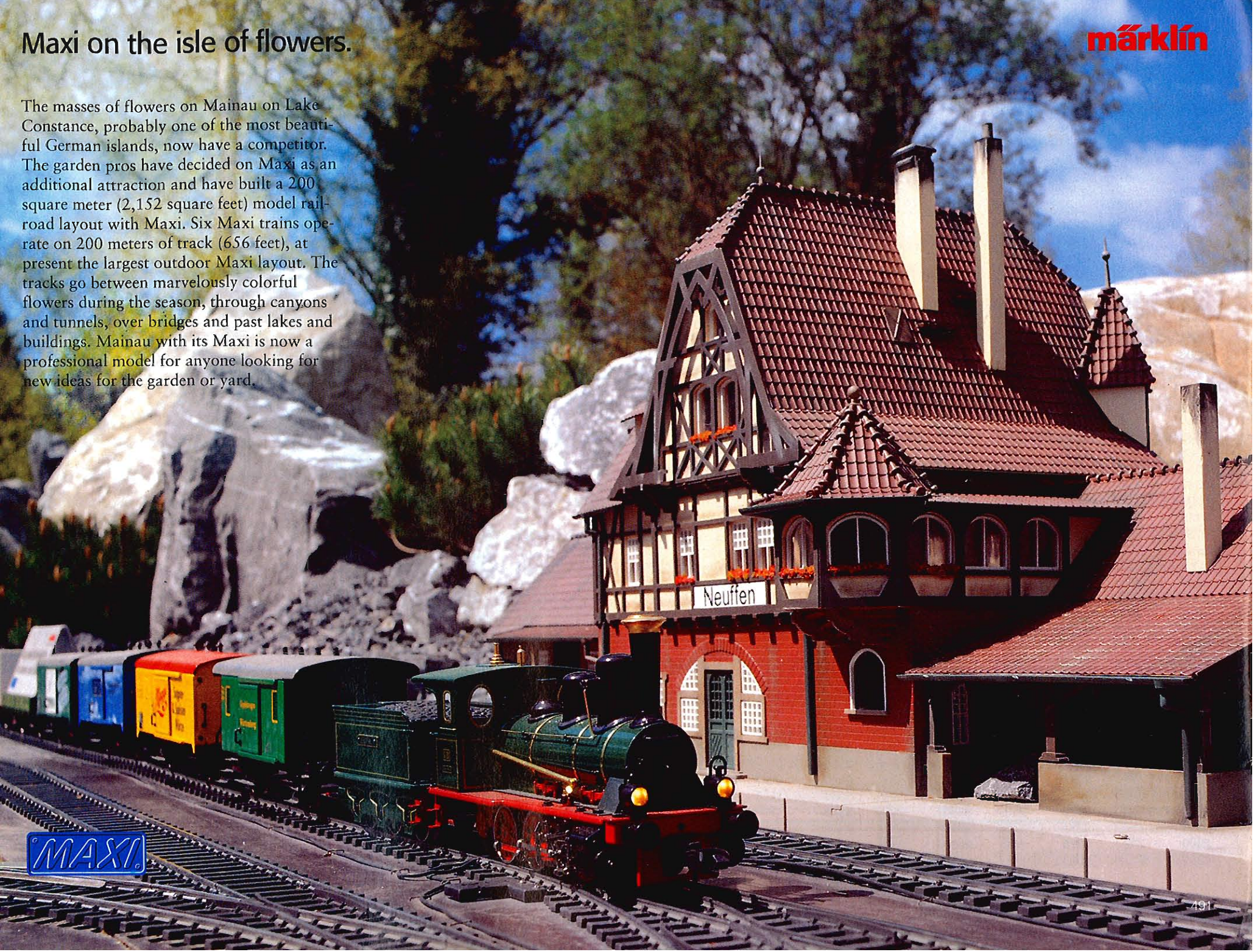
Hours of operation: Tuesday through Sunday from 10:00 AM to 6:00 PM.
Closed Mondays (except holidays).
The Südeifel Modellbahn-Center is closed from December 1, 1997 through January 9, 1998.



Maxi on the isle of flowers.

märklin

The masses of flowers on Mainau on Lake Constance, probably one of the most beautiful German islands, now have a competitor. The garden pros have decided on Maxi as an additional attraction and have built a 200 square meter (2,152 square feet) model railroad layout with Maxi. Six Maxi trains operate on 200 meters of track (656 feet), at present the largest outdoor Maxi layout. The tracks go between marvelously colorful flowers during the season, through canyons and tunnels, over bridges and past lakes and buildings. Mainau with its Maxi is now a professional model for anyone looking for new ideas for the garden or yard.



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We would like to thank the Busch, Preiser and Vollmer companies as well as the private model railroaders' organization at Nattheim for their friendly support.


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PRIMAGÁS
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MINOL
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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**

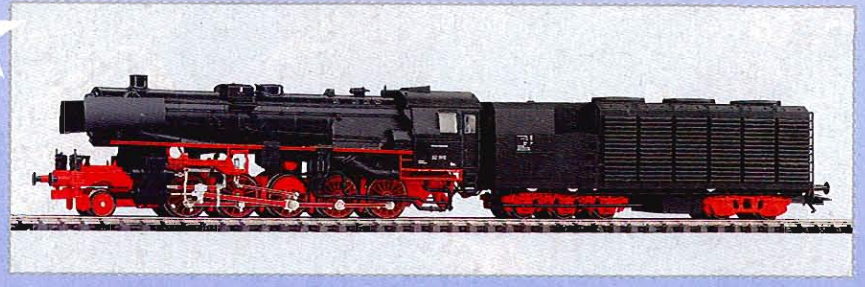
Club members may subscribe to the German language Märklin Magazin through the Märklin Club.

Train "Collector's Log"

This inventory control system allows members to log and classify their Märklin engines, rolling stock and special items.

Technical Help

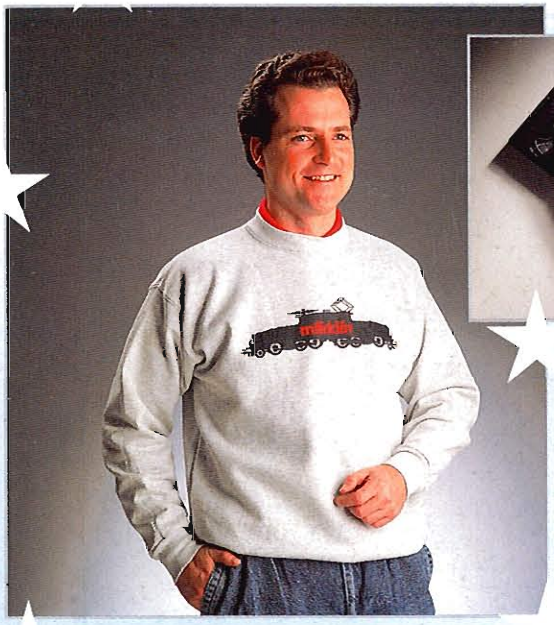
Through the Insider magazine and a variety of guidebooks and videos, a world of technical and layout building assistance is available to Club members.



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.

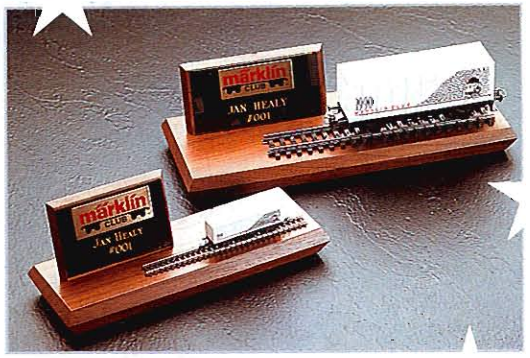
To find out how to join the Märklin Club, call or write us at: Märklin, Inc., P.O. Box 510851,





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.





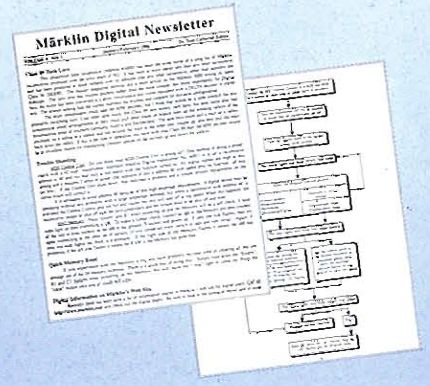
Display Cases
Display the detail and beauty of your Märklin train collection in a high-quality custom oak display case. Cases may be purchased through the club in your choice of H0 or Z gauge.

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 1997

Hobby Assortment

Multi-train operation

Metal locomotive frame

Metal locomotive frame and body

Metal car frame

Metal car frame and body

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 locomotive with high-efficiency propulsion:
- Special five-pole motor (H0)
- Load-dependent motor control
- Adjustable maximum speed
- Adjustable acceleration delay
- Adjustable braking delay

Digital locomotives can also be used on conventional layouts.

Built-in sound effects circuit

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

Useful information about the railroads and their eras can be found on pages 172/173.

Visit these international model railroad shows:

Germany

October 11 – 19, 1997
15. Internationale Modelleisenbahn-Ausstellung, Hannover

Austria

October 23 – 26, 1997
Modellbau '97 International, Fair Grounds Vienna

December 05 – 08, 1997
Traumland Kinderwelt, Hofburg Vienna

Germany

November 19 – 23, 1998
16. Internationale Modelleisenbahn-Ausstellung, Cologne

France

April 04 – 13, 1998
Salon International de la Maquette et du Modèle Réduit, Paris

Great Britain

February 20 – 22, 1998
Model Railway Exhibition, The Brighton Centre

February 20 – 22, 1998
Model Railway Exhibition, Glasgow Exhibition Centre

Netherlands

July 05 – August 30, 1998
Märklin en Trix Expositie in de "Efteling" in Kaatsheuvel

September 25 – 27, 1998
Internationale Modeltrein Expositie RAIL '98, Brabanthallen, Den Bosch

Austria

October 23 – 26, 1998
Modellbau '98 International, Fair Grounds Vienna

Switzerland

September 30 – October 04, 1998
Modell + Hobby 1998, Bern

USA

March 14 – 16, 1998
East Coast Hobby Show, Fort Washington Expo Center, Philadelphia, Pennsylvania

July 07 – 12, 1998
National Garden Railway Convention,
Santa Clara Convention Center, Santa Clara, California

July 20 – 26, 1998
NMRA National Convention, Bartle Exposition Hall, Kansas City, Missouri

October 31 – November 01, 1998
National Model & Hobby Show, Rosemont Exposition Center,
Rosemont (Chicago), Illinois

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Gebr. Märklin & Cie. GmbH
Postfach 8 60
D-73008 Göppingen

HOBBY DELTA MAXI

märklín HO märklín digital märklín Z märklín 1 märklín metall