märklin



Complete Program 1998 / 99 E

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

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

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

Electrical Equipment for Building a Layout

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

Hookup of Track Layouts

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

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

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

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

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

Installation of Digital Equipment

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

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

Television/Radio Reception and Model Railroad Layouts

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

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

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

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

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

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

This Märklin full line catalog supercedes all previous Märklin catalogs.

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D-73008 Göppingen

Dear Märklin Fans,

Märklin Model Railroad Club (Inc) Wgtn NZ

märklin

Everything changes faster and faster. Everyday sees new reports in the media – the need grows to escape the hectic pace and stress of life for a few hours. Into a world in which you yourself determine the tempo, and a world whose dimensions are manageable and whose technology is comprehensible. Into a world where the generations can speak to one another, in which a familiar common interest arises playfully in the truest sense of the word – the world of model railroading.

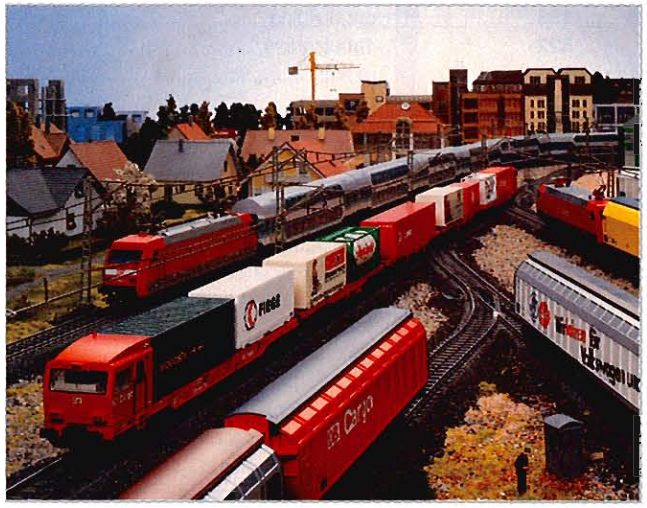


Now, this world is not an island unto itself. TV, video games, computers and other leisure time products are a steadily growing source of competition. While we adults have already "experienced" model railroading in our childhood, the youth of today remain glued to television and computer games. Educational experts recognize this in the decreasing speech abilities, poorly developed motor skills, and increasing impatience on the part of children. We no longer allow our children the time to discover their world in a playful manner, as was allowed to us – with a model train set.

Current marketing research studies confirm the important role of parents in this process. The children of model railroaders are familiar with the fascination of this hobby from their own experience. We are making the setup of model trains easier with a new concept for starter sets and track extension sets, so that this fascination reveals itself as quickly as possible. The digital premium starter set is aimed specially at demanding beginners and people converting over to digital. We see a good chance to motivate many former model railroaders, who in the meantime have started a career and family, to get back into the hobby and thereby give new direction to their family.

The rapid, technical progress produces constantly new possibilities and functions – to the delight and use of the model railroader. And the latter makes the merry-go-round of new items and variations spin faster and faster, which requires a careful selection of prototypes.

Our focal points in modern railroading are operation intensive freight railroad models such as Cargo Sprinter, the class 152, and bulk material transport cars. With historical models and trains we want to remind you of epoch making anniversaries such as the 50th anniversary of parliamentary government in Germany, the 60th anniversary of the SNCF, and the 70th anniversary of the Rheingold. And thanks to the cooperation with Trix we are able to offer jointly developed models for the Märklin system. In the area of technology we are expanding our C Track system with a third radius and are bringing out additional H0 models with special functions. With mini-club the accent is on attractive train sets and a new starter set. Even in the large 1 Gauge we have been able to surprise Märklin fans with playful Maxi and exclusive standard 1 Gauge new items.



We are certain that this year we will again provide interesting motivation with our Märklin program.

Your Märklin Team

N

15331 Video Cassette "Ein Jahr mit Märklin" ("A Year with Märklin"). The high points of Märklin's model year for 1997 as well as the 1998 new items for all gauges in full action. European VHS system. Running time 55 minutes + 20 minutes of 1998 new items. German narration only.



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Märklin: History and Innovations.

Since Märklin's discovery of the "system railroad" countless innovations run through our company history like a red string. Many Märklin innovations became a recognized standard for the entire model railroad industry or have expanded the possibilities of this fascinating hobby again and again. This small chronicle illustrates for you the milestones of the Märklin model railroads. Did you know?

1891

Märklin presents the first system railroad: A windup locomotive with cars and an expandable track system.

Around 1900

On the basis of the Märklin scales an international standard for the gauges and scales 0, I, II and III of that time were adopted.

1926

With the new 20 volt system, the electric trains previously operated with standard household current are now safe for children.

1935

With the "halving" of 0 Scale to H0 (half of zero), Märklin expands the world of model railroading: The compact dimensions allow complete layouts as table top railroads. In addition, the three-rail track system makes for trouble-free setup and reliable operation.

1938

The "perfect circuit" enables remote controlled direction reversing on Märklin AC systems – a big step towards prototypical model railroad operation.

1938

The first fully functional catenary expands operating enjoyment to include an additional, independently controlled track circuit.

1939

Märklin's standard H0 coupler couples gently and reliably and keeps a train composition together. It is adopted by other manufacturers and later becomes NEM Standard 360.

1947

Thanks to a realistic articulated frame, the new Märklin CCS 800 Crocodile can also negotiate sharp curves.

1953

Up to now the solid third rail has lain on top of the ties; now it is placed under the roadbed and only stud contacts stick up through the ties. This makes the three-rail track visually more acceptable to model railroaders and becomes a synonym for the Märklin system.

1956

The standard coupler is further developed into the RELEX coupler. It allows advance uncoupling over a new uncoupler track.

1958

The TELEX coupler for switch engines takes couplers a step further. It enables remote controlled uncoupling anywhere on the layout.

1966

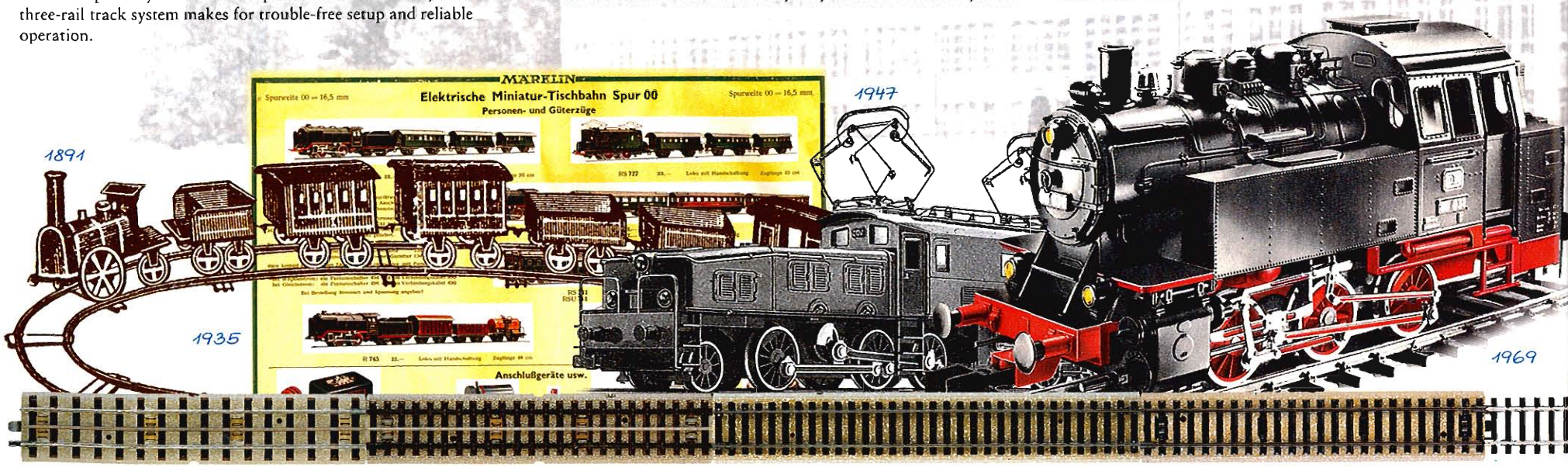
The first sound effects circuit – a horn that can be retrofitted into locomotives – ends the silence of the latter.

1969

With the K Track system Märklin presents a track system without a roadbed. With flex track, large radius curves and turnouts it is quite suitable for an experienced model railroader's layout.

1969

The new Märklin 1 Gauge introduces a renaissance of the large gauge. A previously unknown level of detailing on regular production Märklin models appeals to even the most demanding model railroaders.



1972

The presentation of mini-club, the smallest mass produced electric train system in the world.

1982

The time is past for the typical "goat's jump". Direction reversing for locomotives is now being done by an electronic circuit.

1984

Märklin Digital catapults model railroading directly into the electronic age. The digital signal processing – with electronic receiver circuits in each locomotive – makes it possible to have independent, multi-train operation.

1985

The close coupler completes the visual appearance of the cars and locomotives by enabling prototypically close coupled train compositions. It is also compatible with the standard coupler.

1988

A model highlight is the H0 Swedish train, constructed with real wood like the prototype. The bodies for the locomotive and cars are covered with wood panels. Super fine details demonstrate the high level of modelling technology.

1991

The new digitally controlled, high-efficiency propulsion system allows you to set the maximum speed as well as the acceleration and braking delay for each locomotive as it would be for that unit's prototype.

1992

With DELTA Märklin brings out a multi-train system for small to medium size layouts – the simple entry into digital.

1993

The Märklin Insider Club is established. Model railroaders with a strong commitment to their hobby gain access to still more information and to special, exclusive models.

1994

With Maxi, the toy and adventure railroad for indoors and outdoors, Märklin brings the art of sheet metal toys back to life. The sturdy construction and the large scale of 1 Gauge also make Maxi the ideal garden railway – fully compatible with the standard 1 Gauge equipment.

1996

The new C Track system combines the operational advantages of the three rail track with extremely easy "click" assembly, prototypical appearance, and modular setup.

1997

Märklin Digital is expanded further. A signal module and controllable locomotive functions bring new prototypical functions to the operation of a layout.

1997

For the 25th anniversary of mini-club Märklin builds a steam locomotive with a body of pure 18 carat gold. This special, exclusive model is enthusiastically accepted by Z Gauge fans.

1997

With the Maxi camera locomotive Märklin brings out a video system that transmits the train's trip from the viewpoint of the locomotive engineer to the television screen. Running the locomotive by sight, even in the remotest corner of the layout in the house or in the garden, is now possible.

1998

A high point of the reproduction series is the carriage that comes about in cooperation with Heidi Ott (dolls), Hutschenreuther (porcelain horses) and Märklin (carriage).

1998

A new concept for starter sets with track extension sets and a premium digital starter set make it even more appealing to enter the world of model railroading.

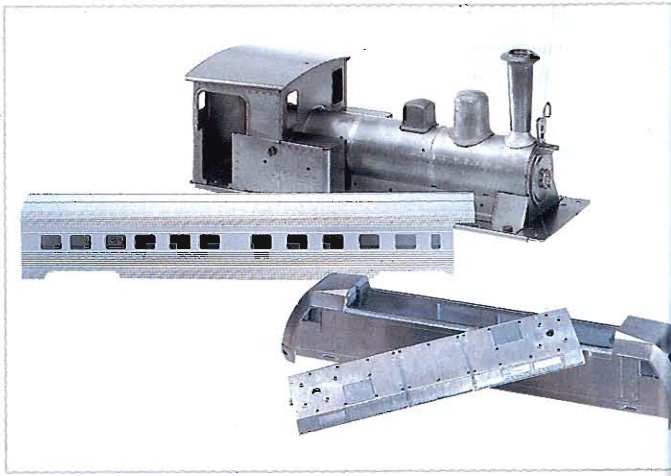


The Märklin Philosophy

There have been many models in the Märklin program for decades, simply because they have important prototypes and are among the most popular models. Yet, a class 44 of 1998 has no parts in common with the model from our 1953 catalog – except the prototype. It's this way with many Märklin models in all gauges, because we constantly strive to improve them. This extends from improvements in the detailing, to equipping them with a DELTA electronic circuit capable of multi-train operation, on to the development of a totally new model.

Modelling right for the prototype and that works in practice
With our models we always strive for a visual synthesis between prototypical detailing and a practical robustness that is appropriate to the scale of the model. This is not a rigid process; it produces models that meet the increasingly challenging demands of the market thanks to improved raw materials and refined production techniques.

The raw materials
The quality of a model is also determined by its raw materials. We try to adhere to the prototype as much as possible, and we make use of different types of metal, metal alloys, fine sheet metal, aluminum, high quality plastics and even wood. Models with diecast metal bodies are a special Märklin tradition, and they attract attention thanks to their precision and high quality.





The latest technology for play value and prototypical realism
The propulsion technology is designed with great durability with powerful motors and metal gear drives. These mechanisms are easy to work with and service. Märklin employs the multifaceted possibilities of electronics for more play value (DELTA multi-train system) and for prototypical operations (Märklin Digital). In the process we make sure that new developments are compatible with the previous technology or that they can be retrofitted into earlier locomotives.

Modern, environmentally friendly production
In the last few years Märklin has introduced constantly new methods of production that are on the cutting edge of technology: CAD design, prototype construction with 3D processes, aluminum extrusion processes for car bodies, the replacement of fluorocarbons and the use of solvent-free, water-based paints will serve here as the key words for the advances behind the scenes.

Partnership with the authorized dealer network.
Part and parcel of Märklin is also its loyalty to the authorized dealer network. Many model railroaders, above all beginners, appreciate the competent advice of their authorized dealer. Service and spare parts at a well-stocked, authorized dealer are very important for experienced model railroaders, too.

Reliable and compliant with standards
Märklin model trains meet the strict requirements for safety in toys. This adherence to the guidelines and standards is confirmed by the CE designation. Clear, easy-to-understand instructions for use help the consumer in setting up a Märklin train and for its proper operation.

Information and clubs
We are proud of the good relations between Märklin and its model railroader consumers. And yet, this not something by accident, but rather the result of a partnership that has been nurtured for decades. We provide our customers with extensive, attractive information about products, systems, and new items. Catalogs, books, the Märklin Magazin, CD-ROMs, videos, spare parts lists, and instructions offer specialized, easy-to-understand information, tips, ideas.





Old Values, New Love.

It is an art to produce a challenging, technical toy out of sheet metal. It demands experience in how to deal with the material, a multitude of finishing, forming, embossing, and stamping processes as well as a high degree of skilled hand work for the assembly, enameling, and painting. Not the least of which is that this costly method of fabrication has led to a situation in which hardly any toys made of metal of any kind have been offered for some time.
Even Märklin could not avoid using new technologies, but it has always preserved the old tradition of sheet metal toys – with new developments such as Maxi, but also with exact reproductions of the most beautiful models from the 139 years of Märklin's history. Examples of reproductions from the last few years are the Ju 52, the cook stove and doll carriages, trucks and cars from the metal construction set series, or the Märklin horse carriage that we were able to realize in cooperation with Heidi Ott (for the dolls) and Hutschenreuther (for the porcelain horses).
We purposefully incorporate detail changes in our reproductions to exclude confusing them for the historic, original models. Yet, these reproductions are authentic and have been manufactured with the same care and love of detail. This requires a great deal of hand work that is naturally more valuable today than it was in the past. For this reason there are limits placed on the production capacity for these models.
Märklin reproductions are high quality originals to the same degree as their historic prototypes and are highly prized by collectors. Of course, they are also well suited for what they were originally intended: to be played with.

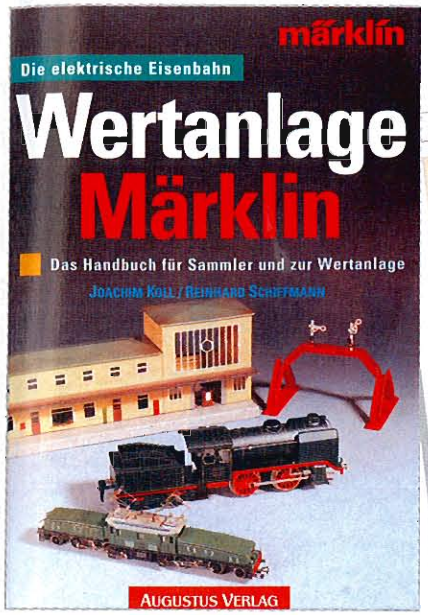


Knowledge is Enjoyment.

märklin

Anyone who becomes more involved with the hobby of model railroading, is always on the lookout for more detailed information. Because it is simply more fun and it inspires you to play with and operate your trains more, when you have more knowledge about the features of your locomotive, and also about the prototype, its typical uses or its history. And anyone wanting to expand his collection of models, that may have come about rather randomly in the beginning, needs serious facts about the themes and setup of a collection, about model eras and identifying characteristics.

Our books are written by experts who transmit their knowledge and experiences to model railroaders and collectors. The extensive, richly illustrated format of these books makes them valuable resources for beginners and for pros.





0301 Book "Märklin as an Investment in Value" ("Wertanlage Märklin") by Reinhard Schiffmann and Joachim Koll.
The emphasis of this book is on setting up a collection of historic and current Märklin railroad models. The two authors, passionate model railroaders and collectors themselves, introduce you to this theme in a way that is easy to understand. The many tips in the book can save the beginner from unpleasant experiences. Contents 160 pages. Over 500 color photographs. Format 21 x 29.7 cm (8-1/4" x 11-11/16"). German text only.



N

07460 The Märklin Locomotive Book "Dampflokomotiven" ("Steam Locomotives") by Thomas Hornung and Thomas Rietig.
The theme of this book is Märklin H0 steam locomotives. Extensive information is given about the prototype for each model in addition to the latter's technical features. Must reading for anyone who wants to know more about his models. Contents 128 pages with numerous color photographs. Format 21 x 29.7 cm (8-1/4" x 11-11/16"). German text only.

Two Horsepower Roadster From The Turn Of The Century.

This reproduction of a special quality expands the borders between historical reminiscence and exclusive manufacturing of today. Our reproduction is a recreation of model no. 1457 from the Märklin catalog of 1908, and the partnership of three first rate brandnames shows how challenging this project is:

Hutschenreuther, known around the world for its exquisite products, is producing the two, hand painted horses of bisque porcelain. Heidi Ott is highly prized in collector circles, and she created and produced the sumptuously dressed doll figures of the coachman and the elegant lady. Märklin is producing the carriage made of carefully worked metal. The bridle, coachman's seat and the carriage cover of leather, fine materials and lace as well as hand painted faces and decorations underscore the extraordinary quality.

By the way, a carriage in that earlier time was the sporting variation of the coach that was "motorized" with 2 horsepower full of temperament.





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16030 Open Carriage with Horses and Dolls.

Reproduction of the model of an open carriage from the Märklin program shortly after the turn of the century. Set consists of open carriage with 2 horses and 2 dolls.

Carriage features:
Metal superstructure, frame and wheels. Upholstered seat covered with shimmering satin material. Upholstered driver's seat covered with real leather. Padded top made of real leather. Carriage floor covered with velour. Top can be folded. Pivoting shafts. Working leaf springs front and rear. Wooden footboard in the driving box. 2 built-on miniature lamps (non-working). Extensive imprinting on the carriage superstructure and wheels.
Length with shafts 55.5 cm (21-7/8").
Width 15.0 cm (5-7/8").
Height with raised top 18.5 cm (7-5/16").

Features of the horses:
Two porcelain horses made exclusively for this carriage by the famous porcelain company Hutschenreuther, Selb, Germany. The two gray horses have a matte finish (bisque porcelain) and are extensively hand painted, thus showing the characteristic look of real live horses. The horses are hitched to the carriage with a real leather harness padded with material. The links for the harness are made of metal. The harness can be removed.

Features of the dolls:
One each scale doll figure of a coachman and an aristocratic lady from Heidi Ott are included with the carriage. The coachman is dressed in livery with a hat. The aristocratic lady wears an elegant ball gown covered with lace. She is wrapped in a velour cloak to go with this gown. A hat in a color to go with the ensemble completes the look. Numerous, lovingly applied details reinforce the exquisite impression of these figures.

A presentation base of clear acrylic with mounts for the horses and the carriage as well as a certificate of authenticity are included.

All parts of this ensemble are exclusively made for this product and are therefore not available separately.



Special one-time series for 1998.
Already delivered to the dealers.

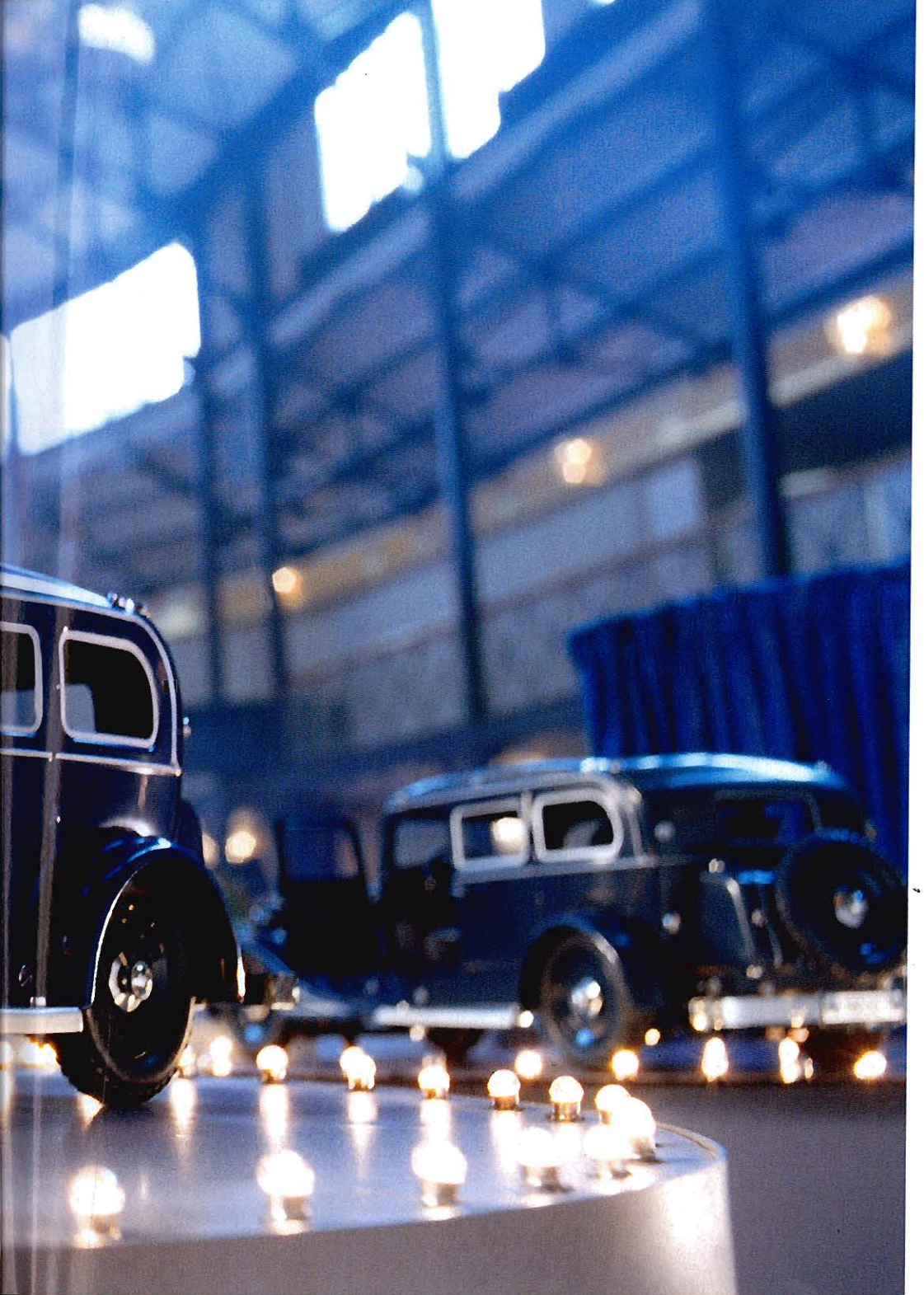
Luxury for Insiders.

The car and truck models in the metal construction set series from the 1930s were among the most challenging technical toys of their time. One of the most impressive models was the limousine that was offered in different color and form variations. The German name for the model includes the word "Pullman" which stood for luxurious travel in specially comfortably equipped railroad cars. The limousine also offered appropriately extensive room and comfort thanks to its extended wheelbase. Initially, the model was equipped with a vertical radiator grill, but this was replaced later by the grill used on the streamlined automobile, a change that visibly improved the design.

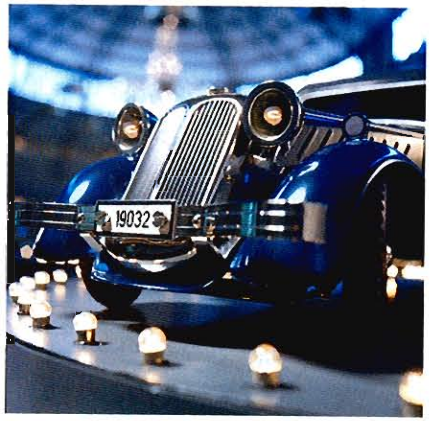


Insider Model for 1998

märklin Insider









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19032 Limousine.
Reproduction of the earlier Märklin model of a grand limousine of the 1930s. This car's features correspond to the combination of the former chassis basic set (1101 C), supplemented by the windup motor (1109 M), the electric headlight set (1110 B), and the limousine construction set (1101 P). Some parts have been consciously altered slightly in form or color to differentiate this model from the earlier car. The car's paint scheme is a variation that was never offered in the regular production vehicles. A certificate documenting the authenticity of each model is included. Vehicle length 38.0 cm (14-15/16").

The 19032 limousine is being produced in 1998 in a one-time series only for Insider members.

Please note the information on the Märklin Insider Club on page 65. Additional Insider models for 1998 in H0, Z, and 1 can be found on pages 66/67, 326, and 487.

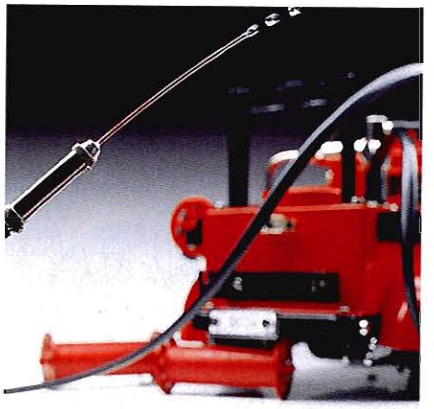
Water, Quickly!

In the past there was only one alternative to the childhood wish to become a locomotive engineer: the fireman. On the one hand because of the brave men with their gleaming red trucks, on the other because fire department festivals and choral groups became a standard part of the community's life in Germany. With people living in such close proximity to each other, fire trucks – and their reproductions in model form – enjoy a great deal of popularity. The technology is rich in detail and with its real life functions it offers all kinds of material for adventurous scenarios. Märklin's fire truck models from the metal construction set series are also part of this technical avant-garde. We have chosen the prototype of a pumper truck for this reproduction. It was built by Märklin in 1940 as a preproduction sample, but never appeared in the catalog. It is painted in the same color as the fire department ladder truck (no. 1991).

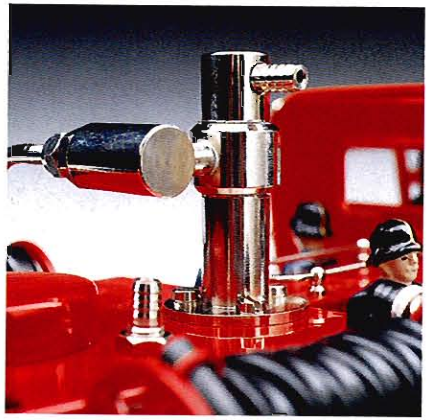
A technical innovation is the built-in gear drive that can be used to connect the windup motor either to the gear drive on the rear axle or to the working pump. A hose system with plug-in connections and valves completes the extinguishing system that pumps water from a tank reservoir on the truck. This allows you to hose down the area surrounding the truck after the hoses have been brought up.





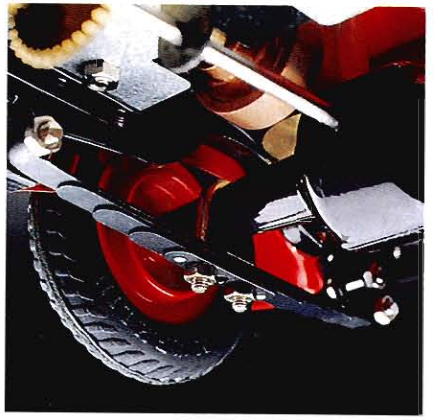












N

19034 Fire Engine.
Regular production, first edition of the earlier Märklin model of a fire engine from the 1930s. This fire engine's features correspond to the combination of the former chassis basic set (1101 C), supplemented by the windup motor (1109 M), the electric headlight set (1110 B), and a fire engine superstructure that was never before shown in a catalog. Model is completely assembled. Windup motor can be switched from the rear axle to the gear drive for the hose pump. A certificate documenting the authenticity of each model is included. Vehicle length 38.0 cm (14-15/16").

Special one-time series for 1998. To be delivered starting in 1st quarter of 1999.

The Märklin CD ROM:
"Märklin – a trip through space and time"

Experience the fascination of Märklin in a totally new way! This CD ROM has been produced at great expense and with the use of the latest multimedia technology and offers useful, entertaining information that is worth seeing about the cult of model railroading. Let yourself be tempted on to a virtual reality trip that Märklin is presenting in a way never done before.

You will experience, among other things:

- virtual reality tours through the Märklin Museum and the Märklin production facilities
- rare Märklin items in three-dimensional view
- custom trips through model railroad scenery – as the locomotive engineer would see it
- a trip through Märklin history and railroad history
- numerous and in part historic Märklin videos (including advertising films from the 1960s)
- the exclusive CD ROM freight car in H0 (This car is only available with the Märklin CD ROM.)
- and much more!



CD ROM screen shots



The exclusive freight car

N

07800 CD ROM:
"Märklin – a trip through space and time".
German text only.

More information is available on the Internet under the address http://www.maerklin.de/cd-rom.

http://www.maerklin.de

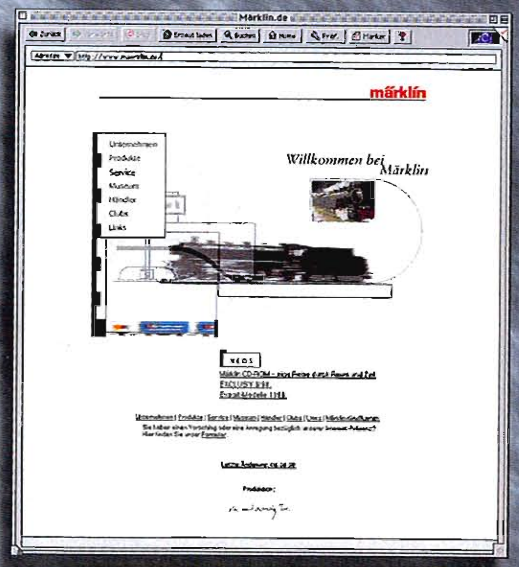
märklin

The densest and fastest "railroad network" in the world is the Internet. Because here a constantly increasing number of railroad companies, guided tour arrangers, railroad and model railroad manufacturers, specialist dealers, museums, clubs, and fans exchange their offerings, information and experiences. With the click of a mouse, you travel through the worlds of the current and historic railroads and model railroads. It's clear that Märklin had to be part of this and for the last two years has offered the Märklin site (factory site, in North America there is an English language Märklin site, http://www.marklin.com) with an abundance of current information. With the homepage http://www.maerklin.de you'll start your virtual trip through the company, Museum, our product assortment, and Service area. Here you'll find the "exclusiv" products of the "exclusiv" dealers, Märklin new items, service tips, and information about all of the Märklin events in Germany.

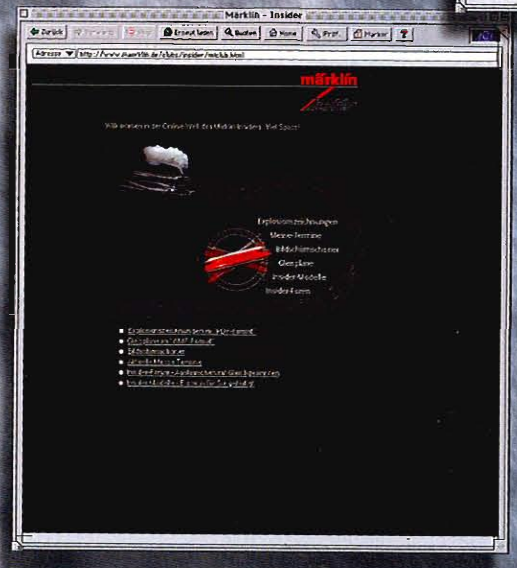
If this is not enough for you, you can go from the Märklin home page via our links to other interesting sites with model railroading as a theme. Have a good trip.

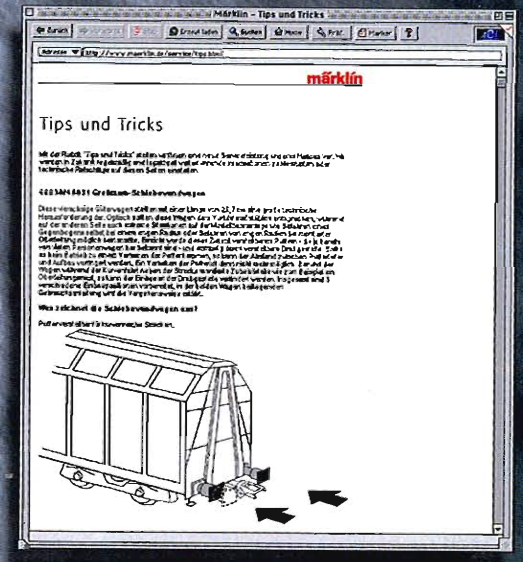
As a Märklin Insider you also receive an extra access. After entering your name and membership number, you can make use of exclusive information and product offerings for Insiders or take part in promotions. You will have access to the exploded diagrams and parts lists for almost all of the Märklin locomotives and access to new, previously unpublished track plans. Finally, you can download Märklin screen savers for your computer.

If you would like to take advantage of these benefits, simply become an Insider Club member and apply through the Internet or with the application form. (Note: English speakers can become members of the Märklin Club of North America and receive almost all of the same benefits at "http://www.marklin.com".) The members of the student club in Germany, 1.FC Märklin, also have an exclusive Club entry on the Internet.









New Ideas for All Eras.

The newly structured DB, Inc. is translating its concepts into practice at a dizzying pace. Freight is now called Cargo, the new CargoSprinter, for example, whose high level of flexibility is intended to make freight traffic competitive in the various regions.

An ideal model, because it's very contemporary, technically interesting and attractive because of the high level of play value or operating enjoyment under the themes of freight (pardon: cargo) and container transfer.

We're also boosting the earlier eras with historic locomotive and car models.



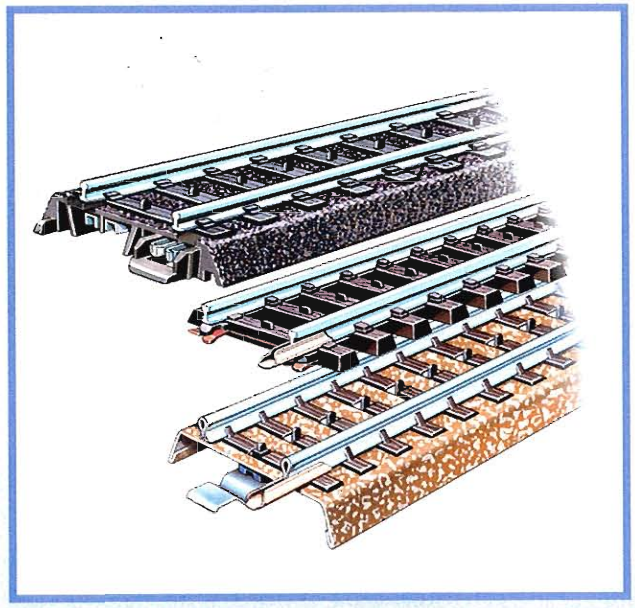
Model Size H0
Gauge 16.5 mm (5/8″)
Scale 1:87



The Märklin H0 System.

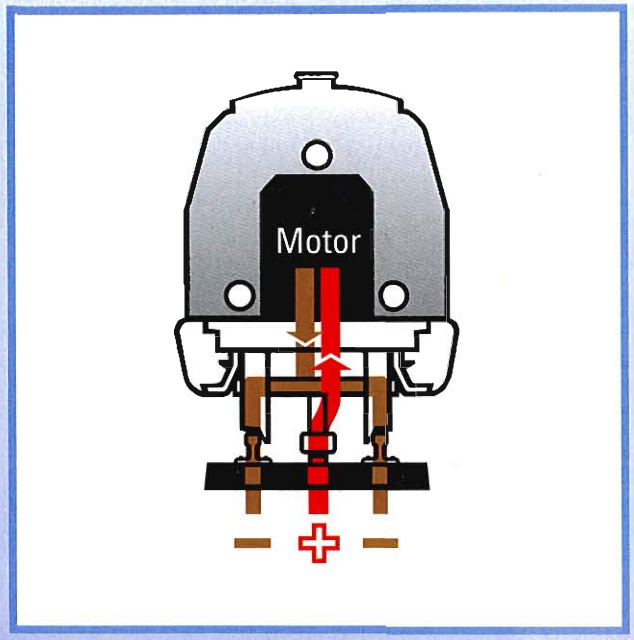
Why should you decide on Märklin H0 before getting involved with model railroading? Simply pointing out the worldwide, enduring success of this system would be too easy. Because this success is only the result of many good reasons of which any one can tip the scales in favor of Märklin H0, and which form the sum of the Märklin system.

The core of the Märklin H0 system is the three rail track system. Examining its advantages makes the comparison clear:



More contact area for reliable electrical pickup

With two-rail track, as with most direct current systems, one rail is the positive side, the other is the negative side. The current flows up through the wheels on one side to the motor and back through the wheels on the other side into the track. The wheels must be insulated from each other. On a small, three-axle switch engine this means that there are three wheels each for the positive and negative sides.

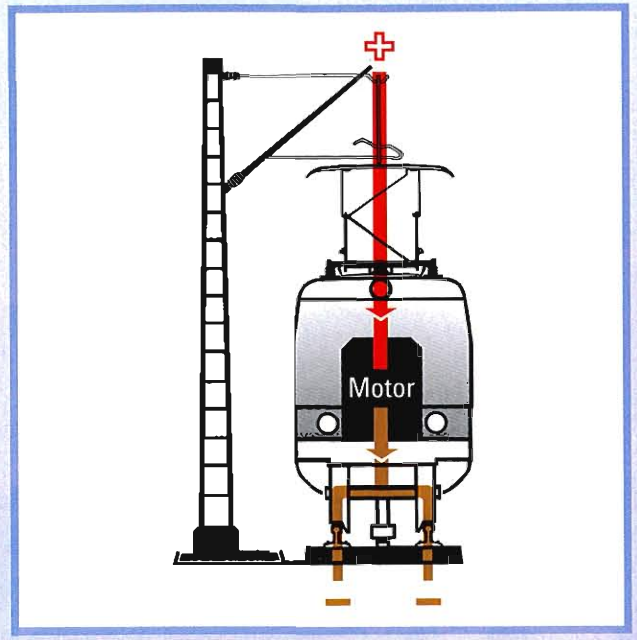


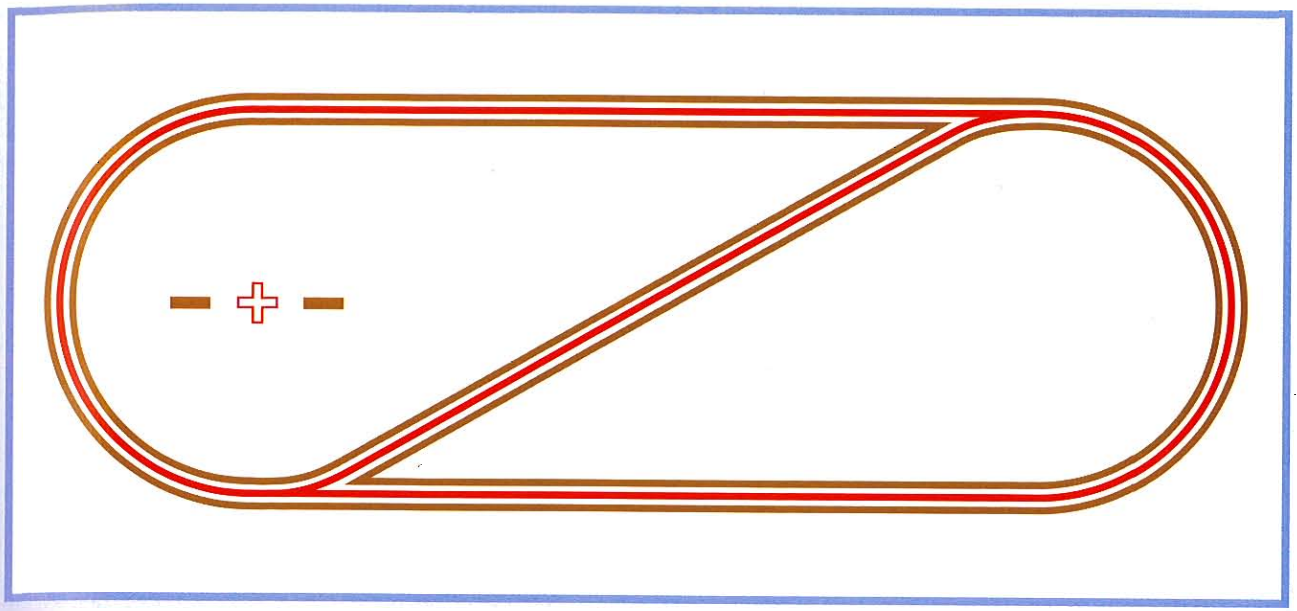
With the three-rail system the electrical current flows through an additional center rail and the pickup shoe to the motor in the locomotive and returns to the track (ground) through the wheels. Since both rails have the same polarity, the three-axle switch engine can use all six wheels just to return the current. The center conductor is likewise always linked with several stud contacts; moreover the pickup shoe keeps the contacts clean.

This double contact basis makes the Märklin system very reliable in operation and less susceptible to dirt. Good contact is guaranteed on critical areas of the layout with dense concentrations of turnouts.

Symmetrical current conduction

The second advantage of the three-rail system is its electrical symmetry. A very simple example is the reverse loop – a track that returns on itself in a curve for the purposes of turning a train. On the normal two-rail system the two opposite polarities meet each other at the turnout. This requires additional electrical circuits to avoid a short circuit in the track and to reverse the polarity in the locomotive traversing the reverse loop.

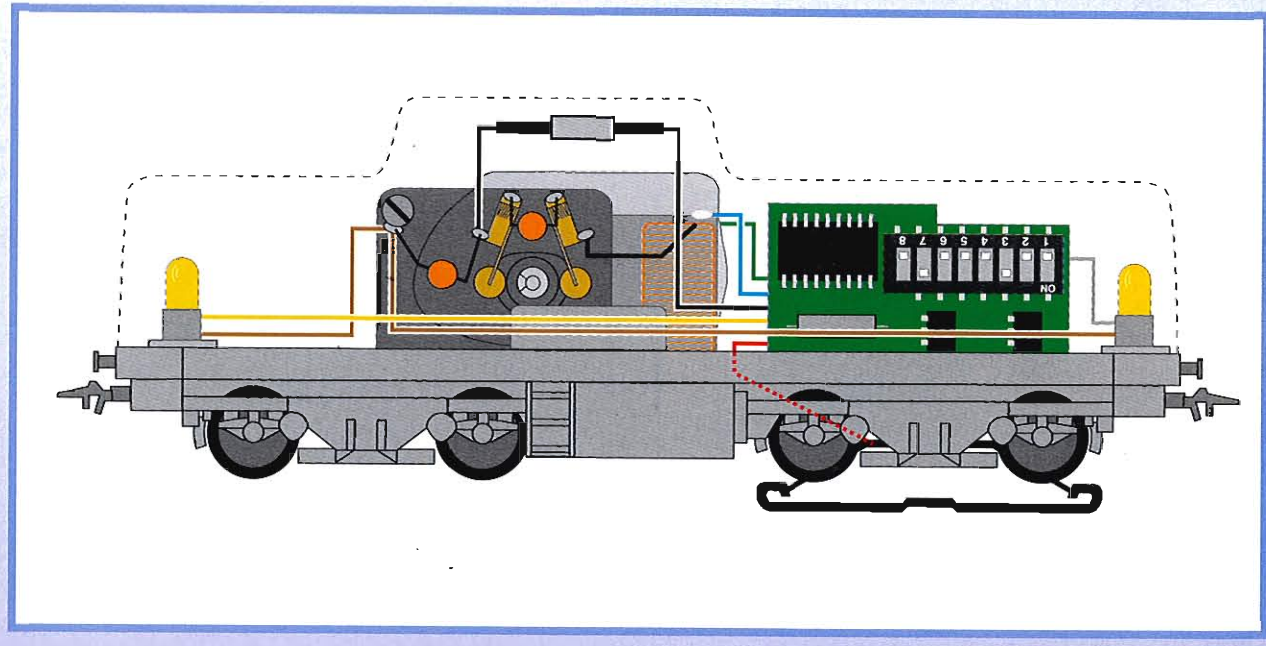


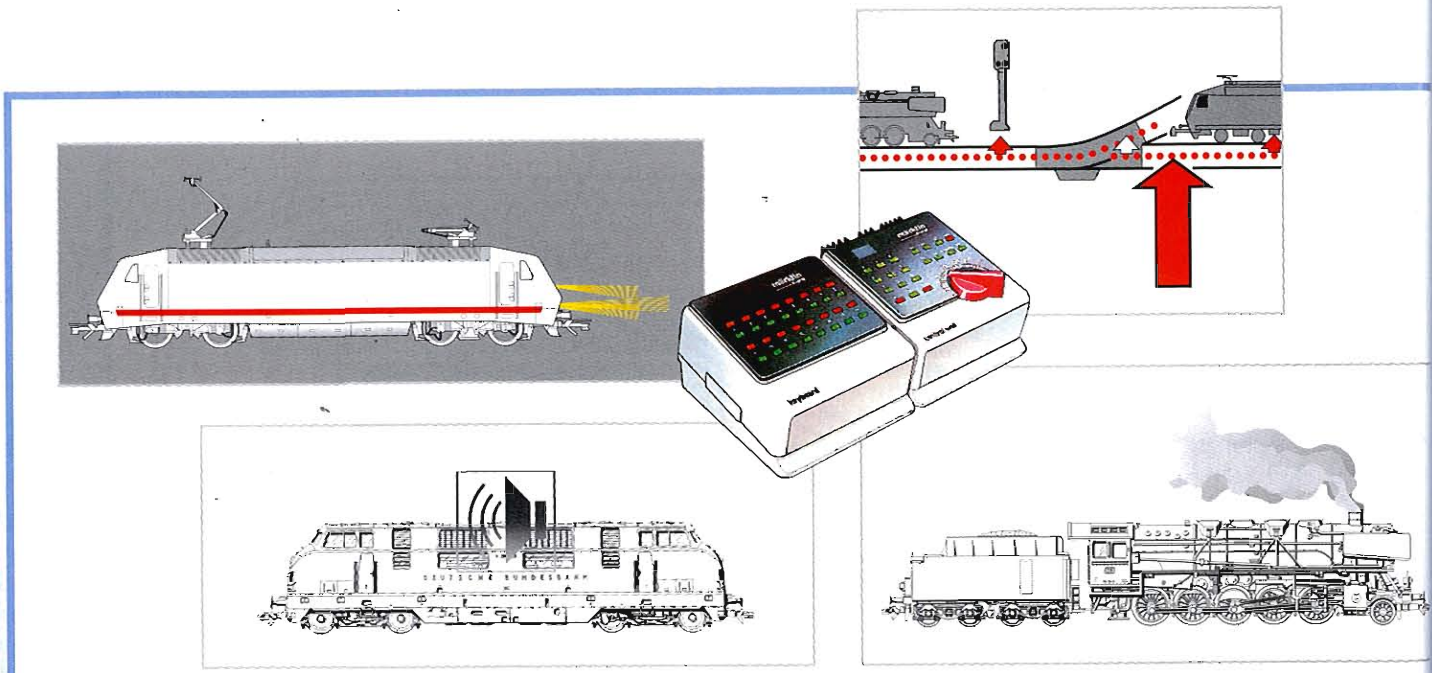


Reverse unit for changing direction

With the Märklin system a locomotive's direction of travel is not changed by reversing the polarity in the entire track; it is done by a reverse unit in the locomotive itself. In the past this was an electro-mechanical relay; today it's an electronic circuit that reverses the motor when a short impulse of current is sent to it – as a side benefit it can also activate other functions. The difference here is that each locomotive has its own direction of travel, while with the direct current system all locomotives travel in the same direction for a particular polarity in the track.

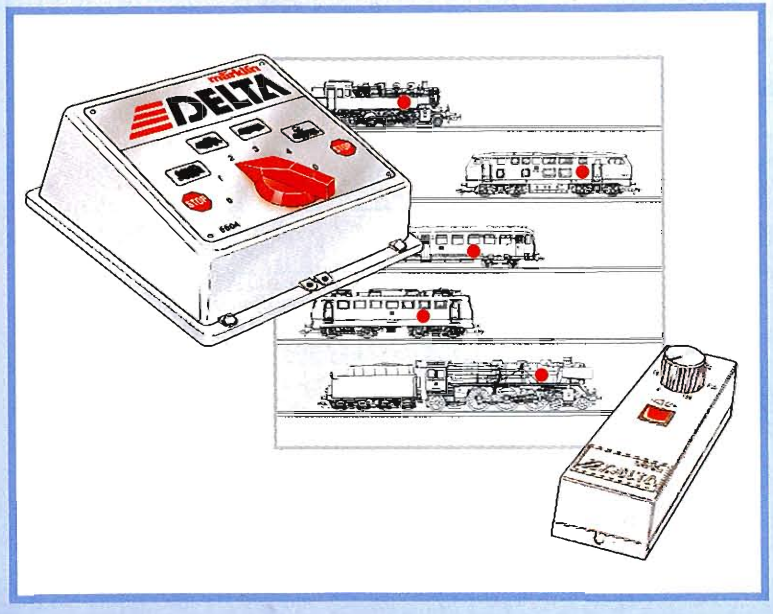
With three-rail track the same polarities always meet at the turnout, because the center conductor is always in the center rail and both outer rails always have the ground or negative polarity. Whether it's a reverse loop, a wye, or complicated track configurations – the electrical setup remains simple and manageable. The locomotive will traverse all sections of the layout in the direction set for it without the need for electrical circuit tricks. Setting up a working catenary system is also very simple. As with the center rail in the track, the current flows symmetrically from the pantograph on an electric locomotive to the motor and through the wheels to both outer or running rails in the track. The practical use of this is a second independently controllable power circuit for electric locomotives.





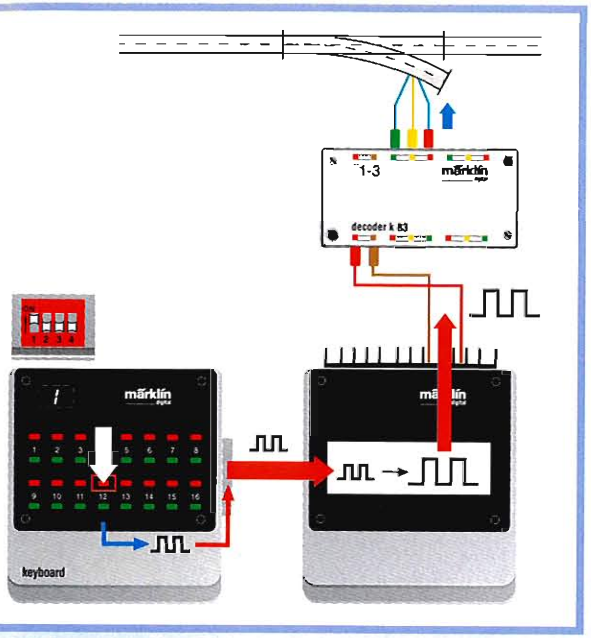
DELTA multi-train system and Märklin Digital

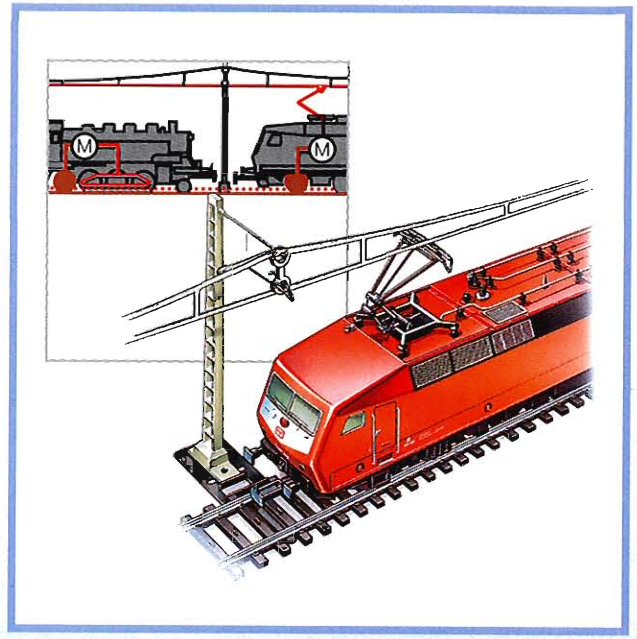
The Märklin multi-train systems offer totally new possibilities for joint play, or for realistic train operations. As the entry level system for small to medium size layouts, the DELTA multi-train system can control four to five locomotives independently on a circle power circuit. Most Märklin locomotives come from the factory with the electronic receiver circuit built into them. A wide variety of other possibilities is offered by Märklin Digital: Up to 80 locomotives can be controlled independently from each other. Locomotives with high-efficieny propulsion systems will catch your eye with prototypically controllable operating characteristics and controllable auxiliary functions. Any one wanting to control accessories digitally, will profit from the easy wiring and practical functions such as the Memory and automatic route control. And the connection to a personal computer makes it possible to control accessories and train movements from a computer monitor screen.



Compatible and here for the future

It is an important Märklin principle that locomotives, cars, and technology remain compatible as much as possible. Hence, most of the locomotive models from the 1950s will also run on the latest C Track sections, and Märklin close couplers will also mate with standard couplers. Many older locomotives can be retrofitted with a DELTA electronic circuit, digital decoders, or high-efficiency propulsion systems. You can convert your layout to Märklin Digital step by step, run trains digitally and operate accessories conventionally or digitally. With the Motorola format Märklin Digital will be here for the future.



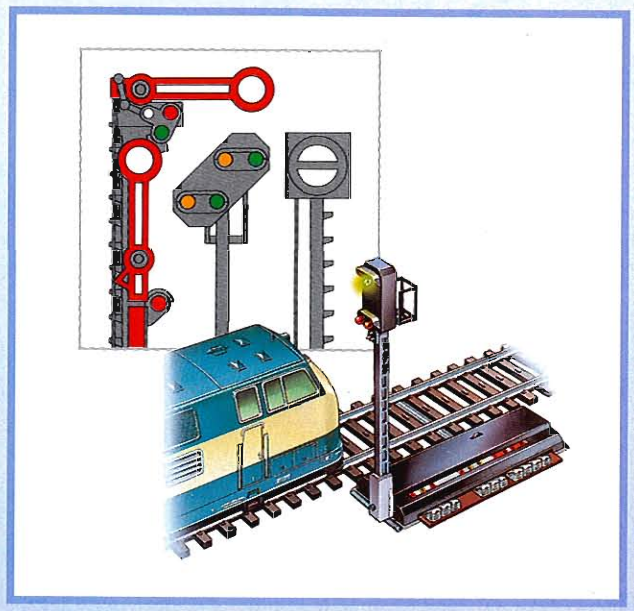


Complete range of accessories

The Märklin H0 system has everything to make operating trains varied and realistic; three track systems, working models, signals with train control functions, working catenary, lights as well as electrical and layout accessories. In addition, the accessory companies offer an abundance of building, vehicle and working models that you can use.



The three H0 track systems are also compatible with one another: the earlier M Track, the new C Track, and the K Track without a roadbed. Naturally, you can't just put track from the three systems just anywhere on a layout, but the transition sections allow you to connect entire sections of a layout with each other as well as use working models such as the turntable and the transfer table. C Track with K and M, K Track with C and M, M Track with C and K, naturally.



Starter Sets

The most important switch setting is at the beginning.

A good beginning is often half of the success. This applies to formula 1 racing as well as in the selection of a profession or a partner. And it holds true for the decision concerning a model railroad. Märklin has revised the starter set assortment to make your selection as easy as possible. Following the motto "Unpack. Set up. Play.", all of the starter sets come with a train, transformer, track, and wire and plugs for electrical connections. A richly illustrated instruction booklet helps you get started with useful tips and motivates you with additional ideas. All of the locomotives in the starter sets will run on conventional or DELTA and Digital layouts, because the DELTA electronic circuit for multi-train operation is already built in. With the exception of the smallest starter set, the track layouts in the sets include two manual turnouts and track for a passing siding; the turnouts can be retrofitted with lighted lanterns, electric mechanisms, or digital decoders. The track extension sets are designed to go with the starter sets and can expand them to include switch yard tracks, storage sidings and passing sidings or a parallel oval.

Once you get started, the entire Märklin assortment is available to custom tailor your expansion. Because with Märklin you decide on a system that can be expanded in a variety of ways, yet a system that is simple and reliable. Above all, Märklin will be around for the future: You can expand your layout step by step, or convert to Märklin Digital and add on to your layout with new functions. Your investment will last and will always be technically at the top for the times.


ICE

My Start with Märklin.

We didn't randomly give our smallest starter set the promising title "My Start with Märklin". We paid a great deal of addition to its features, in order to assemble a train composition rich in play potential. Different kinds of piece and bulk freight can be loaded in the three open freight cars; a tractor comes with the set as a load. A baggage car with an open door and a cupola on the roof makes up the end of the train. The tank locomotive is painted in blue and black and is typical for a branchline operation rich in variety. The C Track oval with the easy-to-use click system goes together quickly. The track's sturdy roadbed makes it reliable and it can be set up on the floor.



The layout accessories illustrated here are not included in the 29175/29176 starter set.



The plug-in connection with the "Click".



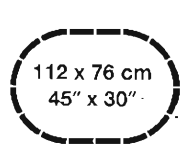


DELTA N III

29175 230 volts
29176 120 volts
"My Start with Märklin" Freight Train Starter Set with C Track Oval and Transformer.

Contents: 1 class 74 tank locomotive with DELTA electronic circuit, 1 no. 4459 stake car, 1 no. 4430 gondola, 1 no. 4423 low side car, 1 tractor, 1 no. 4038 baggage car, 12 no. 24130 curved track, 2 no. 24188 straight track, 2 no. 24172 straight track, feeder wire 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 C Track extension sets and the entire C Track program.

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.



29175



12x 2x 2x



Loading Foreman Wanted.

With this starter set you'll have "action" on your layout right from the very start. Because the crane car must be used anywhere that something has to be loaded or transferred. A stake car and tank car as well as a boxcar with a lighted marker light reproduce a typical train from the early period of the DB. The class 38 locomotive with a tender is modelled on a prototype that was built in the largest numbers for a German locomotive, and that was still in use in the 1950s and 1960s. The locomotive's sturdy body is all metal, the headlights light up, and the red glow of the fire can be seen through the firebox doors in the engineer's cab.



Light from the glow in the engineer's cab.

The layout accessories illustrated here are not included in the 29525/29526 starter set.





DELTA

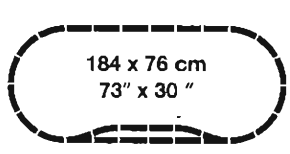
N III

29525 230 volts
29526 120 volts

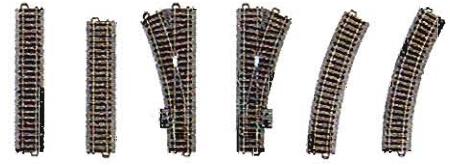
Freight Train Set with Large C Track Layout and Transformer.

Contents: 1 German Federal Railroad class 38 locomotive with tender. With DELTA electronic circuit. Imitation of the glowing light of the fire shining through the firebox door in the engineer's cab. 1 no. 4459 stake car, 1 crane car, 1 crane boom support car, 1 no. 4442 tank car, 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 wire 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 C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.

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.



29525



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



The Express Freight Train.

The stately class 41 makes this starter set specially attractive. This powerful locomotive with a tender was specially built for fast freight trains, but was also used for heavy passenger trains. The headlights and running gear lights on this locomotive will make it stand out on your layout. Two open freight cars for any type of freight as well as a car for concentrated feed, a boxcar and a freight train baggage car complete the train. This train composition also stems from Era III of the German railroads.



Running gear lights.



The layout accessories illustrated here are not included in the 29625 starter set.



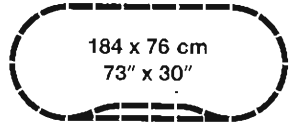
DELTA N III

29625 230 volts

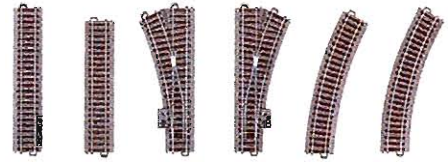
Freight Train Set with Large C Track Layout and Transformer.

Contents: 1 German Federal Railroad class 41 freight locomotive with tender. With DELTA electronic circuit. Running gear lights on all the time. 1 silo car, 1 boxcar with, silver painted vents, 1 gondola with brakeman's cab, 1 stake car with removable stakes, 1 freight train baggage car, 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 wire 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 C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.

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



29625



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



Speed, Power, Capacity.

This starter set stands for the modern freight railroad that is mastering the growing transportation demands of the economy with high capacity cars and fast locomotives. Sliding wall boxcars for industrial and logistical freight, a four-axle tank car and high side gondola offer large load capacities. The double stake car is loaded with pipe.

The 12X experimental locomotive, in operation on the DB as the class 128, provides appropriate motive power. The all metal construction with its fine detailing underscores the modern design. The headlights change with the direction of travel from three white to two red marker lights.

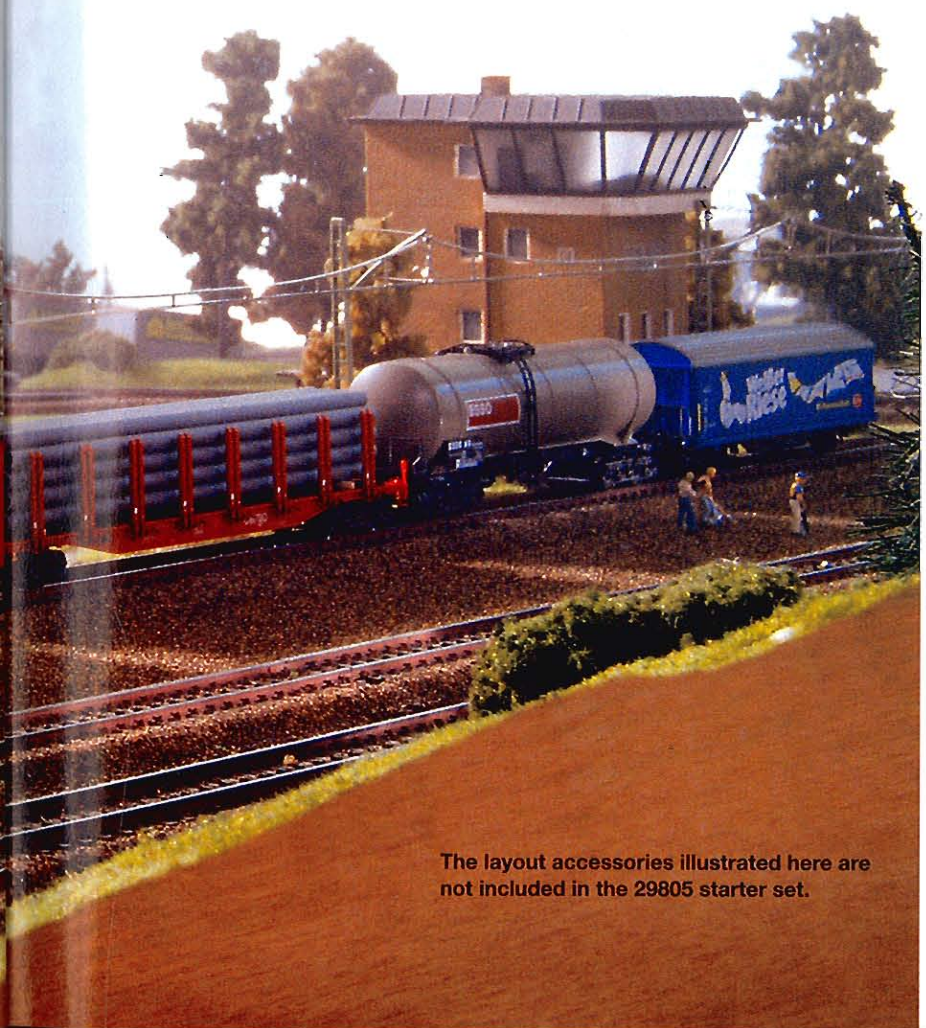
This starter set comes with the K Track system. K Track does not have a roadbed and requires permanent benchwork. The K Track assortment includes large radii curves and flex track that enables you to have a specially generous and realistic reproduction of track layouts.



White triple headlights.



K



The layout accessories illustrated here are not included in the 29805 starter set.



DELTA

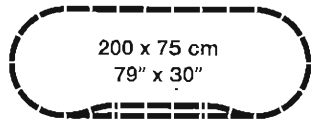
N V

29805 230 volts

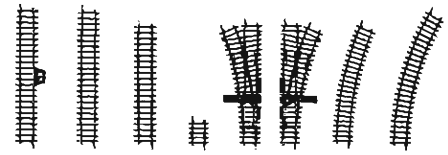
Freight Train Set with Large K Track Layout and Transformer.

Contents: 1 class 12X electric locomotive, used on the German Railroad, Inc. as the class 128. With DELTA electronic circuit. 1 tank car, 1 gondola, 1 double stake car loaded with pipe. 1 DB Cargo sliding wall boxcar, 1 "Weiße Riese" sliding wall boxcar, 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 and the entire K Track program. The turnouts can be retrofitted with the 7549 electric mechanism.

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



29805



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

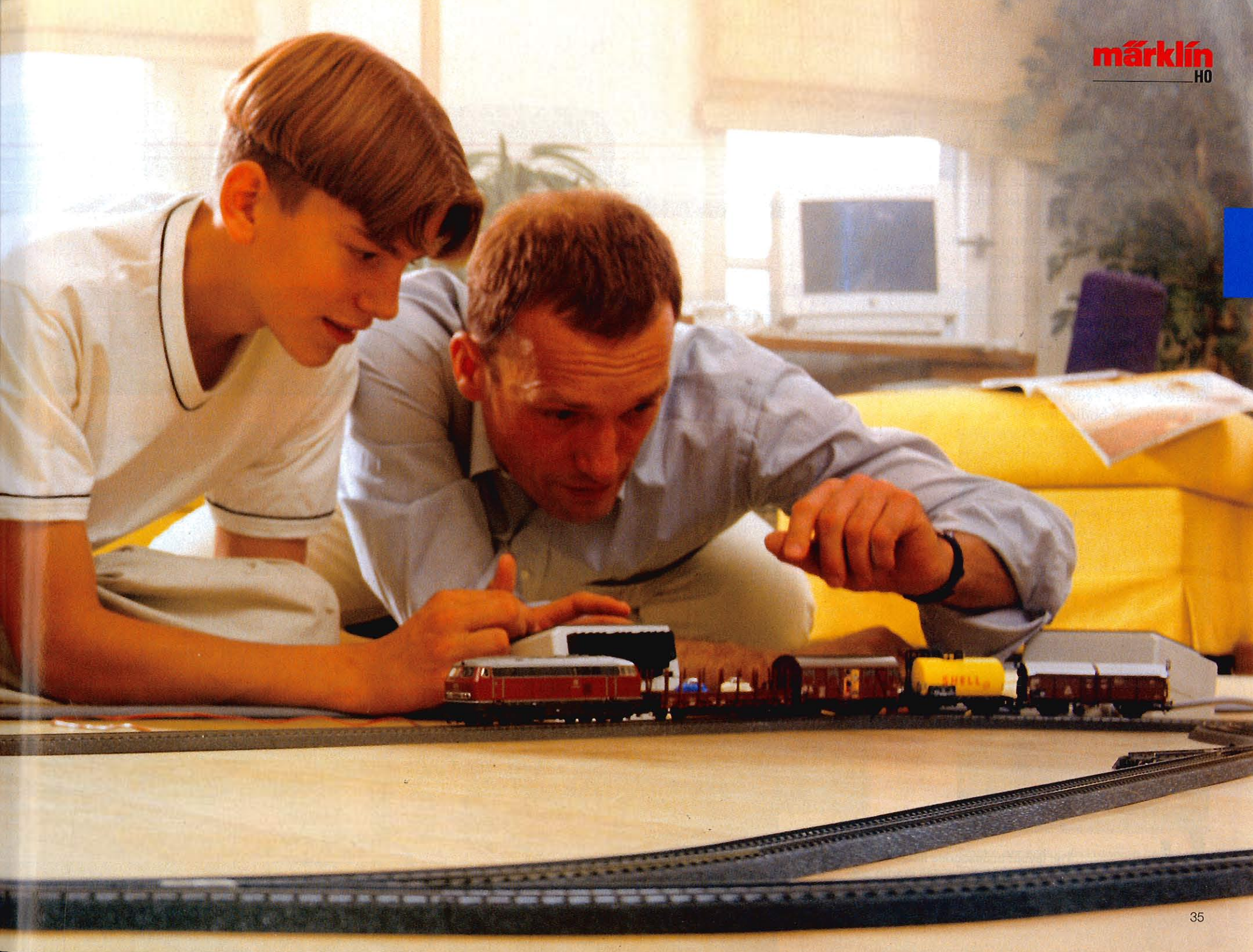


A Premium Start in the Digital Era.

It's exaggeration for us to speak of a super starter set that outdoes everything that Märklin has ever offered for a starter set. It offers a complete entry – or transfer – to Märklin Digital with two trains, locomotives with digital decoders and controlled, high-efficiency propulsion, digital locomotive controller, and transformer. Controllable auxiliary functions in the locomotives such as headlights, running gear lights, smoke generator, or whistle, as well as the prototypically adjustable operating characteristics show clearly all the things that the Digital system can do.

Setup and electric connections are quite simple: Assemble the C Track layout, connect any track section desired to the Control Unit with the two feeder wires, connect the Control Unit to the transformer and plug the latter into a wall outlet – finished. You use the ten button keypad on the Control Unit like a pocket calculator to type in the address for one of the two locomotives. The locomotive's speed is set with the rotary control knob, and the function buttons are used to turn the headlights or running gear lights on or to activate the whistle.



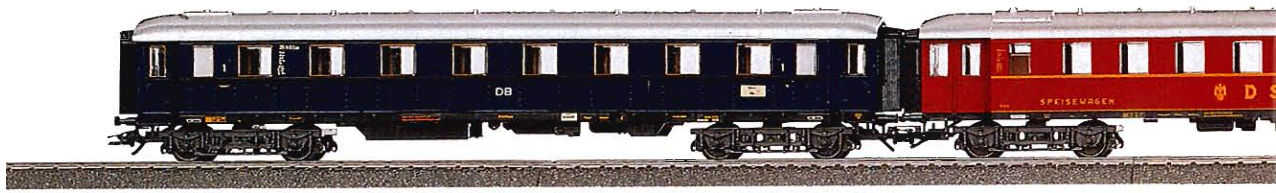


Breakthrough into a New Era.

The compositions of the passenger and freight train are modelled on the German Federal Railroad of the 1950s and 1960s. This is the most attractive era for many model railroaders, because the side by side operation of steam, diesel and electric locomotives offers a rich variety of attractive themes. The Economic Miracle caused passenger and freight traffic to grow by leaps and bounds, and almost everything that had wheels was put to use. This meant that you could see old German State Railroad cars in addition to rebuilt cars with new bodies on old car frames as well as totally new designs.

Typical of this period is the express train with the mighty class 03 and its cars from the earlier State Railroad period. These cars were heavy and were still of riveted construction, but were a favorite with passengers because of their good riding characteristics.
The class 216 stands for the new designs of the time. The end of the steam locomotives began with the diesel locomotives. The advantages of the latter were too great; they didn't have to be turned, fired up or have ashes emptied from them.







The layout accessories illustrated here are not included in the 29845 starter set.





N III

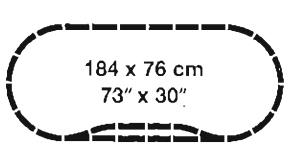
29845 230 volts

Premium Starter Set with a Freight Train and a Passenger Train as well as Large C Track Oval, Digital Control Unit and Transformer.

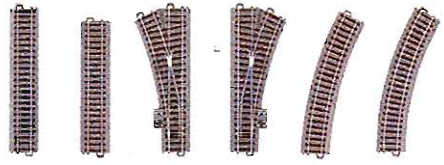
Contents: 1 German Federal Railroad class 03 express steam locomotive with tender. With digital decoder and controlled high-efficiency propulsion. Built-in smoke generator and running gear lights. **Headlights digitally controlled. Smoke generator and running gear lights can be turned on digitally with the 6021 Control Unit.** The headlights and smoke generator will work in conventional operation. 1 express passenger car 1st class, 1 express passenger car 2nd class, 1 entertainment car.

1 German Federal Railroad class 216 diesel locomotive. With digital decoder and controlled high-efficiency propulsion. Built-in air whistle. **Headlights digitally controlled. Air whistle can be turned on digitally with the 6021 Control Unit.** The headlights will work in conventional operation. 1 stake car, loaded with 2 contemporary automobiles, 1 sliding roof gondola with sliding roof halves, 1 tank car, 1 "ATA" boxcar.

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 wire set, 1 no. 6021 Control Unit, 1 6002 transformer to power the Control Unit. Illustrated instruction book with numerous tips and ideas. Can be expanded with the C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.



29845

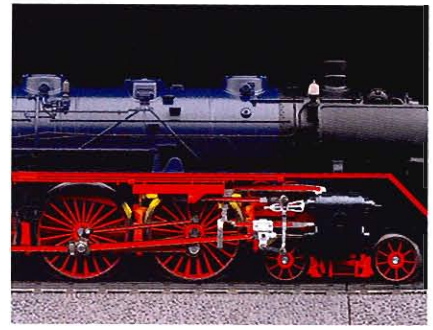


5x 7x 1x 1x 2x 12x



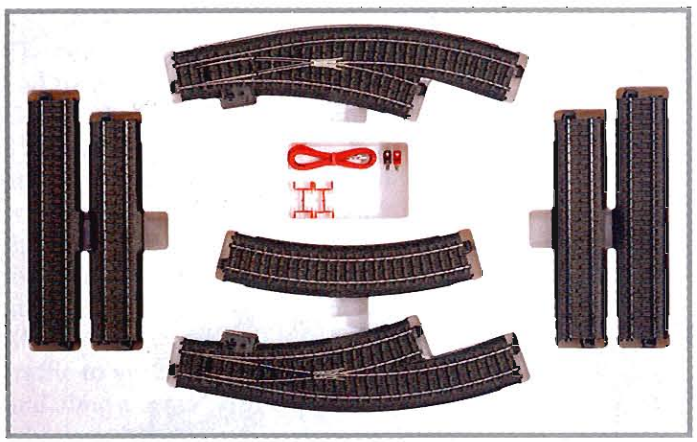






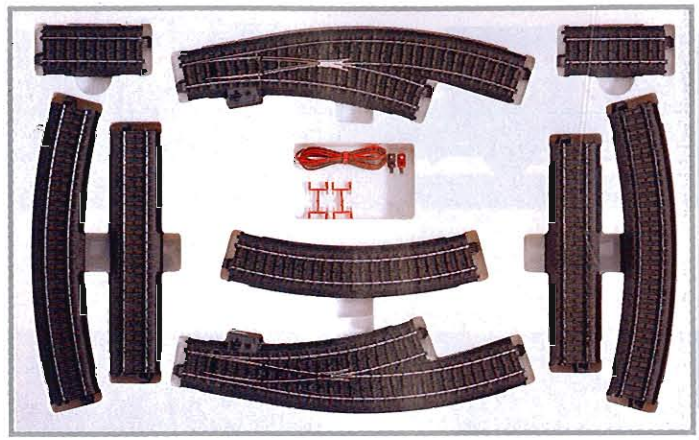
Smoke generator and running gear lights can be turned on digitally.

The Small C x C.



N

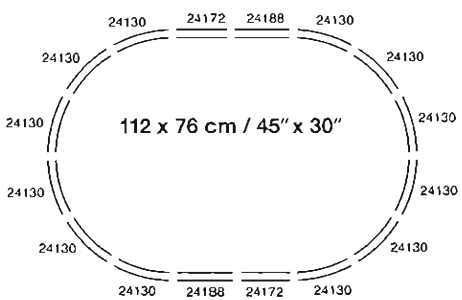
24903 C Track C_3 Track Extension Set.
For expanding the C Track starter sets to include a passing siding with curved turnouts. Contents: 7 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24130 curved track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout, wire, plugs, connectors and instructions.



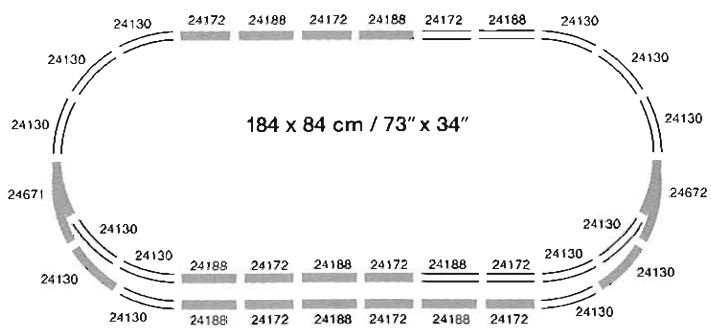
Ideas for how to expand the C Track starter sets

The easiest way to more "action" leads you to our C Track extension sets. These expand the track layout of a starter set to include passing sidings, switching tracks and storage sidings. The individual sets have been designed in such a way that they complement each other in the expansion of the starter set up to a parallel double oval, for example. You don't have to master track planning books to open up the way to operation with several trains, to multifaceted station layouts or to challenging switching operations. All of the turnouts and the double slip switch can be retrofitted in steps with electric turnout mechanisms, digital decoders and lighted turnout lanterns.

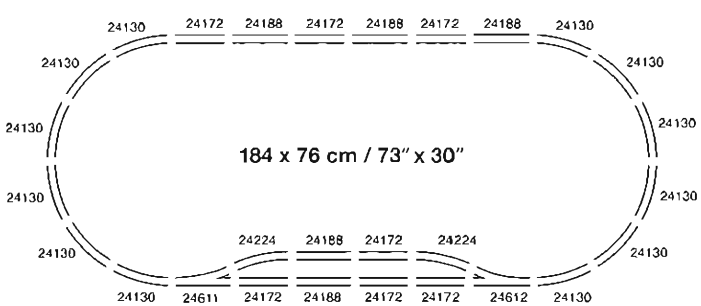
Small Start
(starter sets 29175, 29201, 29205/29206)



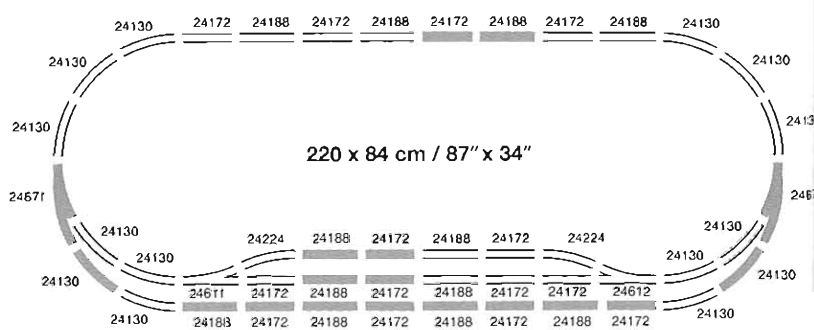
Small Start + 24903



Large Start
(starter sets 29501, 29505/29506, 29525, 29605, 29625)

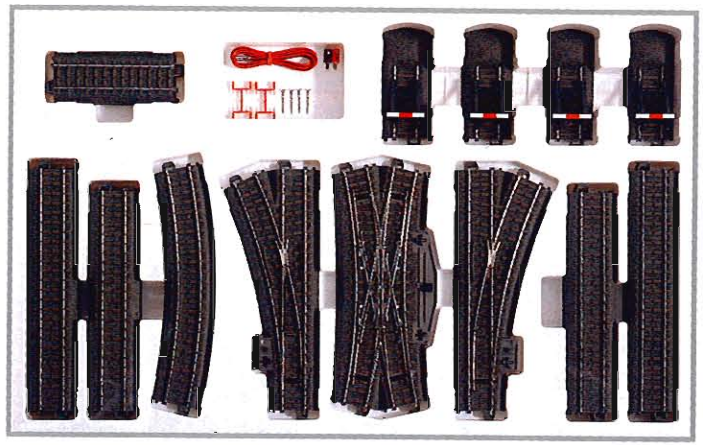


Large Start + 24903



N

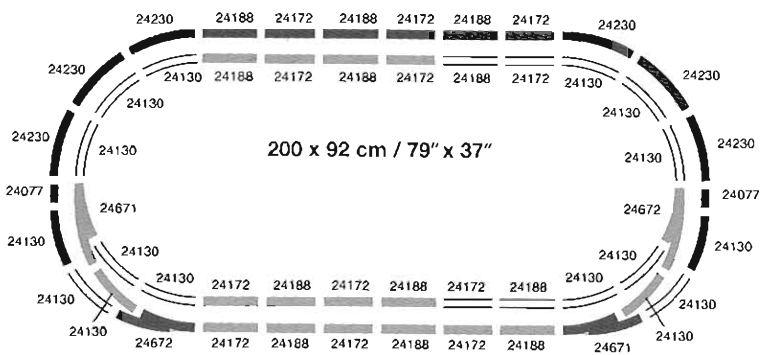
24904 C Track C_4 Track Extension Set.
For expanding the C Track starter sets to i nclude a passing siding with curved turnouts. A parallel route can be created when combined with the 24903 C_3 track extension set. Contents: 4 no. 24188 straight track, 4 no. 24172 straight track, 2 no. 24077 straight track, 2 no. 24130 curved track, 6 no. 24230 curved track, 1 no. 2467 1 curved turnout, 1 no. 24672 curved turnout, wire, plugs, connectors and instructions.



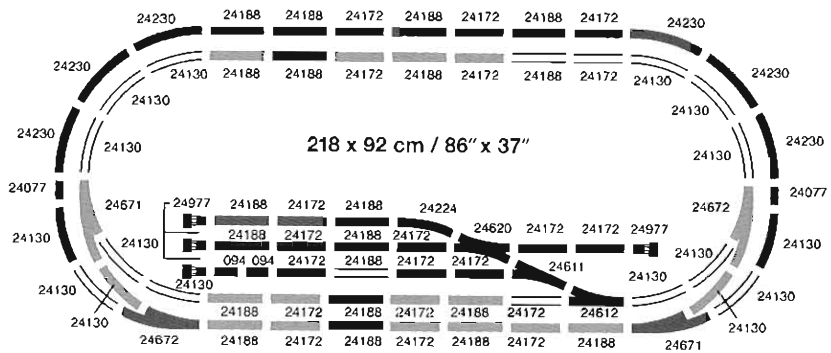
N

24905 C Track C_5 Track Extension Set.
For expanding the C Track starter sets to include storage sidings and a switch lead. Contents: 7 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24094 straight track, 1 no. 24224 curved track, 1 no. 24611 turnout, 1 no. 24612 turnout, 1 no. 24620 double slip switch, 4 no. 24977 track ends with track bumpers, wire, plugs, connectors and instructions.

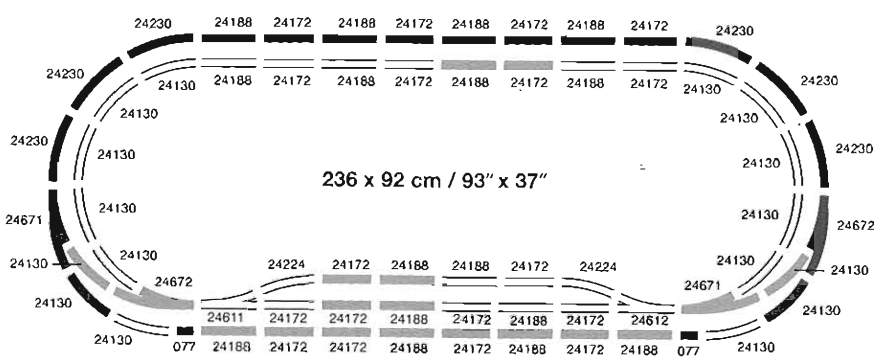
Small Start + 24903 + 24904



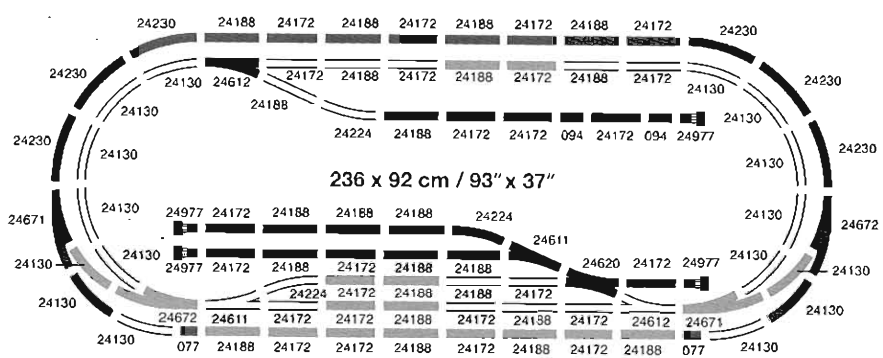
Small Start + 24903 + 24904 + 24905



Large Start + 24903 + 24904



Large Start + 24903 + 24904 + 24905



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

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

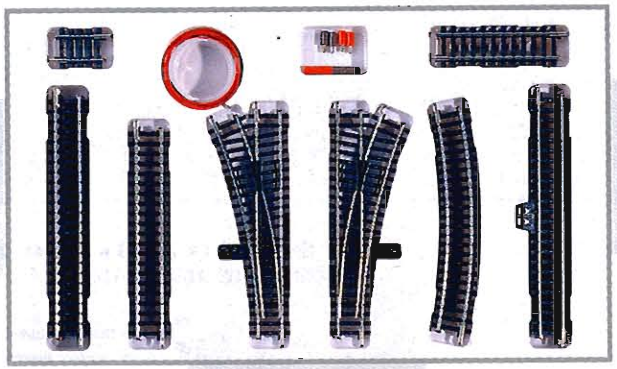
The contents of these extension sets are specially designed for the 29805 K starter set, the earlier 29835 set, and the 2995 H0 Anniversary set offered in 1995.

This extension set program can be used with some limitations with the 29865 starter set or other, earlier K starter sets.

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

The manual turnouts and double slip turnouts contained in the starter sets and extension sets can be converted to electromagnetic remote control with the 7549 turnout mechanism.

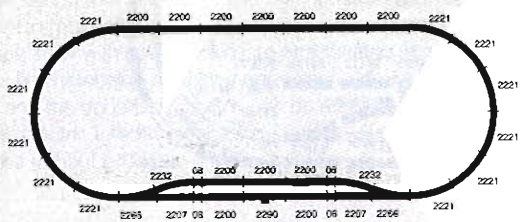
2215 O Extension Set.
With this extension set a K track starter set can be expanded to include a passing siding or spur tracks. Contents: 6 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 1 pair no. 2264 turnouts with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



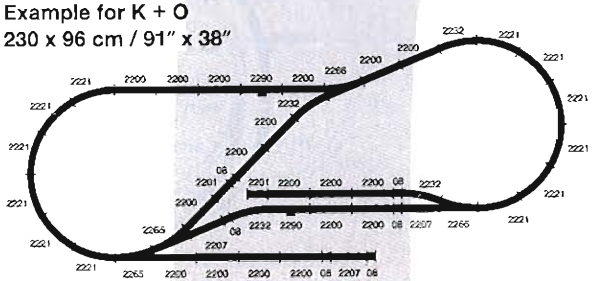
2216 M Extension Set.
With this extension set a K track starter set can be expanded to include a passing siding or spur tracks with curved turnouts. Has limited uses with the 29865 K track starter set. Contents: 6 no. 2200 straight track, 2 no. 2221 curved track, 1 pair no. curved turnouts the same as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



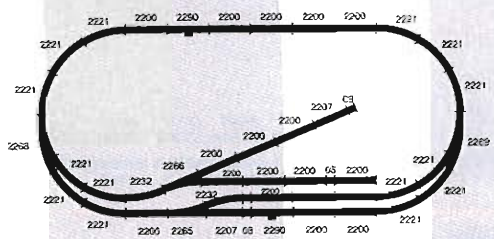
29805 K
200 x 75 cm / 79" x 30"



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

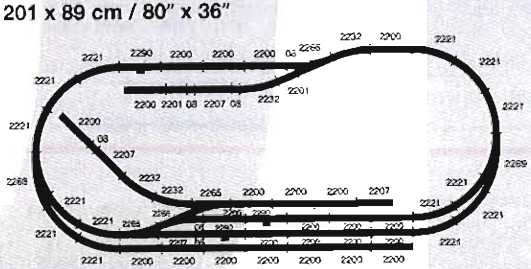


Example for K + M
182 x 82 cm / 72" x 33"

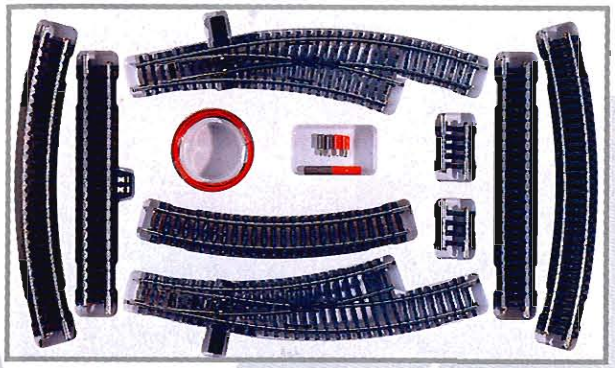


Additional examples for expanding the K track starter sets

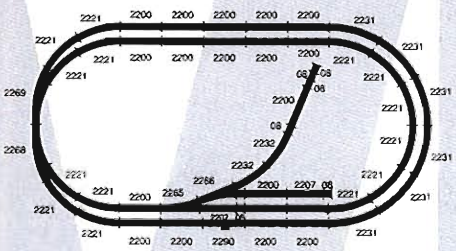
Example for K + O + M
201 x 89 cm / 80" x 36"



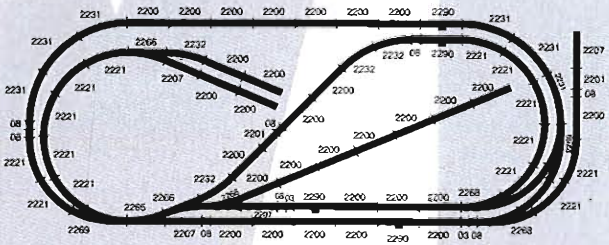
2217 B Extension Set.
With this extension set a K track starter set can be expanded to include a long passing siding or spur tracks with curved turnouts. Has limited uses with the 29865 K track starter set. Contents: 6 no. 2200 straight track, 2 no. 2203 straight track, 2 no. 2208 straight track, 2 no.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



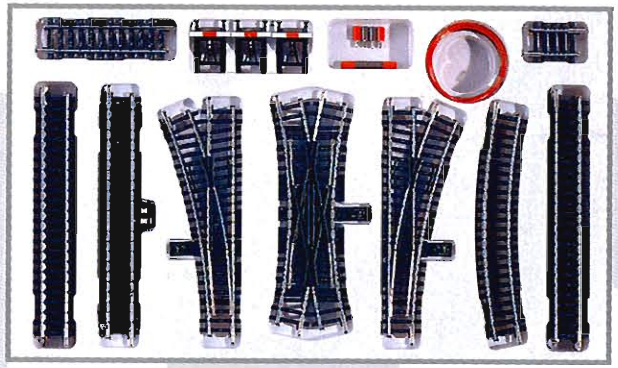
Example for K + B
171 x 88 cm / 68" x 35"



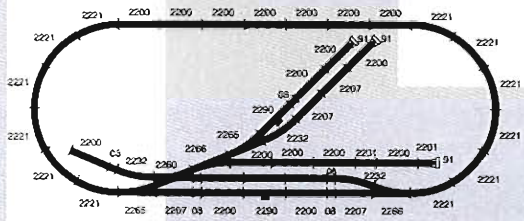
Example for K + O + M + B
238 x 88 cm / 94" x 35"



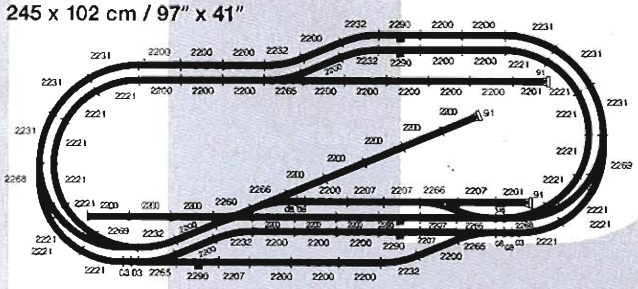
2218 I Extension Set.
With this extension set a K track starter set can be expanded to include spur tracks with a pair of turnouts and a double slip turnout. Contents: 8 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track,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



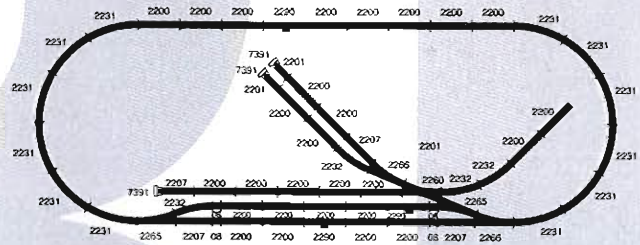
Example for K + I
200 x 75 cm / 79" x 30"



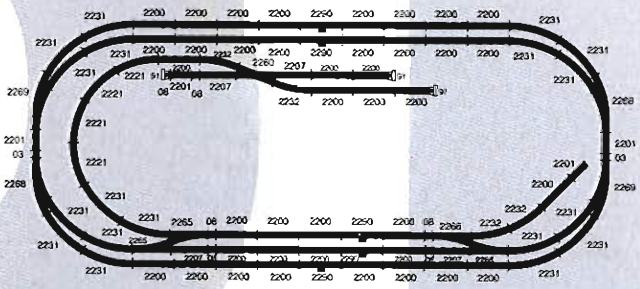
Example for K + O + M + B + I
245 x 102 cm / 97" x 41"



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

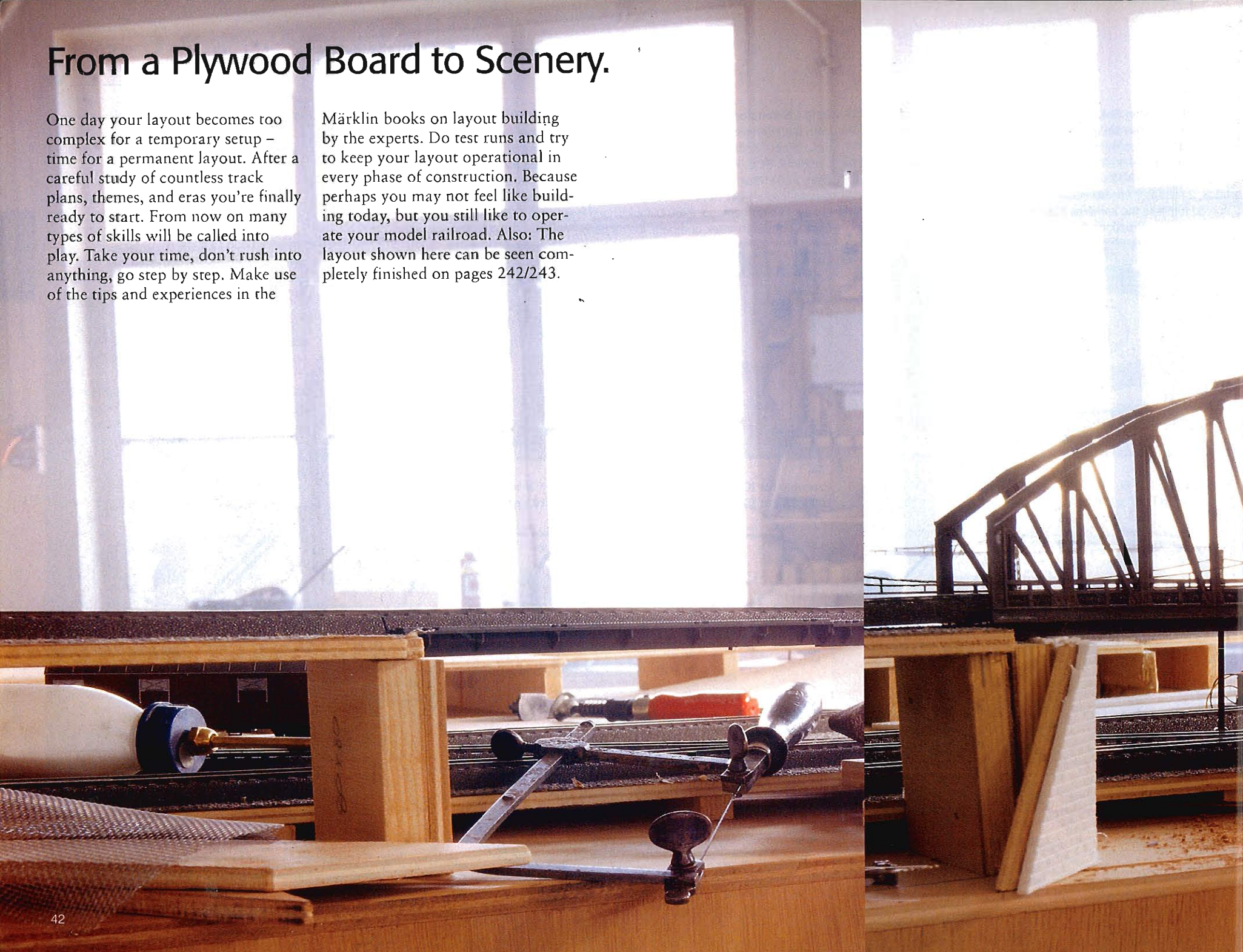


Example for 29865 + O + M + B + I
248 x 108 cm / 98" x 43"



From a Plywood Board to Scenery.

One day your layout becomes too complex for a temporary setup – time for a permanent layout. After a careful study of countless track plans, themes, and eras you're finally ready to start. From now on many types of skills will be called into play. Take your time, don't rush into anything, go step by step. Make use of the tips and experiences in the Märklin books on layout building by the experts. Do test runs and try to keep your layout operational in every phase of construction. Because perhaps you may not feel like building today, but you still like to operate your model railroad. Also: The layout shown here can be seen completely finished on pages 242/243.




NOCH
Streugras
EISENBAHN
GRAU

Locomotives

Rendezvous of the systems.

This group photo presents the most interesting era for many model railroaders. With steam, diesel, and electricity here are three locomotive models that represent the fundamental change in the systems: Electricity and diesel began to phase out the steam locomotive era. The juxtaposition of these different locomotive types, together with car models true to the era, stands for the atmosphere of a new beginning in the 1950s.




V 188 001

Steam Locomotives



HOBBY I

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

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

HOBBY III

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

DB 89



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

This locomotive goes particularly well with the 4200-4203 Prussian compartment cars (see page 146), but also with the postwar 4317-4319 rebuilt cars (see page 148).

DB 74



HOBBY III

3095 Tank Locomotive.
German Federal Railroad class 74. Reverse unit. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on 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 State Railroad Administration class T 12. Reverse unit. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on rear. Length over buffers 13.5 cm (5-5/16").

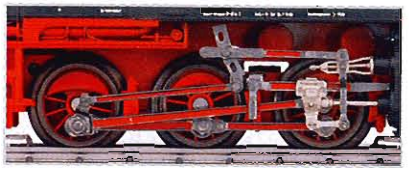
KPEV T12



The appropriate passenger cars for the Prussian class T 12 tank locomotive can be found as Car Set 4035 on page 134

The 39 class 80 standard design locomotives with the characteristic "snub nose" were built in 1927/28 for switching work in passenger yards and for work on short routes. After the war they were employed in both parts of Germany well into the 1960s. Several particularly durable, used units were then sold to private companies and used for years in industrial work.

A little heavyweight with many details: Heusinger valve gear.



DB 80



N NEM III

33041 Tank Locomotive.
German Federal Railroad class 80. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Slow speed gear drive. Length over buffers 11.1 cm (4-3/8").

DB 81



HOBBY III

3032 Tank Locomotive.
German Federal Railroad class 81. Reverse unit. 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.

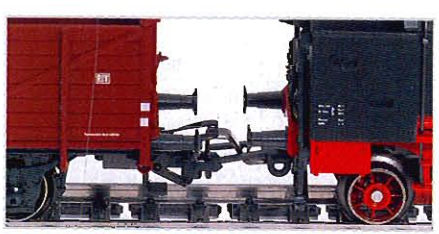
HOBBY III

30321 Tank Locomotive.
German Federal Railroad class 81. Reverse unit. 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").

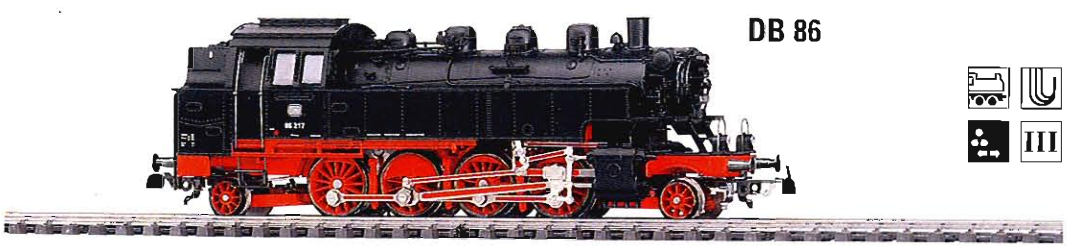
DB 81



TELEX couplers for remote controlled uncoupling – with a transformer, DELTA or Digital.



DB 86



III

33961 Tank Locomotive.
German Federal Railroad class 86. With DELTA electronic circuit. 4 axles powered through side rods. 2 traction tires. TELEX couplers for remote controlled uncoupling of cars at any spot on a layout. Length over buffers 15.8 cm (6-1/4").





DB 24

HOBBY N III

30032 Passenger Locomotive with Tender.
German Federal Railroad class 24. Large type T 26 tender. Reverse unit. 3 axles powered. 2 traction tires. Coupler hook at the front, RELEX coupler on the tender. Length over buffers 22.5 cm (8-7/8").

The prototype of this locomotive was equipped with the type T 26 2'2' tender from the class 50. This expanded the range of this unit considerably. This original combination, in which the locomotive and the tender were almost the same length, turned out to be excellent even at speeds over 100 km/h (63 mph).

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").

DB 24



HOBBY III

3003 Passenger Locomotive with Tender.
German Federal Railroad class 24. Reverse unit. 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 class P 8. Reverse unit. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on tender. Length over buffers 21.8 cm (8-9/16").

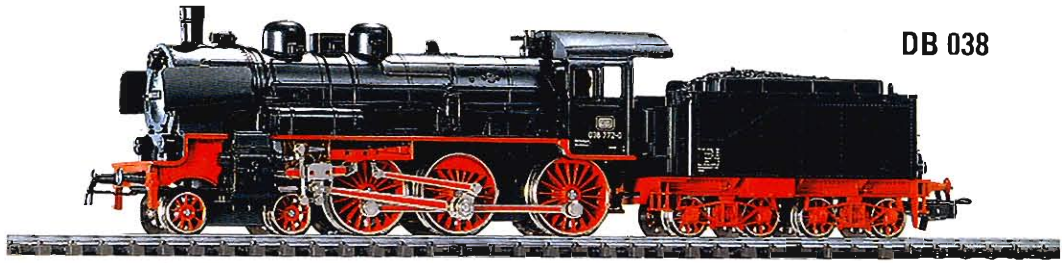
Cars suitable (Märklin models 4186 and 4191) for the Baden P 8 can be found on page 136.

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. Reverse unit. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on tender. Length over buffers 21.8 cm (8-9/16"). Figures of engineer and fireman included.

DB 038



Bavarian Passenger Train Around 1880

The class B VI express locomotives were built starting in 1863 and were a further development of the class B V locomotives and yet their primitive appearance reminded one of the beginnings of railroading. The cab was open except for a roof, the only brake was on the tender, and accessory appliances were not present for the most part. Some of these units were initially fired with peat and had an immense balloon shaped smoke stack. Since the basic design turned out so well, a total of 107 locomotives were built into the 1880s and were constantly modernized. The "Tristan" locomotive for Ludwig II's royal court train was also derived from the powerful B VI family of locomotives.

34971 Old-Timer Steam Locomotive with Tender.
Royal Bavarian State Railroad (K.Bay.Sts.B.) class B VI in the version starting in 1865. With special version DELTA electronic. High-efficiency motor (Faulhaber system) built into the boiler. 2 axles powered. 4 traction tires. Detailed running gear with external frame and Stephenson valve gear. Maintenance-free LEDs for locomotive lanterns. Permanent close coupling between locomotive and tender. Current-conducting coupler pocket on the tender for connections to car lighting. Length over buffers 16.3 cm (6-7/16"

37971 Same as 34971, but with special version digital decoder and controlled high-efficiency propulsion. Locomotive lanterns and current-conducting coupler digitally controlled.

The 34971 and 37971 locomotives are being produced in a one-time series only in 1998.

This model is being offered by Trix (T22466) for two-rail DC systems, and for the Trix Express system (T32266).

K.Bay.Sts.B. B VI



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

In the 1870s and 1880s the class B VI steam locomotive was the king of passenger service in the old Bavarian region south and east of Munich. The B VI ran from Munich to Rosenheim and Simbach, to Weilheim, Murnau, Tölz and Schliersee. Peat-burning locomotives were used almost exclusively for this. The trains were operated as standard passenger trains, but also as fast trains (sometimes as courier trains).

The rolling stock consisted of two-axle compartment cars with brakeman's platforms. The frames for the cars were formed steel members. Fans over the compartment doors provided a sufficient level of ventilation. The oil lighting was replaced starting in 1877 by gas lighting. The service or baggage cars at this time already had a cupola for the brakeman to watch over the train and down the tracks; it was connected by steps to the rest of the car. The service car also had a restroom that was accessible to passengers by means of a platform.

Mail cars and cars for the transport of perishable freight were also run in these trains.

N ∘∘ NEM I

43982 Car Set: Bavarian Railroad before the turn of the century.
Set consists of 5 cars. 1 type B 2nd class passenger car. 1 type C 3rd class passenger car. 1 type CPost 3rd class car with mail compartment. 1 type Pg baggage car with sliding doors and 1 beer refrigerator car lettered for Eberl Brewery, Munich, Germany. Lighting powered from the locomotive through current-conducting couplers (ex. Märklin models 34971/37971). Total length over buffers 50 cm (19-11/16").

All cars in special version. Not available separately.

The 43982 car set is being produced in a one-time series only in 1998.

This model is being offered by Trix (T21253) for two-rail DC systems, and for the Trix Express system (T31353).



The Märklin Magazin

The Märklin Magazin reports extensively about the multifaceted hobby of model railroading and the prototype.

Six times a year in color the Märklin Magazin offers readers a rich selection of ideas and carefully assembled instructions on layout planning, layout construction, building scenery, and model railroad technology. The Märklin Magazin meets the needs of active scratch builders with an abundance of easy to understand suggestions on building or converting layouts, rolling stock, buildings, and accessories. Focused ideas on how to use the Märklin system and on the rational use of model railroad technology will help model railroaders with conventionally operated layouts as well as the large number of digital model railroaders.



An additional feature are the reports from Märklin enthusiasts on their layouts that detail 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". Collectors can get current information about their interest, too.

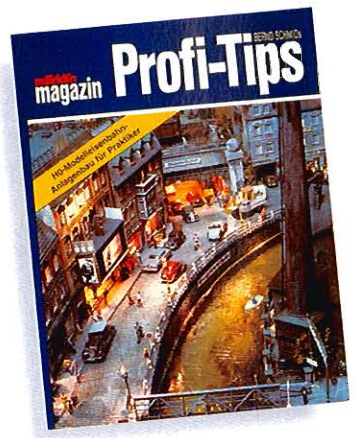
Attractively photographed reports on operations in the prototype as well as selected reviews of books and other literature round out the rich choice of information in the Märklin Magazin. (German text only)







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

46902 Märklin Magazin Annual Car for 1998 "Pulp Wood Transport".
German Federal Railroad type Eaos 106 gondola. Freight insert with real wood particles to imitate the pulp wood for manufacturing paper. Car painted in the typical MM blue and lettered "Märklin Magazin 1998". Length over buffers 16.1 cm (6-5/16").
DC wheel set 70 0580

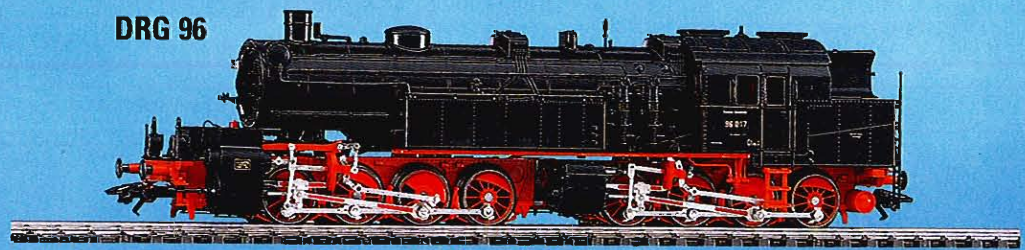
As with all previous models in this series, this exclusive MM car is being produced in a one-time series only in 1998.





3496 Heavy Tank Locomotive.
German State Railroad Company (DRG) class 96. With DELTA electronic circuit. 4 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Length over buffers 20.3 cm (8″).

DRG 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' 27/32″) 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 DELTA electronic circuit. 4 axles powered through side rods. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Numerous separately applied details. Length over buffers 20.3 cm (8″).

37962 Same as 34962, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

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

DRG Gt 2 x 4/4



Steam Locomotives

K.W.St.E. T 18



33071 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 18. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 16.9 cm (6-5/8").

37071 Same as 33071, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

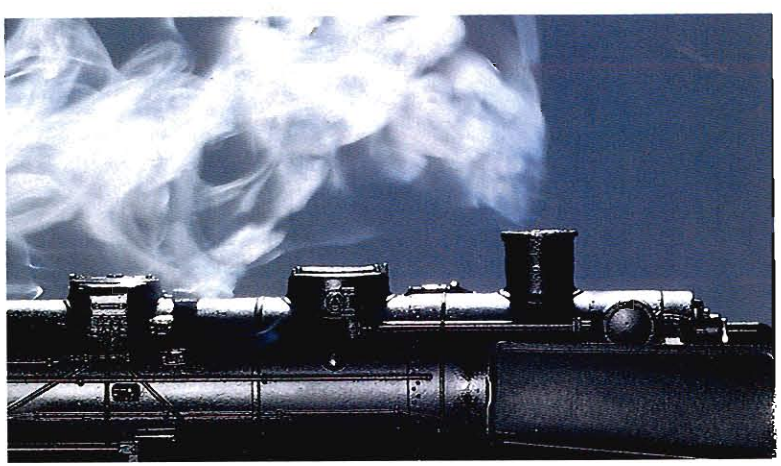
The class T 18 tank locomotives were delivered in Prussia between 1912 and 1923. These 14.8 meter (48' 6-11/16") long locomotives were able to operate forward and in reverse at 100 km/h (62 mph) thanks to their symmetrical wheel arrangement. Twenty units of this class were delivered in 1919 by Vulkan to the Royal Württemberg State Railways (K.W.St.E.). Their Prussian ancestry could be seen in the typical decorative striping that was applied to only a few units. These locomotives were used for many years in Southwest Germany for fast regional passenger service.

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

K.W.St.E. T 5



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



Genuine Steam Locomotive Action

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

The Märklin 7226 smoke generator kit (for 3085, 3301, 33102, 33911, 33951, 3415, 34880, 34882, 34883, 37102, and 37911), the Seuthe no. 20 smoke generator kit (for 33181, 33184, 33185, 37184, and 37185) and the Seuthe no. 11 digital smoke generator kits (for 3301, 33102, 33911, 33951, 3415, 34880, 34882, 34883, 3701, 37880, 37882, and 37951) and no. 24 (for 33181, 33184, 33185, and 37181) 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.

Many Märklin locomotives come from the factory already equipped for installation of the smoke generator which is quite easy to install: Simply insert the smoke generator into the smoke stack from the top or from underneath, put in some smoke fluid, and your locomotive is ready to belch smoke like the real thing. When the track current is turned on the smoke fluid heats up is expelled at short intervals as clouds of smoke. Your locomotive is now accompanied by an amazingly realistic stream of smoke.

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.

The Bavarian S 3/6 was built over a period of 22 years and gave excellent service for 57 years. With its high power and economical coal consumption, it was undoubtedly one of the most successful designs of the provincial railroad period. It was admired for more than just technical features; due to its elegant appearance it was soon considered the most beautiful steam locomotive of its time.

The first S 3/6 was similar to designs for the Palatine Railroad and the Baden State Railways and was delivered for the first time by the Maffei Company in Munich on June 16, 1908 to the Royal Bavarian State Railways. Four days later the second S 3/6 with the number 3602 was rolled out of the erecting halls directly to the "1908 Munich" Exhibition. In a departure from its green sister unit 3601, Maffei painted this locomotive in a light ochre yellow color so that it would photograph better on the "photographic plates" in use at that time. The royal coat-of-arms on both sides of the smokebox, a golden smoke stack crown and boiler rings, as well as brass plated cylinders and slide valves underscored the elegance of perhaps the most beautiful of all the S 3/6 locomotives.

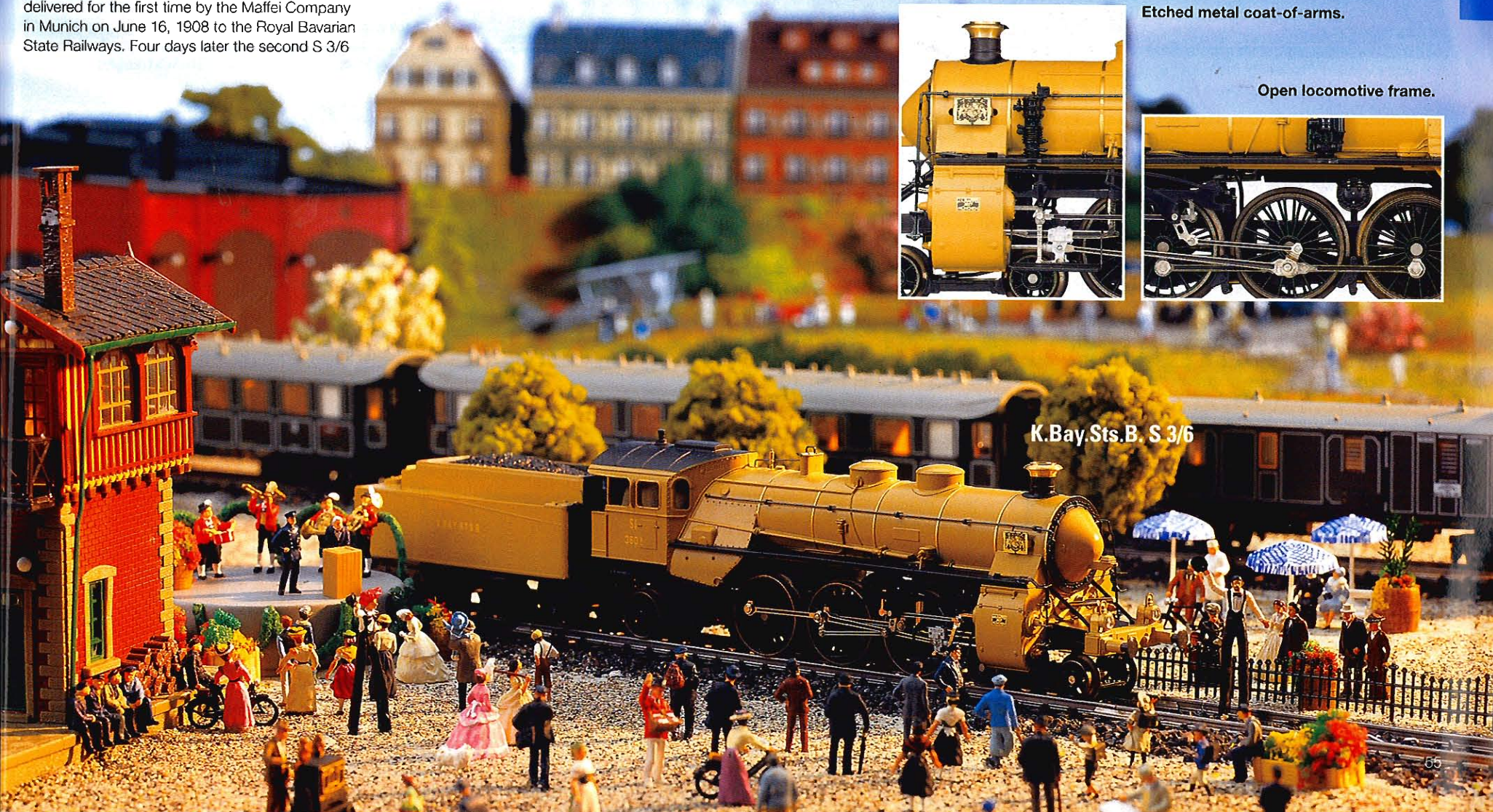
33185 Express Locomotive with Tender.
Royal Bavarian State Railways (K.Bay.Sts.B.) class S 3/6. Separately applied royal coat-of-arms on the smoke box. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 24.9 cm (9-13/16"). Equipped for installation of Seuthe no. 20 smoke generator (conventional operation) or Seuthe no. 24 smoke generator (DELTA/Digital operation).

37185 Same as 33185, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 24).

Special one-time series for 1998.
Already delivered to the dealers.

Etched metal coat-of-arms.

Open locomotive frame.



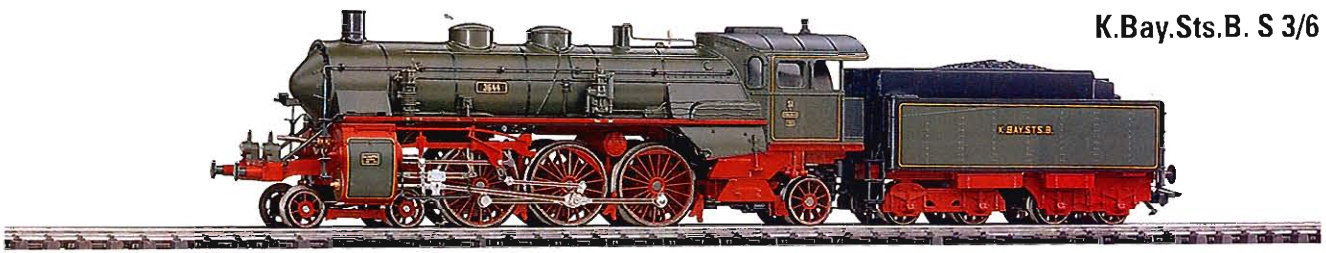
Steam Locomotives

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 Railways (K.Bay.Sts.B.) class S 3/6. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 24.9 cm (9-13/16"). Equipped for installation of Seuthe no. 20 (conventional operation) smoke generator or Seuthe no. 24 smoke generator (DELTA/Digital operation).

37181 Same as 33181, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 24).

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) that can be found on page 137.

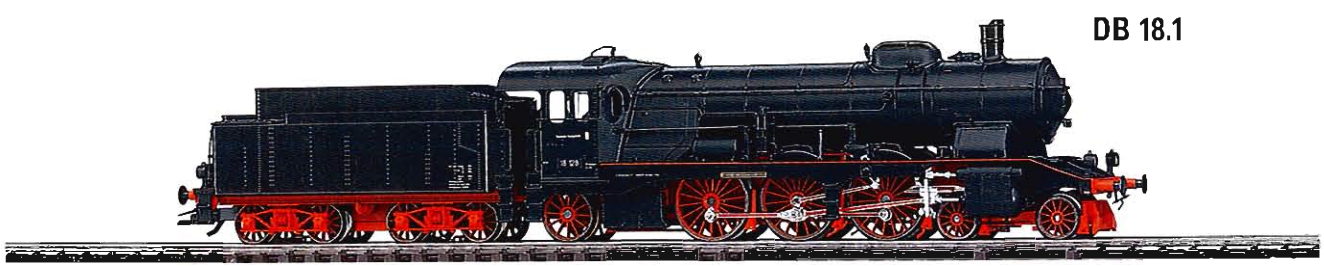


K.Bay.Sts.B. S 3/6

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 class 18.1. High reduction bevel gear drive, will not lock up. High-efficiency Faulhaber motor. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Permanent close coupling between locomotive and tender. Length over buffers 25.1 cm (9-7/8").

The DB standard design fast train passenger cars (Märklin models 4275–4278) appropriate for this locomotive can be found on page 150.



DB 18.1

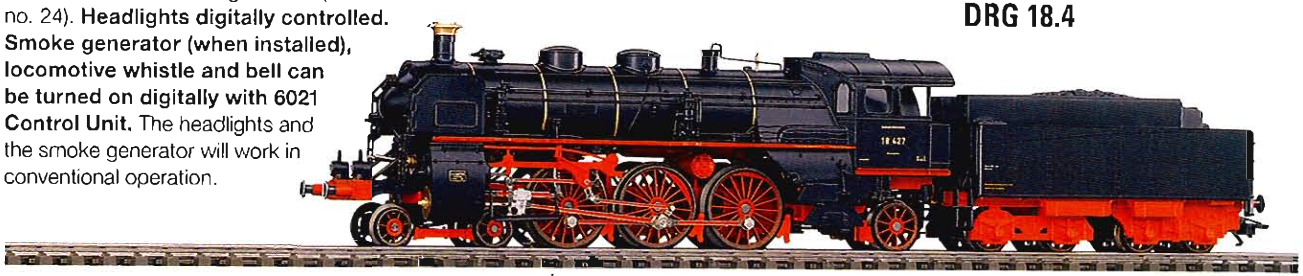
33184 Express Locomotive with Tender.
German State Railroad Company (DRG) class 18.4. Painted boiler bands. Gold colored smoke stack rim. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 24.9 cm (9 13/16"). Equipped for installation of Seuthe no. 20 (conventional operation) smoke generator or Seuthe no. 24 smoke generator (DELTA/Digital operation).

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

The "Rheingold" Train salon cars are appropriate for this locomotive and are available as a complete car set under item no. 4288 (see pages 144/145).

37184 Same as 33184, but with digital decoder and controlled high-efficiency propulsion. Built-in locomotive whistle and bell. Equipped for installation of smoke generator (Seuthe no. 24). **Headlights digitally controlled. Smoke generator (when installed), locomotive whistle and bell can be turned on digitally with 6021 Control Unit.** The headlights and the smoke generator will work in conventional operation.

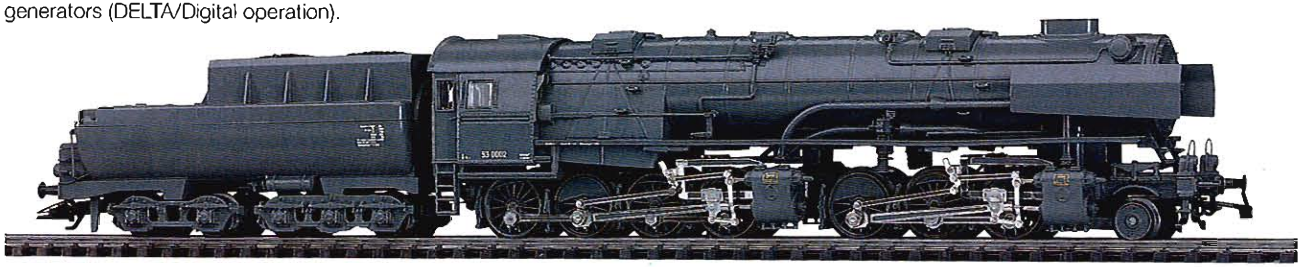
DRG 18.4



3301 Freight Locomotive with Tender.
Design by Borsig for the German State Railroad Company (DRG). Mallet design. With DELTA electronic circuit. 4 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Couple hook on the front. Length over buffers 31.4 cm (12-3/8"). Equipped for installation of 2 each 7226 (conventional operation) smoke generators or Seuthe no. 11 smoke generators (DELTA/Digital operation).

3701 Same as 3301, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled. Equipped for installation of 2 smoke generators (Seuthe no. 11).

DRG Borsig



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).

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 29.7cm (8-1/4" x 11-11/16"). Video and guide book with German narration/text only.





33951 Express Locomotive with Tender.
German State Railroad Company (DRG) class 03. Wagner smoke deflectors. Painted boiler rings. Riveted style tender. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 27.7 cm (10-7/8″). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

37951 Same as 33951, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled. Equipped for installation of Seuthe no. 11 smoke generator.

The appropriate express train passenger car set (Märklin model 42751) for the DRG class 03 can be found on page 140.

The German State Railroad Company was in need of a fast express locomotive for speeds up to 150 km/h (94 mph) on the many routes where the track and roadbed only allowed an axle weight of 18 metric tons. A three-cylinder design based on the proven 03 was planned as a help in this area. In 1939 Borsig in Berlin presented the first two prototypes of the 150 km/h (94 mph) maximum speed 03.10 with its striking streamlining. After good results with the two test units the German State Railroad Company wanted to purchase another 138 of the fast 03.10. Borsig in Berlin, Krupp in Essen and Krauss-Maffei in Munich were only able to deliver 58 of this class by 1941.

33911 Streamlined Express Locomotive with Tender.
German State Railroad Company (DRG) class 03.10. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 27.4 cm (10-13/16"). Equipped for installation of 7226 (conventional operation) smoke generator or Seuthe no. 11 (DELTA/Digital operation) smoke generator.

37911 Same as 33911, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled. Equipped for installation of 7226 smoke generator. **Headlights digitally controlled. Smoke generator (when installed) can be turned on digitally with the 6021 Control Unit.** The headlights and the smoke generator will work in conventional operation.

DRG 03.10



With its large driving wheels and long boiler, this model of the German Federal Railroad class 003 reproduces the classic German express locomotive. This locomotive with a tender could be found at the front of express trains – sometimes on less than ideal track. With its maximum speed of 130 km/h (81 mph), it made for short travel times between the large cities.

DB 003



3085 Express Locomotive with Tender.
German Federal Railroad class 003. Reverse unit. 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.

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 DELTA electronic circuit. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Adjustable close coupling between locomotive and tender. Standard coupler pocket at the front, close coupler with guide mechanism on the 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 decoder and controlled high-efficiency propulsion. Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).



From 1937 to 1949 numerous European locomotive builders produced a total of 1,989 units of the class 44, known as the "Jumbo". In 1958 Henschel in Cassel, Germany converted the first units to oil firing to increase their efficiency. They differ in appearance from the units with a coal bunker in the longer bunker for oil on the tender. These oil fired locomotives were reclassified in 1968 as the 043 and worked in heavy freight service into the 1970s. On October 26, 1977 the oil fired 043 903 definitively ended the steam locomotive era on the German Federal Railroad.

34882 Freight Locomotive with Tender.
German Federal Railroad class 043 with oil tender. With DELTA electronic circuit. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Adjustable close coupling between locomotive and tender. Standard coupler pocket at the front, close coupler with guide mechanism on the 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).

37882 Same as 34882, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled. Equipped for installation smoke generator (Seuthe no. 11).

Special one-time series for 1998.
Already delivered to the dealers.



The Old Man Traveled By Train

What is called "Air Force Number One" for the American President, was the special train for the government in the newly founded Federal Republic of Germany of the postwar period. The first Federal Chancellor, Konrad Adenauer, used it to go on state visits. The train was also good advertising – today you would call it PR – for the new German Federal Railroad.

On long trips – such as the 1955 trip to Moscow for historic negotiations – "the Old Man" preferred an airplane to be sure, but the special train was sent in advance. In the salon car or in the soundproof compartment, the German delegation reviewed the explosive negotiations of the day and decided on further strategy. The success of the negotiations is now history.

33102 Express Locomotive with Tender.
German Federal Railroad class 01^{10}. Witte smoke deflectors. Painted boiler bands. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 27.7 cm (10-7/8"). Equipped for installation of no. 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

37102 Same as 33102, but with digital decoder and controlled high-efficiency propulsion. Built-in smoke generator, locomotive whistle and bell. **Headlights and smoke generator digitally controlled. The locomotive whistle and bell can be turned on digitally with the 6021 Control Unit.** The headlights and smoke generator will work in conventional operation.

Special one-time series for 1998.
Already delivered to the dealers.



German Federal Railroad

On September 1, 1948 the Parliamentary Council met in the Koenig Museum in Bonn to work out the design of the Basic Law. This Parliamentary Council deliberated under the chairmanship of Konrad Adenauer who was elected the first Federal Chancellor on September 15, 1949.

The German Federal Railroad, also founded in 1949, placed a number of salon and special cars at the disposal of the federal government. The typical special train for the Federal Chancellor usually included the automobile transport car in addition to salon car 10 205 for Konrad Adenauer and an escort car for the security personnel and the secretaries. The Chancellor's Mercedes 300 was always present on big trips.

Probably the biggest appearance for this train in diplomatic circles was Konrad Adenauer's trip to Moscow in September 1955. The salon car, no. 10 205, has been preserved for succeeding generations and can be seen in the Federal Republic of Germany History Museum in Bonn, Germany.

N NEM 73150 73150 73155 III

43229 "50th Anniversary of the Parliamentary Council of the Federal Republic of Germany" Salon Car Set.
Set consists of 3 different skirted passenger cars and accessories.

1 type 4üe salon car, 1 type SdrPw4ü automobile transport car, 1 type AB4ü-38 escort car. Ready for installation of current-conducting couplers. Total length over buffers 79.6 cm (31-5/16").

1 Mercedes 300 limousine with the Chancellor's standard. Special detailed design. Set of figures with Konrad Adenauer, security people and camera men. Illustrated brochure from the Federal Republic of Germany History Museum, Bonn, Germany.
DC wheel set 70 0580

All vehicles in special version.
Not available separately.

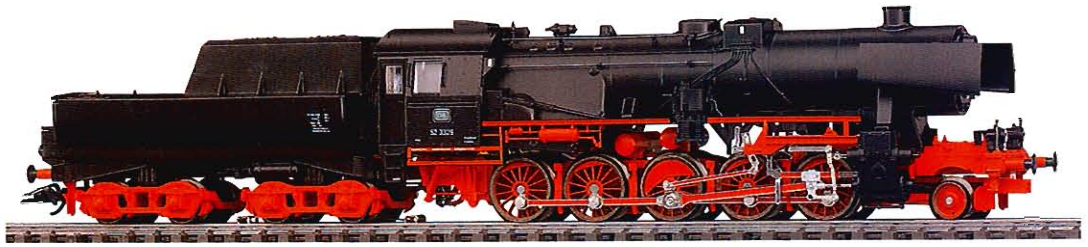
Special one-time series for 1998.
Already delivered to the dealers.

This model is being offered by Trix (T23352) for two-rail DC systems.



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.

DB 52



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

ÖBB 52

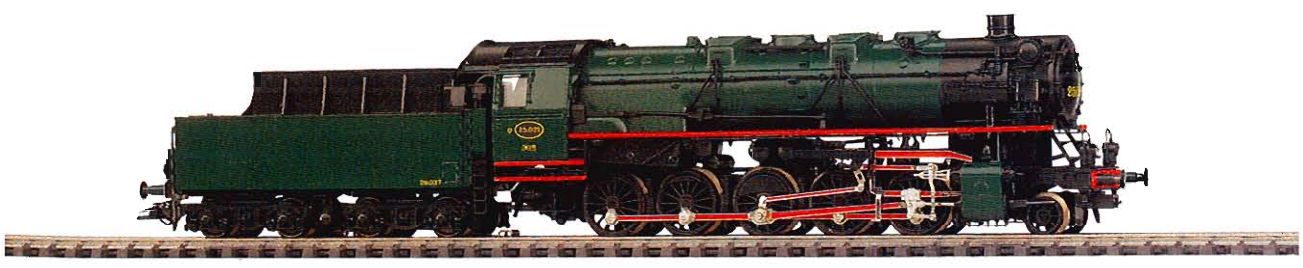


34161 Steam Locomotive with Tender.
Austrian Federal Railways (ÖBB) class 52. Version with **Giesl ejector** (blast pipe smoke stack) and standard tender. With DELTA electronic circuit. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Length over buffers 26.7 cm (10-1/2").

The 34161 locomotive is being produced in a one-time series only in 1998.

This model is being offered by Trix (T22595) for two-rail DC systems.

SNCB 25021



34883 Freight Steam Locomotive with Tender.
Belgian State Railways (NMBS/SNCB) class 2502, former German class 44 with 2'2'T26 tender. With DELTA electronic circuit. 5 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling the locomotive to negotiate sharp curves. Close coupling between locomotive and tender. Standard coupler pocket at the front, close coupler with guide mechanism on the tender. Length over buffers 26.0 cm (10-1/4").

The 34883 locomotive is being produced in a one-time series only in 1998.

Märklin Clubs ...

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

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

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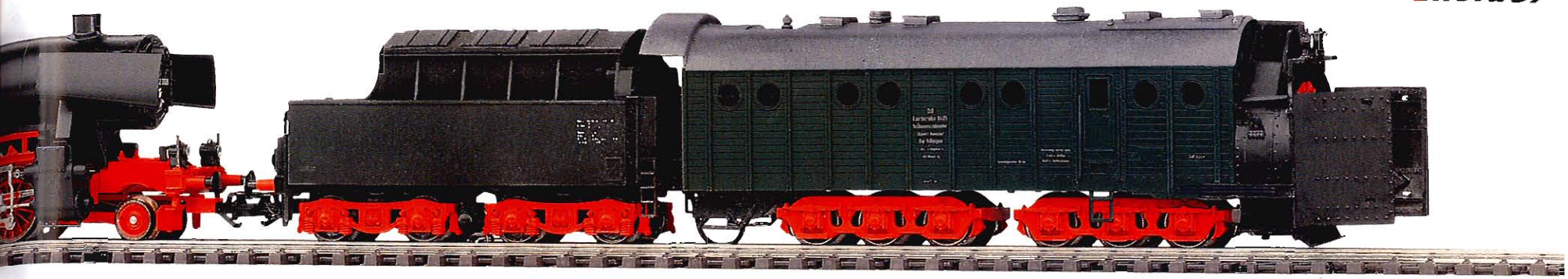
Insider Model for 1998

When snow depths exceed 1.5 meters (5 feet), snow plows cannot clear railroad track right of way. Rotary snow plows are used in these situations. The prototype of the Märklin model, the Henschel design steam powered rotary snow plow, can clear snowdrifts up to a depth of 6 meters (approx. 20 feet). The steam produced in the snow plow's steam boiler is used exclusively to power the rotary snow plow wheel to enable this enormous output. Since the rotary snow plow has no locomotion system of its own, it must be pushed along with its tender against the snow by one or several locomotives. The direction of throw is determined by the rotation of the plow wheel and by a movable guide blade. The rotary snow plow maintains the appropriate loading gauge by means of movable side wings. The coal in the tender is protected by hatches against the moisture of the flying snow.

Winter is on its way! Especially on your layout.







N NEM III

28830 "Steam Powered Rotary Snow Plow" Train Set.
Set consists of a steam locomotive and steam powered rotary snow plow.

German Federal Railroad (DB) class 52 steam locomotive. With DELTA electronic circuit. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Equipped for installation of no. 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

Henschel design steam powered rotary snow plow with type T 26 tender. Rotary snow plow has metal superstructure. Separately applied handrails. Reproduction of interior. Detailed reproduction of the rotary plow housing. Movable side wings and guide blade. Rotary snow plow wheel powered with separate motor. Functional work lights on the plow side. Equipped for installation of no. 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation). Movable hatches on the tender. Prototypical truck side frames. Total length 52.3 cm (20-9/16").





26830 Same as 28830, but class 52 steam locomotive with digital decoder and controlled high-efficiency propulsion. Equipped for installation of 7226 smoke generator. **Headlights digitally controlled. Smoke generator (if installed) can be turned on digitally with the 6021 Control Unit.** The headlights and smoke generator will work in conventional operation.

Rotary snow plow has sound effects module for steam engine plant. Equipped for installation of 7226 smoke generator. **Rotary snow plow wheel can rotate right or left with steam sound effects, smoke generator (if installed), work lights, headlights and steam whistle can each be turned on digitally with the 6021 Control Unit.** The running lights and the rotary snow plow wheel will work with the plow wheel rotating to the right in conventional operation.

Both units in special version. Not available separately.

Please note the information on the Märklin Insider Club on page 65. Additional Insider models for 1998 in Z, 1 and a reproduction can be found on pages 326, 487 and 12/13 respectively.

The 26830 and 28830 train sets are being produced in a one-time series only for Insider members and will be delivered starting in the 1st quarter of 1999.

Diesel Locomotives

Many types of companies, which have their own tracks, use the DHG 500 industrial locomotive to distribute 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 class DHG 500 industrial locomotive. Reverse unit. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.2 cm (4-7/16").

DHG 700 C



HOBBY III – V

3088 Diesel Locomotive.
Henschel class DHG 700 C industrial locomotive. Reverse unit. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.2 cm (4-7/16").

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. Reverse unit. 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



V

34641 Diesel Hydraulic Switch Engine.
German Railroad, Inc. class 365. With DELTA electronic circuit. 3 axles powered. 1 traction tire. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 12.0 cm (4-3/4").



The signal light on the remote control indicates the function of the TELEX couplers on the model.

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.

IV

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

DB 211



DB 212



HOBBY IV

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

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 rebuilt cars (see page 148) or the 4131-4133 four-axle rebuilt cars (see page 149) or the 4255-4257 Silberlinge ("Silver Coins") cars (see page 154).

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.

V

33723 General Purpose Diesel Hydraulic Locomotive.
German Railroad, Inc. class 212. With DELTA electronic circuit. Metal frame. 2 axles powered. 4 traction tires. Length over buffers 14.1 cm (5-9/16").

DB 212



Prototypical route protection. All of the signals can be found on pages 282/283.

Diesel Locomotives

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 DELTA electronic circuit. 3 axles powered. 2 traction tires. Length over buffers 16.6 cm (6-1/2").

37210 Same as 34210, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

DB V 140



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

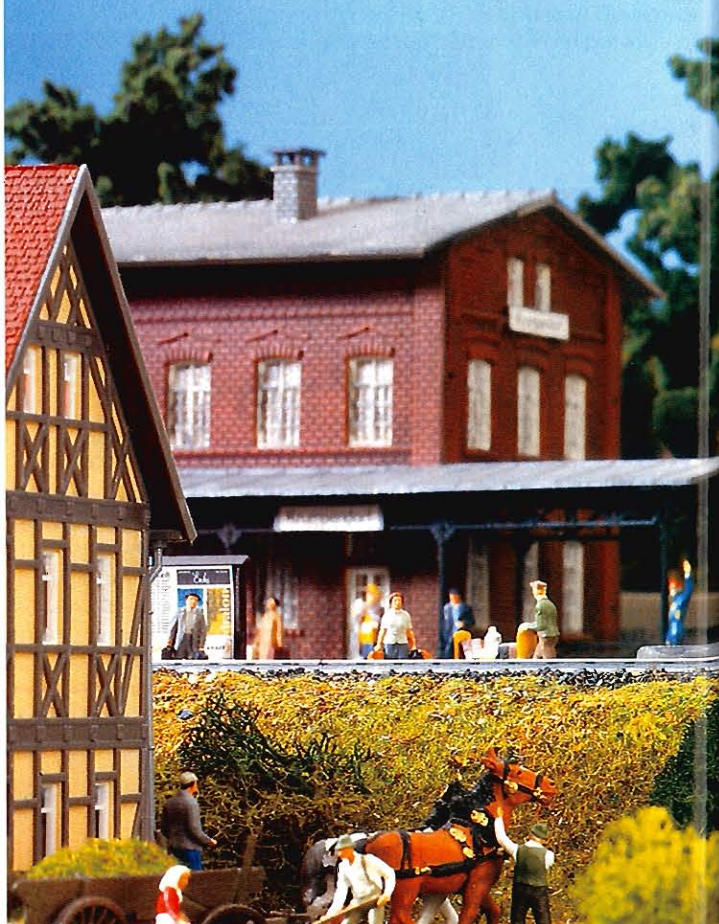
33803 Diesel Hydraulic Locomotive.
German Federal Railroad class V.200. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs and engine room with interior detailing. **Built-in diesel locomotive sound effects circuit.** Length over buffers 21.0 cm (8-1/4").

37803 Same as 33803, but with digital decoder and controlled high-efficiency propulsion. **Headlights digitally controlled. Sound effects circuit with different functions can be turned on digitally with the 6021 Control Unit.** The headlights and sound system will work in conventional operation.

DB V 200



After several years of experiments with the V 120 and V 140 prototypes as well as the regular use of small locomotives and powered railcars, a concept for the mass production of large diesel locomotives had still not been developed in Germany at the end of the 1930s. The increased tension of the political situation increased the necessity, however, for an effective railroad logistics plan that did not rely on the extended infrastructure for electric and steam operations. Twelve robust diesel electric locomotives were ordered initially from Krupp, probably on the basis of American experience with this type of motive power. These units were supposed to be designed for doubleheading and were in fact used only in pairs. This resulted in the designation as the class V 188 – corresponding to the total output of 1,880 horsepower.
Originally, these locomotives were each equipped with a 940 horsepower, 6 cylinder MAN motor that powered electric traction motors in each axle from a generator. The two locomotives together formed



a colossus of 147 metric tons that reached speeds up to 75 km/h (47 mph). The enormous tractive effort of 37 metric tons was the same as the E 94 electric locomotive built at the same time, that required more than double the power.

Three of the double locomotives survived the war; two of them were overhauled in 1952. They were equipped with new Maybach 12 cylinder motors of each 1,100 horsepower and were used for almost another 20 years in southern Germany. The only DB diesel electric locomotive was retired from service as the class 288 – the decision had been made in the meantime to use diesel hydraulic locomotives.

34282 Diesel Electric Double Locomotive. German Federal Railroad class V 188. With DELTA electronic circuit. 2 motors. 4 axles powered. 4 traction tires. Length over buffers 25.8 cm (10-3/16").

37282 Same as 34282, but with digital decoder and controlled high-efficiency propulsion. Built-in sound effects circuit. **Headlights digitally controlled. Sound effects circuit with different functions can be turned on digitally with the 6021 Control Unit.** The headlights and diesel sound effects will work in conventional operation.

The 34282 and 37282 locomotives are being produced in a one-time series only in 1998.

This model is being offered by Trix (T22541) for two-rail DC systems.



Diesel Locomotives

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.

IV

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



DB 216



DB 216

HOBBY IV

3074 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 216. Reverse unit. Metal frame. 2 axles powered. 4 traction tires. RELEX couplers. Length over buffers 18.2 cm (7-13/16").

3374 Same as 3074, but with DELTA electronic circuit.

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.

V

33743 General Purpose Diesel Hydraulic Locomotive.
German Railroad, Inc. class 216. With DELTA electronic circuit. Metal frame. 2 axles powered. 4 traction tires. Length over buffers 18.2 cm (7-13/16").



DB 216



DB 218

HOBBY IV

30747 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 218. Reverse unit. Metal frame. 2 axles powered. 4 traction tires. RELEX couplers. Length over buffers 18.2 cm (7-13/16").

The Dutch State Railways have ordered a totally new diesel locomotive from the Kiel Machine Company (MaK) for the modernization of non-electrified motive power. It is based on the DE 1002 in use on several privately owned railroads in Germany and makes use of electrical components from the development of the class 120 electric locomotive.

The almost 1,200 kilowatt (approximately 1,609 horsepower) output required of the electronically controlled, three-phase asynchronous motors demanded a larger motor and fuel tank. This made the locomotive over 1.5 meters (4 feet 11-1/16") longer. The exhaust was installed off-center for better visibility down the track. Many other design detail changes were necessary, until the NS standard locomotive class 6400 resulted from the DE 1002.

At present 120 units of this class are in use, most of them in the NS classic gray/yellow paint scheme. After the freight service in the Netherlands was privatized and separated into groups, the last units were painted in the red color scheme for NS Cargo.

33641 Diesel Electric Locomotive.
Dutch State Railways class 6400 / freight traffic area (NS Cargo). With DELTA electronic circuit. 2 axles powered. 4 traction tires. Special motor with flywheel. Metal side rails and end platforms separately applied. Length over buffers 16.5 cm (6-1/2").

37641 Same as 33641, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

To be delivered starting in the 1st quarter of 1999.

This model is being offered by Trix (T22545) for two-rail DC systems.



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.

4060 4063 3060



III IV

4060 Diesel Electric Locomotive (unpowered)
for the Atchison, Topeka & Santa Fe Railway. Complements the powered models to form prototypical multi-unit locomotives. Lighted number boards. Coupler hook with preuncoupler at the front, coupler hook at the back. Length 17.5 cm (6-7/8").

III IV

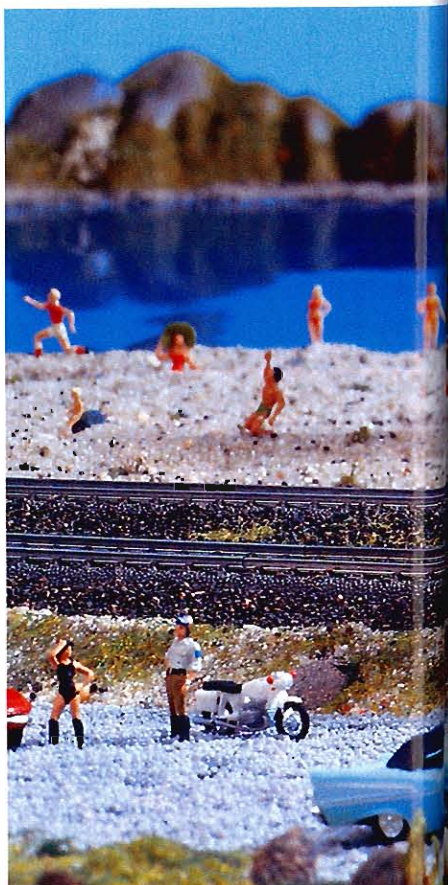
4063 Diesel Electric Locomotive (unpowered)
for the Atchison, Topeka & Santa Fe Railway. Complements the powered models to form prototypical multi-unit locomotives. RELEX couplers at both ends, interchangeable with the rigid drawbar couplings included with this unit. Length 17.3 cm (6-13/16").

4061 40631 3061



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 AT & SF diesel electric locomotive either as a single unit or in multiple unit lashups (Märklin models 33622, 37622, 4060 and 4063) is the appropriate motive power for the streamliner passenger cars (Märklin models 43601, 43602 and 43603, see page 183).

AT & SF F7



N III IV

33622 Diesel Electric Locomotive.
Atchison, Topeka & Santa Fe Railway (AT & SF) General Motors EMD type F 7. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Lighted number boards. Connections for the headlight and numberboard lights of a non-powered unit coupled to this unit. Coupler hooks with preuncoupler, can be replaced with standard coupler pockets included with unit. Length 17.5 cm (6-7/8").

N III IV

37622 Diesel Electric Locomotive.
Atchison, Topeka & Santa Fe Railway (AT & SF) General Motors EMD type F 7. Double unit locomotive consisting of an A and B unit. With digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. Headlights and lighted number boards digitally controlled. Built-in sound generator. **Sound generator with diesel locomotive sound effects, horn and dynamic brake can be turned on digitally with the 6021 Control Unit.** The headlights and the sound effects will work in conventional operation. Connections for the headlight and numberboard lights of a non-powered unit coupled to this unit. Fixed drawbar between both locomotive units. Coupler hooks with preuncoupler, can be replaced with standard coupler pockets included with unit. Length 35.0 cm (13-3/4").



Year after year full-line dealers offer something special.

3528 / 3628 DRG class E 91[9] electric locomotive – one-time series in 1991

3382 / 3682 DB class V 200.1 diesel hydraulic locomotive – one-time series in 1992

3462 / 3663 Alaska Railroad 3 unit diesel electric locomotive – one-time series in 1993

3423 Lüchow Schmarsau Railroad (LSE) class T 141 powered railbus – one-time series in 1994

3498 / 3798 DRG class 96 heavy duty tank locomotive – one-time series in 1995

44520 "Kleiner Feigling" glass tank car. Privately owned car for Waldemar Behn Company, Inc. – one-time series in 1996

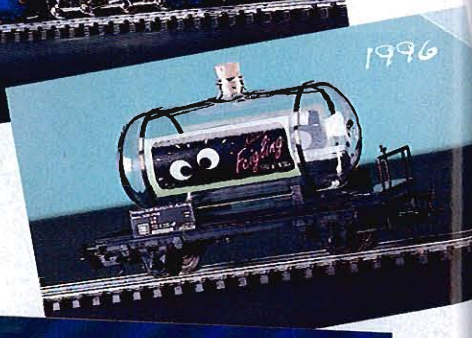
33592 Metal Edition SBB class Ae 8/14 heavy duty, double electric locomotive – one-time series in 1997















One-time *"exclusiv"* series.

The unique *"exclusiv"* series for 1998 can be found on the following pages:

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34882 DB class 043 freight locomotive with tender 61
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37185 K.Bay.Sts.B. S 3/6 express locomotive with tender 55
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48783 DB "Economic Miracle" car set 203
48924 DRG "Fritz Homann, Dissen" freight car set 197
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82507 DRG "Fritz Homann, Dissen" freight car set 365
88682 DB Inc. class 101 electric locomotive 338

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19034 Fire department pumper truck 14/15

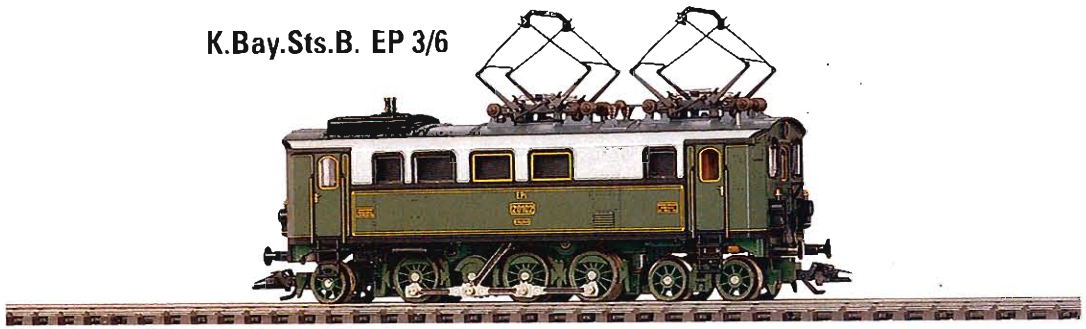
Märklin will produce one-time series in the future, too.

New, special production 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 1998.

Electric Locomotives

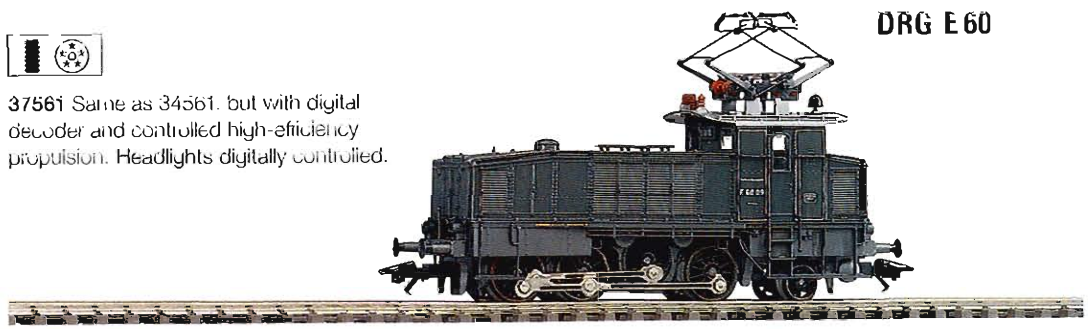
K.Bay.Sts.B. EP 3/6



34060 Electric Locomotive.
Royal Bavarian State Railways (K.Bay.Sts.B.) class EP 3/6. With DELTA electronic circuit. 3 axles and jackshaft powered. 2 traction tires. Asymmetrically arranged, older design pantographs. Length over buffers 14.3 cm (5-5/8").

37060 Same as 34060, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled. **To be delivered starting the 1st quarter of 1999.**

DRG E 60

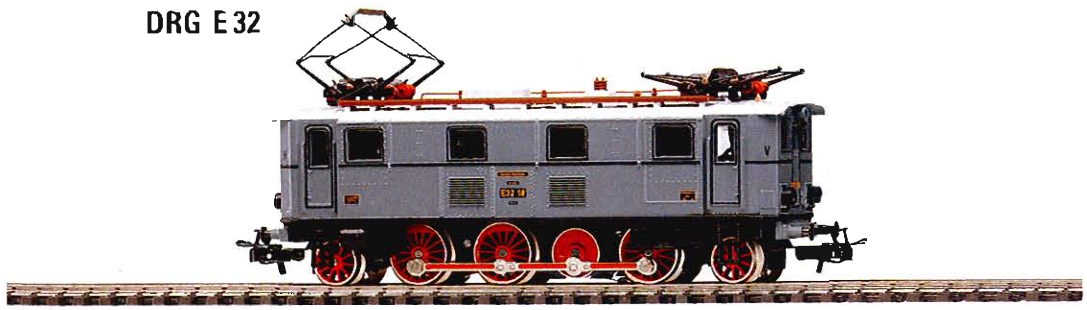


By 1934 the DRG had ordered a total of 14 units of the class E 60. They were planned for switching work in large stations. They were equipped with pantographs with a double wiper contact strip to guarantee reliable current conduction in this work. These locomotives turned out so well, that they were occasionally used in commuter traffic around Munich.

34561 Electric Locomotive.
German State Railroad Company (DRG) class E 60. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Pantograph with a double wiper contact strip. Prototypical window arrangement. Length over buffers 12.8 cm (5-1/16").

37561 Same as 34561, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

DRG E 32



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 14.1 cm (5 3/4").

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 276-281.

3469 Express Locomotive.
German State Railroad Company (DRG) class E 19. With DELTA electronic circuit. 2 axles powered. 4 traction tires. 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 dark nickel-plated treads. Length over buffers 19.5 cm (7-11/16").

3769 Same as 3469, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

DRG 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). When 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. The Märklin model is a reproduction of the German Railroad, Inc.'s museum version still preserved today.



33661 Electric Locomotive.
German State Railroad Company (DRG) class E 52. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engine room with interior details. Length over buffers 19.8 cm (7-13/16").

37661 Same as 33661, but with digital decoder and controlled high-efficiency propulsion. Built-in air horn. **Headlights digitally controlled. Air horn can be turned on digitally with the 6021 Control Unit.** The headlights will work in conventional operation.

The abundance of water power from the mountains caused the railroads in Bavaria to develop electric locomotives very early on. The German State Railroad Company's procurement program for the Bavarian Management Group was responsible for placing the EP 5 into service. This 140 metric ton locomotive was assigned to heavy passenger traffic. It reached a maximum speed of 90 km/h (56 mph) with its 4 traction motors. It was designated as the E 52 by the DRG.

DRG E 52



This model is being offered by Trix (T22462) for two-rail DC systems.

Electric Locomotives

In 1966/67 the DB ordered for the first time nine locomotives for cross border traffic in the heart of Europe that could be used with the catenary systems of neighboring railroads.

The dual frequency class E 310 locomotives (later 181) have two different designs of single arm pantographs and can be operated with alternating current at
- 15,000 volts with 16 2/3 hertz in Germany,
- 25,000 volts with 50 hertz in France and Luxembourg.

The class E 410 (later 184) four system locomotives have four different designs of pantographs and can also be operated with direct current at
- 3,000 volts in Belgium,
- 1,500 volts in France and the Netherlands.

The traction current is processed by transformers and either rectifiers (BBC design) or thyristor-controlled alternators (AEG design), and four standard design mixed current traction motors are used. The locomotives are all equipped with the running gear (Krupp) and have the same performance at 4,240 kilowatts (5,686 horsepower) and 150 km/h (94 mph) as the E 10 / 110 "domestic locomotive". A step-less speed control enables both designs to efficiently haul express trains as well as heavier freight trains.



DB 184

The four system locomotives were originally stationed in Cologne, the dual frequency locomotives in Saarbrücken. Around 1980 the class 184 was transferred to Saarbrücken in favor of the Belgian class 16 and was used there only as a dual frequency locomotive; the direct current pantographs were no longer needed and were removed.

N NEM IV

34310 Four System Electric Locomotive.
German Federal Railroad class 184 (E 410). With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. 4 different design pantographs. Length over buffers 19.5 cm (7-11/16").

37310 Same as 34310, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

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.

NEM IV

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



DR 254



Prototypical route protection. All of the signals can be found on pages 282-285.



DB 194

Individual examples of the "German Crocodile", the German Federal Railroad class 194 heavy freight locomotive, had working lives of almost 50 years thanks to the forward looking technology employing single-axle drive.

NEM IV

3422 Electric Locomotive.
German Federal Railroad class 194. With DELTA electronic circuit. 3 axles powered. 4 traction tires. Length over buffers 21.0 cm (8-1/4").

The last production series of the "normal" E 10 express locomotive was built in 1962/63 in the same streamlined design as the faster "Rheingold" E 10.12 units. For this reason you can still see class 110 locomotives with the "pants crease" look on the DB, Inc. They have undergone the same changes as their boxy looking sisters: standard design vents, shortened rain gutters and removal of the front skirting. The new red paint scheme with the white ends and the modern logo is being used for these units.

DB 110



HOBBY N V

30331 Electric Locomotive.
German Railroad, Inc. class 110 in current color scheme. Version with streamlined cab. Reverse unit. 2 axles powered. 4 traction tires. Coupler hooks. Length over buffers 19.1 cm (7-1/2").

The eleven class E 10$^{12\text{-}13}$ "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).

HOBBY IV

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

DB 114



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.

V

3439 Electric Locomotive.
German Federal Railroad class 139. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Length over buffers 18.3 cm (7-1/4").

DB 139



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 276-281.



Electric Locomotives

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".

DB 103



HOBBY IV

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

DB 151



IV

37431 Freight Locomotive.
German Railroad, Inc. class 151. With DELTA electronic circuit. Metal frame. 3 axles powered. 4 traction tires. Headlights digitally controlled. 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 (approx. 64 feet) long, weigh 118 metric tons and have a maximum speed of 120 km/h (75 mph). This class is a further development of the class 150; the choice of a motor for the 6 traction motors reached back to motors that had been proven with the classes 110 and 140. The class 151 was built by Krupp in Essen and Krauss-Maffei in Munich, Germany.

DB 151



V

33432 Freight Locomotive.
German Railroad, Inc. class 151. With DELTA electronic circuit. Metal frame. 3 axles powered. 4 traction tires. Length over buffers 22.2 cm (8-3/4").

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

DB 111



33315 Electric Locomotive.
German Railroad. Inc. class 111. Commuter Traffic Business Area version with red band. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engine room with interior details. Length over buffers 19.1 cm (7-1/2").

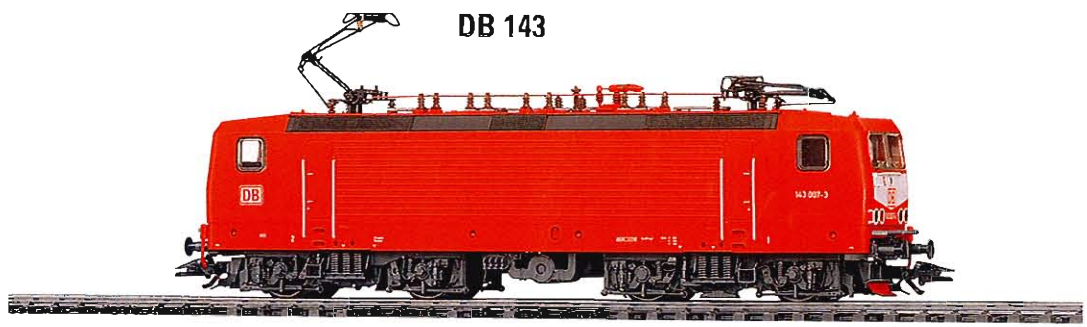
37315 Same as 33315, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

The class 143 is the appropriate electric locomotive for the German Railroad, Inc. bilevel cars (Märklin models 43581-43586, see pages 157-159).

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

37430 Same as 34431, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

DB 143



DR 243



3443 Electric Locomotive.
GDR German State Railroad (DR) class 243. Electronic reverse unit. 2 axles powered. 4 traction tires. Interior details. Length over buffers 19.1 cm (7-1/2").

3743 Same as 3443, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

At the start of the 1980s the progressive electrification of the German State Railroad demanded the procurement of a new electric locomotive. This new 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 was even leased to the Southeast Railroad in Switzerland.

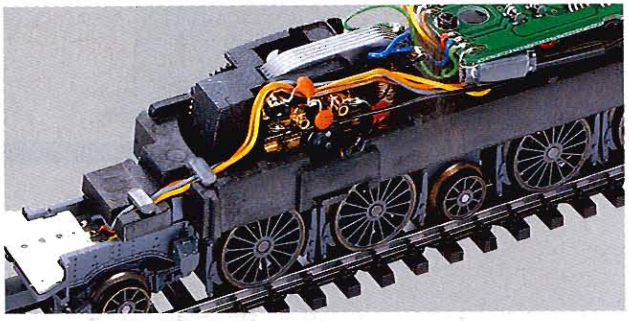
Continuous Power Management.

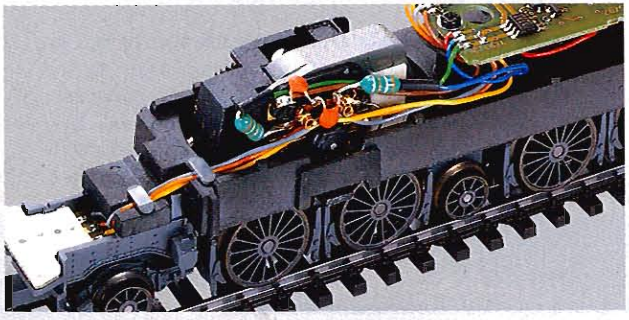
The propulsion of a locomotive consists of the interplay of many components such as electronic circuits, the motor, gear drive, the wheels, traction tires, and current conduction. The propulsion achieves good performance levels and a high degree of durability only when everything is carefully coordinated with each other.

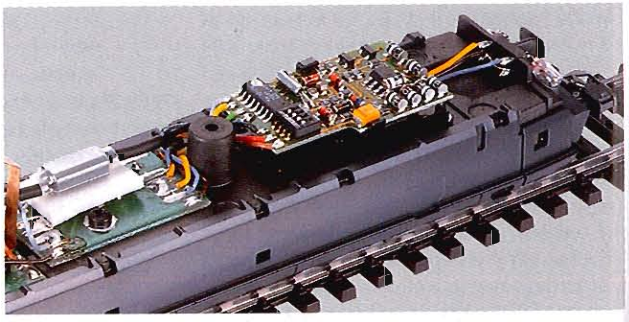


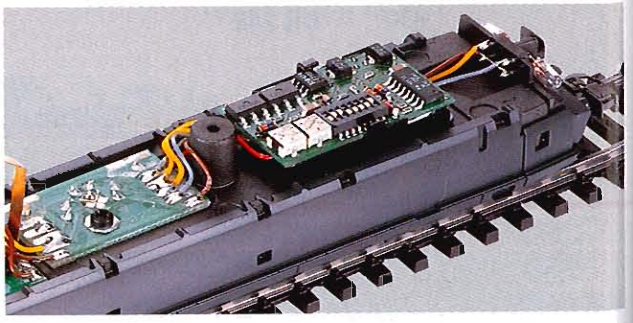
Durability and reliability

Countless models in use for several decades prove how robust and reliable Märklin motors are. The sturdy construction with few moving parts and a powerful rpm level are the best requirement for this. The installation of the motor transverse to the direction of travel for the locomotive allows the use of a gear reduction system with spur gears. Its advantage compared to worm gears is power transmission almost free of any power loss without the mechanism locking up on its own. When there is an interruption in current conduction due to dirty track, the locomotive does not immediately begin to stutter down the track, and on an area of track without power the locomotive does not come to an abrupt halt; it has a "factory-installed" coasting effect. Metal construction increases the durability of the mechanism.









Electronics are taking control

As with modern automobiles and locomotives, electronics are increasingly taking over the management of the propulsion system in model railroad operations. This has made the locomotive's "goat's jump" of the past when reversing direction passé thanks to an electronic reverse unit. The DELTA electronic circuit built into almost Märklin H0 locomotives at the factory understands both analog and digital signals. The locomotives will run in conventional operation just as well as on DELTA and digital layouts.

The high-efficiency propulsion system's superior operating characteristics

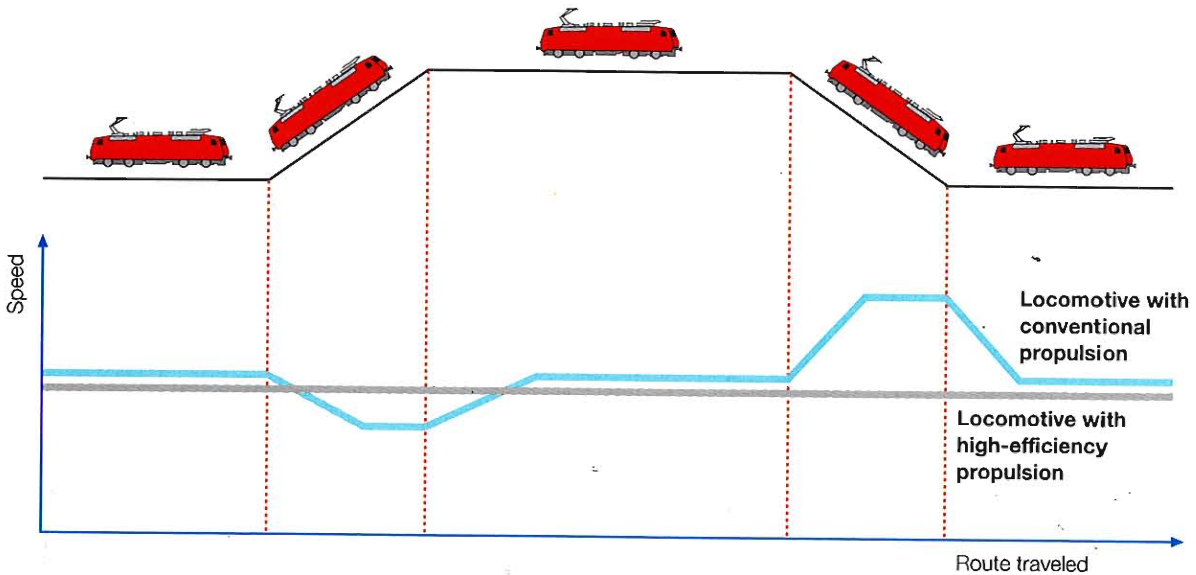
Locomotives with high-efficiency propulsion and a digital decoder can also run on conventional layouts. At the same time they offer the model railroader additional advantages:

The motor's satin smooth running allows slow switching, the maximum speed is adjustable on the locomotive as is the acceleration behavior. On ascending and descending grades the speed remains constant within a certain range. And on newer models the headlights remain on during conventional operation.

Still more monitoring and controllable functions with Märklin Digital

Of course, the high-efficiency propulsion offers still more on digital layouts. In addition to the maximum speed, the locomotive's acceleration and braking behavior can be set which will cause the load compensation feature on ascending and descending grades to be even more effective. The propulsion system can be controlled with a fine touch because the entire control range of the locomotive controller is always available for use. In digital operation each locomotive with high-efficiency propulsion can be addressed and controlled individually. Auxiliary functions such as headlights, smoke generator, sound effects, TELEX couplers or other functions depending on the model can be switched on and off by remote control.

High Efficiency Propulsion Operating Characteristics



Reliable current conduction and high tractive effort

You have already read about the requirements and advantages of reliable current conduction through the three-rail track on pages 20-23 on the Märklin H0 system. This broad electrical contact area through many wheels makes it possible to equip the locomotives with traction tires in order to translate the high motor power output into tractive effort on the track.

Everything is easily accessible

An additional requirement for high levels of durability is regular servicing. A drop of oil now and then and new brushes – that is practically everything. The motors are easily accessible for this, and parts on the motor are easy to swap out.

Easy to retrofit and here for the future

Many older Märklin H0 locomotives can be retrofitted by your authorized Märklin dealer with a DELTA electronic circuit or with a digital decoder for multi-train operation. Locomotives with drum-style commutator motors can in most cases also be equipped with the digitally controlled high-efficiency propulsion system. This open principle guarantees that in the future your models can be kept up-to-date with the level of technology at that time.



Electric Locomotives

This high-efficiency locomotive with modern, three-phase propulsion technology was 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 DELTA electronic circuit. 2 axles powered. 4 traction tires. 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 decoder and controlled high-efficiency propulsion. Long distance headlights digitally controlled.

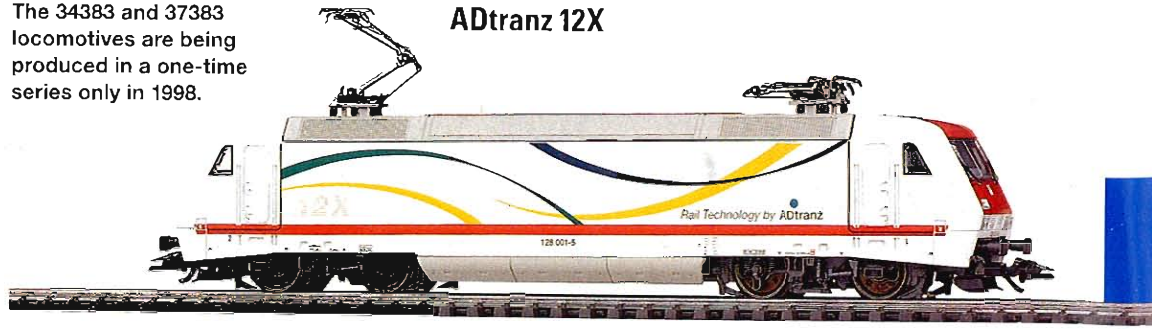


34383 Electric Locomotive.
ADtranz Company 12X prototype, used on the German Railroad, Inc. Current version. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. High-speed pantographs with current version of upper and lower arms. Length over buffers 22.4 cm (8-13/16").

37383 Same as 34383, but with digital decoder and controlled high-efficiency propulsion. Built-in long distance headlights. **Headlights digitally controlled. Long distance headlights front and rear can be turned on digitally with the 6021 Control Unit.** The standard headlights will work in conventional operation.

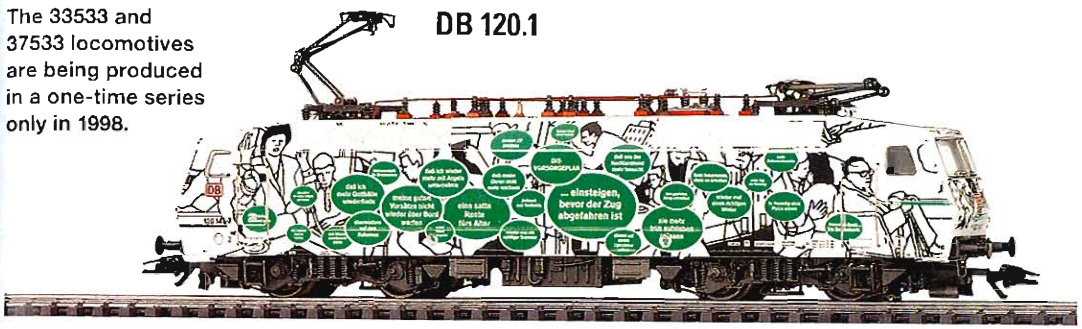
The 34383 and 37383 locomotives are being produced in a one-time series only in 1998.

ADtranz 12X



The 33533 and 37533 locomotives are being produced in a one-time series only in 1998.

DB 120.1



33533 Electric Locomotive.
German Railroad, Inc. class 120.1. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. Length over buffers 22.1 cm (8-11/16").

37533 Same as 33533, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

The sponsors of this locomotive didn't want to commission a single artist for the design; they wanted to organize a regular competition. The students of the Frankfurt "Städel" School translated their thoughts on the theme of care for the elderly into a multitude of designs. The first prize was awarded to Harald Pridgar and his design was transformed onto the class 120 141-7. On September 3, 1997 the DIT locomotive was unveiled in the Frankfurt main station. The Deutsche Investment Trust DIT (German Investment Trust) is an enterprise of the Dresden Bank Investment Group.

ZDF CEO, Professor Dieter Stolte, and Heinz Neuhaus, member of the DB board of directors and chairman of the Ameropa executive committee, gave the green light for the "ZDF Express" with a loud whistle and a raised conductor's signal paddle. At the Frankfurt main station Thomas Gottschalk, moderator of the German television progam "Wetten, daß ...?", assisted in the champagne christening of this locomotive with its unusual blue ZDF design.
This locomotive operates in regular passenger train service on the German Railroad, Inc., when there are no special television events going on. As a model in H0 and Z Gauges it will add that extra something to your layout.

33534 Electric Locomotive.
German Railroad, Inc. class 120.1. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. Length over buffers 22.1 cm (8-11/16").

37534 Same as 33534, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

This model is being offered by Trix (T22538) for two-rail DC systems.

DB 120.1



The 33534 and 37534 locomotives are being produced in a one-time series only in 1998.

Electric Locomotives

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.



Movable mechanical gear for steering the trucks.



White triple headlights.



White triple headlights and long distance headlights.

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

37371 Same as 34371, but with digital decoder and controlled high-efficiency propulsion. Built-in long distance headlights. **Headlights digitally controlled. Long distance headlights front and rear can be turned on digitally with the 6021 Control Unit.** The standard headlights will work in conventional operation.

This model is being offered by Trix (T22552) for two-rail DC systems.

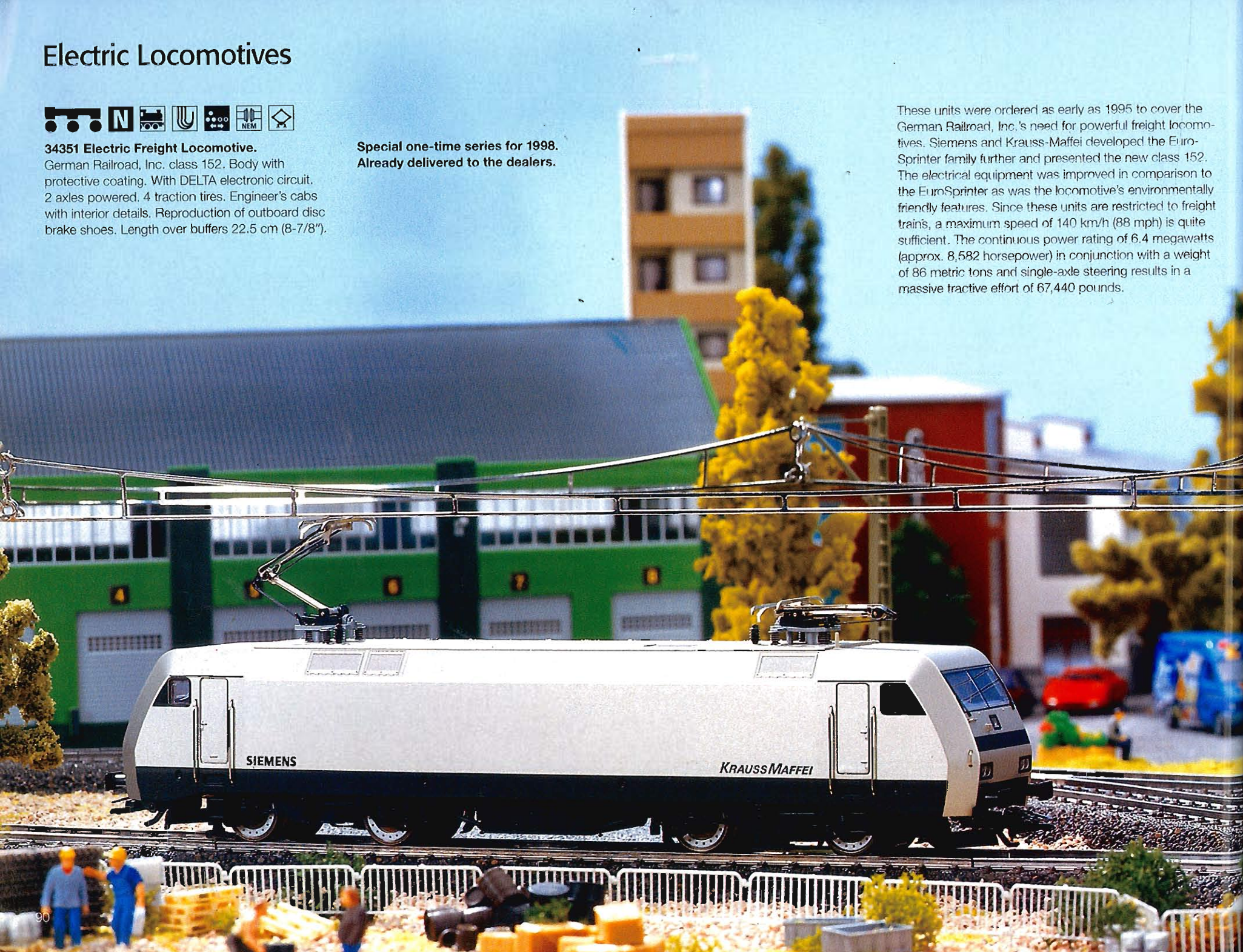
DB 101

Electric Locomotives

34351 Electric Freight Locomotive.
German Railroad, Inc. class 152. Body with protective coating. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. Reproduction of outboard disc brake shoes. Length over buffers 22.5 cm (8-7/8").

Special one-time series for 1998.
Already delivered to the dealers.

These units were ordered as early as 1995 to cover the German Railroad, Inc.'s need for powerful freight locomotives. Siemens and Krauss-Maffei developed the EuroSprinter family further and presented the new class 152. The electrical equipment was improved in comparison to the EuroSprinter as was the locomotive's environmentally friendly features. Since these units are restricted to freight trains, a maximum speed of 140 km/h (88 mph) is quite sufficient. The continuous power rating of 6.4 megawatts (approx. 8,582 horsepower) in conjunction with a weight of 86 metric tons and single-axle steering results in a massive tractive effort of 67,440 pounds.



34350 Electric Freight Locomotive. German Railroad, Inc., DB Cargo Business Area, class 152. With DELTA electronic circuit. 2 axles powered, 4 traction tires. Engineer's cabs with interior details. Reproduction of outboard disc brake shoes. Length over buffers 22.5 cm (8-7/8").

37350 Same as 34350, but with digital decoder and controlled high-efficiency propulsion. Built-in long distance headlights and air horn. **Headlights digitally controlled. Long distance headlights front and rear and air horn can be turned on digitally with the 6021 Control Unit.** The standard headlights will work in conventional operation.



Reproduction of the outboard mounted disc brakes.

This model is being offered by Trix (T22558) for 2-rail DC systems.

White triple headlights.



White triple headlights and long distance headlights.





Full Speed Ahead for Art.

There are any number of opinions on what art is. Just as there are any number of types of art: fine, modern, liberal, abstract, provocative, traditional. Probably the most native interpretation of art is that is derives from ability. And with that we are dealing with the art that derives from Märklin:

The history of the art locomotives began in Switzerland. When a class 460 electric locomotive appeared as the first Märklin locomotive in a scale of 1:1 in 1994, the Swiss saw how it used to be with a steam locomotive: How a hundred years ago a fireman shoveled coal into the firebox of the locomotive. This locomotive became known as the Fireman's Locomotive and was followed by the locomotive with the Alpine Procession dedicated to the Swiss Märklin enthusiasts. It was illustrated by the Zürich painter, Willi Rieser.

The angular shape of the SOB Re 4/4^{IV} was just right for the design as a locomotive from the metal construction sets. And for the 150th Swiss railroad anniversary Märklin initiated the Happy Birthday Locomotive: Designed by the Belgian pop artist, Guy Peelaert, with a parade of 40 prominent Swiss personalities from the past and the present.

Art Locomotives on the DB

The artistic design of the Swiss locomotives found a favorable reception at the German Railroad, Inc., hence the reason why Märklin was able to decorate the first locomotives in Germany. The first project was a benefit for the 50th anniversary of Unicef, the United Nations charitable organization for children. The 12X experimental locomotive in the Unicef look was unveiled in the presence of prominent Unicef officials on January 31, 1996. The auction of autographed models as well as a portion of the profits from the sale of the regular production models brought in 401,000 German marks that Märklin was able to turn over to Unicef as the largest single donation in 1996.

In November of 1996 the class 120 appeared as a Christmas locomotive by the British artist, Nicholas Price. This locomotive treated the traditional Märklin festival in an ironic manner that was both attractive and romantic. A work of the photographic artist, Teun Hocks, was honored at the model railroad meet in Göppingen in May of 1997. He had transferred his enigmatic, railroad view to the body of a class 120. The autographed, hand made model of this locomotive was auctioned off for 20,000 German marks for the benefit of the Muscular Distrophy Association.

The current project in the art locomotive series is the Starlight Locomotive that Märklin is dedicating to the 10th anniversary of the stage production of the musical Starlight Express in Bochum. Andrew Lloyd Webber's beautiful idea of locomotives coming to life will decorate the class 101 for a year; this locomotive will, among other things, pull a special Märklin train on a visit to the musical.

The Märklin art locomotives are available as models both in H0 and Z. Here it is a special art to transfer the challenging illustrations on to the smaller scale with sharp contours and colors true to the original. The soft imprinting pads must fit the shape of the locomotive body, but they must also work perfectly. This requires a fine touch and a great deal of experience. Over 50 imprinting steps are necessary for some designs.



Electric Locomotives

märklin HO

A Childhood Dream Comes to Life.

The successful musical Starlight Express tells the story of a boy that brings a railroad to life in a dream: A race between the youthful Rusty steam locomotive and the super modern Electra electric locomotive develops into a competition of superlatives.

This musical by the successful English composer Andrew Lloyd Webber celebrated its German premiere on June 12, 1988. On the tenth anniversary of this premiere Märklin is presenting a German Railroad, Inc. class 101 in the Starlight Express design and is thereby bringing a realistic dimension to the boy's dream.

You can admire this locomotive over the course of the next twelve months in regular passenger service. With the H0 model from Märklin, you can conger up a bit of the legendary Starlight Express on your layout.

34373 Electric Locomotive.
German Railroad, Inc. class 101. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Moveable reproduction of the mechanical gear for steering the trucks. Engineer's cabs with interior details. Separately applied grab irons. High speed pantographs. Separately applied roof fairing. Length over buffers 21.9 cm (8-5/8").

37373 Same as 34373, but with digital decoder and controlled high-efficiency propulsion. Built-in long distance headlights. **Headlights digitally controlled. The front and rear long distance headlights can be turned on digitally with the 6021 Control Unit.** The regular headlights work in conventional operation.

Special one-time series for 1998. Already delivered to the dealers.

This model is being offered by Trix (T22539) for two-rail DC systems.



Electric Locomotives

Starting in 1935 the Swiss locomotive and car builder industry developed fast, light weight electric rail cars for schedules where the demand for service was slight. These rail cars were soon nicknamed "Red Arrows". In 1937 SLM in Winterthur, Switzerland built a small, single axle ski trailer with space for 80 pairs of skis, backpacks and a few sleds for excursion service to winter resorts. A tarp cover made of sail cloth protected this sensitive freight from snow and rain.

N III

33865 Electric Powered Railcar.
Swiss Federal Railways (SBB) class RBe 2/4 "Red Arrow". With DELTA electronic circuit. 2 axles powered. 2 traction tires. Ski trailer with special coupling to go with the "Red Arrow". Length with trailer 31.5 cm (12-3/8").

SBB RBe 2/4



The 33865 powered railcar is being produced in a one-time series only in 1998.

This model is being offered by Trix (T22584) for two-rail DC systems.



SBB Be 6/8III



NEM III IV

3356 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8 III. Road number 13305. With DELTA electronic circuit. 3 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling the locomotive to negotiate sharp curves. Length over buffers 23.0 cm (9-1/8").

3756 Same as 3356, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

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.

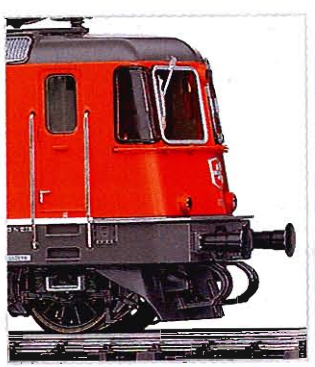
NEM IV V

3434 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4II. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Swiss design pantograph. Can be powered from catenary. Length over buffers 17.1 cm (6-3/4").

3734 Same as 3434, but with digital decoder and controlled high-efficiency propulsion. Headlights digitally controlled.

SBB Re 4/4II





In 1985 the last of the class Re 4/4 locomotives were delivered to the SBB. They were equipped with a new headlight system with rectangular lights and separately controlled long distance headlights. The paint scheme was changed by the SBB almost at the same time from green to red. These changes were carried out on many existing locomotives as they came due for overhauls. Soon thereafter the class Re 4/4 was also equipped with the UIC receptacle on the ends of the locomotives for connections to standard control and communication lines in passenger trains. A side step was also added to facilitate access to the connections. Most of the locomotives in this class can presently be seen with this new look.

SBB Re 4/4II



34344 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4 (rebuilt model). With special version DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Length over buffers 17.1 cm (6-3/4").

This model is being offered by Trix (T22585) for two-rail DC systems.

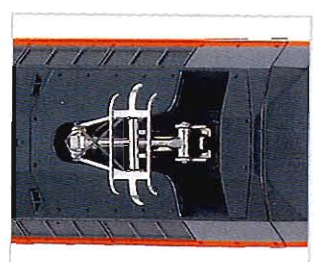
37344 Same as 34344, but with special version digital decoder and controlled high-efficiency propulsion. With built-in long distance headlights. **Headlights digitally controlled. Long distance headlights front and rear can be turned on digitally with the 6021 Control Unit.** The standard headlights will work in conventional operation.

White triple headlights.



White triple headlights and long distance headlights.





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

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.

SBB 460



3460 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Road number 460 045-8 "Rigi". With DELTA electronic circuit. 2 axles powered. 4 traction tires. 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 decoder and controlled high-efficiency propulsion. Road number 460 003-7 "Milieu du Monde". Headlights digitally controlled.

Motive Power Has Many Names.

As so often in railroad matters, the Swiss were the first when they opened up their class 460 for use by other companies for advertising purposes. Märklin was there right from the start, and since then companies from many areas of business have made use of the attractive effect of this powerful form of advertising. Some use an appropriate design that is quite purposeful in accelerating the dynamic effect of this fast advertising medium. Others are content to trust in the interest of the passengers on the platform at station stops.

The largest German manufacturer of kitchens, ALNO, underscored the commitment of its firm to the environment with its SOB advertising locomotive. Because for 25 years this firm has been transporting its products by rail. Around 90% of the ALNO kitchens go through its own container terminal to domestic markets and abroad. For the first time a prototype advertising locomotive was associated with ALNO locomotive and car models in Z, H0, and 1 Gauge in the firm's special environment campaign.

The two locomotives for the Swiss Television Network's strike one as fast just standing still. These models are available from Märklin in a set of two, so that model railroaders can reproduce the doubleheaded units used in Gotthard traffic. Only one locomotive is powered in this set which makes the latter more affordable. In Germany, television is also betting on the railroad. The ZDF network is attracting attention to its programs with the ZDF locomotive.

The locomotive for the Dresdner Investment Group DIT came about from an artistic design contest. Based on the motto "Before the train has left", the wishes, resolutions, and expectations for personal care for the aged are expressed in green dialog balloons.



N V NEM

34632 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With DELTA electronic circuit. 2 axles powered. 4 traction tires. 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 34632 locomotive is being produced in a one-time series only in 1998.

SBB 460



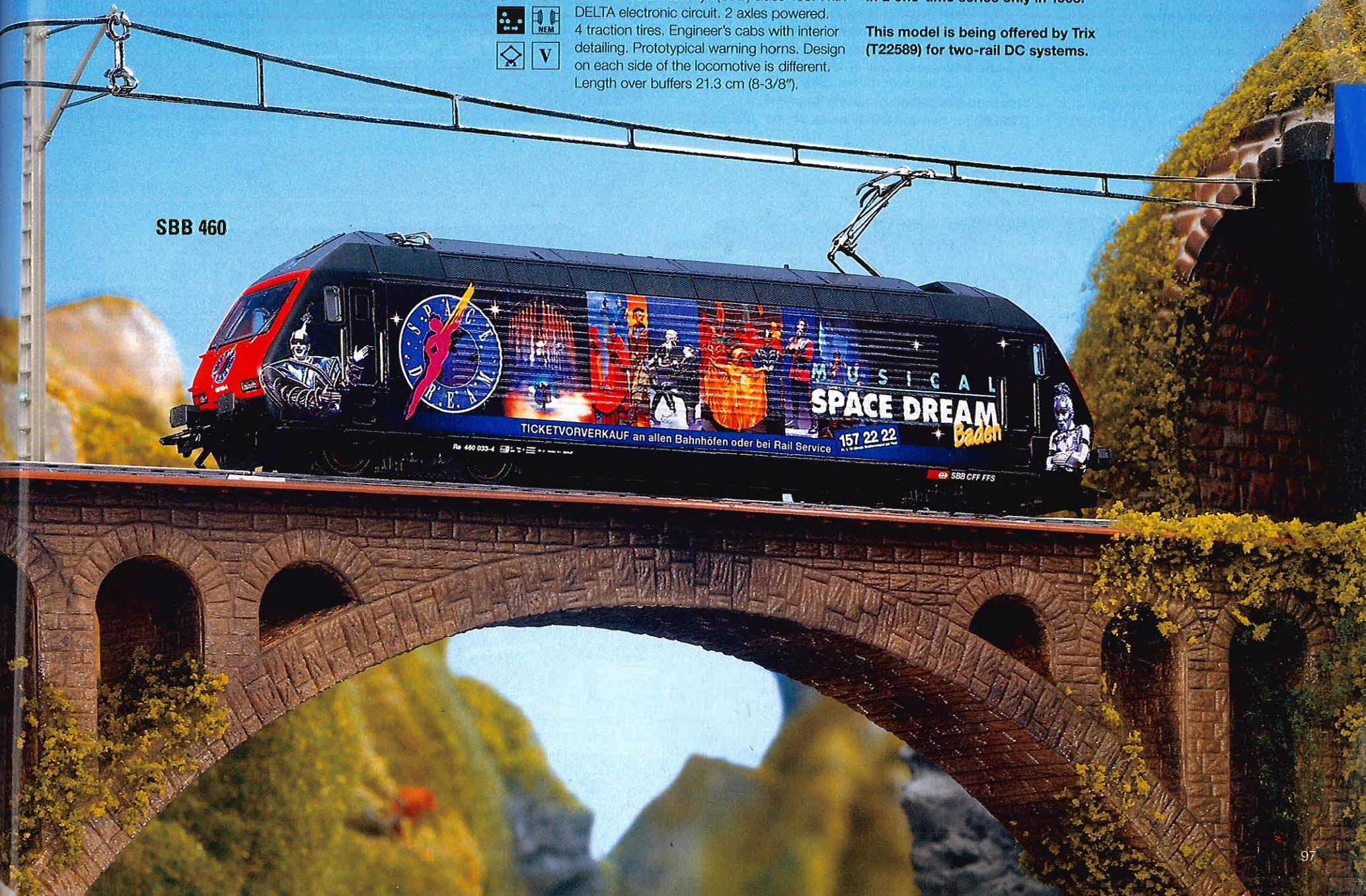
märklin HO

34634 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With DELTA electronic circuit. 2 axles powered. 4 traction tires. 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 34634 locomotive is being produced in a one-time series only in 1998.

This model is being offered by Trix (T22589) for two-rail DC systems.

SBB 460



Electric Locomotives

34633 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With DELTA electronic circuit. 2 axles powered. 4 traction tires. 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 34633 locomotive is being produced in a one-time series only in 1998.

This model is being offered by Trix (T22586) for two-rail DC systems.

SBB 460



SOB 446



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

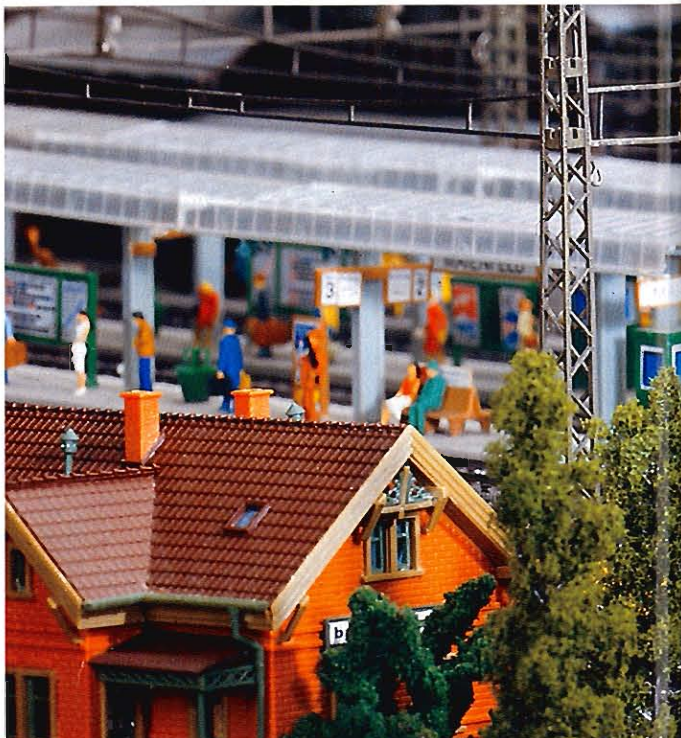
SOB 446



34301 Electric Locomotive.
Southeast Railroad (SOB) class 446. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Length over buffers 18.1 cm (7-1/8").

34305 Electric Locomotive.
Southeast Railroad (SOB) class 446. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Length over buffers 18.1 cm (7-1/8").

The 34305 locomotive is being produced in a one-time series only in 1998.



N V

34631 Locomotive Set.
Contents: 2 Swiss Federal Railways (SBB) class 460 electric locomotives.

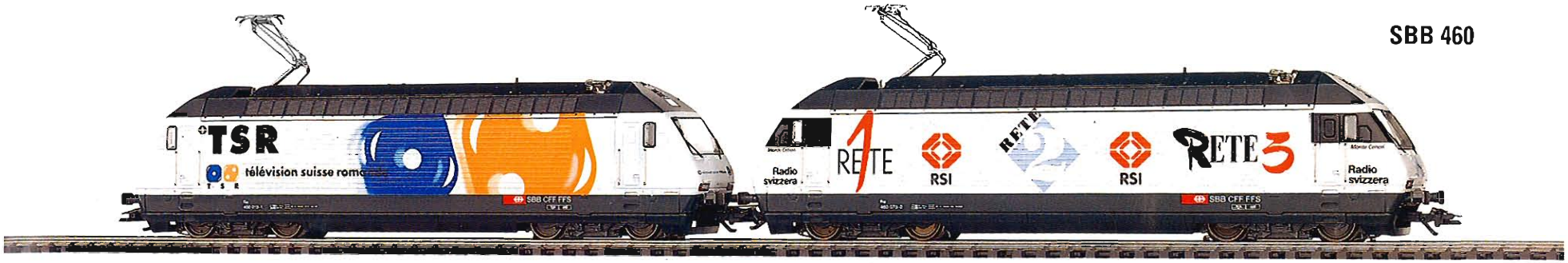
Locomotive 460 015-1 with DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs with interior detailing. Prototypical warning horns. Design on each side of the locomotive is different.

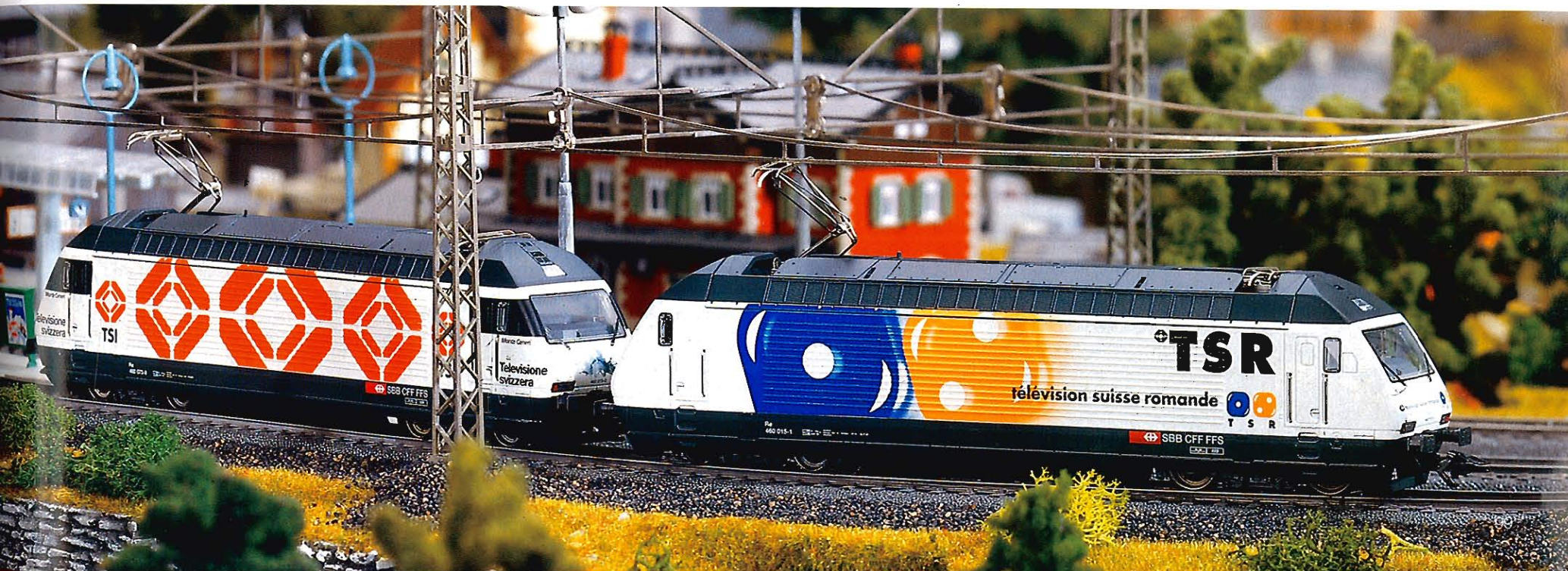
Locomotive 460 073-0 is non powered, but has working Swiss headlight code. Engineer's cabs with interior detailing. Prototypical warning horns. Design on each side of the locomotive is different. Total length over buffers 43.2 cm (17").

Both locomotives in special version. Not available separately.

The 34631 locomotive set is being produced in a one-time series only in 1998.

SBB 460

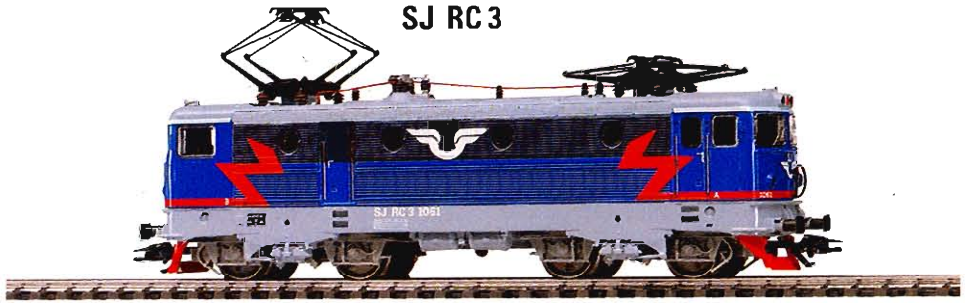




Electric Locomotives

SJ RC 3

3341 Electric Locomotive.
Swedish State Railways (SJ) class RC 3. With DELTA electronic circuit. 2 axles powered. 4 traction tires. 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, 43771, 43772, 43773 and 4378, see pages 180/181).

SNCF BB 26000



33341 "Sybic" Dual System Electric Locomotive.
French State Railways (SNCF) class BB 26000. Current paint scheme for this class. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Different design pantographs. Additional grab irons on the cabs. Length over buffers 20.4 cm (8-1/16").

The 33341 locomotive is being produced in a one-time series only in 1998.

33632 Four System Electric Locomotive.
Belgian State Railways (NMBS/SNCB) class 16. Special paint scheme in the second design for the "Memling" trains. With DELTA electronic circuit. 2 axles powered. 4 traction tires. 3 different design pantographs. Length over buffers 19.4 cm (7-5/8").

The 33632 locomotive is being produced in a one-time series only in 1998.

SNCB 16



Good Times.

TRIX

märklin

Since the beginning of 1997 Märklin and Trix have been working under the umbrella of the Märklin Holding Company. The cooperation previously limited to individual projects is now based on an all-encompassing company and brandname strategy. The goal is the joint use of development and distribution resources simultaneously with the safeguarding of Trix' development and its factory in Nürnberg. Märklin will continue to develop its alternating current system in H0 and 1 Gauge, while Trix will serve its traditional market and will represent itself as a specialist for models operating off of direct current in H0, Trix Express, and N Gauge. After a thorough reorganization and modernization of Trix' production and after investments in new developments, this brandname is gaining a name as a capable model railroad professional. The first new Trix developments are on the market with much noticed new items such as Fine Art in H0 and with excellent locomotives in N. At the same time Trix is taking on the task of offering high quality H0 locomotives with metal construction for direct current systems, while Märklin is integrating into its program joint models that have been adapted for alternating current. The strengths of the two brandnames will be reinforced each according to the version of the model being offered, for example: all-metal technology from Märklin and the excellent detailing and imprint quality from the specialists at Trix. The table nearby lists the joint models that are currently available at your dealer.

We don't only want to strengthen our firms with this strategy, we also want to preserve a wide choice of models for model railroaders in all systems and gauges despite rising costs and markets that have become more and more challenging.

These models are being offered by Trix (T) for two-rail DC systems:

Märklin Item No.	Description	Trix Item No.
33184	DRG class 18.4 express locomotive with tender	22513
33534	DB, Inc. class 120.1 advertising electric locomotive	22538
3356	SBB class Be 6/8[II] "Crocodile" freight locomotive	22584
33641	NS class 6400 diesel electric locomotive	22545
33661	DRG class E 52 electric locomotive	22462
33712	DB, Inc. class 402 ICE 2 powered railcar train	22554
34090	DB, Inc. CargoSprinter powered freight railcar train	22543
34161	ÖBB class 52 steam locomotive with tender	22595
34210	DB class V 140 diesel hydraulic locomotive	22448
34261	DRG VT 859 diesel powered railcar	22542
34282	DB class V 188 diesel electric double locomotive	22541
34344	SBB class Re 4/4[II] electric locomotive	22585
34350	DB, Inc. class 152 electric freight locomotive	22558
34371	DB, Inc. class 101 electric locomotive	22552
34373	DB, Inc. class 101 art electric locomotive	22539
34633	SBB class 460 art locomotive electric locomotive	22539
34634	SBB class 460 art locomotive electric locomotive	22589
34962	DRG Gt 2 x 4/4 heavy duty tank locomotive	22586
34971	K.Bay.Sts.B. class B VI old-timer steam locomotive	22466
40172	ICE 2 powered railcar train (non-powered)	22555
4228	DRG "Rheingold" car set	21214
43201	DRG 1st and 2nd class express train passenger car	23349
43221	DRG 3rd class express train passenger car	23348
43229	DB "50 Years of Parliamentary Council" salon car set	23352
43241	DRG "Mitropa" dining car	23350
43251	DRG "Mitropa" sleeping car	23351
43300	DB, Inc. 2nd class InterRegio cab control car	23374
43302	DB, Inc. "New Intercity Colors" car set	23368
43471	"Spanisch-Brötli-Bahn" car set	21219
43702	DB, Inc. 1st class ICE 2 open seating coach	23364
43712	DB, Inc. 2nd class ICE 2 open seating coach	23365
43722	DB, Inc. ICE 2 open seating coach with special compartment	23366
43732	DB, Inc. ICE 2 "Bord Restaurant" dining car	23367
43982	"Bavarian Railroad before 1900" car set	21253
46801	K.Bay.Sts.B. "Coal Hopper Cars" car set	23500
47713	DB stake car loaded with gas pipe	23961
48012	DB Cargo sliding wall boxcar	23940
48450	DB, Inc. bulk material dump car	23940
48940	DB "Container Transport Cars" car set	23941



Powered Railcars



DRG VT 133

34231 "Wismar" Railbus.
German State Railroad Company (DRG) class VT 133. With DELTA electronic circuit. 2 axles powered. 1 traction tire. Length over buffers 11.6 cm (4-9/16").

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

34261 Diesel Powered Railcar.
German State Railroad Company (DRG) class VT 859. With DELTA electronic circuit. 2 axles and jackshaft powered. 2 traction tires. Can be supplemented with 43352 trailer car. Length over buffers 24.2 cm (9-1/2").

Special one-time series for 1998.
Already delivered to the dealers.

This model is being offered by Trix (T22542) for two-rail DC systems.

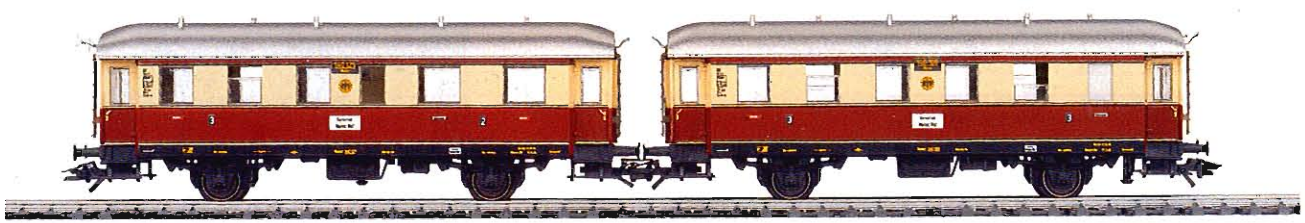
For the Railroad Technology Exhibition in 1924 in Seddin, Germany, the firm Railroad Transportation, Inc. (Eisenbahn-Verkehrsmittel-AG or EVA) together with Maybach Engine Builders, Inc. (Maybach-Motorenbau-GmbH) made the critical move to develop a powered railcar with an internal combustion drive. The motor and gear drive for this four-axle unit, the forerunner for all modern diesel powered railcars, were installed in a special motor truck. After successful tests with the prototype, the German State Railroad ordered nine similar units in 1925 from the Wismar Car Builders Company (Waggonfabrik Wismar); these units were numbered 853 to 861. In 1928 another six similar powered railcars were added to the roster. A six cylinder diesel motor with 110 kilowatts (150 hp) power accelerated the 21 meter (68' 10-3/4") long and approximately 40 metric ton car up to 65 km/h (approx. 41 mph). The only unit acquired by the German Federal Railroad was the VT 859.



DRG VT 859

Marker signs that can be mounted on the car.





43352 Trailer Car Set for Powered Railcar Trains.
2 German State Railroad Company (DRG) standard design branchline cars in a special version. 3rd class and 2nd/3rd class. Separately applied boarding steps. Marker signs that can be mounted on the cars. Total length over buffers 29.9 cm (11-3/4").

Special one-time series for 1998.
1st quarter of 1999.

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. Reverse unit. 1 axle powered. 2 traction tires. Special close couplings. Length over buffers 14.7 cm (5-3/4").

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 795

DB 724

HOBBY 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").



HOBBY V

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

V

3429 Storage Battery Powered Railcar.
German Federal Railroad class 515. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Length over buffers 24.0 cm (9-1/2").



DB 515

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

Powered Railcars

The German Federal Railroad placed the first ten powered railcar trains of the new class 610 into service in 1991 in an effort to shorten travel times on routes that had not yet been upgraded. On curves the car body is tilted 8 degrees by the track curve dependent control mechanism, thus allowing 30% faster speeds than with conventional powered railcars and locomotives. The maximum speed allowed is 160 km/h (100 mph).

34761 Diesel Powered Railcar Train.
German Railroad, Inc. class 610. Automatic car body tilt mechanism that reacts to track curves. With DELTA electronic circuit. 2 axles powered. 2 traction tires. 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. Length over the center buffers 56.6 cm (22-1/4″).

37761 Same as 34761, but with digital decoder and controlled high-efficiency propulsion. **Headlights digitally controlled. The interior lights can be turned on digitally with the 6021 Control Unit.** The headlights and interior lights will work in conventional operation.

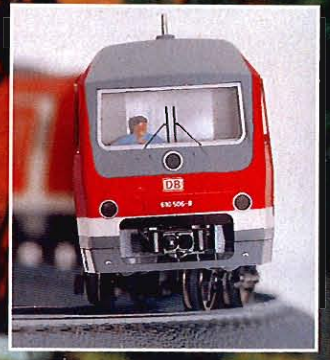


This model is a cooperative project with the Fleischmann Company, Nürnberg, Germany.

Automatic track curve dependent car body tilt.







Powered Railcars

Combining the advantages of the railroad with the flexibility of trucks was the basic idea of this powered freight railcar train from the Windhoff Company in Rheine, Germany. This 91 meter (298 feet 6 inches) train has a powered end unit with an engineer's cab at each end and three non-powered intermediate cars in between. These units can be loaded with flatbed trucks with tarps as well as with different types of containers. With this the CargoSprinter closes a gap in the rail service being offered and creates greater flexibility and customer proximity. At the same time, there is no longer a need for the time-consuming switching maneuvers for locomotive hauled trains. Each of the end cars is powered by two six-cylinder diesel motors mounted below the floor that are rated for a maximum speed of 120 km/h (75 mph).

34090 Powered Freight Railcar Train.
German Railroad, Inc., DB Cargo Business Area "Cargo-Sprinter" class Sggoorrss 700. 5 part unit. 1 powered end car. 3 intermediate cars. 1 non-powered end car. With DELTA electronic circuit. 2 axles powered. 2 traction tires. Engineer's cabs with interior details on the end cars. Direction-dependent current pickup through the end car at the front of the train. Continuous electrical connections through the whole powered railcar train. Loaded with different versions of containers and flatbed trailers with tarps. Flatbed trailers with folding side supports. Train length 104.3 cm (41-1/16").

37090 Same as 34090, but with digital decoder and controlled high-efficiency propulsion.

All cars in special version. Not available separately.

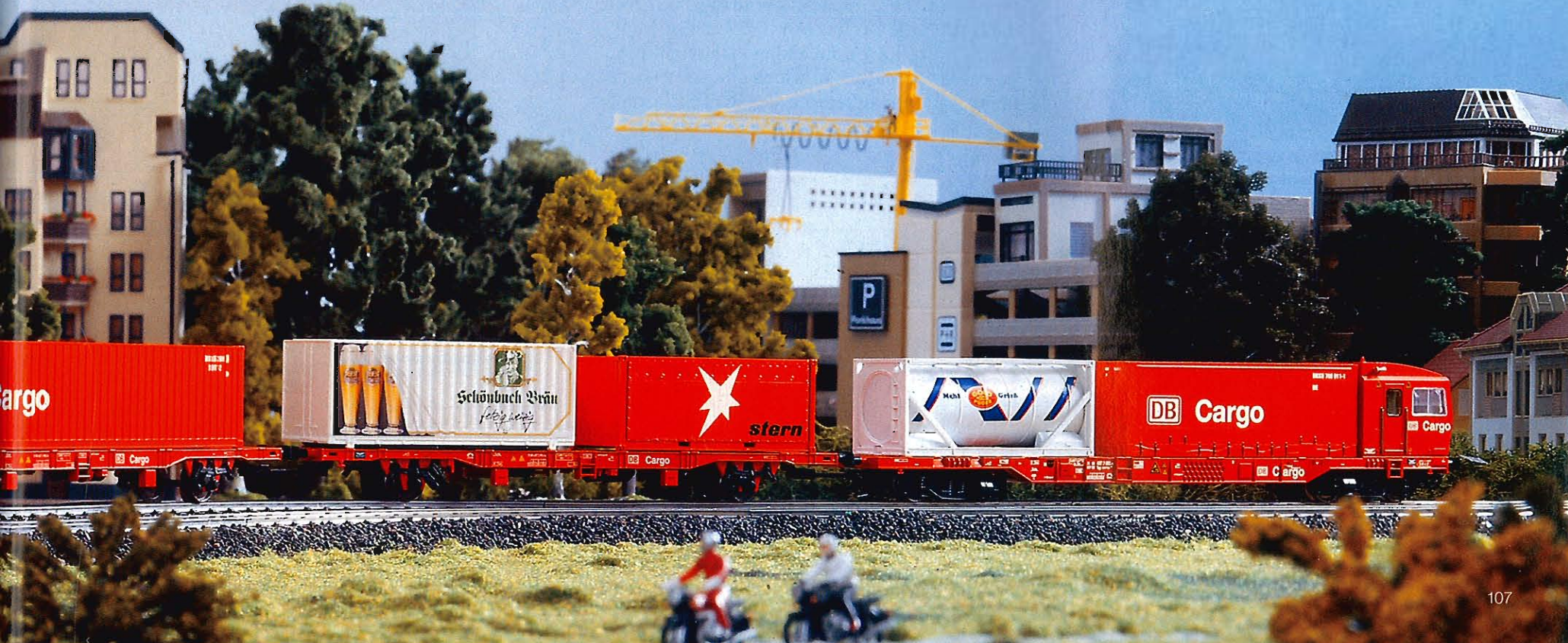
This model is being offered by Trix (T22543) for 2-rail DC systems.




DB Cargo
Mehl Grieß
stern
Schönbuch Bräu


Merziger
schamel
MEERRETTICH
FAMILIENTRADITION SEIT 1846
SCHMECK' DAS GEHEIMNIS DES ORIGINALS
FIEGE
wocoshi → ←
DB Cargo

DB Cargo


Schönbuch Bräu
stern
Mehl Grieß
DB Cargo
P

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.



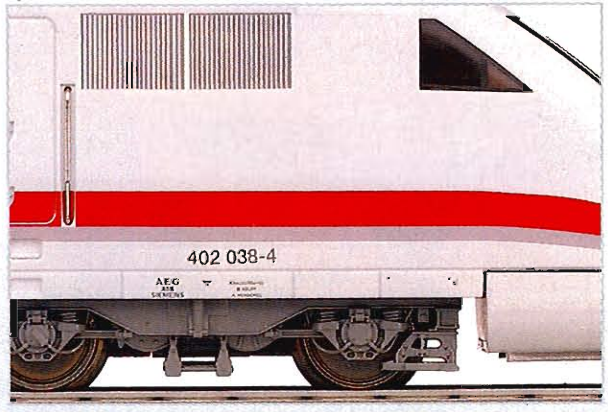
Class 410 InterCityExperimental

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 of 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.

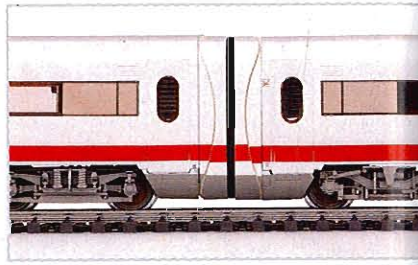


Class 401 ICE 1 InterCityExpress



Class 402 ICE 2 InterCityExpress

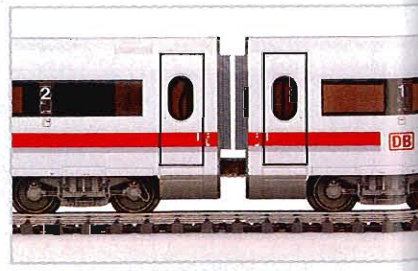
The full width diaphragms on the InterCityExperimental give a seamless look to the train, even on curves. This means the train encounters very little air resistance at speed.



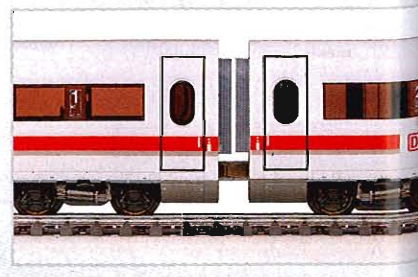
An air pressure wave is created when two trains meet or when entering a tunnel, and the cars and end units in the train have to be pressurized against this. This pressurization material has been set inwards here.



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 uncoupling and coupling of the ICE 2 train halves. *Photo: Siemens SFT*



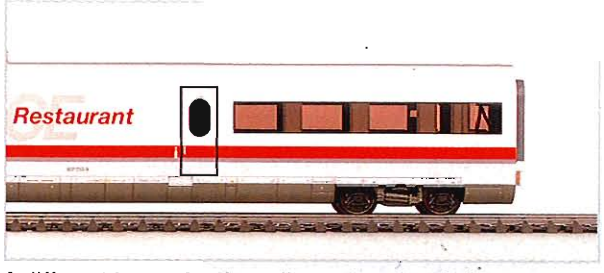
Front view of the ICE 2 *Photo: Siemens SFT*



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.

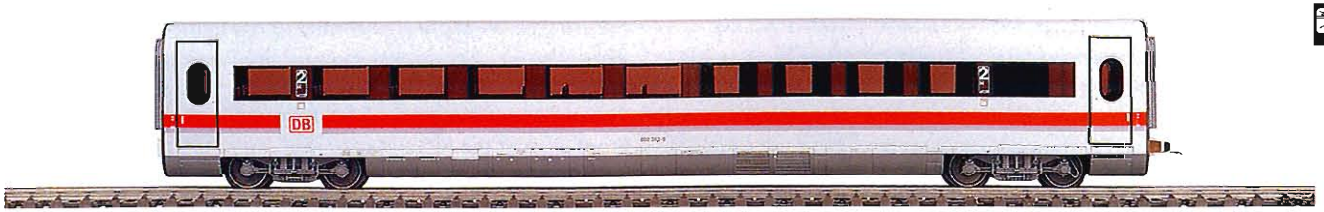
Powered Railcars

33701 ICE 1 Powered Railcar Train.
German Railroad, Inc. class 401 high speed Intercity Express Train. With DELTA electronic circuit. 1 power end car with motor. 1 power end car without motor. 1 intermediate car type Avmz 801.8. 1st class. 1 intermediate car type Bvmz 802.6, 2nd class. Power end cars have metal frames. Engineer's cabs with interior details. 2 axles powered. 4 traction tires. Direction-dependent current pickup through the power end car at the front of the train. Special close couplers with guide mechanisms. Car diaphragms without wind deflector strips. Interior lighting powered by continuous electrical connections through the whole train. Train length 97.0 cm (38-3/16").



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

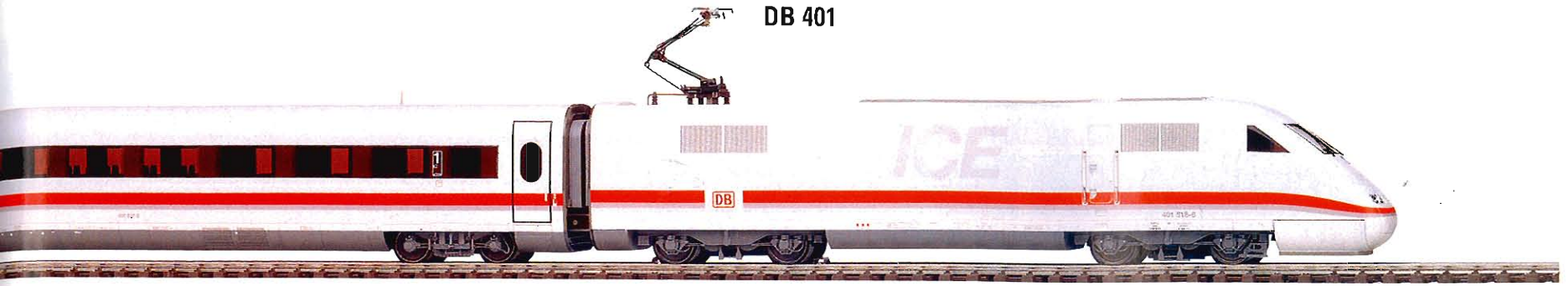


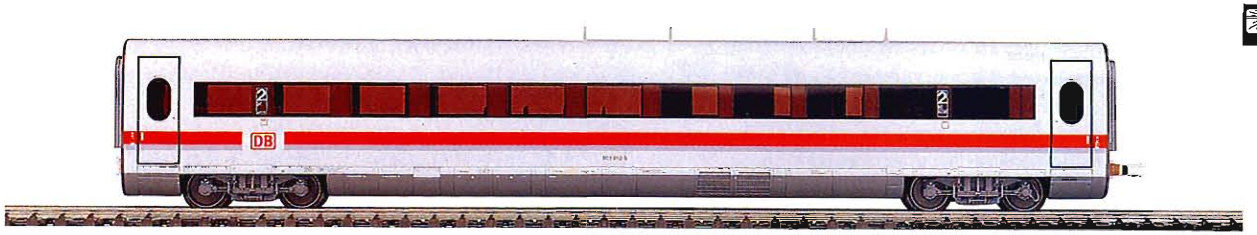


43711 ICE 1 Open Seating Car.
German Railroad, Inc. type Bvmz 802.3. 2nd class. Intermediate car to supplement 33701/37701 ICE 1 powered railcar train. Special close couplers with guide mechanisms. Car diaphragms without wind deflector strips. Interior lighting powered by the continuous electrical connections through the whole train. Length 26.4 mm (10-3/8").

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

DB 401





43721 ICE 1 Service Car.
German Railroad, Inc. type BSmz 803.0. 2nd class. With conference compartment. Intermediate car to supplement 33701/37701 ICE 1 powered railcar train. Special close couplers with guide mechanisms. Car diaphragms without wind deflector strips. Interior lighting powered by the continuous electrical connections through the whole train. Length 26.4 mm (10-3/8").

43731 ICE 1 "Bord Restaurant" Dining Car.
German Railroad, Inc. type WSmz 804.0. Intermediate car to supplement 33701/37701 ICE railcar train. Special close couplers with guide mechanisms. Car diaphragms without wind deflector strips. Interior lighting powered by the continuous electrical connections through the whole train. Length 26.4 mm (10-3/8").



Powered Railcars

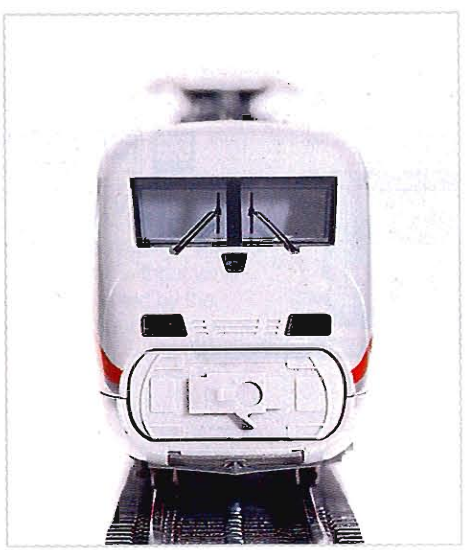
33712 ICE 2 Powered Railcar Train. German Railroad, Inc. class 402 high speed Intercity Express Train. With DELTA electronic circuit. 1 powered end car with motor. 1 type 805.3 open seating car, 1st class. 1 type 806.6 open seating car, 2nd class. 1 type 808 cab control car. Engineer's cabs in powered end car and cab control car with interior detailing. 2 axles powered. 4 traction tires. 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 decoder and controlled high-efficiency propulsion. Headlights and interior lighting digitally controlled.

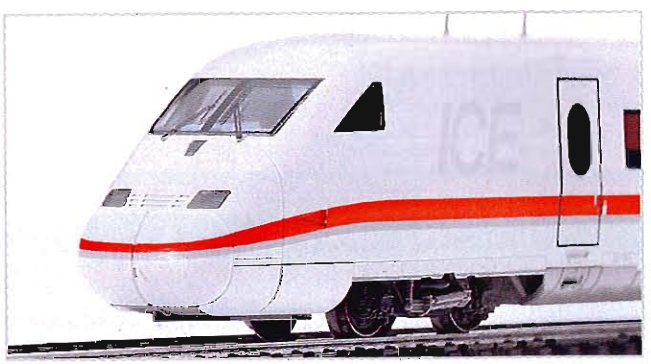




Front view of the ICE 2 powered end unit with closed nose plates.



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.

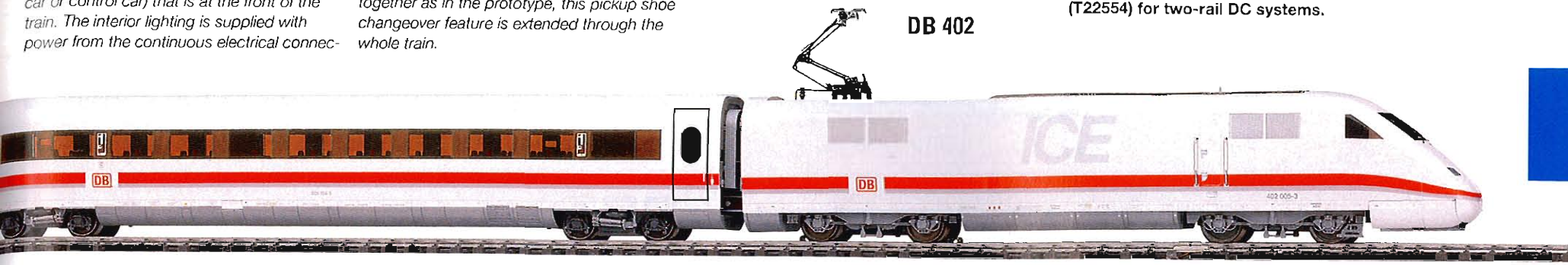


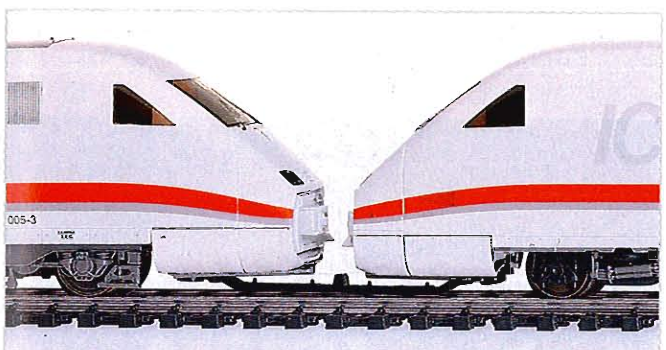
Front view of the ICE 2 cab control car with open nose plates.

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.



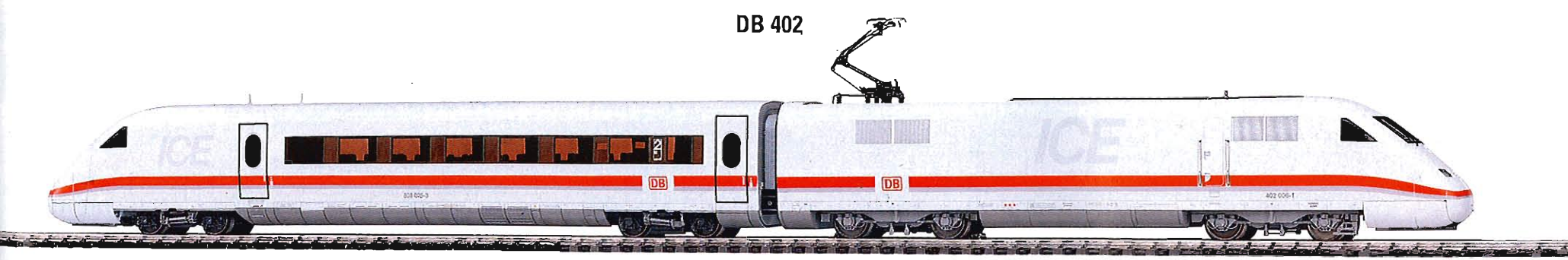


ICE 2 powered end unit and ICE 2 cab control car coupled together as a half train.

40712 ICE 2 Powered 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 powered railcar train. Different road numbers. One non-powered end car. 1 type 808 control car. Engineer's cabs in model 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.

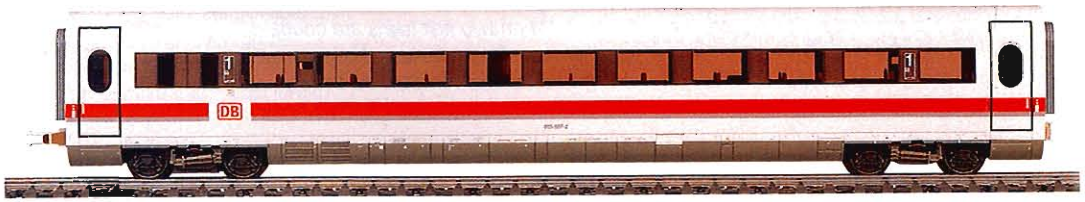
DB 402

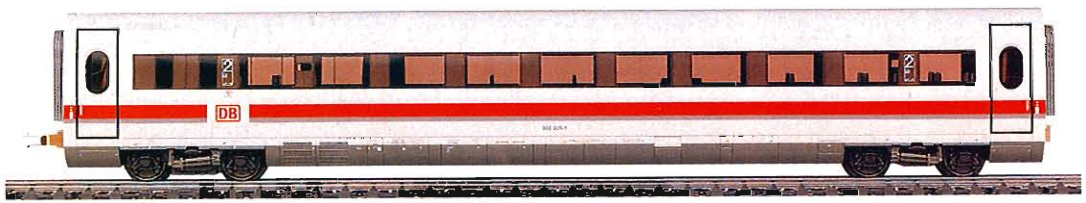


Powered Railcars

43702 ICE 2 Open Seating Car.
German Railroad, Inc. type Apmz 805.0. 1st class. Intermediate car to supplement the 33712/37712 and 40712 ICE 2 powered 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″).

This model is being offered by Trix (T23364) for two-rail DC systems.





43712 ICE 2 Open Seating Car.
German Railroad, Inc. type Bpmz 806.3. 2nd class. Intermediate car to supplement the 33712/37712 and 40712 ICE 2 powered 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″).

This model is being offered by Trix (T23365) for two-rail DC systems.

43722 ICE 2 Open Seating Car with Special Compartment.
German Railroad, Inc. type Bpmz 806.0. 2nd class. Intermediate car to supplement the 33712/37712 and 40712 ICE 2 powered 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″).

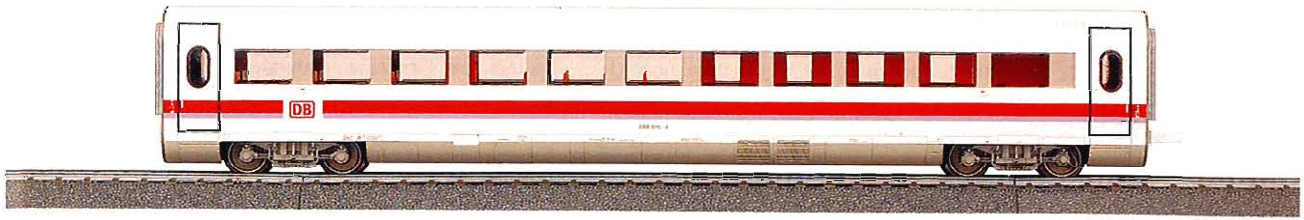
This model is being offered by Trix (T23366) for two-rail DC systems.





43732 ICE 2 "Bord Restaurant" Dining Car.
German Railroad, Inc. type Wsmz 807.0. Intermediate car to supplement the 33712/37712 and 40712 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″).

This model is being offered by Trix (T23367) for two-rail DC systems.



V

43741 Open Seating Coach for ICE Starter Sets.
Intermediate car for the ICE powered railcar train in the HOBBY or DELTA version (from the 29761, 29765 and 29865 starter sets). Not suitable for the 33701, 33712, 37701, and 40712 ICE trains. Special close couplers with guide mechanisms. Length 26.4 cm (10-3/8").

N V

43742 "Bord Restaurant" Dining Car for ICE Starter Sets.
Intermediate car for the ICE powered railcar train in the HOBBY or DELTA version (from the 29761, 29765 and 29865 starter sets). Not suitable for the 33701, 33712, 37701, and 40712 ICE trains. Special close couplings with guide mechanism. Length 26.4 cm (10-3/8").





Trains

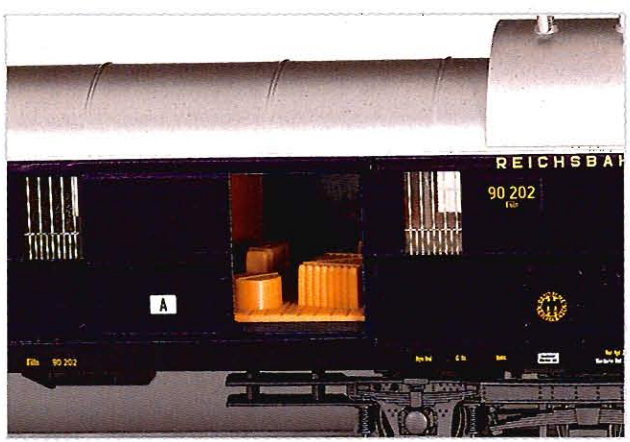
The Fast European.

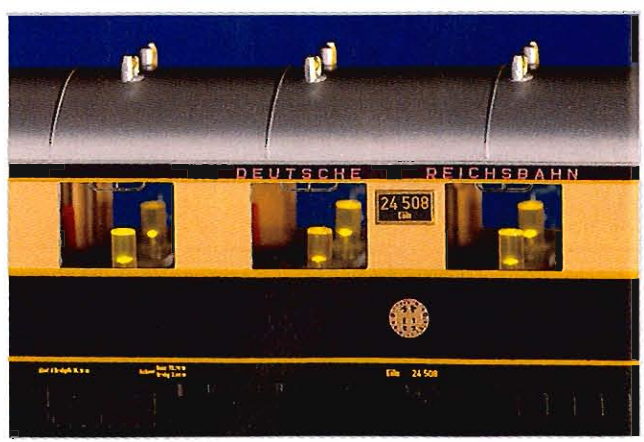
Long before the TEE or ICE the "Rheingold" was considered a symbol of the modern, deluxe, long distance passenger train. According to the German State Railroad's advertising, it linked the North Sea with the Alps. Its schedule had it running from Amsterdam/Hook of Holland to Basle from where you can still see the Alps on a clear day.

For the 70th anniversary of the "Rheingold" we have designed an exclusive train set from the prototype of the first train that ran on May 15, 1928. A green Bavarian S 3/6 Pacific is the authentic motive power for this train. According to the regulations in effect at that time, no passenger car could be coupled directly behind the locomotive, and for that reason a baggage car was placed between them. To avoid time consuming switching maneuvers at the stub end terminals, a baggage car was placed at both ends of the train; then, only the locomotive had to be coupled to the front of the train.



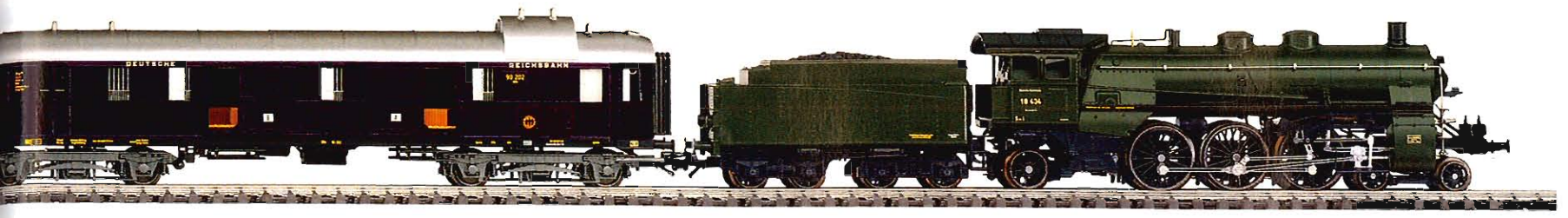






In accordance with the prototype, the cars do not yet have the "Rheingold" lettering; this was not applied to the cars until the beginning of the 1930s. The finely reproduced and lighted interiors remind one of that sumptuous style that stems from the designs of famous architects and artists.

The 26506 and 28506 train sets are being produced on the occasion of the 70th anniversary of the Rheingold in a one-time series only in 1998.





Locomotives and cars in special version. Not available separately.

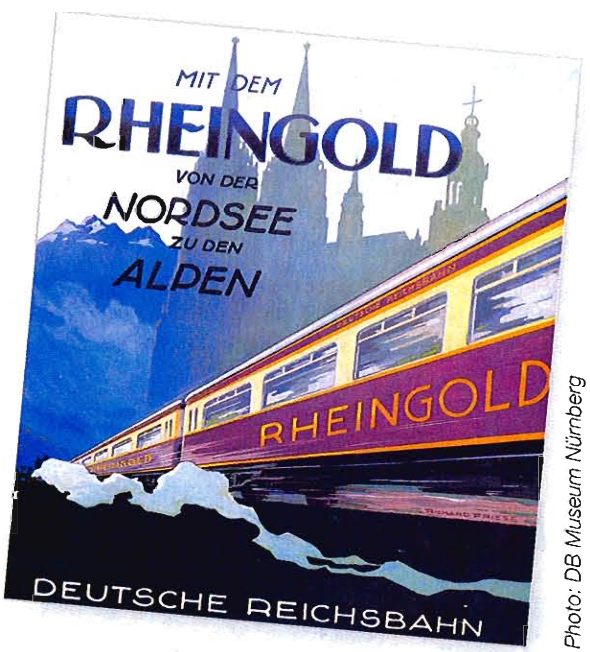


Photo: DB Museum Nürnberg

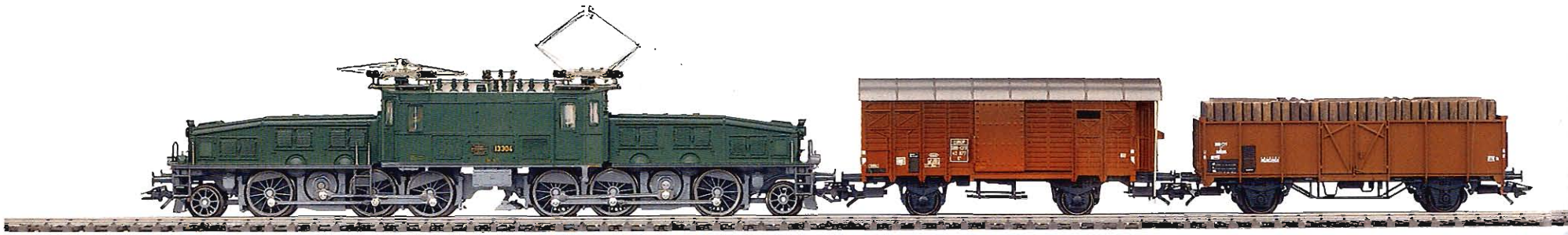
Advertising poster for the German State Railroad for the "Rheingold", designed by Richard Friese, 1932.

28506 "Rheingold" Train Set.
Set consists of 1 steam locomotive and 6 different "Rheingold" long distance passenger cars.

German State Railroad Company (DRG), Bavarian Management Group, class S 3/6 express steam locomotive with tender. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Equipped for installation of Seuthe no. 20 smoke generator (conventional operation) or Seuthe no. 24 smoke generator (DELTA/Digital operation).

1 type SPw4ü-28 baggage car, 1 type SA4ü-28 salon car, 1 type SA4ük-28 salon car, 1 type SB4ü-28 salon car, 1 type SB4ük-28 salon car, 1 type SPw4ü-28 baggage car. Interiors with lighted table lamps. Cars with continuous, current-conducting connection. Baggage cars with sliding doors that can be opened. Train length 179.4 cm (70-5/8").

26506 Same as 28506, but with digital decoder and controlled high-efficiency propulsion. Built-in locomotive whistle and bell. Equipped for installation of Seuthe no. 24 smoke generator. **Headlights digitally controlled. Smoke generator (when installed), locomotive whistle, and bell can be turned on digitally with the 6021 Control Unit.** The headlights and the smoke generator will work in conventional operation.









28505 "Zürich Commuter Service" Train Set.
Set consists of 1 electric locomotive and 3 bilevel cars.

Swiss Federal Railways (SBB) class Ae 6/6 general purpose locomotive. City locomotive "Stans". With DELTA electronic circuit. 3 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Swiss design pantographs.

3 bilevel cars in the color scheme of the Zürich S-Bahn service. With different car numbers. 2nd class. These cars are ready for installation of current-conducting couplers.
Train length 102.1 cm (40-3/16").

All cars in special version.
Not available separately.

The 28505 train set is being produced in a one-time series only in 1998.



N NEM NEM III

28730 Swiss Federal Railways (SBB) Freight Train.
Set consists of the famous "Crocodile" with 7 typical SBB late Era III freight cars.

Class Be 6/8', built 1926, rebuilt 1956. With DELTA electronic circuit. 3 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling the locomotive to negotiate sharp curves.

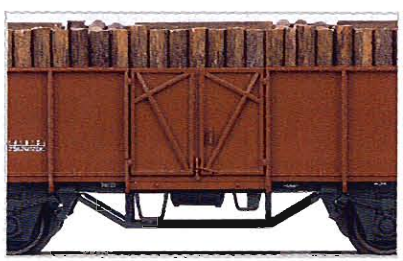
1 type E gondola with load of pulp wood. 1 type Kp flatcar, loaded with Saurer truck. 1 type Ucs cement silo car. 3 boxcars, type Gms, Gbs, and Hk. 1 type Gs boxcar with SBB marker light. All cars are SBB designs and are weathered. Train length 115.0 cm (45-1/4").

26730 Same as 28730, but with digital decoder and controlled high-efficiency propulsion. Headlights and marker light digitally controlled. Last car in train with special function decoder. **Blinking train marker light digitally controlled.** The locomotive's headlights and marker light will work in conventional operation.



Locomotive and cars in special version.
Not available separately.

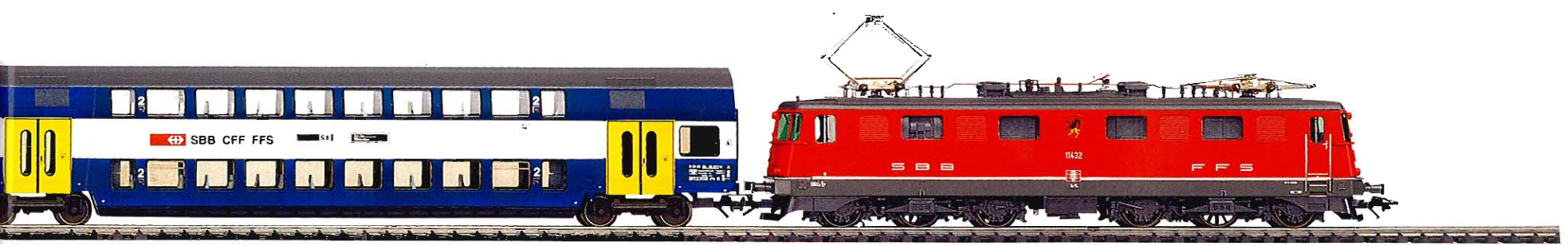
The 26730 and 28730 train sets are being produced on the occasion of the 25th anniversary of the Märklin Distribution Company in Switzerland in a one-time series only in 1998.









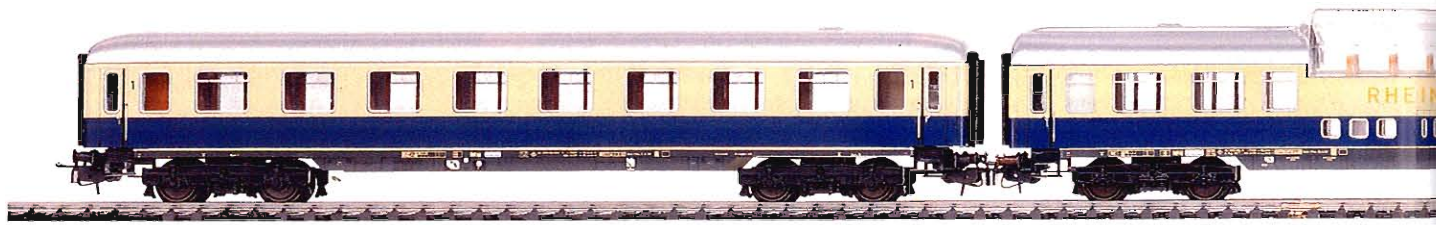


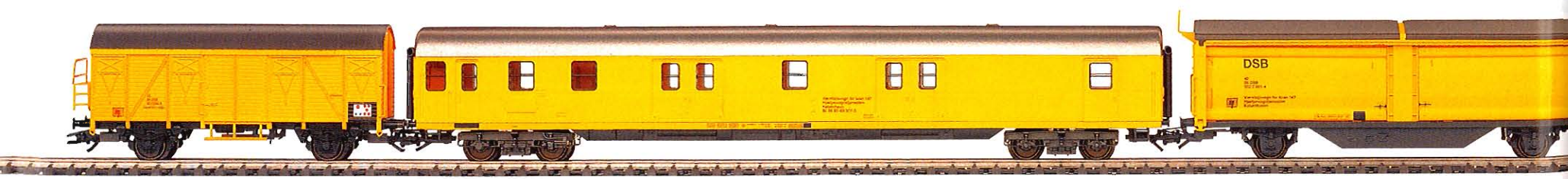
Trains

28503 German Federal Railroad "Rheingold" Express Train from around 1962.
1 class E 10.12 electric locomotive. Reverse unit.
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.



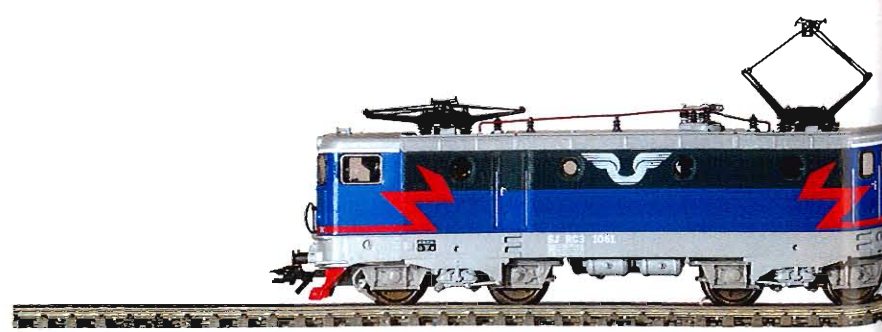


28725 Modern Swedish State Railways (SJ) Fast Freight Train.
Set consists of 1 electric locomotive and 3 freight cars.

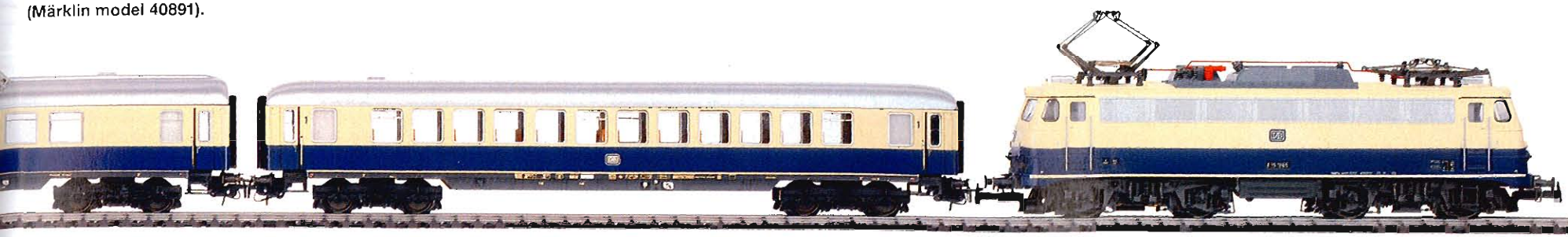
Class RC 3 electric locomotive. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Swedish design pantographs.

3 type Lgjns flat cars for containers with loads: 1 each 20 ft. tank container lettered for the Sugar Company SSA, 1 each 20 ft. box container lettered for the VOLVO Company, 1 each 40 ft. container lettered for the BILSPEDITION Company, 1 each 40 ft. refrigerated container lettered for the FRIGOSCANDIA Company.
Train length 69.0 cm (27-3/16").

Locomotive and cars in special version.
Not available separately.



The 28503 train set can be supplemented by the "Rheingold" compartment car with marker lights (Märklin model 40891).



The 28461 train set is being produced in a one-time series only in 1998.



28461 Danish State Railways (DSB) Safety Train.
Set consists of 1 diesel electric locomotive and 3 maintenance cars.

Diesel electric locomotive as railroad maintenance unit (former class MY). With DELTA electronic circuit. 3 axles powered. 4 traction tires. **Snow plow** at both ends with integrated coupler pocket.

1 each 4-axle tool car (former postal car). 1 each 2-axle tool car with sliding doors and sliding roof (former type Tbis). 1 each 2-axle generator car with separately applied end platforms (former type Gs). Train length 75.0 cm (29-1/2").

Locomotive and cars in special version.
Not available separately.

The 28725 train set is being produced in a one-time series only in 1998.



Northlander II: Happy End For A Legend?

The TEE I diesel electric powered railcar train was operated by Switzerland and the Netherlands between Zürich, Amsterdam, and Paris from 1957 to 1974. After around 4 million kilometers (2.5 million miles) of service, four of the five trains were sold in 1976 to a Canadian consortium that leased them to the Ontario Northland Railway (ONR). After being overhauled, repainted and shipped to Canada, these trains were placed into scheduled service between Toronto and Timmins as the "Northlander".

The trains proved themselves quite well in the upper northern part of the country, but the powered units did not fare so well. They suffered from the extreme climate. Maintenance and repairs for these European units was quite expensive in Canada. In their place used FP 7 locomotives – a passenger version of the well known F 7 – were purchased and were equipped as power units for the "Northlanders". The trains were operated in this consist from 1980 until the last run on February 9, 1992. All of the locomotives have been scrapped – only 8 cars remain, and they are available for sale.

The Swiss organization TEE Classics has the goal of preserving historically valuable TEE material for succeeding generations. Under the project name "RAm TEE I – Welcome home", they are trying to save the retired Northlander from the cutting torch and bring it back from Canada to Switzerland. After restoration and/or rebuilding the RAm should be in the original condition of the TEE compositions as it was when in operation starting in 1957 between Zürich, Amsterdam, Paris, Brussels, and later Munich, too.

At present it is unclear whether the project team will be successful in bringing this train back. We will keep our model railroad fans informed about the status of this attempt.

Twenty years after the legendary Märklin model of the first "Northlander", another reminder of one of the famous trains of the world is appearing in H0: The "Northlander" of the second generation, as it looked in the 1980s after having run almost 6 million kilometers (3.75 million miles). This special train is being produced appropriately in a one-time special series – and only with the current digital technology.

N IV

37500 "Northlander" Powered Railcar Train – 1980.
Express train for the Ontario Northland Railway (ONR) of Canada (former Ram TEE I). Rebuilt version with FP 7 diesel locomotive.

With special version digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. **Headlights digitally controlled. Interior lights, horn and bell can be turned on digitally with the 6021 Control Unit.** The lighting will work in conventional operation.

1 each compartment car, dining car and cab control car. Special couplings, movable corridor connections and electric connections between the cars. Direction-dependent current pickup through the pickup shoe on the front of the train. Additional, separately applied details: bells, handrails, etc.

Train length 88.0 cm (34-5/8").

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

The 37500 train is being produced in a limited series with a numbered certificate only in 1998 with a maximum of 5,000 pieces for distribution on Germany and a maximum of 2,000 pieces for export.




1984
1984


Ontario
Rail Services
Northland
Northlander

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").



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.



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).



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

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.

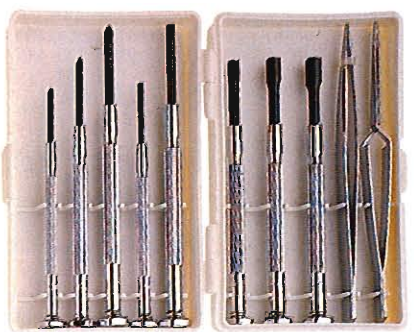
7194 Reverse Unit Springs.
Package of 5 springs for reverse units in all conventional locomotives.

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").



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.



7226 Smoke Generator Kit.
Consists of smoke generator insert (for locomotives 3085, 3301, 33102, 33911, 33951, 3415, 34880, 34882, 34883, 37102, and 37911), replacement smoke tube, cleaning wire, tweezers and an ampule of smoke fluid.

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

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

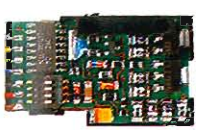
DELTA



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").

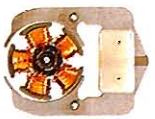
The manufacturer warranty is covered only when the DELTA modules are installed by an authorized Märklin dealer.

DELTA



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.







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").

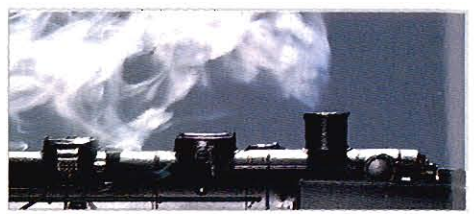
The manufacturer warranty is covered only when the 60901 and 60902 high-efficiency decoder, and the 60960 function decoder are installed by an authorized Märklin dealer.

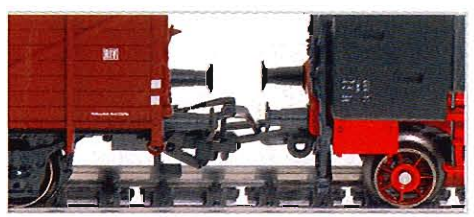


60902 High-Efficiency Electronic Circuit.
High-efficiency decoder for converting Märklin H0 locomotives with built-in 6090 high-efficiency propulsion to the new version with more functions. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's 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").

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.

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.











Spare Parts for Locomotives

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

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

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

Explanation of symbols for the column "Conversion"

① DELTA with 6603/66031
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090/60901
⑥ Digital with 60902

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 124).

Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3000			7154	7185	–	61 0040	–	60 1460	20 8240	39 9740	39 9740	① ②
3003			7153	7185	–	61 0040	–	60 0300	20 8240	20 2140	70 1540	① ②
30032			7153	7185	–	61 0040	–	60 0300	20 8240	39 9740	20 2140	① ②
3013			7153	7164	–	60 0100	–	60 0300	20 8240	20 9890	20 9890	① ②
3016			7153	7164	–	60 0100	–	60 0300	20 8240	20 9890	20 9890	① ②
3032			7154	7185	–	60 0100	–	60 0300	20 8240	29 5440	29 5440	① ②
30321			7153	7185	–	60 0100	–	60 0300	22 9700	–	–	②
3033			7153	7164	25 8270	61 0040	–	60 1460	20 8240	39 9740	39 9740	① ② ③
30331			7153	7164	25 8270	61 0040	–	60 1460	20 8240	39 9740	39 9740	① ② ⑤
3053			7153	7164	7218	61 0040	–	60 1460	20 8240	39 9740	39 9740	① ② ⑤
3072			7154	7164	–	61 0040	–	60 1460	20 8240	39 9740	39 9740	① ②
3074			7154	7164	–	61 0040	–	60 1460	20 8240	70 1560	70 1560	① ②
30747			7154	7164	–	61 0040	–	60 1460	20 8240	70 1560	70 1560	① ②
3078			7154	7185	–	61 0040	–	60 1460	20 8240	39 9740	39 9740	① ②
3085			7152	7164	–	61 0040	–	60 1460	20 8240	–	39 9740	① ② ⑤
3087			7154	7185	–	–	–	60 0300	20 8240	20 0010	20 0010	① ②
3088			7154	7185	–	61 0040	–	60 1460	20 8240	39 9740	39 9740	① ②
3091			7152	7185	–	61 0040	–	60 0300	20 8240	22 4180	21 8420	① ②
3095			7153	7185	–	61 0040	–	60 0300	20 8240	22 5320	21 8420	① ②
3099			7152	7185	–	61 0040	–	60 0300	20 8240	22 4180	21 8420	① ②
3103			7153	7185	–	61 0040	–	60 0300	25 2200	22 5320	21 8420	① ②
3131			7153	7185	–	60 0100	–	60 0300	22 9700	–	–	① ②
3187			7153	7185	7207	60 0150	–	60 0300	20 8240	21 1280	21 1280	① ②
	3301	**3701**	7153	7185	–	61 0040	61 0080	60 1460	–	21 8430	70 1630	① ②
	33041		7154	7185	–	61 0040	–	60 1460	–	70 1630	70 1630	④
	33071	**37071**	7153	7164	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
	33102	**37102**	7152	7164	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
	33121		7153	7185	–	61 0040	–	60 1460	–	70 1630	70 1630	④
	33181	**37181**	7153	7185	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	② ⑤ ⑥
	33184	**37184**	7153	7185	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	② ⑤ ⑥
	33185	**37185**	7153	7185	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	② ⑤ ⑥
	33315 (33315)	**37315**	7153	7164	7247	61 0040 60 0070	61 0080	60 1460	–	70 1630	70 1630	① ② ③ ⑥
	33341 (33341)		7153	7164	61 5390 61 5400	61 0040	–	60 1460	–	70 1630	70 1630	① ② ③
3335			7153	7164	64 6000	61 0040	–	60 0300	–	70 1630	70 1630	① ③
	3341		7153	7164	43 7190	61 0040	–	60 1460	–	26 3730	26 3730	② ⑤
	33432		7153	7164	7218	61 0040	–	60 1460	–	26 3730	26 3730	① ② ③
	33533	**37533**	7153	7164	23 8460	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥

Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb		Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
	33534	**37534**	7153	7164	23 8460	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
	3356	**3756**	7153	7164	25 9530	61 0040	61 0080	60 1460	–	70 1630	70 1630	② ⑤ ⑥
	33622	**37622**	7154	7185	–	61 0040	61 0080	60 1460	–	21 5830	21 5860	④
	33632		7153	7164	61 5380	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	(33632)				61 5390							
	(33632)				61 5400							
	33641	**37641**	7154	20 9217	–	–	–	–	–	70 1630	70 1630	④
	33661	**37661**	7153	7164	25 7830	61 0040	61 0040	60 1460	–	70 1630	70 1630	④
	33701	**37701**	7154	20 6370	62 7640	61 0040	61 0080	60 1460	–	39 5640	39 5660	④
	33712	**37712**	7154	20 6370	62 7640	61 0040	61 0040	60 1460	–	37 4340	39 5640	④
	33723		7154	7164	–	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	3374		7154	7164	–	61 0040	–	60 1460	–	26 3730	26 3730	② ⑤
	33743		7154	7164	–	61 0040	–	60 1460	–	26 3730	26 3730	② ⑤
3375			7154	7164	–	61 0040	–	60 1460	25 2200	26 3730	26 3730	① ② ⑤
	33803	**37803**	7154	20 6370	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	④
	33865		7154	7164	25 6400	60 0080	–	–	–	–	–	④
	33911	**37911**	7152	7164	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
	33951	**37951**	7152	20 6370	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	④
	33961		7153	7164	–	61 0040	–	60 0300	–	–	–	②
	34060	**37060**	7154	30 0101	–	–	–	–	–	70 1630	70 1630	④
	34090	**37090**	7154	20 6370	–	–	–	–	–	20 6629	20 6629	④
	3411		7153	7164	–	–	–	–	–	–	70 1630	④
	3415		7153	28 0270	–	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34161		7153	28 3030	–	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34210	**37210**	7153	7164	–	–	–	60 1460	–	70 1630	70 1630	④
	3422		7153	7164	64 9820	61 0040	–	60 0300	–	70 1630	70 1630	②
	34231		7151	20 1495	–	–	–	–	–	–	–	–
	34261		7154	7164	–	60 2000	–	–	–	70 1630	70 1630	④
	(34261)					60 2010						
	34282	**37282**	7153	20 6370	–	–	–	60 1460	–	70 1630	70 1630	④
	3429		7154	7164	–	60 0010	–	60 0300	–	26 3730	26 3730	②
	(3429)					60 0150						
	34301		7153	7164	64 4240	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34305		7153	7164	64 4240	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34310	**37310**	7153	7164	60 2287	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
	(34310)	(37310)			60 2288							
	(34310)	(37310)			60 2289							
	3434	**3734**	7153	20 6370	66 9950	–	–	60 1460	–	70 1630	70 1630	④
	34344	**37344**	7153	20 6370	66 9950	–	–	60 1460	–	70 1630	70 1630	④

Explanation of symbols for the column "Conversion"

① DELTA with 6603/66031
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090/60901
⑥ Digital with 60902

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 124).

Spare Parts for Locomotives

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

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

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

Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb		Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
	34350	**37350**	7153	20 6370	60 1323	–	–	60 1460	–	70 1630	70 1630	④
	34351		7153	20 6370	60 1434	–	–	60 1460	–	70 1630	70 1630	④
	34371	**37371**	7153	20 6370	60 1434	–	–	60 1460	–	70 1630	70 1630	④
	34373	**37373**	7153	20 6370	60 1434	–	–	60 1460	–	70 1630	70 1630	④
	3438	**3738**	7153	20 6370	68 0690	–	–	60 1460	–	70 1630	70 1630	④
	34383	**37383**	7153	20 6370	68 0690	–	–	60 1460	–	70 1630	70 1630	④
	3439		7153	7164	7218	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
3443		**3743**	7153	7164	64 3760	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
	34431	**37430**	7153	7164	64 3760	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
		37431	7153	7164	7218	–	61 0080	60 1460	–	26 3730	26 3730	⑥
	34561	**37561**	7153	7185	60 2652	61 0040	61 0080	60 1460	–	70 1630	70 1630	① ② ⑤ ⑥
	3460	**3760**	7154	7164	64 4240	61 0040	61 0080	60 1460	–	70 1630	70 1630	② ⑤ ⑥
	34631		7154	7164	64 4240	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34632		7154	7164	64 4240	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34633		7154	7164	64 4240	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34634		7154	7164	64 4240	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34641		7153	7185	–	61 0040	–	60 1460	–	–	–	④
	3469	**3769**	7153	7164	64 9820	61 0040	61 0080	60 1460	–	70 1630	70 1630	② ⑤ ⑥
	3473		7154	7164	–	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34761	**37761**	7154	7164	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	④
	(34761)	(37761)				60 2000						
	(34761)	(37761)				60 2010						
	34880	**37880**	7153	20 6370	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	④
	34882	**37882**	7153	20 6370	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	④
	34883		7153	20 6370	–	61 0040	–	60 1460	–	70 1630	70 1630	④
	3496		7153	20 6370	–	61 0040	–	60 1460	–	70 1630	70 1630	② ⑤
	34962	**37962**	7153	20 6370	–	61 0040	61 0080	60 1460	–	70 1630	70 1630	② ⑤ ⑥
	34971	**37971**	7153	20 6370	–	–	–	–	–	70 1630	70 1630	④
4060			–	7185	–	61 0040	–	–	–	21 5830	21 6220	–
4063			–	–	–	–	–	–	–	21 6220	21 5860	–
40631			–	–	–	–	–	–	–	21 6220	21 5860	–
40712			7154	20 6370	62 7640	61 0040	–	–	–	37 4340	39 5640	–

Explanation of symbols for the column "Conversion"

- ① DELTA with 6603/66031
- ② Digital with 6080
- ③ Digital with 6081
- ⑤ Digital with 6090/60901
- ⑥ Digital with 60902

Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 124).


DB Cargo
KOMBIRAIL
DB Cargo

Play, Technology, and History Live: The Märklin Museum.

Even outside, on the little open air layout in front of the Museum, the Maxi toy railroad in the scale of the large 1 Gauge shows you how well it runs in any kind of weather. After you go a short way to the reception area, you'll see large display cases with the current Märklin and Trix assortments. And you're already in the center of everything: On different model railroad layouts you can follow exciting train operations in a city area or on sweeping, high speed routes. A Maxi layout shows creative ways to build a layout, and the C Track system and the metal construction sets are available to try out. In the mini-club gallery you'll see highlights of the smallest, mass-produced electric trains in the world.

And lastly, your children will want you to look at the Museum Gift Shop. Because here there are different Museum models every year that you can't get anywhere else (as long as supplies last) and that will become a beloved collector's piece. There are also books, videos, and other gifts or mementos that will remind you of this day.

Now, our Museum wouldn't be a museum without the most beautiful models from our 139 year old history. Here you can follow the development of the sheet metal toy, because Märklin was there right from the start. And finally, we invite you into our movie theater that will show you the current Märklin new items in full operation with funny stories.

You are cordially welcome at Holzheimer Straße 8. Simply follow the signs "Märklin-Museum" in Göppingen.

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





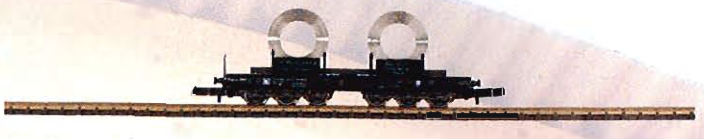


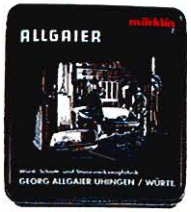


Märklin 1 Gauge Museum Car Set for 1998.
Royal Württemberg State Railways (K.W.St.E.) low side car, with museum lettering for 1998. Length over buffers 27.5 cm (10-13/16"). Loaded with a furniture wagon lettered for Spedition Wackler, Göppingen, Germany. Furniture wagon made of wood, metal and plastic. Length 17.5 cm (6-7/8") (without drawbar).

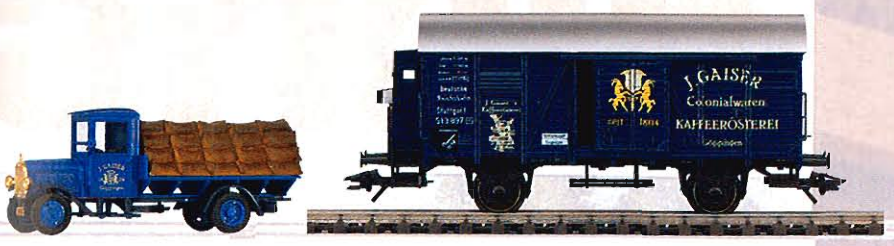


Märklin Z Museum Car for 1998.
German State Railroad Company (DRG) type SSyms heavy duty flat car. Loaded with 2 metal coils in a special load cradle for the Württemberg Georg Allgaier Cutting and Stamping Tool Company, Uhingen/Württemberg, Germany. Stakes included that can be installed on the car. Length over buffers 60 mm (2-3/8″).



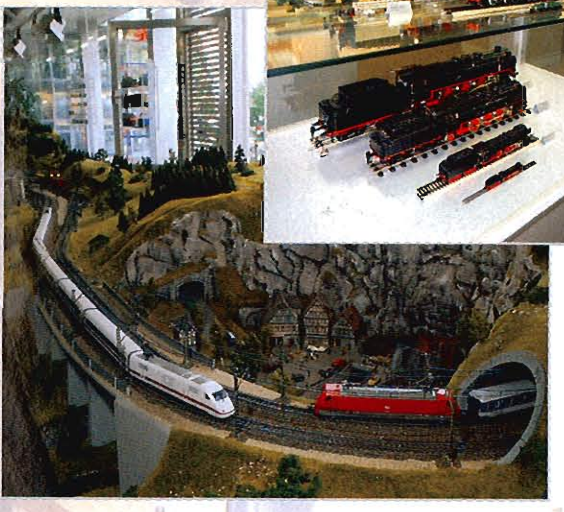


An appropriate package in the form of a metal can with a hinged top, decorated with a historical theme about the Allgaier Company of Uhingen completes this Museum car.

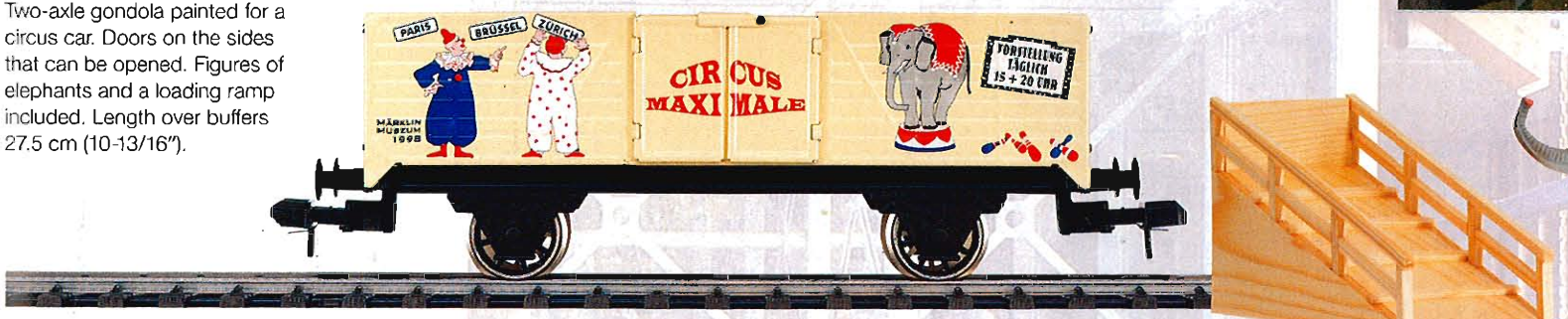


Märklin H0 Museum Car Set for 1998.
Type Gr interchange design boxcar with brakeman's cab. Privately owned by J. Gaiser, coffee roaster, Göppingen, Germany. Used on the German State Railroad Company (DRG). Sliding doors that can be opened. Length over buffers 11.3 cm (4-7/16″). 1 Benz flatbed truck lettered for J. Gaiser, Göppingen, Germany. Loaded with sacks of coffee. Length 7.0 cm (2-3/4″).
DC wheel set 70 0580





Maxi Museum Car.
Two-axle gondola painted for a circus car. Doors on the sides that can be opened. Figures of elephants and a loading ramp included. Length over buffers 27.5 cm (10-13/16″).





Passenger Cars

The fastest hotel in Europe?

To let yourself be rocked gently to sleep, to shower at 160 km/h / 100 mph, to breakfast at the panorama window and to arrive refreshed in the center of the city – this is modern travel with the InterCity-Night. Of course, you have to make yourself quite small, because the beds in our model are hardly longer than two centimeters (three quarters of an inch).
Most of the passenger cars come with interior details, are equipped for installation of interior lighting and have close couplers or standard coupler pockets.



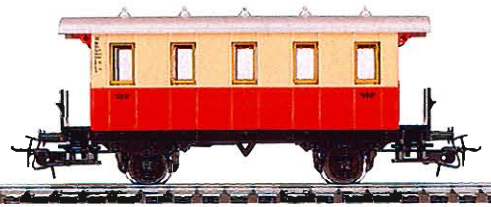

Inter City Night
Night

Passenger Cars

Cars of Privately Owned Railroads

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

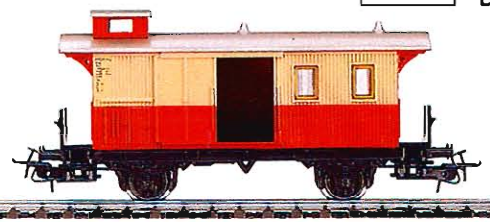
I – V



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.

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)

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

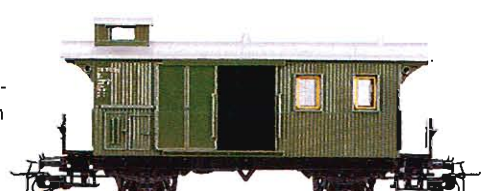
All cars in special version.
Not available separately.



German Federal Railroad (DB)

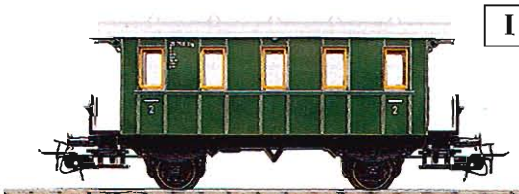
4038 Baggage Car.
With superstructure for conductor's compartment. RELEX couplers. Length over buffers 11.0 cm (4-3/8″).
DC wheel set 70 0600

I – V



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

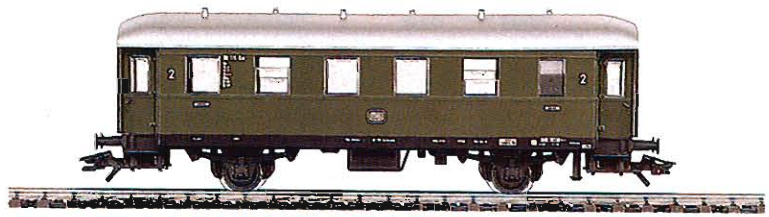
märklin HO

German Federal Railroad (DB) Branchline Cars

At the time they were ordered, a number of standard design branch line cars were planned as trailer units for powered 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.

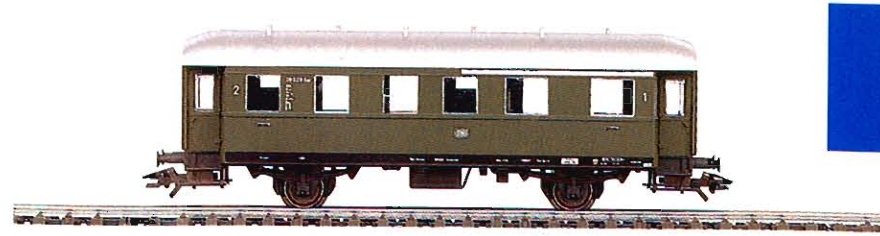
NEM III

4235 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



NEM III

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



NEM III

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



NEM III

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 47.



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

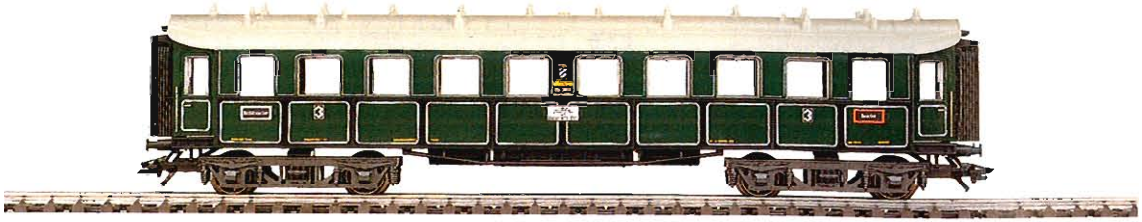
The Baden State Railways locomotive (Märklin model 3091) is an appropriate unit for these Württemberg cars and can be found on page 49.



Express Train Passenger Cars

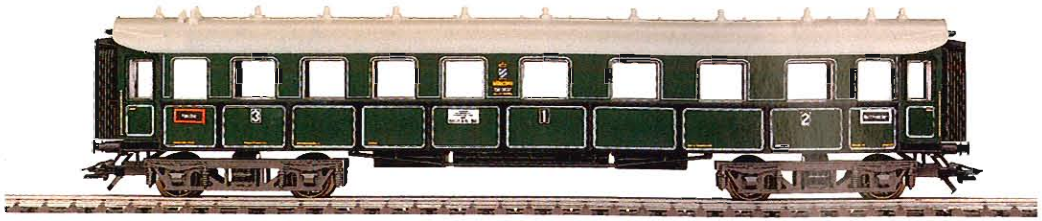
märklin HO

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



NEM 7835 I

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



NEM 7835 I

41361 Express Train Passenger Car.
Type 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 184/185 for this.



NEM I

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

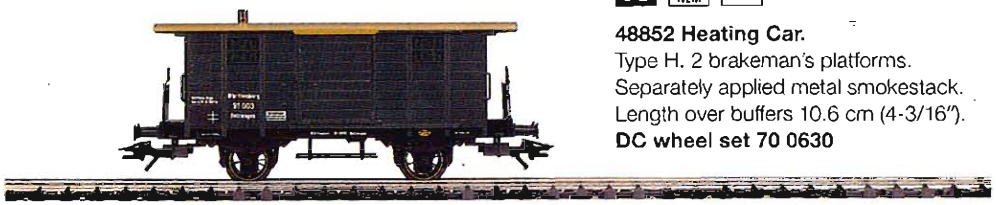
The Royal Bavarian State Railways class S 3/6 express locomotive (Märklin models 33181/37181, see page 56) is the appropriate addition to these Bavarian express train passenger cars.



Open Platform Cars

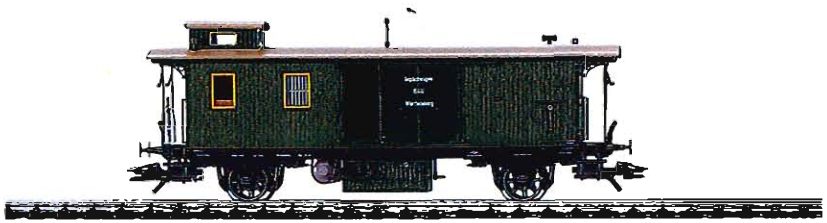
Express Train Open Platform Cars for the Royal Württemberg State Railways (K.W.St.E.)

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.



48852 Heating Car.
Type H. 2 brakeman's platforms. Separately applied metal smokestack. Length over buffers 10.6 cm (4-3/16″).
DC wheel set 70 0630

The steam heat for passenger cars was supplied with fresh steam from a line coming back from the locomotive. In the winter this was often inadequate for the passengers. For that reason so-called heating cars were included in the consists of express trains to relieve the locomotive of that task and to improve the heating efficiency. Externally these cars could be recognized by their smokestack.



4212 Baggage Car.
Type 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



42101 Coach.
Type BCCi. 2nd and 3rd class. Separately applied metal roof vents. Etched metal end platforms and roof supports. Folding footplates. Length over buffers 19.1 cm (7-1/2″).
DC wheel set 70 0630



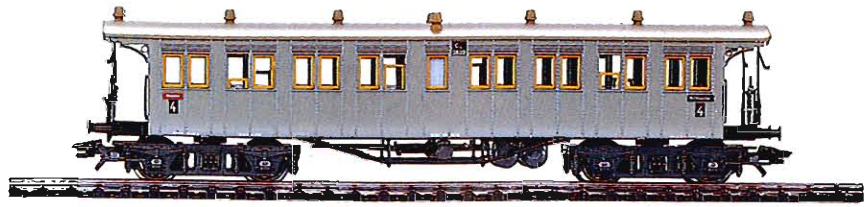
42131 Coach.
Type CCi. 3rd class. Separately applied metal roof vents. Etched metal end platforms and roof supports. Folding footplates. Length over buffers 18.3 cm (7-3/16″).
DC wheel set 70 0630



42141 Coach.
Type C⁴. 4th class. Separately applied metal roof vents. Etched metal end platforms and roof supports. Folding footplates. Length over buffers 18.3 cm (7-3/16″).
DC wheel set 70 0630

The Royal Württemberg State Railways (K.W.St.E.) class T 5 and T 18 tank locomotives (Märklin models 33121 and 33071/37071) are appropriate units for the Württemberg open platform coaches and can be found on page 54.

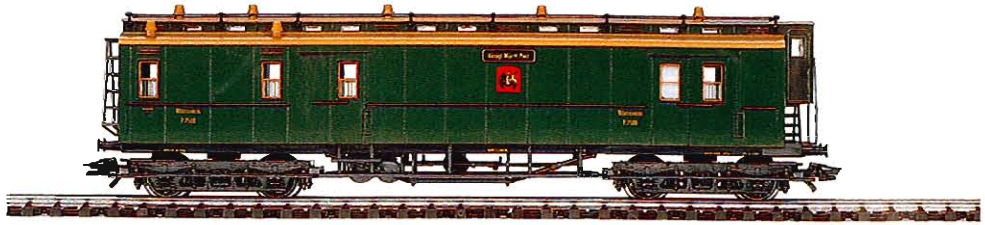
Express Train Open Platform Cars for the Royal Württemberg State Railways (K.W.St.E.)



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

Royal Württemberg Postal System

Cars such as this one actually made it possible for the postal system to master relatively quickly the constant increase in mail. Letters and cards to delivery post offices were sorted in it during the trip. These cars had a destination mailbox on their sides.

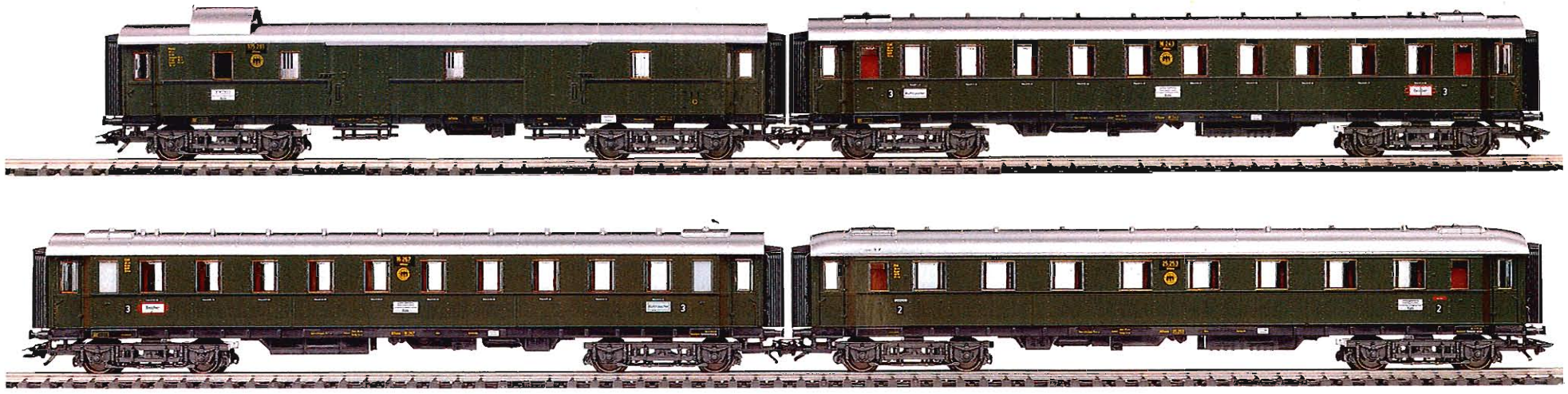


4229 Express Train Mail Car.
Type P (Post 4). Running boards the entire length of the car. Numerous separately applied details. Length over buffers 19.1 cm (7-1/2").
DC wheel set 70 0630



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.

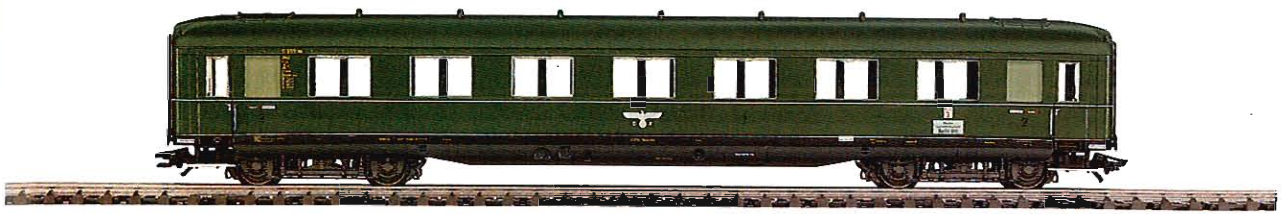
The DRG class 03 express locomotive (Märklin model 33951/37951, see page 59) or the DRG class E 19 electric locomotive (Märklin models 3469/3769, see page 79) are the appropriate units for the 42751 car set.



Schürzenwagen / Skirted Passenger Cars

märklin HO

German State Railroad Company (DRG) Express Train Passenger Cars



N NEM 73159 II

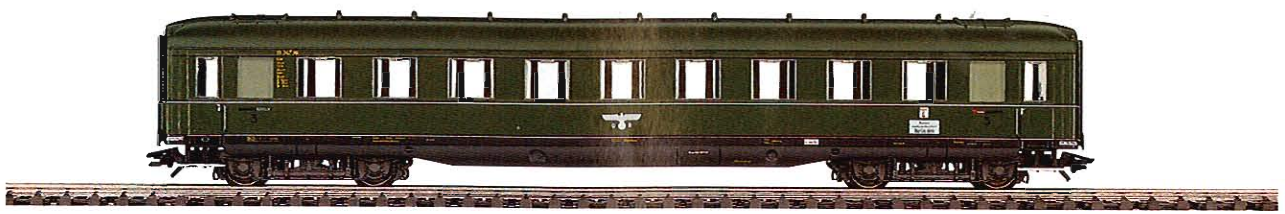
43201 Express Train Passenger Car.
Type AB4ü. 1st and 2nd class. Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 25.1 cm (9-7/16").
DC wheel set 70 0580

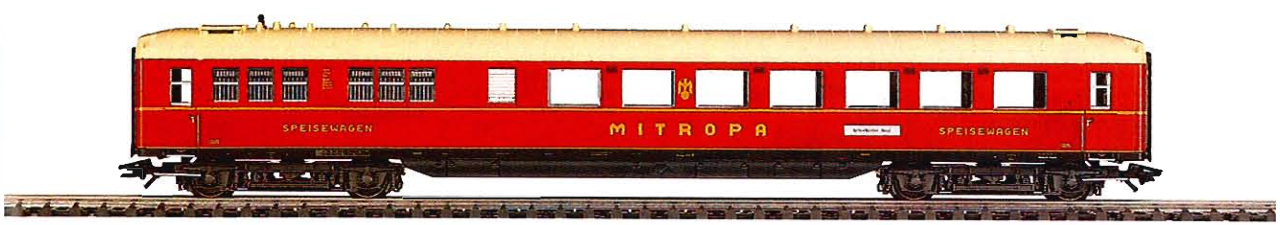
This model is being offered by Trix (T23349) for 2-rail DC systems.

N NEM 73150 II

43221 Express Train Passenger Car.
Type C4ü. 3rd class. Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 0580

This model is being offered by Trix (T23348) for 2-rail DC systems.





N NEM 73155 II

43241 Dining Car.
Type WR4ü, Mitropa 1215, used on the German State Railroad Company (DRG). Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580

This model is being offered by Trix (T23350) for 2-rail DC systems.

N NEM 73152 II

43251 Sleeping Car.
Type WL4ü, Mitropa 22079, used on the German State Railroad Company (DRG). Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580

This model is being offered by Trix (T23351) for 2-rail DC systems.




03 156



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/Hook 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 57.



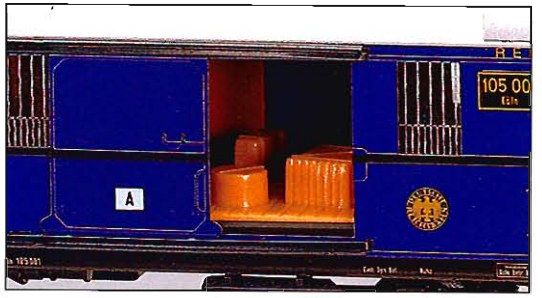
4228 "Rheingold" Car Set.
5 long distance express train passenger cars: 1 type SA4ü-28 salon car, 1st class. 1 type SA4ük-28 salon car with galley, 1st class. 1 type SB4ü-28 salon car, 2nd class. 1 type SB4ük-28 salon car with galley, 2nd class. 1 type SPw4ü-28 baggage car. Interiors with lighted table 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

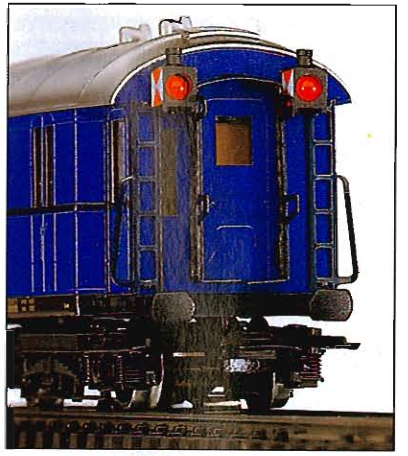
All cars in special version.
Not available separately.



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







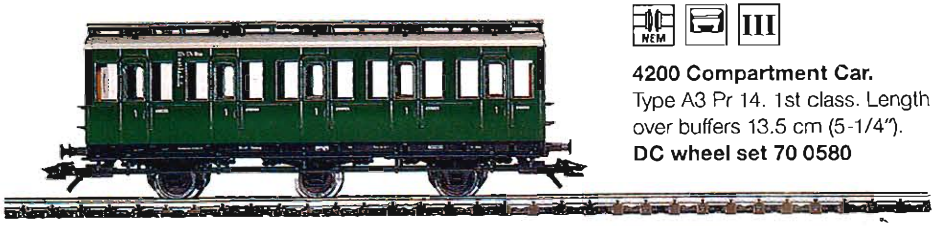


See fold-out page at end of catalog for explanation of drawings.

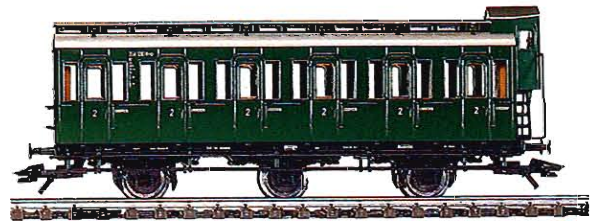


Compartment Cars

Prussian Compartment Cars of the German Federal Railroad (DB)



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

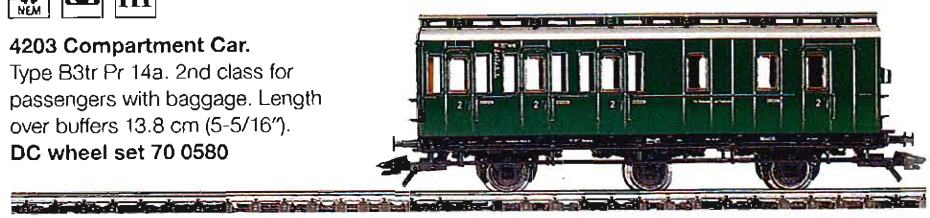


4201 Compartment Car.
Type B3 Pr 11 a with brakeman's cab. 2nd class. Separately applied ladders and handrails. Length over buffers 13.8 cm (5-5/16").
DC wheel set 70 0580

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



4203 Compartment Car.
Type 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.

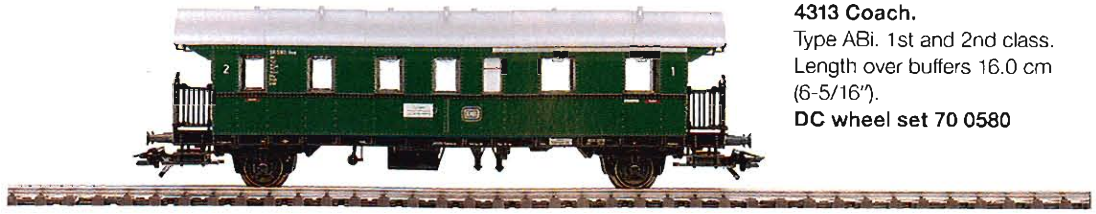
The DB class 18.1 express locomotive (Märklin model 3411, see page 56) is an appropriate addition to the Prussian compartment cars.



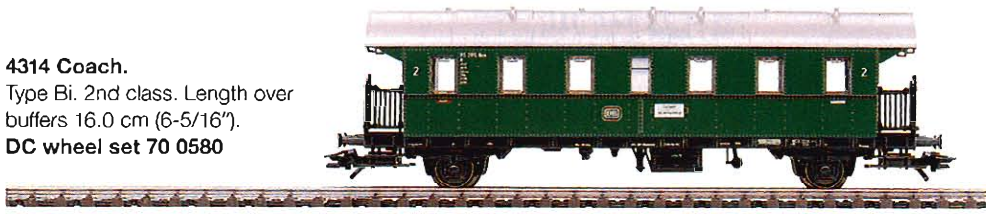
Passengers Cars

"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 branch line traffic.



4313 Coach.
Type ABi. 1st and 2nd class. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 0580



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



4315 Baggage Car.
Type 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 DB class 24 passenger locomotive with a tender (Märklin model 3003) is an appropriate unit for the "Thunder Box" cars and can be found on page 49.



Passengers Cars

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

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

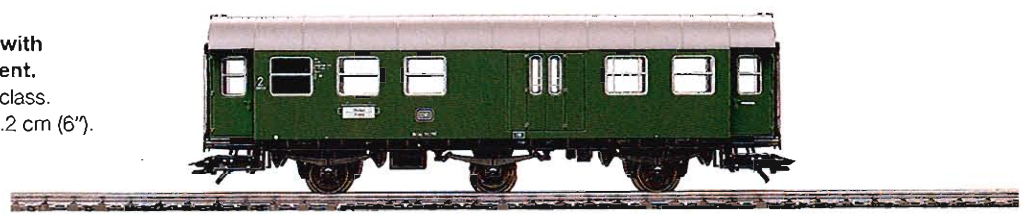


4317 Passenger Car.
Type AB3ygeb 756. 1st and 2nd class.
Length over buffers 15.2 cm (6″).
DC wheel set
2 x 70 0580
1 x 40 6240



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

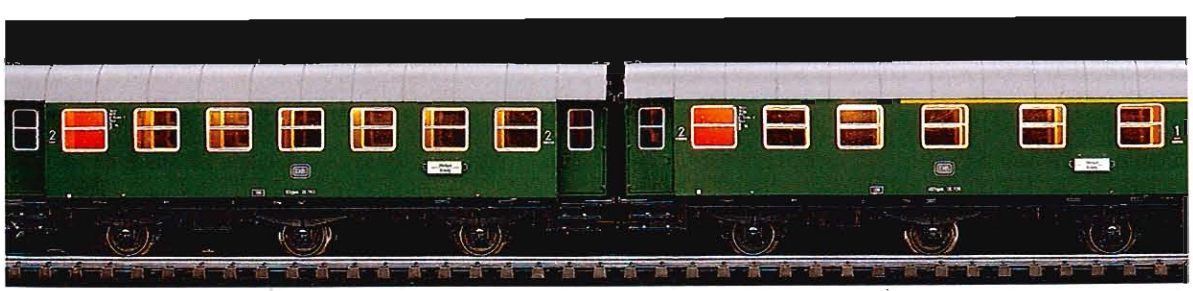
See fold-out page at end of catalog for explanation of drawings.



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 296.





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

Four-axle Rebuilt 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' 10-1/8"). 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 rebuilt cars, the four-axle versions were built using old German State Railroad and provincial railroad cars.

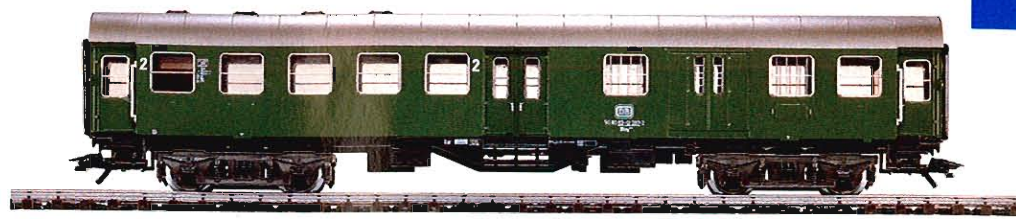


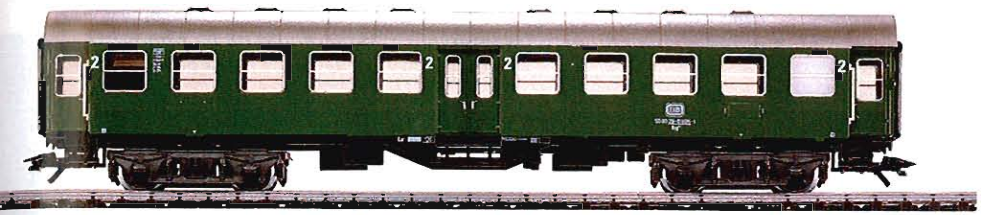
NEM 7928 IV

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

NEM 7928 IV

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





NEM 7928 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 model 3072) is an appropriate unit for rebuilt cars and can be found on page 69.

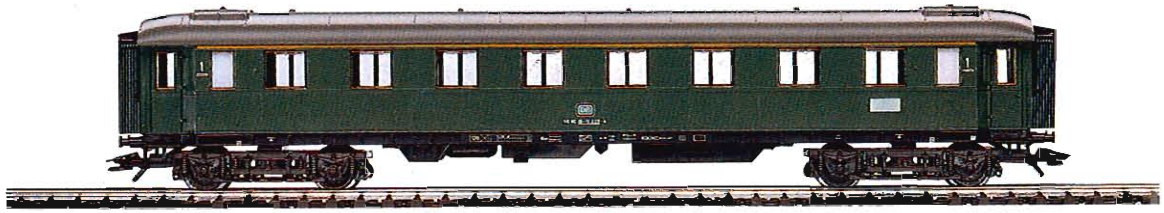


Standard Design Coaches

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.

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



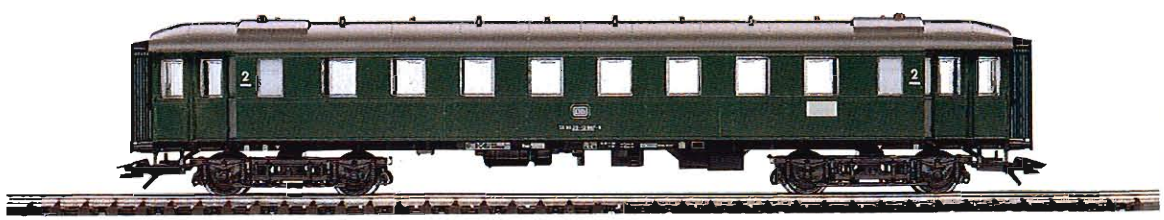


4276 Standard Design Express Train Passenger Car.
Type Büe 354. 2nd class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 0580

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.

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.

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



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

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



The German Federal Railroad class V 200 diesel hydraulic locomotive (Märklin models 33803/37803, see page 70) is the appropriate addition to the "Lorelei" express train passenger car sets.

Car Set

märklin HO

German Federal Railroad



43219 "Lorelei" Express Train Passenger Car Set.
Set consists of 2 different Schürzenwagen (skirted passenger cars). 1 type AB4üwe 1st and 2nd class skirted passenger car. 1 type B4üe 2nd class skirted passenger car. Ready for installation of current-conducting couplers. Total length over buffers 48.9 cm (19-1/4").
DC wheel set 70 0580

Both cars in special version.
Not available separately.

Special one-time series for 1998.
Already delivered to the dealers.

The 43209 "Lorelei" express train passenger car set from 1997 can be lengthened prototypically with the 43219 car set.

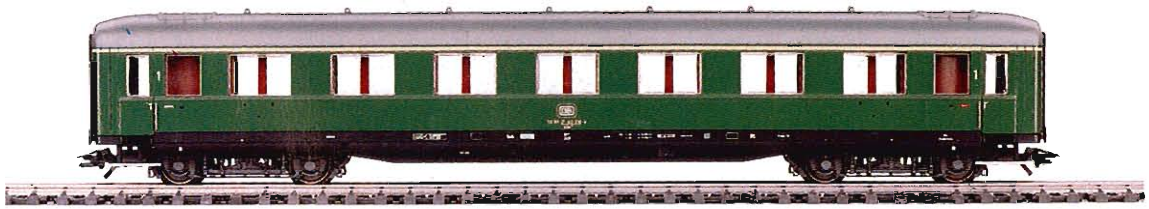


"Schürzenwagen" / Skirted Cars

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.

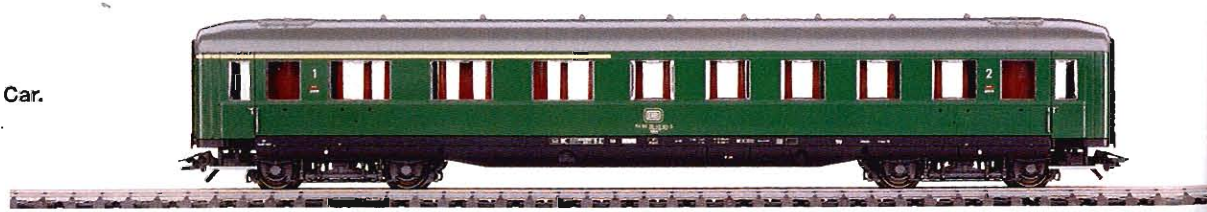


NEM 7319 IV

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

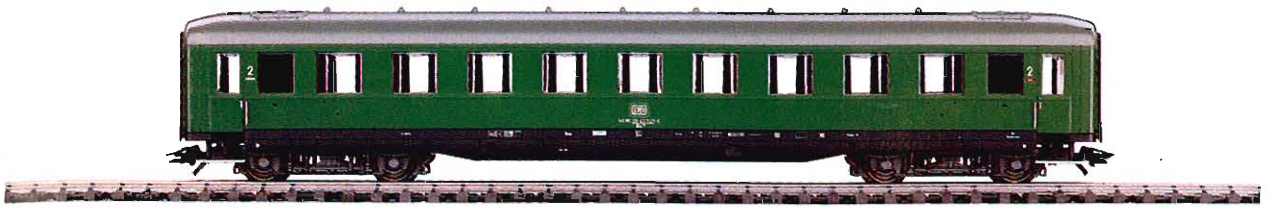
NEM 7319 IV

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



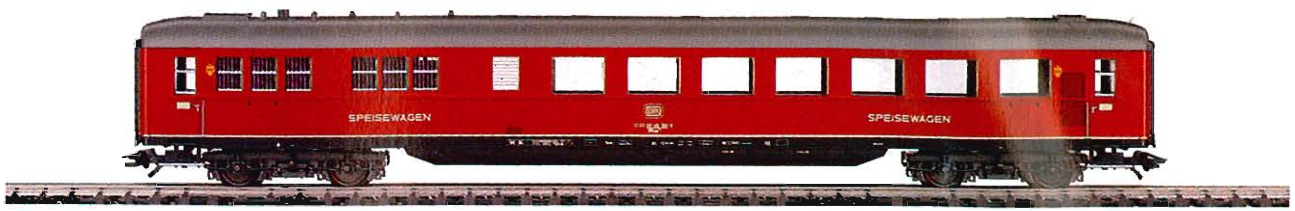


German Federal Railroad (DB)

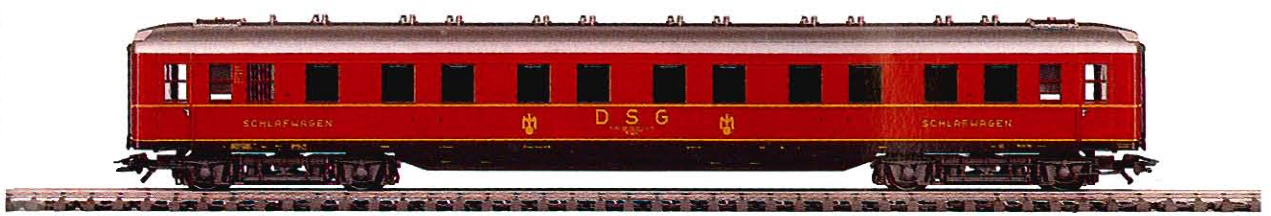


43220 Express Train Passenger Car.
Type Büe 366. 2nd class. Length over buffers 24.4 cm (9-39/64").
DC wheel set 70 0580

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



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



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.

The German Federal Railroad class V 200 diesel hydraulic locomotive (Märklin models 33803/37803) is the appropriate unit for the "Schürzenwagen" passenger cars and can be found on page 70.



German Federal Postal System

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

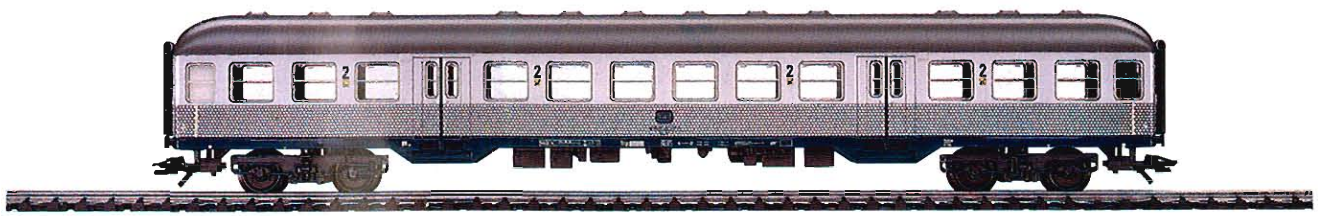
"Silberlinge"

Commuter Cars of the German Federal Railroad (DB)

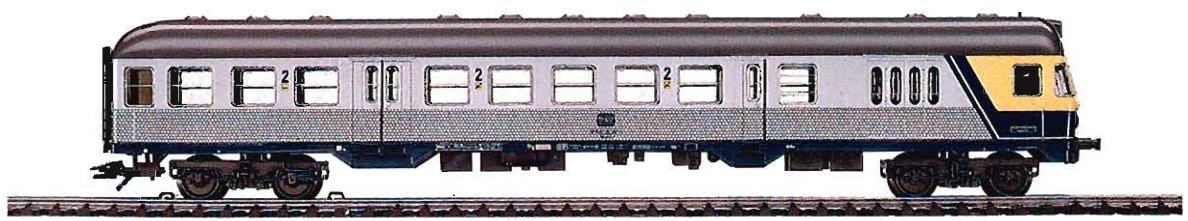


4255 Commuter Car.
ABnrzb 704. 1st and 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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 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. 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.

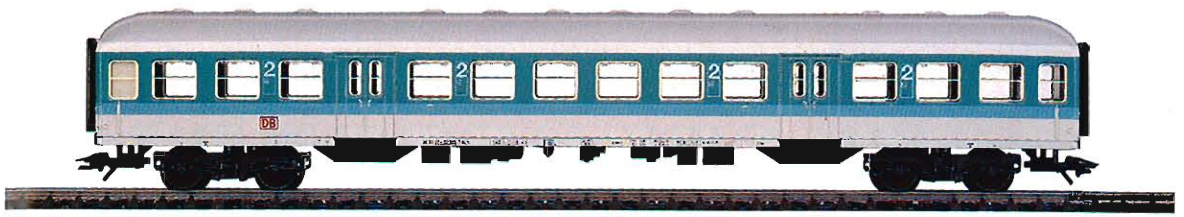
CityBahn Cars

märklin HO

Commuter Cars of the German Federal Railroad (DB)

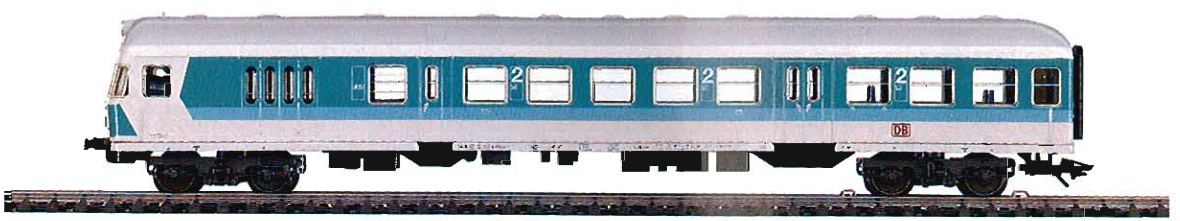


4258 CityBahn Commuter Car.
ABnrzb 704. 1st and 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580



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 a 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 German Railroad, Inc. class 111 electric locomotive as painted for the Commuter Service Business Area with a red band (Märklin model 33315/37315, see page 83) is an appropriate unit for these cars.

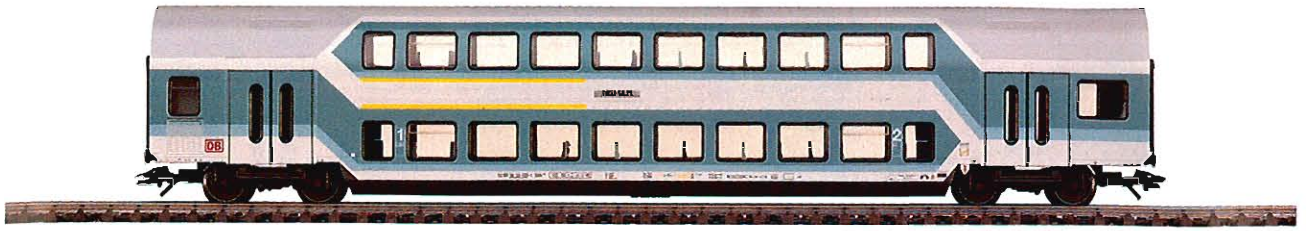


When operated control car first, triple white headlights shine.



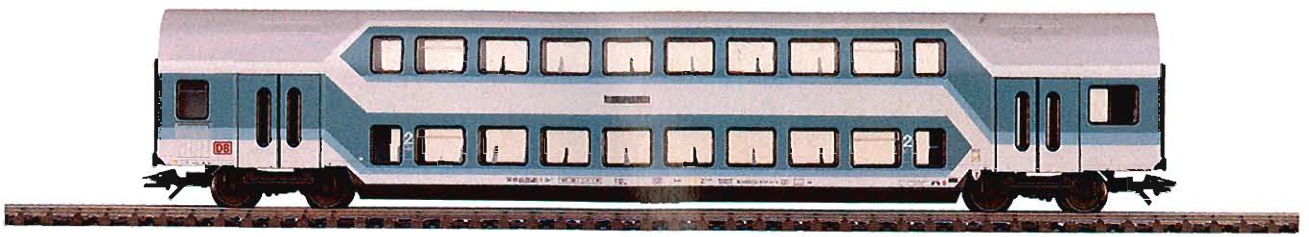
When operated control car last, dual red marker lights shine.

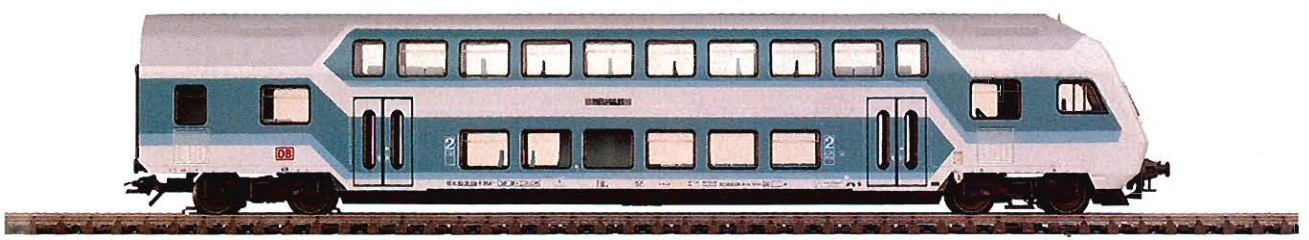
German Railroad, Inc. (DB) Bilevel Cars



43581 Bilevel Car.
Type DABz 756, 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

43582 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





43583 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 details. 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.

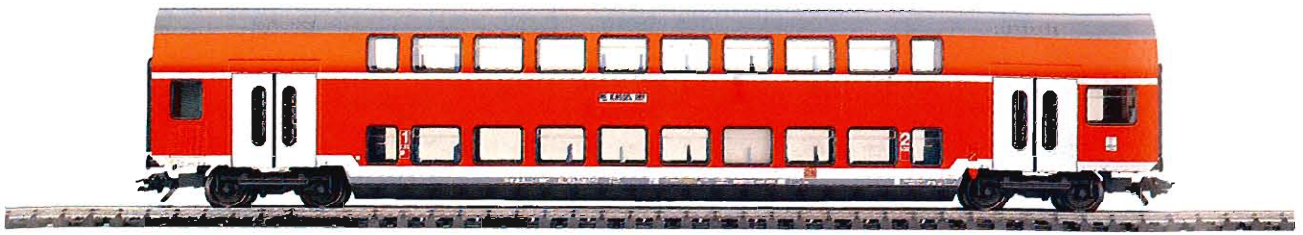


When operated control car last, dual red marker lights shine.

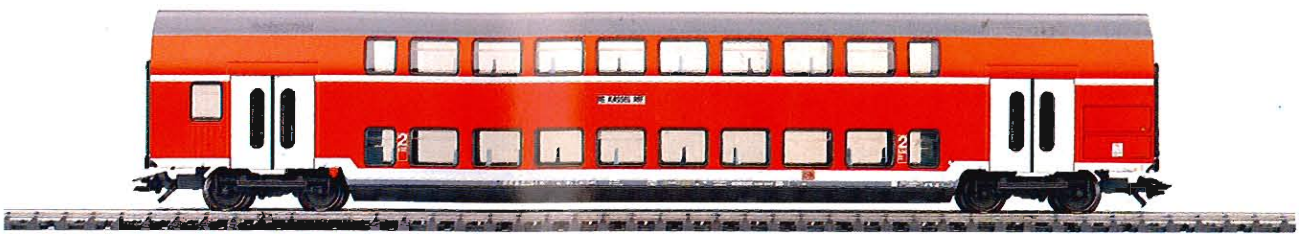
The German Railroad, Inc. class 143 electric locomotive (Märklin models 34431/37430) is the appropriate unit for the bilevel commuter cars and can be found on page 83.


Heidekar
Stern Apotheke
Kunst- und Bauschlosserei
Gasthof zum Löwen

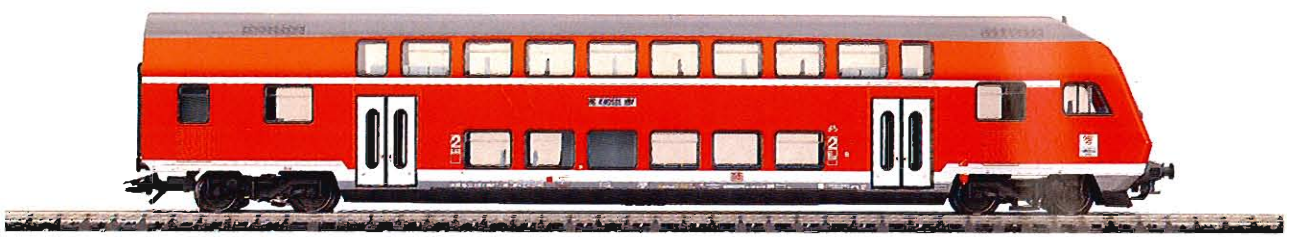
German Railroad, Inc. (DB) Bilevel Cars



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



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



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 83.

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

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

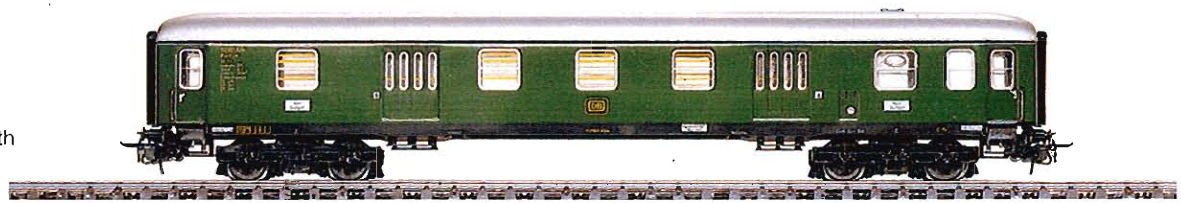
German Federal Railroad (DB)

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 165).*

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.

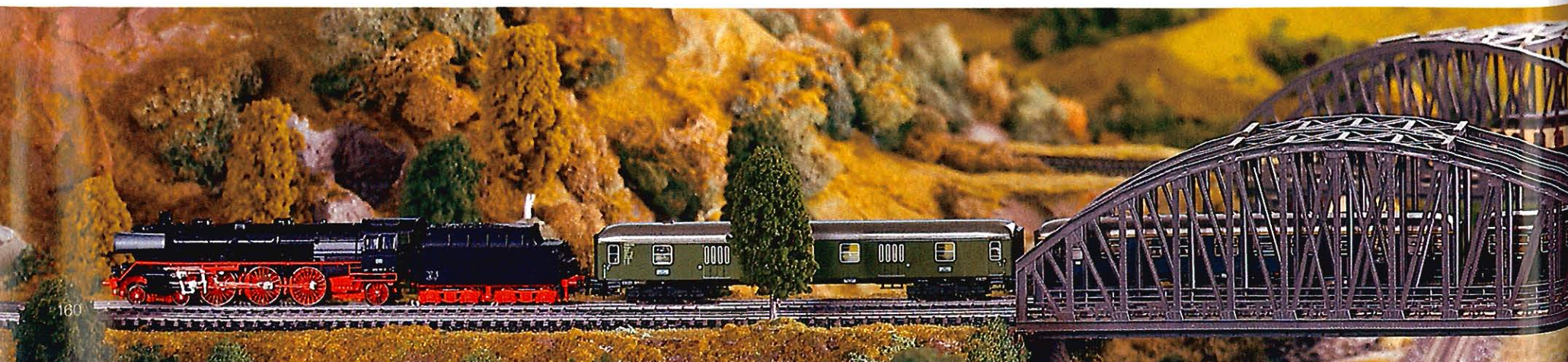
HOBBY IV

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 58 and 72 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 7320 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 7320 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)

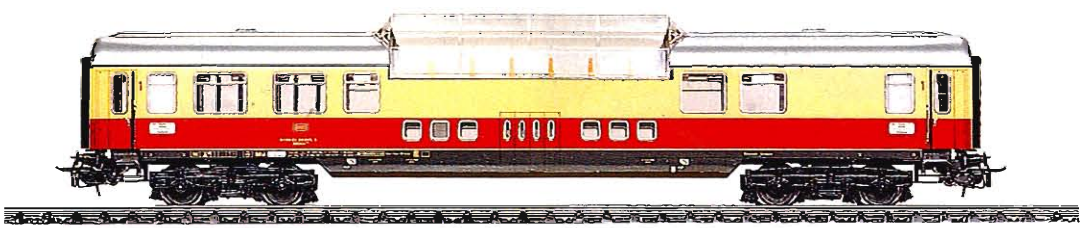
The German Sleeping and Dining Car Company (DSG) type WRümh dining car was operated in the TEE trains as well as the first Intercity trains which were reserved for 1st class only. The DSG symbol was later removed. Since then this company has acquired a new name: It now is called Deutsche Service-Gesellschaft der Bahn mbH (German Service Company of the Railroad, Ltd.).

HOBBY 7320 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 7322 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 120/121).

HOBBY oo 7320 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").



German Sleeping and Dining Car Company (DSG)

HOBBY N 7320 IV

40542 Sleeping Car.
Type WLABüm 33, used on the German Federal Railroad. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 0590



The 40542 sleeping car complements the 40541 "Pop Cars" car set.

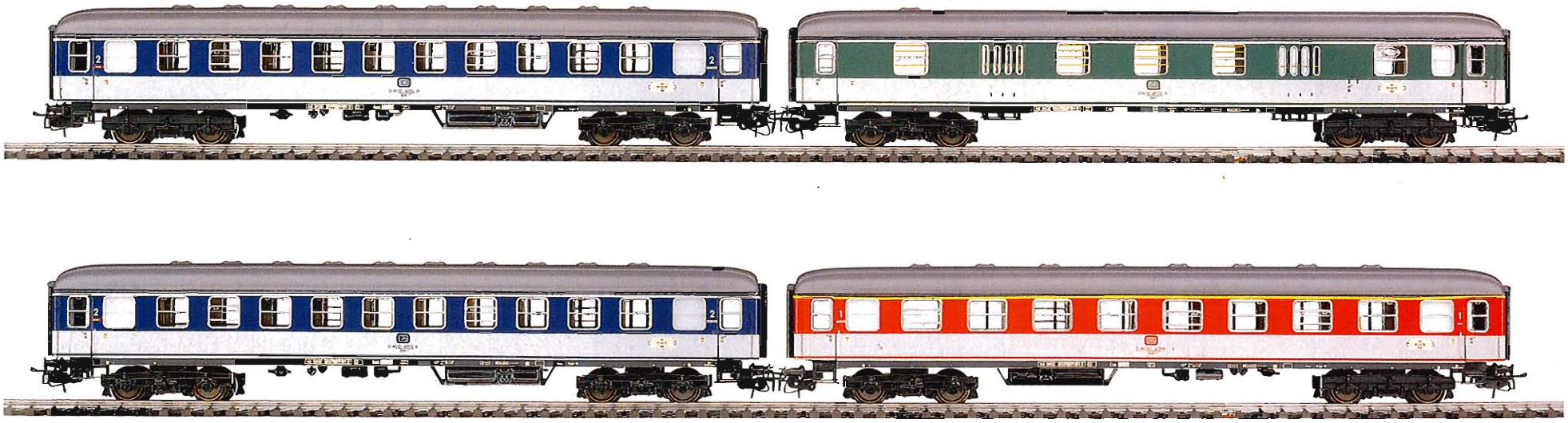
German Federal Railroad (DB)

HOBBY 7077 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.

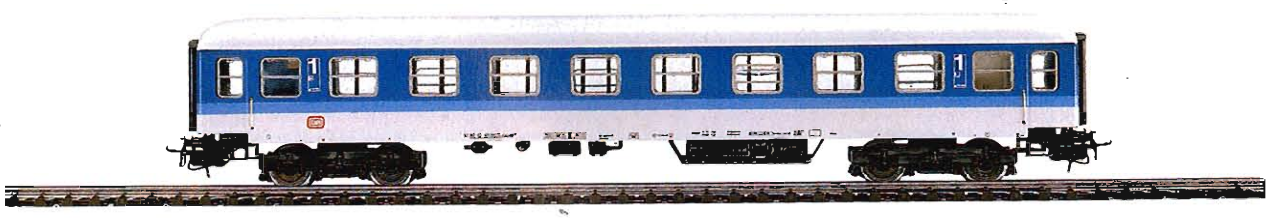
The DB class 218 diesel hydraulic locomotive in the red/cream paint scheme (Märklin model 30747, see page 72) is an appropriate unit for the 40541 car set supplemented by the 40542 sleeping car.



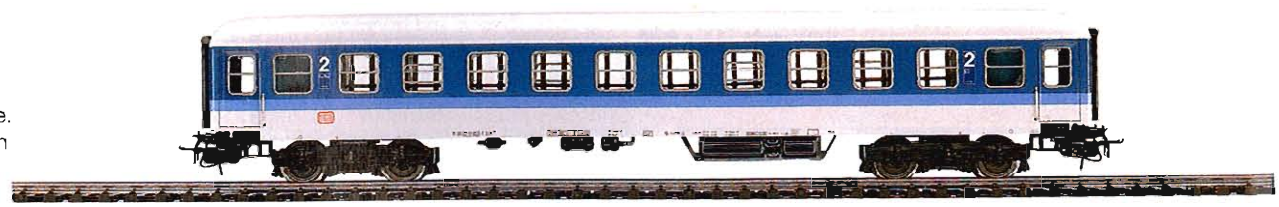
24 cm (9-1/2″) Express Train Passenger Cars

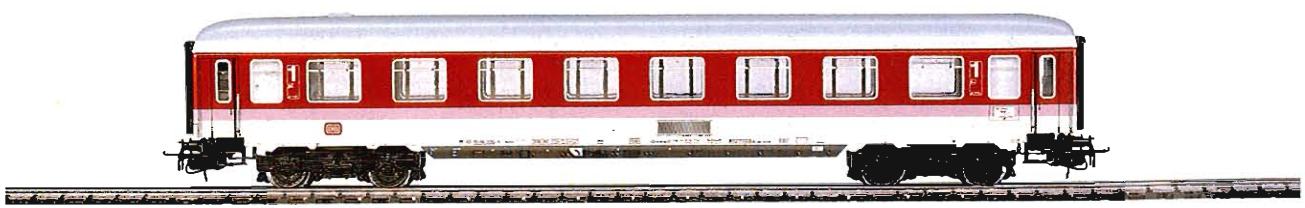
German Federal Railroad (DB)

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

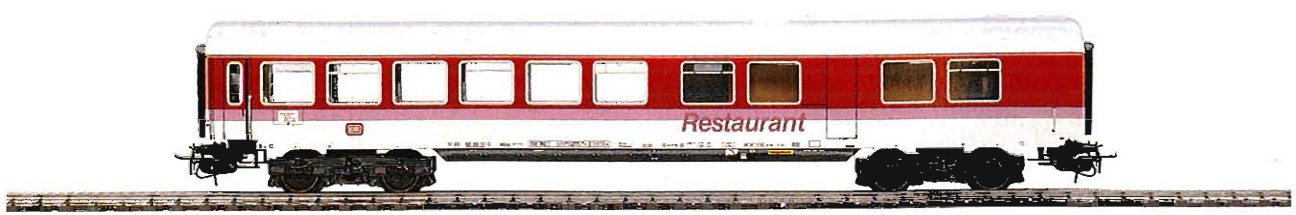


4032 InterRegio Coach.
Type Bim 263 in new color scheme. 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 0590





4055 InterCity Car.
Type 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.
Type WRmh 132 in new color scheme. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 0590

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

märklin HO

German Federal Railroad (DB)



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



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

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

The German Federal Railroad class 216 diesel hydraulic locomotive in the ocean blue/cream paint scheme (Märklin model 3374, see page 72) is an appropriate addition to these express train passenger cars.



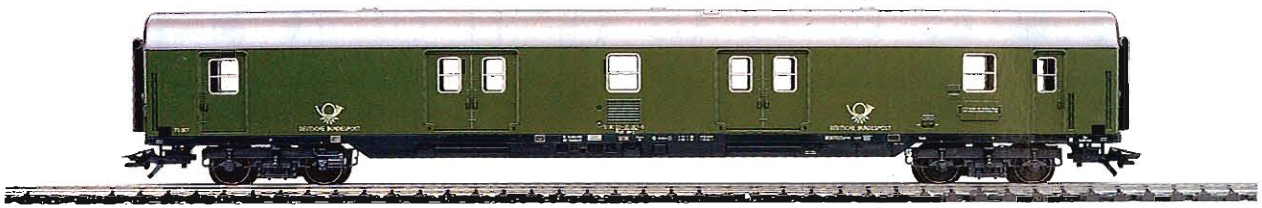
4293 Express Train Baggage Car.
Type Dm 902. 2 roll jalousie doors on each side that can be opened. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580



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

German Federal Postal System

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



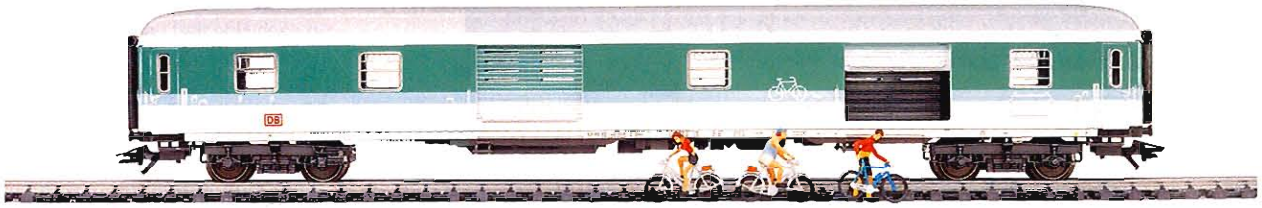
4157 Express Train Mail Car.
Type Postmrz. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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.
Type 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



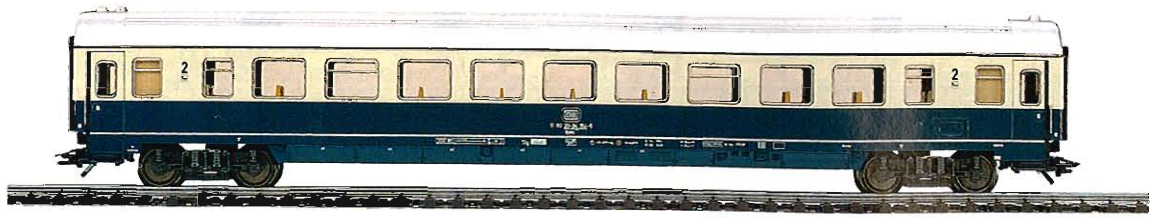
Most of the passenger cars can be equipped with interior lighting. Please see pages 184/185 for this.

The railroad postal cars were hauled in special mail trains by the German Federal Railroad class 216 general purpose diesel hydraulic locomotives (Märklin model 3374, see page 72).

TEE/IC Passenger Cars 26.4 cm/27 cm (10-3/8″/10-5/8″)

märklin HO

German Federal Railroad (DB)



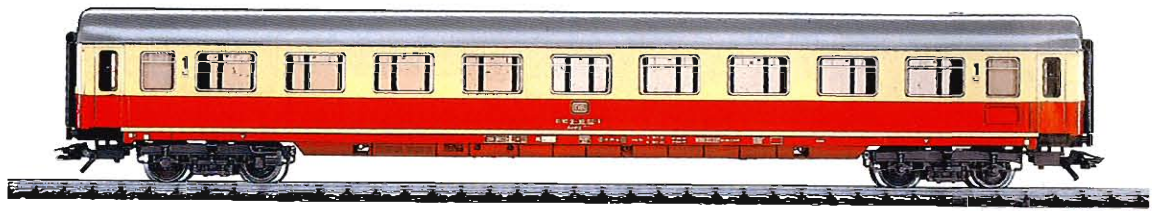
The second class open seating coach has 80 seats,while the version for wheelchair passengers has 75 seats.

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

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.
Type Apmz 121. 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.

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



Special Design Cars for Passenger Trains

German Federal Railroad (DB)



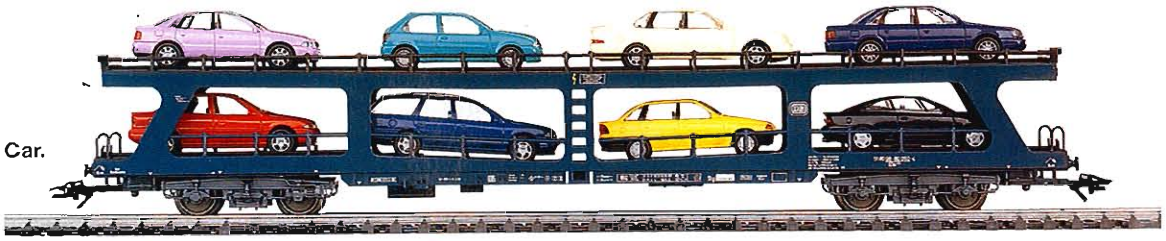
IV

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 AEG 12X prototype electric locomotive (Märklin models 3438/3738, see page 86) is also used by the German Railroad, Inc. to pull the auto transport train 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



German Railroad, Inc. (DB)

The entire logistics for the DB's passenger train auto transport is now being handled by the subsidiary firm of DB AutoZug. The improvements in the further development of the system of "auto on the passenger train" shows up in the red paint scheme for the cars that matches the DB Inc.'s newest InterCity color concept.

N V

42341 Passenger Train Auto Transport Train.
Type DDm 915. Current version for "DB AutoZug" ("DB Auto Train"). Loaded with 8 late model automobiles. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580





Austrian Federal Railways (ÖBB)

N V

42342 Passenger Train Auto Transport Car.
Type DDm in the current paint scheme. Loaded with 8 autos. Freeway vignettes ("Pickerl") included as decals. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

The 42342 passenger train auto transport car is being produced in a one-time series only in 1998.



InterRegio Cars

German Railroad, Inc. (DB)



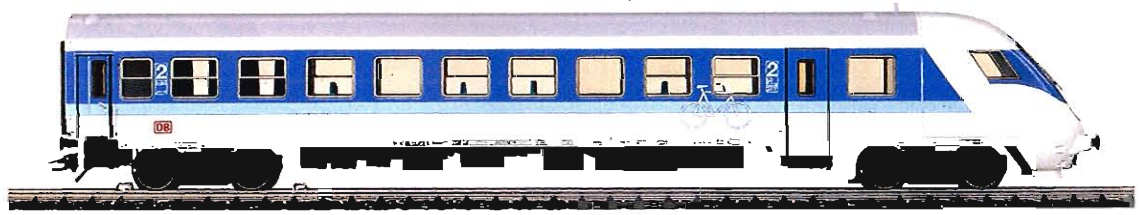
When operated control car first, triple white head-lights shine.



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

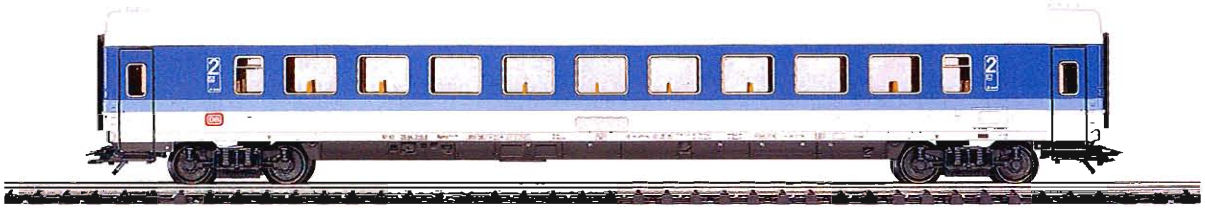
43300 InterRegio Cab Control Car.
Type Bimdzf 269.0, 2nd class with engineer's cab for push-pull operation. Engineer's cab with interior detailing. Detailed buffer beam. Separately applied front cowling. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.5 cm (10-13/16").

This model is being offered by Trix (T23374) for two-rail DC systems.



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

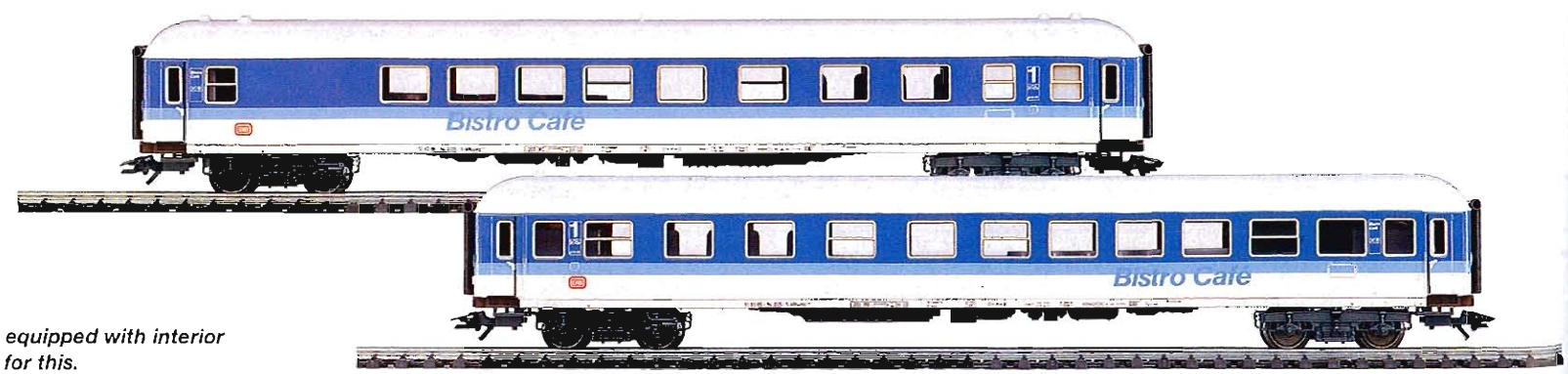
German Federal Railroad (DB)



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

On the German Railroad, Inc., the InterRegio trains operate in push/pull service with the IR cab control car (Märklin model 43300) and the class 101 electric locomotive (Märklin models 34371/37371, see page 89).

4384 InterRegio Coach.
ARbuimz 262 Bistro Cafe. Interior details. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580



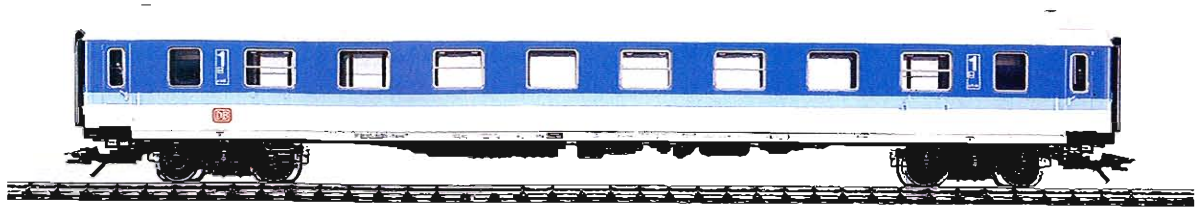
Most of the passenger cars can be equipped with interior lighting. Please see pages 184/185 for this.

German Federal Railroad (DB)

This 1st class car is operated in the Inter-Regio 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.

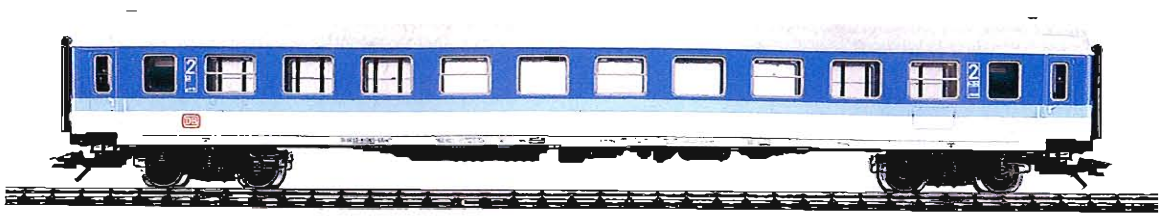


4281 InterRegio Car.
Type Aim 260. 1st class. Length over buffers 27.0 cm (10-3/8").
DC wheel set 70 0580



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

The interior of the 2nd class InterRegio Bim 263 coach is a mix of individual compartments and an open seating concept. Some of the cars are being rebuilt from older express coaches at a newly constructed car building factory in Weiden in the Upper Palatinate.





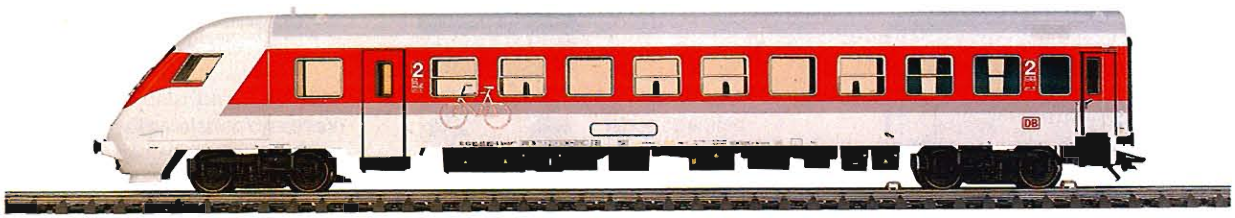
4282 InterRegio Car.
Type Bim 263. 2nd class. Length over buffers 27.0 cm (10-3/8").
DC wheel set 70 0580



InterCity Cars

German Railroad, Inc. (DB)

43301 InterCity Cab Control Car.
Type Bmdzf 269.2, 2nd class with engineer's cab for push-pull operation. Engineer's cab with interior detailing. Detailed buffer beam. Separately applied front cowling. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.5 cm (10-13/16").





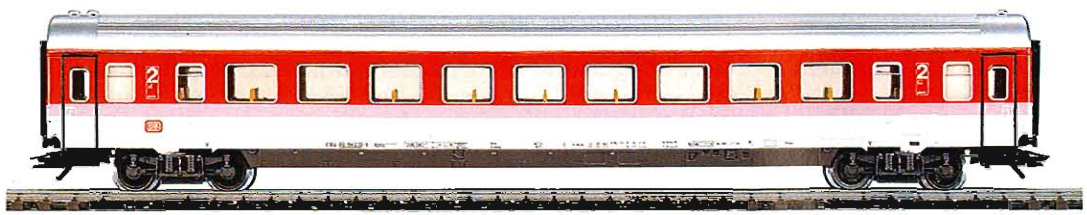
When operated control car first, triple white headlights shine.



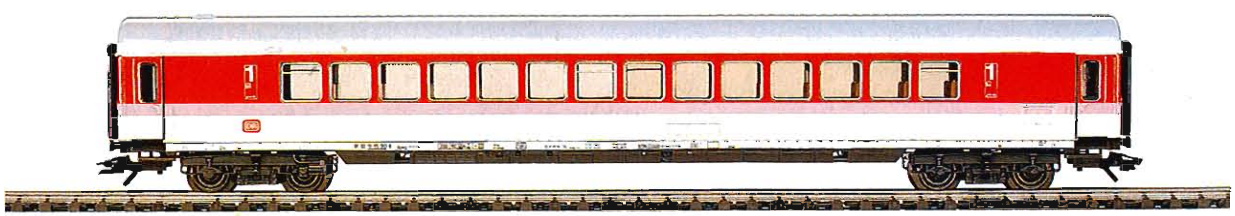
When operated control car last, dual red marker lights shine.

German Federal Railroad (DB)

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.



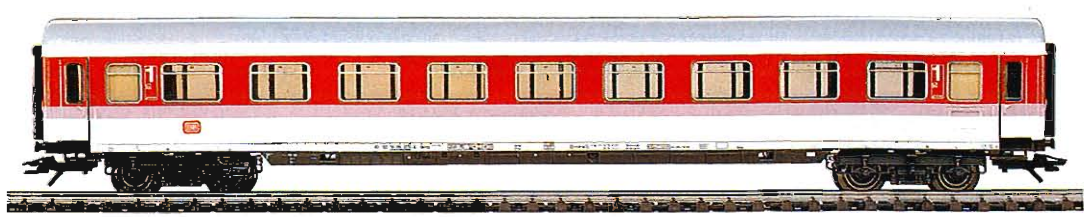
4227 InterCity Open Seating Car.
Type Bpmz 293.2, 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580



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

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

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

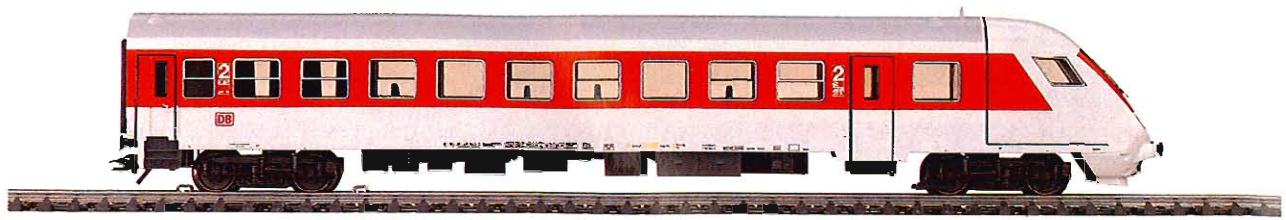
Car Set

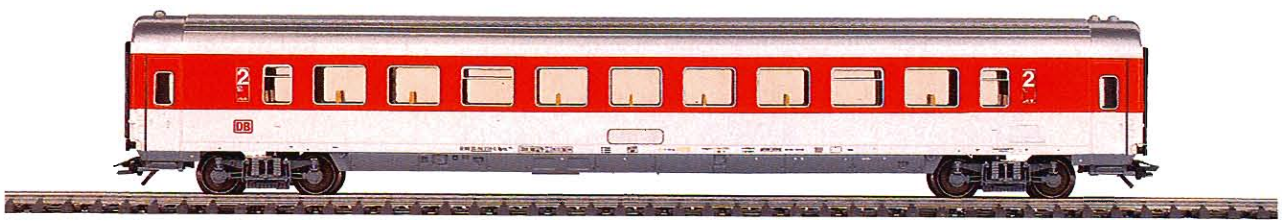
märklin HO

German Railroad, Inc. (DB)

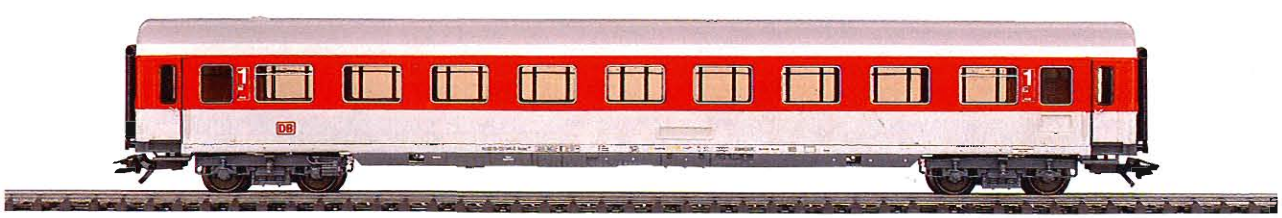
43302 "New InterCity Colors" Car Set.
Set consists of 4 different IC cars. 1 type Avmz 111.1 1st class InterCity compartment car, 1 type Bpmz 291.2 2nd class InterCity open seating car, 1 InterCity dining car, 1 InterCity cab control car with separately applied front cowling and engineer's cab with interior details. Ready for installation of current-conducting couplers. Total length over buffers 108.5 cm (42-11/16").

All cars in special version. Not available separately.









The 43302 car set is being produced in a one-time series only in 1998.

This model is being offered by Trix (T23368) for two-rail DC systems.

When operated control car first, triple white headlights shine.

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



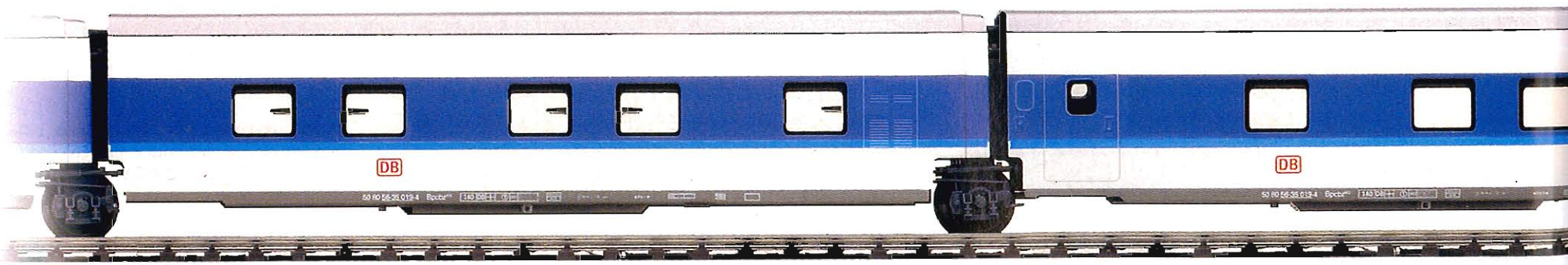
See fold-out page at end of catalog for explanation of drawings.

Car Sets

Hotel On Wheels

The name **Talgo** is a registered trademark of the company Patentes Talgo, S.A. in Spain that was founded in 1942. It stands for a concept that has been perfected up to the present time: Short, light weight cars of a unit train are mounted on single-axle trucks with separately controllable wheels. This principle offers considerable advantages compared to cars with conventional trucks: less weight for the train, less use of material and energy, high speed and acceleration as well as reduced wear on the track, cars, and locomotives.





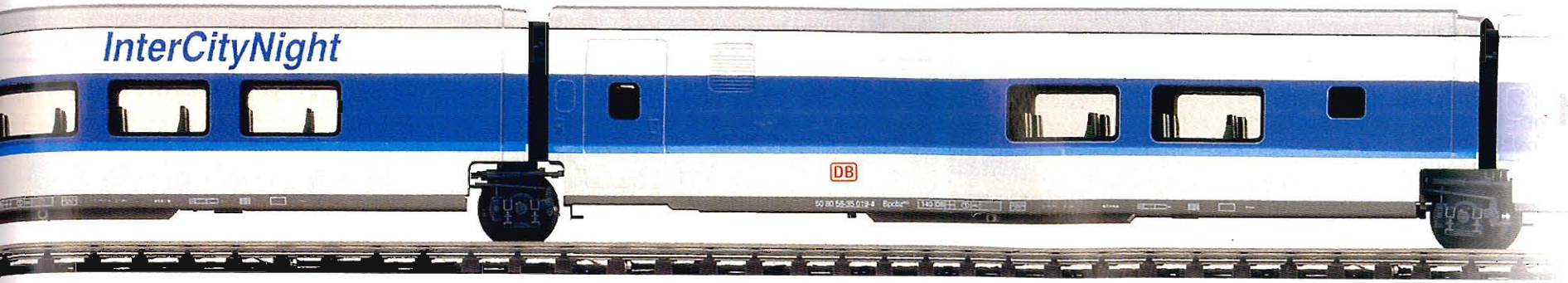
A part of the success of this concept has been acceptance by passengers for more than 40 years. They were won over and kept by a high level of comfort and reliability. A special maintenance system carried out by Talgo itself following airline practice is a requirement for maintaining this loyalty.

Four generations of Talgo trains have been in use in Spain, since 1968 with provisions for changing track gauge for international traffic. The TEE "Catalán Talgo" reached a record speed of 222 km/h (139 mph) in 1972. The latest train is the "Talgo Pendular" that has been tested in Germany at 291 km/h (182 mph) and has even reached 500 km/h (313 mph) on a test bed.

From the current Talgo technology, the German Railroad, Inc. has developed the "Intercity Night" concept with comfortable, fast hotel trains and has ordered 112 cars from the Talgo Company. These were built in 1994 with small changes in design and with the participation of German firms. There are four trains in operation, each with up to 28 cars, and they offer the highest level of hotel comfort: roomy compartments, shower-style bathroom with an enclosed system, telephone with service call, keys with personal code, and – heavenly quiet on board. The Hotel Service also includes the extensive preparation time at the station before and after the trip. The Talgo Company has its own repair shop in Berlin for maintenance, and it is run with the same modern logistics and technology as the ICE maintenance facilities.

Despite the name, the Intercity Night is painted in the InterRegio colors. On some of the trains the "hotel guest" can also take his car with him: An auto transport car is part of the train.





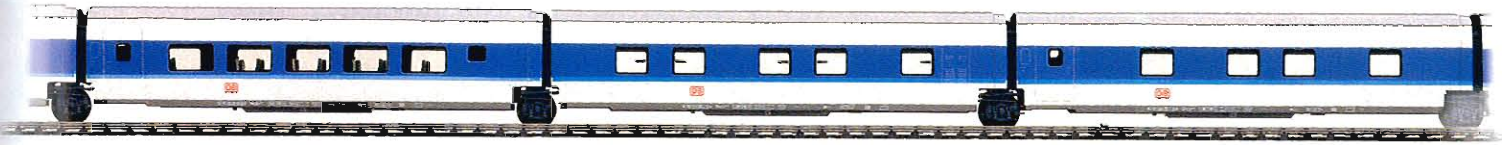


German Railroad, Inc. (DB)

N NEM V

41771 InterCity Night Car Set.
Talgo design hotel train. Basic set with 6 cars: 2 end cars, 1 each 1st and 2nd class hotel car, 1 lounge car and 1 dining car. Articulated mount for the axles with snap-in special couplings between the cars. Total length over buffers 88.5 cm (34-13/16"). Can be lengthened with the 41772 car set.
DC wheel set 70 0580

All cars in special version. Not available separately.



N V

41772 InterCity Night Car Set.
Extension set with 3 cars: 1 sleeping car and 1 each 1st and 2nd class hotel car, 1 lounge car and 1 dining car. Lengthens the train by 45.2 cm (17-13/16"). Can be used in multiples in the train.
DC wheel set 70 0580

All cars in special version. Not available separately.

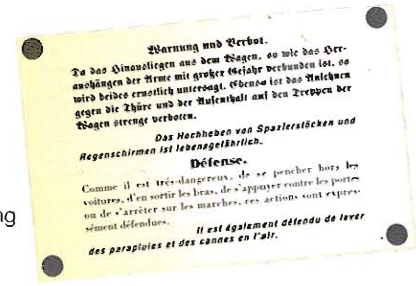
The 41771 InterCity Night basic set can be lengthened prototypically with multiples of the 41772 extension set.



Car Set

N I V

43471 Spanisch Brötli Bahn.
Three cars from the Swiss North Railroad (NOB) to add to the anniversary train of 1997 (Märklin models 28471/26471). Closed car no. 22 – 2nd class, no. 66 – 3rd class and open car no. 42 – 3rd class. Museum cars in the Transportation Museum in Lucerne, Switzerland. Prototypical, open-jaw couplers without buffers that will couple with the train. Many separately applied details. Set of passenger figures in clothing of the period. Total length 24.0 cm (9-1/2").
DC wheel set 70 0630



The "Spanisch Brötli Bahn" ("Spanish Breakfast Roll Train") in the Transportation Museum in Lucerne, Switzerland is an accurate reproduction of the "Limmat" locomotive with six reproduced cars and a "genuine" old baggage car. The locomotive and four of the cars appeared in 1997 on the occasion of the anniversary of Swiss railroading as Märklin models 28471/26471. The remaining three cars are planned to appear in a one-time series in the same fine detailing to complete this train. Also included with these cars are lovingly crafted figures of railroad officials and passengers in clothing appropriate to the period of the train.



All cars in special version. Not available separately.

The 43471 car set is being produced in a one-time series only in 1998.

These models are being offered by Trix for two-rail DC systems (T21219).

The 43471 car set supplements the "Spanisch Brötli Bahn" from 1997 (Märklin models 28471/26471).



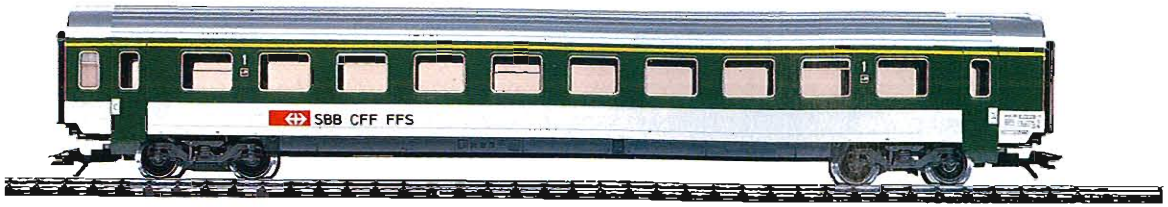


Express Train Passenger Cars

märklin HO

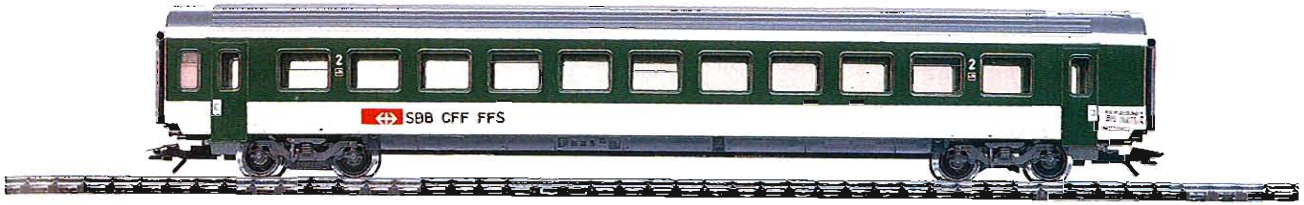
Swiss Federal Railways (SBB)

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.



NEM 7330 V

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



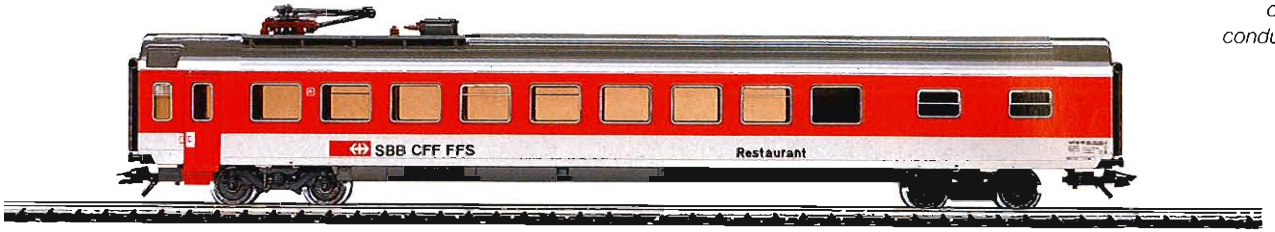
NEM 7330 V

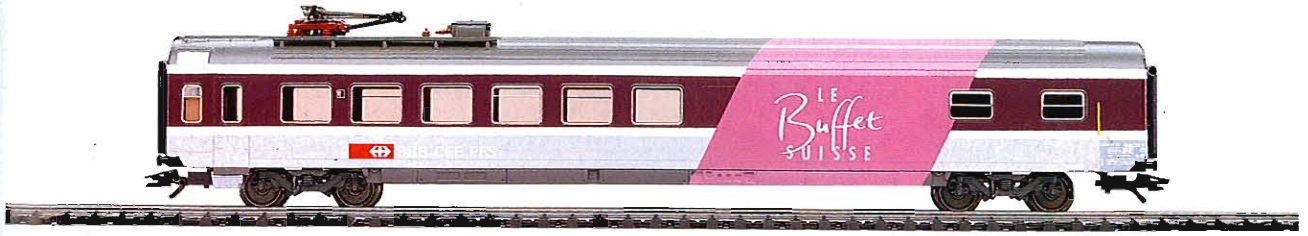
4216 Express Train Passenger Car.
Mark IV B. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

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

NEM 7330 V

4217 Express Train Dining Car.
Mark IV WR. Functional pantograph. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580





NEM 7330 V

4125 EuroCity Dining Car.
Mark IV WR lettered and painted for "Le buffet suisse". Working pantograph. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

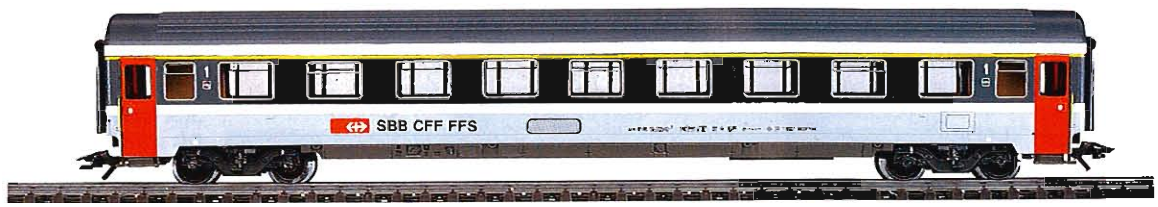
EuroCity Cars

Swiss Federal Railways (SBB)



Both cars have adjustable buffers and are equipped for installation of 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



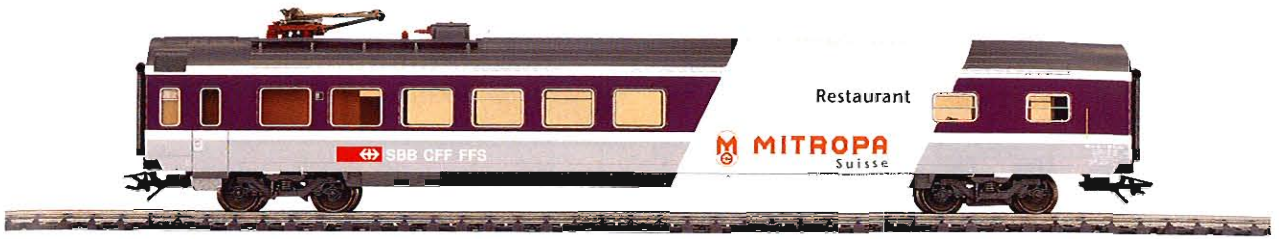
This car is also a development of Eurofima. In the SBB's EuroCity color scheme the doors have been painted red for safety reasons.

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)

A 4 year contract has been signed by the SBB and the German MITROPA, Inc. to reorganize the dining service in Swiss trains along more efficient lines. Since March of 1997 the former dining cars (among others) for the Buffet Suisse, Inc. and the Glacier Express are being operated by the new subsidiary MITROPA Suisse in Basle, Switzerland. This international cooperation is not new: MITROPA received similar contracts as early as 1928 from the Bernina Railroad and the Rhaetische Railroad.



N NEM 7330 V

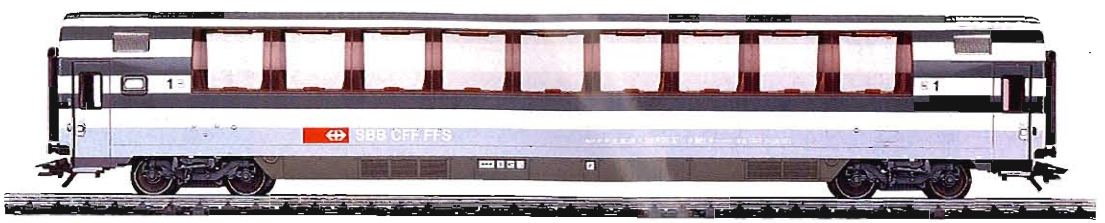
42171 Euro-City Dining Car.
SBB type Mark IV WR. operated by MITROPA, Inc. Working pantograph. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

The 42171 dining car is being produced in a one-time series only in 1998.

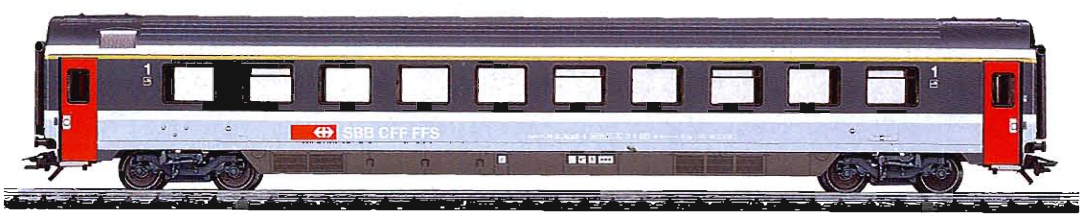
Both cars have adjustable buffers and are equipped for installation of 7319 current-conducting couplers.

NEM 7319 V

4365 EuroCity Panorama Car.
Apm. 1st 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 95.



NEM 7319 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

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.

NEM 7319 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



Express Train Passenger Cars

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



43771 Express Train Passenger Car.
Type AB 3. 1st and 2nd class. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 0580



Swedish State Railways (SJ)



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

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

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.

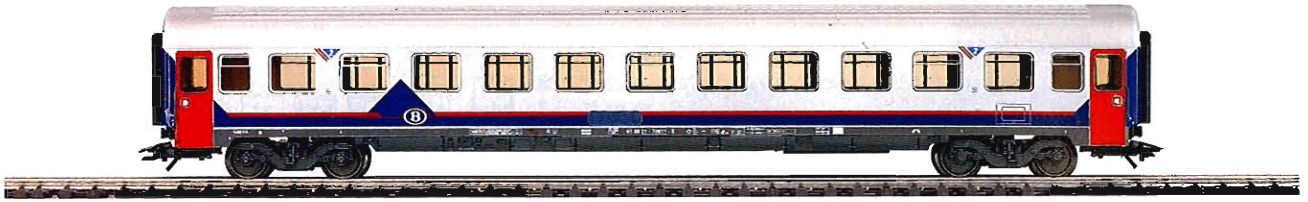
The class RC 3 locomotive is an appropriate unit (Märklin model 3341, see page 100) for these cars and also comes painted in the current SJ color scheme.

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





Express Train Passenger Cars



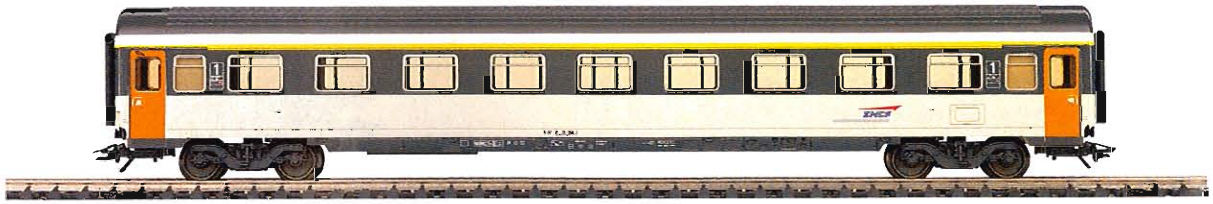
4352 Eurofima Express Train Coach.
Type B11. 2nd class. With new car number. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

The 4352 express train coach is being produced in a one-time series only in 1998.

French State Railways (SNCF)

The 42531 express train passenger car is being produced in a one-time series only in 1998.

42531 Express Train Passenger Car.
Corail type A 9. VSE / Eurofima design in the current paint scheme. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580



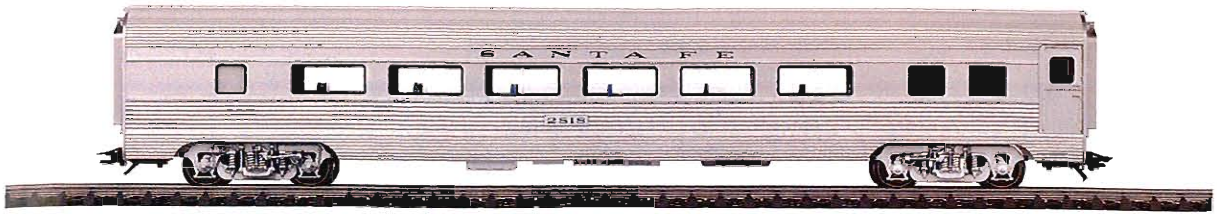


42532 Express Train Passenger Car.
Corail type B 9. VSE / Eurofima design in current paint scheme. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 0580

The 42532 express train passenger car is being produced in a one-time series only in 1998.



An appropriate electric locomotive for the SNCF express train passenger cars is the class BB 26000 (Märklin model 33341, see page 100).



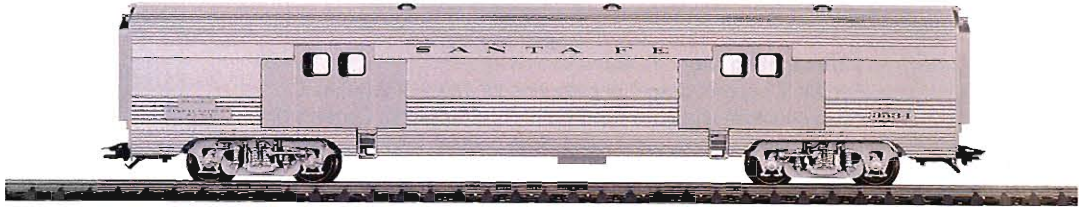
N NEM 72150 III IV

43601 Coach.
Atchison, Topeka & Santa Fe Railway (AT & SF) coach. Extruded aluminum body. Length 26.0 cm (10-1/4").



N NEM 72150 III IV

43602 Sleeper.
Atchison, Topeka & Santa Fe Railway (AT & SF) sleeping car. Extruded aluminum body. Length 26.0 cm (10-1/4").



The appropriate motive power for the streamliner passenger cars is the AT & SF diesel electric locomotive as a single or multi unit (Märklin models 33622/37622, 4060 and 4063, see pages 74/75).

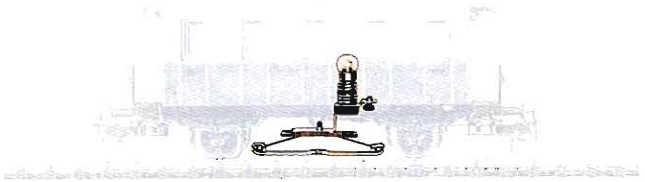
N NEM III IV

43603 Baggage Car.
Atchison, Topeka & Santa Fe Railway (AT & SF) baggage car. Extruded aluminum body. Length 22.5 cm (8-7/8").



Car Lighting

7323



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

7074 Lighting Kit.
For 4067, 4079 and 4080 cars. Consists of pickup shoe with lamp socket and light bulb. Connecting socket for additional lights.

7074

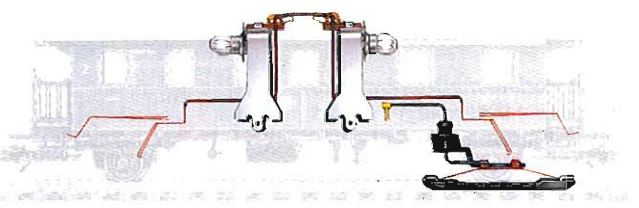


7317



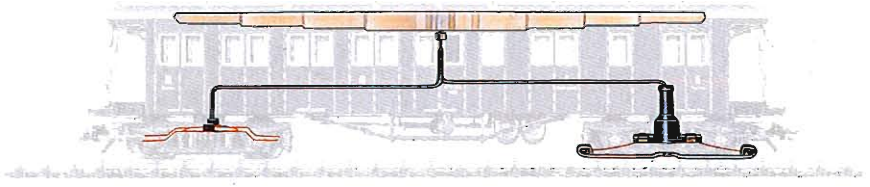
7317 Lighting Kit.
For cars 4317–4319. Installation kit for 1 pair of cars. Consists of pickup shoe, current-conducting close coupler, 2 light diffusers and 4 light bulbs.

7318



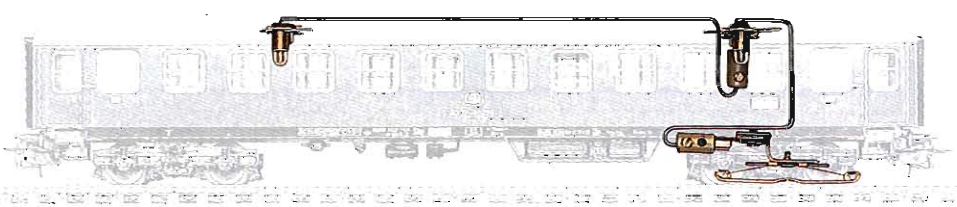
7318 Lighting Kit.
For the "Donnerbüchsen" passenger cars 4100-4102 (without close couplers) and 4313-4315 (with close couplers). Consists of pickup shoe, current-conducting close coupler, 2 light sockets and 2 light bulbs.

7333



7333 Lighting Kit.
For cars 42101, 42131, 4214, 42141, and 4229. Consists of pickup shoe, light diffuser, light socket and light bulb.

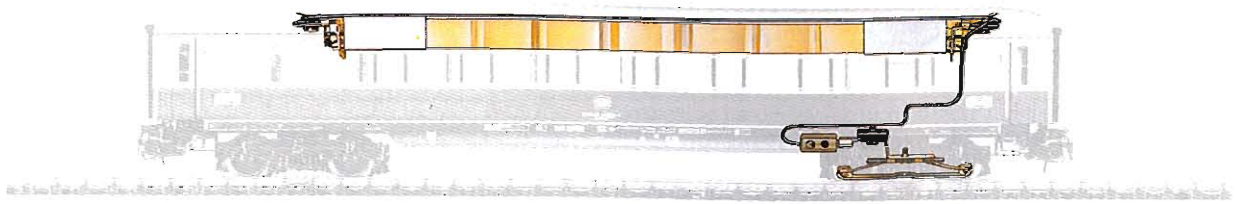
7077 7077 7198



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.

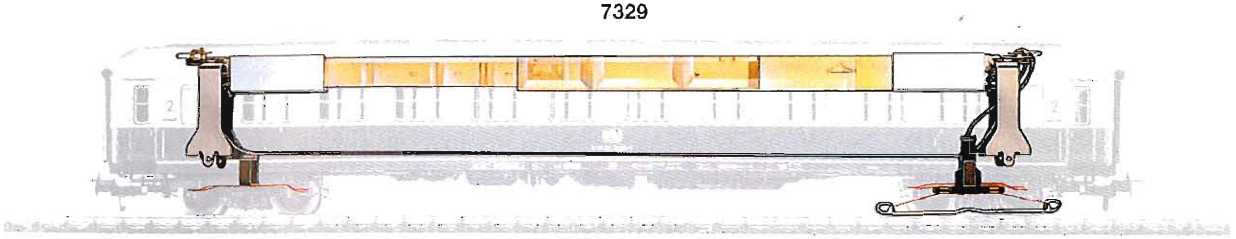
7320



7320 Lighting Kit.
For 40542, 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



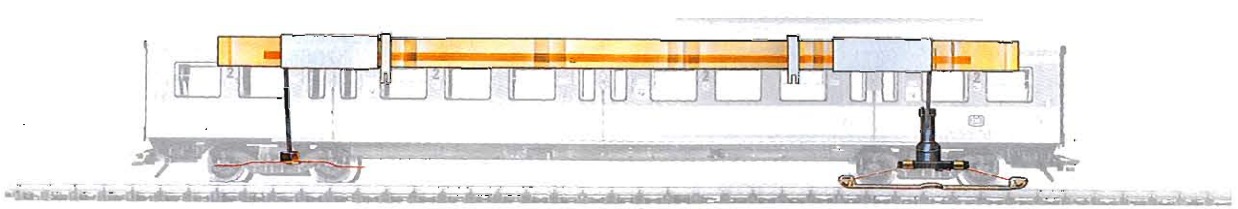
7329 Lighting Kit.
For cars 4131, 4132 and 4133. Consists of pickup shoe, adjustable light diffuser, 2 light sockets and 2 light bulbs.

7330 Lighting Kit.
For cars 4104-4106, 4125, 4157, 4215-4217, 42171, 4225, 4227, 42531, 42532, 4255-4260, 4266, 4280-4282, 4285, 4286, 4291-4293, 42931, 4296, 4327, 43302, 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 41351, 41361, 4275, 42751, 4276-4278, and 43771-43773.

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.

7330



73150 Lighting Kit.
For cars 43200, 43201, 43210, 43219-43221, 43229, 43240, 43300-43302, 43601, and 43602. Consists of pickup shoe, light diffuser with lamp sockets, 2 light bulbs, and current-conducting close coupler.

N

73155 Lighting Kit.
For cars 43229, 43241, 43250, 43251, and 43260. Consists of pickup shoe, light diffuser with lamp sockets, 2 light bulbs, and current-conducting close coupler.

73140 Lighting Kit.
For cars 43581-43586. Consists of pickup shoe, circuit board with 10 light bulbs and current-conducting coupler.

Spare Parts for Cars



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.



0226 Set of Figures.
To add to passenger cars. 10 seated passengers. All figures hand painted in several colors.

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



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.

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").

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.



Couplers and DC wheel sets for passeenger cars

Item No.	Coupler	DC wheel set
4018	21 0050	–
40182	21 0050	–
4026	30 3390*	70 0590
4027	30 3390*	70 0590
4032	30 3390*	70 0590
4035	32 5400	70 0600
4038	32 5400	70 0600
4039	32 5400	70 0600
4044	32 5400	70 0600
4051	30 3390*	70 0590
4052	30 3390*	70 0590
40541	30 3390*	70 0590
40542	30 3390*	70 0590
4055	30 3390*	70 0590
4057	30 3390*	70 0590
4084	27 2910	70 0580
4085	30 3390*	70 0590
4087	30 3390*	70 0590
4089	30 3390*	70 0590
40891	30 3390*	70 0590
4090	30 3390*	70 0590
4104	70 1630	70 0580
4105	70 1630	70 0580
4106	70 1630	70 0580
4107	32 5400	70 0600
4108	32 5400	70 0600
4111	30 3390*	70 0590
4112	30 3390*	70 0590
4125	70 1630	70 0580
4131	70 1630	70 0580
4132	70 1630	70 0580
4133	70 1630	70 0580
41351	70 1630	70 0630
41361	70 1630	70 0630
41371	70 1630	70 0630
4157	70 1630	70 0580
41771	70 1630	70 0580
41772	–	70 0580
4186	31 4110*	70 0590
4191	31 4110*	70 0590
4200	70 1630	70 0580

Item No.	Coupler	DC wheel set
4201	70 1630	70 0580
4202	70 1630	70 0580
4203	70 1630	70 0580
42101	70 1630	70 0630
4212	70 1630	70 0630
42131	70 1630	70 0630
4214	70 1630	70 0630
42141	70 1630	70 0630
4215	70 1630	70 0580
4216	70 1630	70 0580
4217	70 1630	70 0580
42171	70 1630	70 0580
4225	70 1630	70 0580
4227	70 1630	70 0580
4228	70 1630	70 0600
4229	70 1630	70 0630
4232	70 1630	70 0580
4233	27 2910	70 0580
4234	27 2910	70 0580
42341	27 2910	70 0580
42342	27 2910	70 0580
4235	70 1630	70 0580
42351	70 1630	70 0580
42531	70 1630	70 0580
42532	70 1630	70 0580
4255	70 1630	70 0580
4256	70 1630	70 0580
4257	70 1630	70 0580
4258	70 1630	70 0580
4259	70 1630	70 0580
4260	70 1630	70 0580
4266	70 1630	70 0580
4275	70 1630	70 0580
42751	70 1630	70 0580
4276	70 1630	70 0580
4277	70 1630	70 0580
4278	70 1630	70 0580
4280	70 1630	70 0580
4281	70 1630	70 0580
4282	70 1630	70 0580
4285	70 1630	70 0580

* truck with coupler

Couplers and DC wheel sets for freight cars

Item No.	Coupler	DC wheel set
4286	70 1630	70 0580
4291	70 1630	70 0580
4292	70 1630	70 0580
4293	70 1630	70 0580
42931	70 1630	70 0580
4295	70 1630	70 0580
4296	70 1630	70 0580
4313	70 1630	70 0580
4314	70 1630	70 0580
4315	70 1630	70 0580
4316	70 1630	70 0580
4317	70 1630	70 0580
(4317)	–	40 6240
4318	70 1630	70 0580
(4318)	–	40 6240
4319	70 1630	70 0580
(4319)	–	40 6240
43200	70 1630	70 0580
43201	70 1630	70 0580
43210	70 1630	70 0580
43219	70 1630	70 0580
43220	70 1630	70 0580
43221	70 1630	70 0580
43229	70 1630	70 0580
43240	70 1630	70 0580
43241	70 1630	70 0580
43250	70 1630	70 0580
43251	70 1630	70 0580
43260	70 1630	70 0580
4327	70 1630	70 0580
43300	70 1630	70 0580
43301	70 1630	70 0580
43302	70 1630	70 0580
4335	70 1630	70 0580
43351	70 1630	70 0580
43352	70 1630	70 0580
43471	20 3742	70 0630
4352	70 1630	70 0580
43581	70 1630	70 0580
43582	70 1630	70 0580
43583	70 1630	70 0580
43584	70 1630	70 0580
43585	70 1630	70 0580
43586	70 1630	70 0580
43601	70 1630	70 0580
43602	70 1630	70 0580
43603	70 1630	70 0580
4365	70 1630	70 0580
4366	70 1630	70 0580
4368	70 1630	70 0580
4369	70 1630	70 0580
43701	37 4060	70 0580
(43701)	37 4340	–
43702	37 4060	70 0580
(43702)	37 4340	–
43711	37 4060	70 0580
(43711)	37 4340	–
43712	37 4060	70 0580
(43712)	37 4340	–
43721	37 4060	70 0580
(43721)	37 4340	–
43722	37 4060	70 0580
(43722)	37 4340	–
43731	37 4060	70 0580
(43731)	37 4340	–
43732	37 4060	70 0580
(43732)	37 4340	–
43741	37 4080	70 0580
(43741)	37 4350	–
43742	37 4080	70 0580
(43742)	37 4350	–
4377	70 1630	70 0580
43771	70 1630	70 0580
43772	70 1630	70 0580
43773	70 1630	70 0580
4378	70 1630	70 0580
4384	70 1630	70 0580
43982	70 1630	60 1152
4410	70 1570	70 0580
4411	70 1570	70 0580
44111	70 1570	70 0580
4413	70 1570	70 0580
4415	70 1570	70 0580
4416	70 1570	70 0580
4417	70 1570	70 0580
44171	70 1570	70 0580
44172	70 1570	70 0580
44173	70 1570	70 0580
44174	70 1570	70 0580
44175	70 1570	70 0580
44176	70 1570	70 0580
4420	70 1570	70 0580
4421	70 1570	70 0580
4423	70 1570	70 0580
4424	70 1570	70 0580
4425	70 1570	70 0580
44264	70 1570	70 0580
4430	70 1570	70 0580
4431	70 1570	70 0580
4432	70 1570	70 0580
4439	70 1570	70 0580
4440	70 1570	70 0580
4441	70 1570	70 0580
4442	70 1570	70 0580
4443	70 1570	70 0580
44510	70 1570	70 0580
44512	70 1570	70 0580
44522	70 1570	70 0580
4459	70 1570	70 0580
4471	70 1570	70 0580
4473	70 1570	70 0580
4474	70 1570	70 0580
4478	70 1630	60 1149
4479	70 1630	60 1149
4485	70 1570	70 0580
4602	27 2910	70 0580
46031	70 1630	70 0580
46032	70 1630	70 0580
46033	70 1630	70 0630
46061	70 1630	70 0580
46062	70 1630	70 0580
46071	70 1630	70 0580
46072	70 1630	70 0580
4610	70 1540	70 0500
4612	70 1540	70 0500
4613	70 1540	70 0500
46150	70 1630	60 1152
4617	70 1540	70 0530
4618	70 1540	70 0530
46191	70 1630	70 0580
46198	70 1630	70 0580
4624	70 1630	70 0580
4626	70 1630	70 0280
46262	70 1630	70 0580
4631	70 1630	70 0600
4635	70 1630	70 0600
46421	70 1630	70 0270
46423	70 1630	60 1151
4644	70 1630	70 0270
46581	70 1630	70 0580
4661	70 1630	70 0580
4663	32 3990	70 0270
4665	70 1540	70 0500
4671	70 1540	70 0530
46741	70 1630	70 0580
46743	70 1630	70 0630
4678	70 1630	70 0580
46801	70 1630	–
46821	70 1630	70 0580
46822	70 1630	70 0580
4690	70 1630	70 0580
46902	70 1630	70 0580
4693	70 1630	70 0580
4694	70 1630	70 0580
46942	70 1630	70 0580
46951	70 1630	70 0270
46961	70 1630	70 0630
4698	70 1630	70 0580
4699	70 1630	70 0580
4712	70 1630	70 0580
47261	70 1630	70 0580
47264	70 1630	70 0580
4727	70 1630	70 0580
47281	70 1630	70 0580
4733	70 1630	70 0580
4734	70 1630	70 0580
47361	70 1630	70 0580
4740	36 3660	43 2950
4741	–	43 2950
4750	70 1630	70 0270
4752	70 1630	70 0580
4753	70 1630	70 0580
4754	70 1630	70 0580
4756	70 1630	70 0580
4757	70 1630	70 0580
4767	70 1630	70 0580
4768	70 1630	70 0580
47683	70 1630	70 0580
4769	70 1630	70 0580
4771	70 1630	70 0580
47711	70 1630	70 0580
47713	70 1630	70 0580
4777	32 2890*	70 0600
47780	32 3110*	70 0600
47785	32 3110*	70 0600
47881	70 1630	70 0580
47882	70 1630	70 0580
47883	70 1630	70 0580
47893	70 1630	70 0580
(47893)	–	70 0630
(47893)	–	60 1152
47894	70 1630	70 0580
4797	36 3660	43 2950
48010	70 1630	70 0580
48012	70 1630	70 0580
48020	70 1630	70 0580
48022	70 1630	70 0580
48023	70 1630	70 0580
48030	70 1630	70 0580
48031	70 1630	70 0580
48032	70 1630	70 0580
48034	70 1630	70 0580
48040	70 1630	70 0580
48042	70 1630	70 0580
48045	70 1630	70 0580
48046	70 1630	70 0580
48280	70 1630	70 0630
4841	–	43 2950
48443	70 1630	70 0580
48444	70 1630	70 0580
48450	70 1630	70 0580
48481	70 1630	70 0580
48482	70 1630	70 0580
4850	70 1630	70 0580
48501	70 1630	70 0580
4853	70 1630	70 0580
48531	70 1630	70 0580
4864	32 3110*	70 0600
4866	70 1630	70 0580
48664	70 1630	70 0580
4867	70 1630	70 0580
48674	70 1630	70 0580
(48674)	–	70 0630
48750	70 1630	70 0580
48751	70 1630	70 0580
48753	70 1630	70 0580
4877	70 1630	70 0270
4878	70 1630	70 0270
48782	70 1630	70 0580
48783	70 1630	70 0580
4879	70 1630	70 0270
4883	70 1630	70 0580
48840	70 1630	70 0580
48841	70 1630	70 0630
48851	70 1630	70 0630
48852	70 1630	70 0630
4888	70 1630	70 0580
48924	70 1630	70 0270
(48924)	–	70 0580
48940	70 1630	70 0580
4896	70 1630	70 0580
49960	70 1630	–

The 70 1630 close coupler is only available in a package of 50 pieces under item number 7203 (see page 186).

* truck with coupler

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	Original Name	Railroad
A	ÖBB	Österreichische Bundesbahnen	Austrian Federal Railways
B	SNCB	Société Nationale des Chemins de fer Belges	Belgian State Railways
	NMBS	Nationale Maatschappij van de Belgische Spoorwegen	Belgian State Railways
CH	SBB	Schweizerische Bundesbahnen	Swiss Federal Railways
	CFF	Chemins de fer Fédéraux Suisses	Swiss Federal Railways
	FFS	Ferrovie Federali Svizzere	Swiss Federal Railways
	BLS	Bern-Lötschberg-Simplon-Bahn	Bern Lötschberg Simplon Railroad
	SOB	Südostbahn	Southeast Railroad
D	KPEV	Königlich Preußische Eisenbahn-Verwaltung	Royal Prussian State Railroad Administration
	K.Bay.Sts.B.	Königlich Bayerische Staatsbahn	Royal Bavarian State Railroad
	K.W.St.E.	Königlich Württembergische Staatseisenbahnen	Royal Württemberg State Railways
	DRG	Deutsche Reichsbahn-Gesellschaft (1929–1945)	German State Railroad Company (1929–1945)
	DB	Deutsche Bundesbahn (1945–1994)	German Federal Railroad (1945–1994)
	DB	Deutsche Bahn AG (ab 1994)	German Railroad, Inc. (starting in 1994)
DDR	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

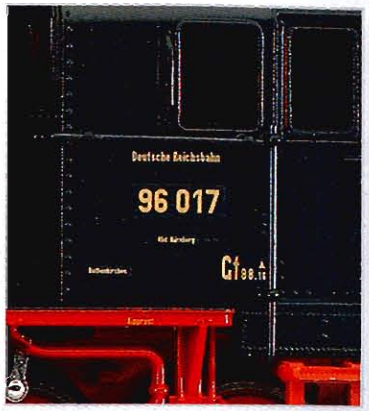
Era I
1835 to about 1925



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

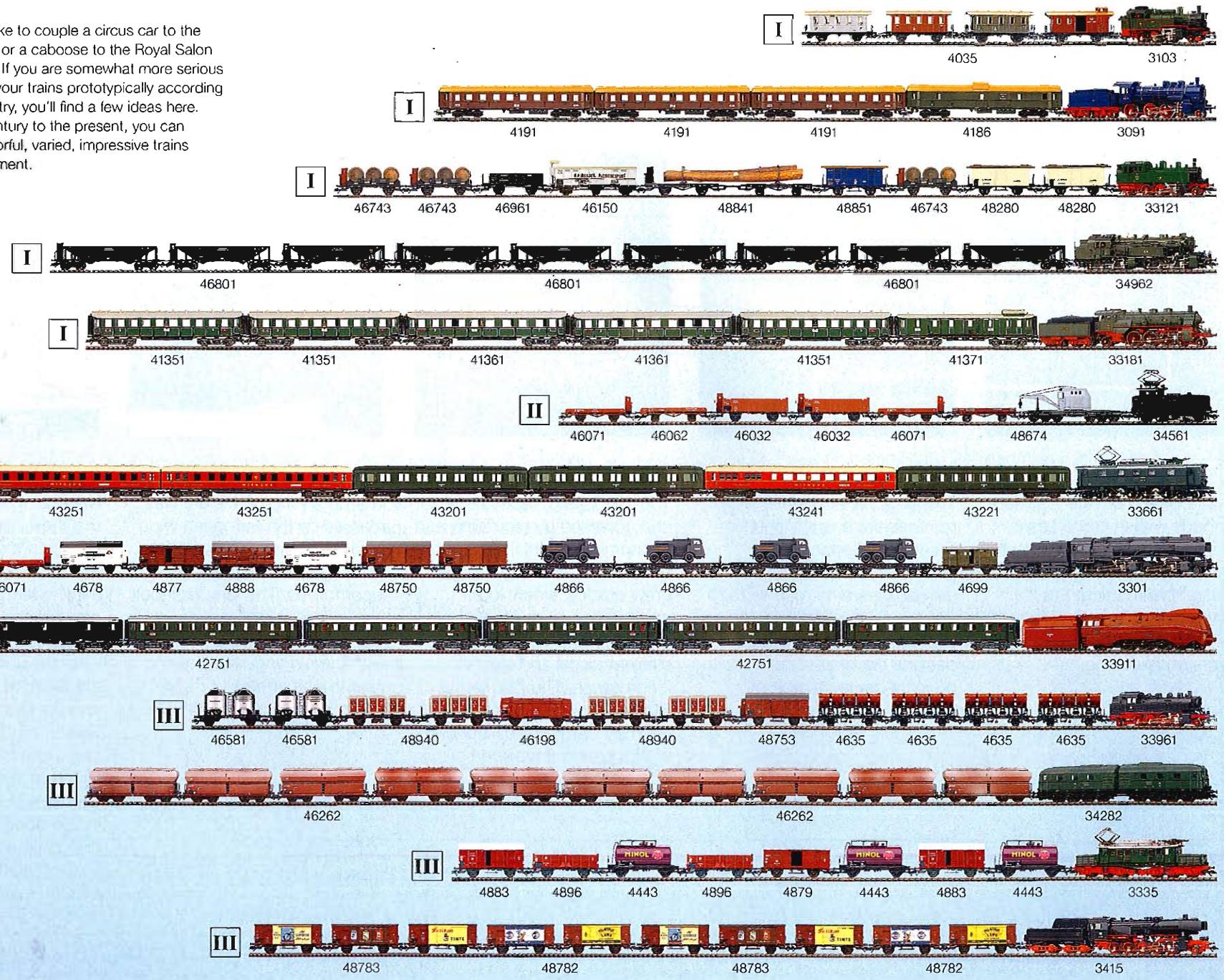
Era V
1990 to the present



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



43219 43219 43219 33803

III



4316 4313 4313 4314 4314 4314 34210

IV



4431 4431 4431 4663 47711 47264 48531 48531 4767 34880

IV



4133 4132 4131 4132 3375

IV



46942 46942 4754 4693 4693 4734 4752 4757 37431

IV



43601 43601 43601 43602 43602 43603 37622

V



48030 48031 48012 48045 48034 33723

V



48443 48443 47881 33341

V



4369 4125 4365 4365 4365 4369 34633

V



43302 4285 4286 3438

V



41771 41772 41772 34371

V



48046 48045 34350

V



40712 43732 43712 40712 33712

Freight Cars

Nostalgia with all of the details.

Special cars for loads of every type are not a modern discovery; they are part and parcel of the railroad. The same applies to the models of the provincial railroad period such as the coal hopper cars, whose name describes its function quite well. Well worth mentioning are also the super fine detailing and lettering of the superstructures, the delicate hand rails and spoked wheels. This also applies to the track laying train, whose different cars give a hint of the variety of designs from that period.




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001

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

Grand Ducal Mecklenburg Friedrich-Franz Railroad



N NEM I

46150 Meat Transport Car.
Type Gmml. With brakeman's cab. Sliding doors that can be opened. Separately applied steps the length of the car. Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 0580

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



NEM I

46033 Gondola.
Type 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.)



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

NEM I

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

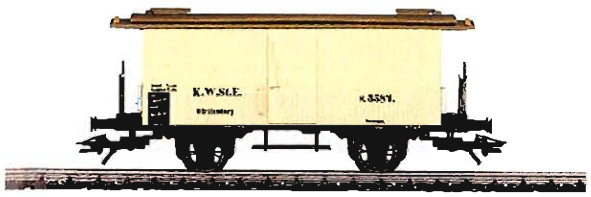


NEM I

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

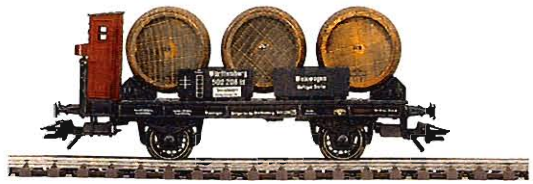


Royal Württemberg State Railways (K.W.St.E.)



N NEM I

48280 Beer Car.
Type H 3584. Brakeman's platforms at both ends. Separately applied ice hatches on the roof. Length over buffers 10.6 cm (4-3/16").
DC wheel set 70 0630



N NEM I

46743 Wine Barrel Car.
Privately owned car, used on the Royal Württemberg State Railways (K.W.St.E.). With brakeman's cab. Real wood barrels. Separately applied lettering board. Length over buffers 10.1 cm (4").
DC wheel set 70 0630

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



N NEM I

46801 "Coal Hopper Cars" Car Set.
Set consists of 3 type OOt coal hopper cars. Each car with different car number. With brakeman's cab. Separately applied brake wheels. Load area is different color. Filigree reproduction of framework trucks. Total length over buffers 48.1 cm (18-15/16").

All cars in special version. Not available separately.

The 46801 car set is being produced in a one-time series only in 1998.

This model is being offered by Trix (T23500) for two-rail DC systems.

The German State Railroad Company, Bavarian Management Group, class Gt 2 x 4/4 heavy tank locomotive (Märklin models 34962/37962) is an appropriate unit for this car set and can be found on page 53.



State Railroad Freight Cars

German State Railroad Company (DRG)

NEM II

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



NEM II

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





NEM II

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



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

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

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

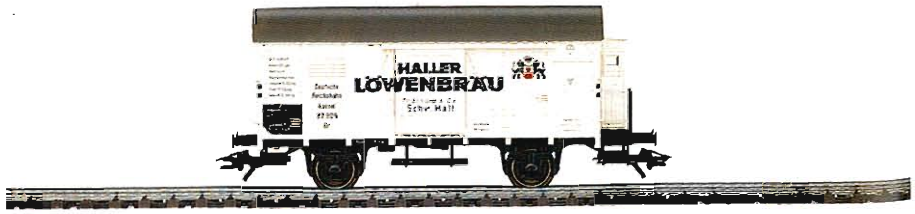


Freight cars with advertising on the sides were almost always privately owned. These cars were of course subject to the technical regulations of the German State Railroad Company, but the owner was in any event a private company.

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



German State Railroad Company (DRG)

48924 "Fritz Homann, Dissen" Freight Car Set.
Set consists of 2 different privately owned freight cars, used on the German State Railroad Company (DRG), and a delivery truck. Tank car with brakeman's cab. Tank platform and ladders separately applied. Refrigerator car with Association design brakeman's cab. Separately applied handrails at the ends. Total length over buffers 21.3 cm (8-3/8"). Delivery truck lettered for the Fritz Homann Food Processing Company. Benz model with flatbed und removable tarp. Metal body. Radiator grill with star ornament. Length 7.4 cm (2-15/16").
DC wheel set 2 x 70 0580
2 x 70 0270

Included with the 48924 freight car set are 3 reproductions of historical collector cards. They are taken from a collector album of the 1930s with a series of illustrations on the theme of technology and transportation.

All cars and truck in special version.
Not available separately.

Special one-time series for 1998.
Already delivered to the dealers.







The German State Railroad Company class E 60 electric locomotive (Märklin models 34561/37561) is an appropriate unit and can be found on page 78.

47893 "Track Laying Train" Car Set.
Set consists of a crane car and three different freight cars.
1 "Nürnberg" crane car. With cab that can be rotated and with movable boom. Crank hook can be raised and lowered with a hand crank. Detailed reproduction of the car fame.
1 "Nürnberg" crane auxiliary support car. Loaded with 2 stacks of ties made of real wood.
1 type X "Erfurt" ballast car. With brakeman's cab. Loaded with scale sized real limestone ballast.
1 equipment car. Sliding doors that can be opened.
Total length over buffers 48.8 cm (19-3/16").

DC wheel set 70 0580 for crane car
DC wheel set 70 0630 for crane auxiliary support car and ballast car
DC wheel set 60 1152 for equipment car

All cars in special version.
Not available separately.

Special one-time series for 1998.
Already delivered to the dealers.

The German State Railroad Company class 96 heavy tank locomotive (Märklin model 3496, see page 53) is used to pull the track laying train.



State Railroad Freight Cars

German State Railroad Company (DRG)



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

48750 Boxcar.
Interchange design type 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



German State Railroad Company (DRG)



II

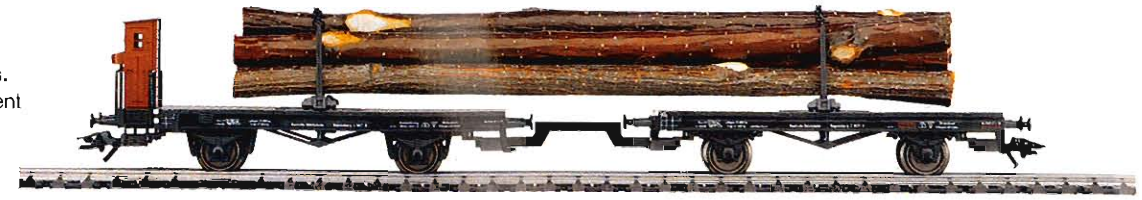
46741 Wine Barrel Car.
"Mainz" barrel car. With brakeman's cab. Barrels made of real wood. Separately applied destination board and platform with walkway. Barrels individually imprinted. Length over buffers 10.1 cm (4").
DC wheel set 70 0580

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

The Mallet design freight locomotive (Märklin models 3301/3701, see page 57) and the class 96 heavy tank locomotive (Märklin model 3496, see page 53) are appropriate units for the DRG freight cars.

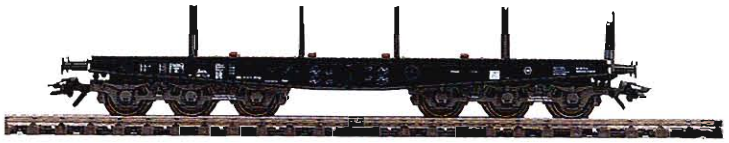
II

48840 Pair of Pivoting Load Cradle Cars.
Type 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



II

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



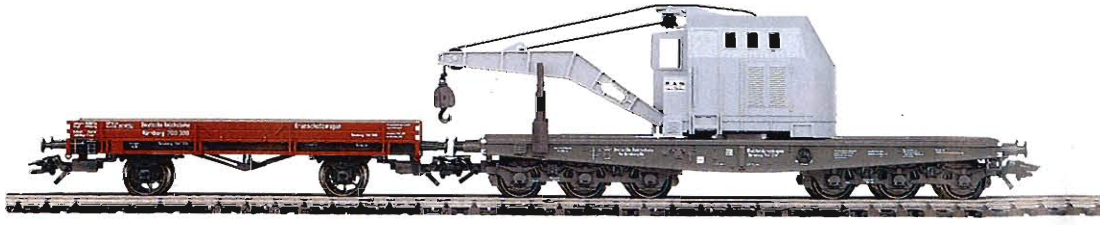
In 1942 rolling stock for the heaviest of loads was built parallel to the class 52 locomotives as part of the immense procurement program brought about by military requirements. One result was the six-axle flat car, later classified by the DB as SSym 46. This car had an empty weight of approximately 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.

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.

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

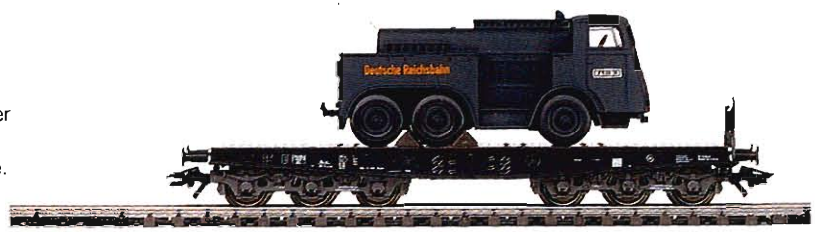
Both cars in a special version. Not available separately.



State Railroad Freight Cars

German State Railroad Company (DRG)

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.

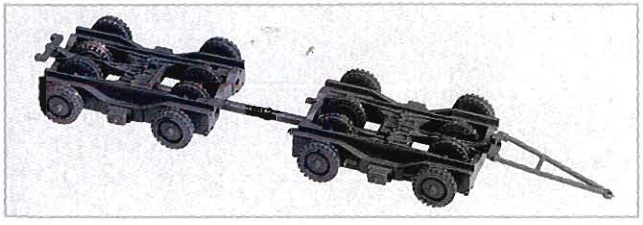
In the 1930s coal was often needed in locations that were not near the railroad. The "Culemeyer" design road rollers were used to transport complete railroad cars from the freight station to the consignee. Appropriately powerful tractors were required for this. One of the most important manufacturers of these tractors at that time was the Kaelble Company. The prototype of the DR-70 021 tractor was placed into service in 1936. The four cylinder, four cycle diesel motor developed an output of 65 horsepower with an rpm range between 400 and 1,600 rpm. The maximum speed was 22 km/h (14 mph).

46822 "Kaelble" Heavy Duty Car Set.
Set consists of 1 Kaelble tractor, 1 set of road rollers and 1 gondola.
Type DR-70 021 Kaelble tractor. Metal frame and superstructure. With figure of driver. Length 5.9 cm (2-5/16").
Culemeyer design set of road rollers. 8-axle version. Metal frame. Length with drawbar 11.4 cm (4-1/2").
Type Om "Breslau" gondola. Loaded with real, scale size coal. Weathered car body.
Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 0580

All vehicles in special version. Not available separately.

Special one-time series for 1998.
Already delivered to the dealers.





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



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

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

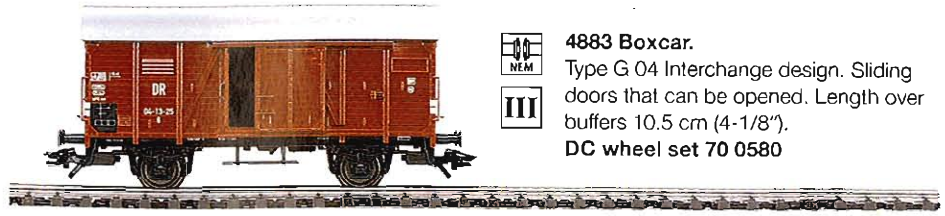
Both vehicles are in a special version. Not available separately.

märklin HO

German State Railroad (DR) of the GDR

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





4883 Boxcar.
Type G 04 Interchange design. Sliding doors that can be opened. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 0580

4896 Gondola.
Type Om 37Association Design. Side walls of built up boards. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 0580



The class 254 electric locomotive (Märklin model 3335) is an appropriate unit for the freight cars of the German State Railroad of East Germany and can be found on page 80.



Open Freight Cars

German Federal Railroad (DB)

N NEM III

46061 Low Side Car.
Type X 05. Load surface is a different color. Length over buffers 10.7 cm (4-3/16").
DC wheel set 70 0580



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

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

HOBBY IV

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



HOBBY IV

4431 Gondola.
Type El-u 061. With removable coal load insert. 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

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



German Railroad, Inc. (DB)



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

The DB class V 140 diesel hydraulic locomotive (Märklin models 34210/37210, see page 70) is an appropriate unit for the two "Economic Miracle" car sets 48782 and 48783.

German Federal Railroad

In the flourishing competition of the early years of the economic miracle – Ludwig Erhard emphasized tirelessly that the preservation of open competition was the most important task of the state – the German Federal Railroad utilized the opportunity of the moment with an ingenious marketing enterprise. "The right of way is open" proclaimed the German railroad freight car advertisement, after some legal obstacles had been cleared away, and it offered its marketing services with the brochure on the economy that is included in this set.

Admittedly the "Franz Albert Jentzsch German Railroad Freight Car Advertising Limited Partnership" disappeared from the trade registry as early as September 26, 1960. Unfortunately, we were not able to discover the exact reason for this. An original of the promotional brochure sent to Göppingen on November 12, 1952 is preserved in the Märklin archives. Now it is available as a reprint to all model railroad enthusiasts.

N NEM III

48782 "Economic Miracle" Car Set.
Set consists of 2 different freight cars. Part of the technical data lettering is prototypically in the version for the British-US Zone. Sliding doors that can be opened. Total length over buffers 21.4 cm (8-7/16").
DC wheel set 70 0580

Both cars in special version. Not available separately.

Special one-time series for 1998.
Already delivered to the dealers.

N NEM III

48783 "Economic Miracle" Car Set.
Set consists of 3 different freight cars. Part of the technical data lettering is prototypically in the version for the British-US Zone. Sliding doors that can be opened. Total length over buffers 32.2 cm (12-11/16"). Also included is a reprint of a promotional brochure for the German Railroad Freight Car Advertising, Ltd. Partnership.
DC wheel set 70 0580

All cars in special version. Not available separately.

Special one-time series for 1998.
Already delivered to the dealers.



Boxcars

German Federal Railroad (DB)

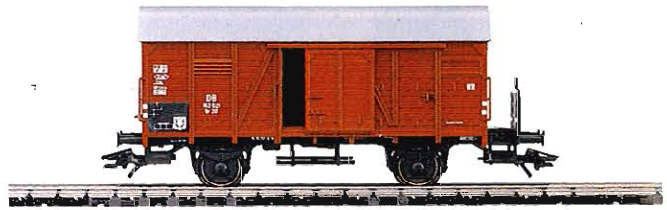


NEM III

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

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

N NEM III

48753 Boxcar.
Type Gr 20. With brakeman's cab. Sliding doors that can be opened. Length over buffers 11.3 cm (4-7/16").
DC wheel set 70 0580



HOBBY IV

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







HOBBY IV

4411 Boxcar.
Type 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

Birthday Car: A Good Idea for a Good Purpose.

märklin HO

At first it was a little idea: We wanted to give new impetus to gift giving with a different birthday car every year. And because the children's aid organization of the United Nations was celebrating its 50th anniversary at that time, a portion of the profits were to be donated to Unicef – for needy children in the Third World. This model was conceived from the design of the grade school student, Christian Walter.

Thanks to your support, this promotion was an overwhelming success. This encouraged us to establish a new tradition. The second Unicef car followed, this time designed by the former Meissen porcelain painter, Cathrin Janik. Last year's birthday car was dedicated to the Muscular Dystrophy Association under the chairmanship of Mrs. Christiane Herzog – as was the hand sample of the art locomotive "Teun Hock" autographed by the artist. This latter model was sold at auction for the benefit of the Muscular Dystrophy Association and brought a bid of 20,000 German marks.

From the profit of each of this year's birthday cars sold, three German marks will go to the organization SOS Kinderdorf (Children's Village). You can help share joy with needy children by giving one of these cars as a gift.

The class 361 diesel hydraulic switch engine (Märklin model 3131) is an appropriate unit for the DB boxcars and can be found on page 68.



N

44264 Birthday Car.
Special car for the SOS Children's Village Association. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

The 44264 Birthday Car is being produced in a one-time series only in 1998.



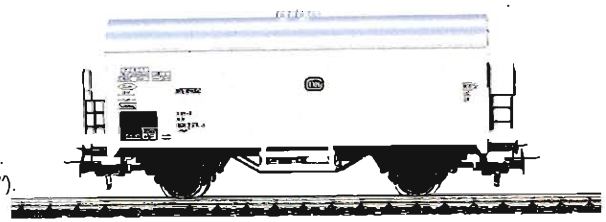


Boxcars

German Federal Railroad (DB)

HOBBY IV V

4415 Refrigerator Car.
Type 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 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

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

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 N V

44175 Beer Car.
Privately owned by Baden State Brewery Rothaus, Inc., Rothaus/Schwarzwald, 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.

German Federal Railroad (DB)

HOBBY 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 N V

44176 Refrigerator Car.
Privately owned by Kraft Jacobs Suchard Products, Inc., Bremen, 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

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



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 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



Italien State Railways (FS)

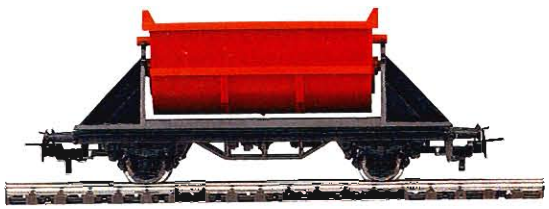


HOBBY V

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

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

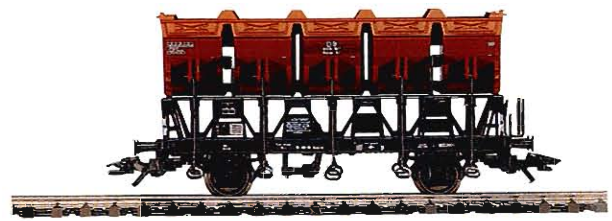
NEM IV

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



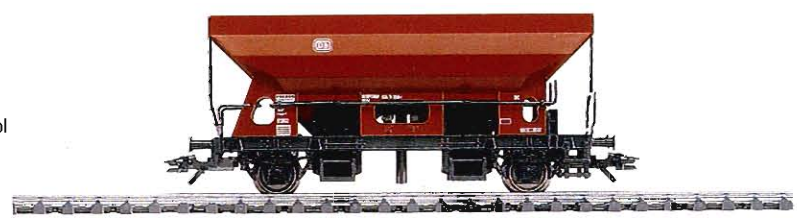
NEM III

4635 Dump Car.
Type 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

4631 Side Dump Car.
Type 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

48450 Bulk Material Dump Car.
Type Fans 126 side dumper. Hopper can be tipped to both sides. Movable unloading hatches. Length over buffers 14.0 cm (5-1/2").
DC wheel set 70 0580
1st quarter of 1999.

This model is being offered by Trix (T23940) for two-rail DC systems.

The Blankenburg Research and Development Facility (FEW) recognized early on the need for railroad bulk material cars that were required for the transport of construction materials to modernize the infrastructure in reunited Germany. In 1993 a new design for an efficient side unloader was presented as a prototype, and the German Railroad, Inc. started buying it in 1994 as a series. The rational design – large loading capacity of 59 metric tons, the ability to dump on both sides, built-in pneumatic cylinders and automatic control of the unloading hatches – make this and similar new cars attractive for consideration in the further modernization of the DB, Inc.'s rolling stock. The side dump cars are often used today in unit trains.

Car Set

märklin HO

N NEM V

German Railroad, Inc. (DB)

46423 "Henkel" Tank Car Set.
Set consists of 3 different tank cars lettered for Henkel KGaA, Düsseldorf, Germany, used on the German Railroad, Inc. Separately applied brakeman's platform with steps, ladder and filling dome platform. Finely detailed open frame. Total length over buffers 30.6 cm (12-1/16").
DC wheel set 60 1151

All cars in special version.
Not available separately.

The 46423 tank car set is being produced in a one-time series only in 1998.



The DB class 365 (Märklin model 34641) is an appropriate diesel hydraulic locomotive to go with the "Henkel" tank car set and can be found on page 68.



Flat Cars

German Federal Railroad (DB)



HOBBY IV

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



HOBBY IV

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

HOBBY IV

4424 Low Side Car.
Type Kklm 505. Loaded with a bulldozer. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

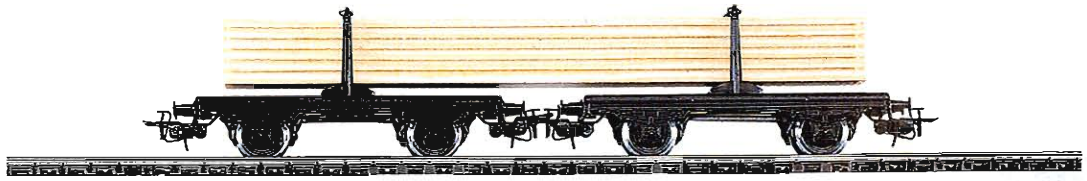


HOBBY IV

4474 Low Side Car.
Type 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



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

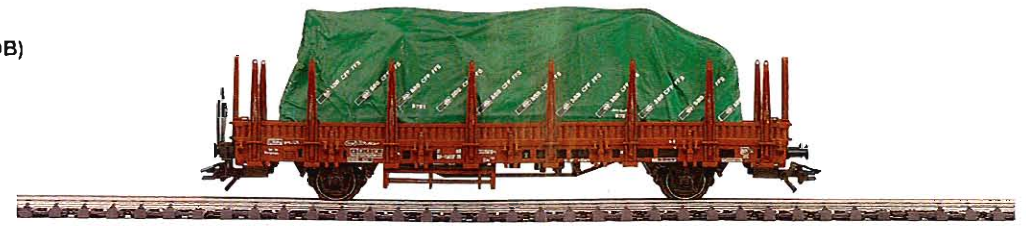


HOBBY III – V

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)



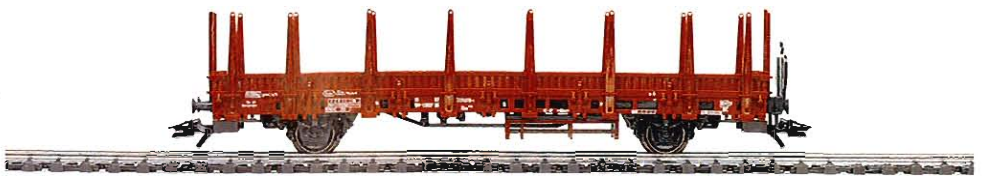
N NEM IV

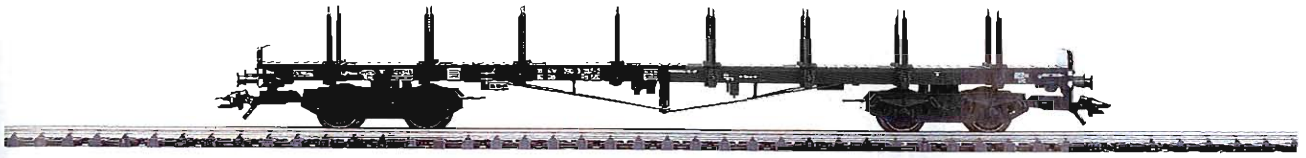
46942 Stake Car.
Type Kbs 443. Tarp for covering the load. Tarp and stakes removable. Length over buffers 15.7 cm (6-3/16").
DC wheel set 70 0580



NEM IV

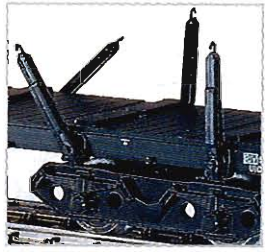
4694 Stake Car.
Type Kbs 443. Removable stakes. Length over buffers 15.7 cm (6-3/16").
DC wheel set 70 0580





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





The class 211 and 216 general purpose diesel hydraulic locomotive (Märklin model 3473, see page 69 and Märklin model 3375, see page 72) are appropriate units for the German Federal Railroad flat cars.

HOBBY IV

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



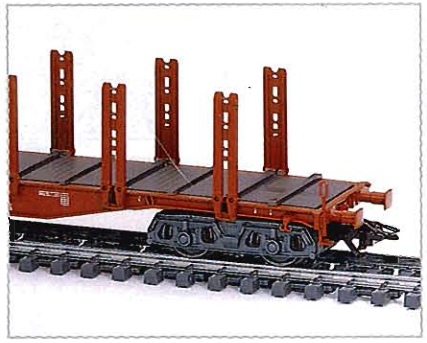
Heavy Duty Cars and Stake Cars

German Federal Railroad (DB)

NEM IV

4771 Stake Car.
Type 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





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).

The class 212 (Märklin model 33723) is an appropriate diesel locomotive and the class 151 (Märklin model 37431) is an appropriate electric locomotive to go with the heavy duty flat cars and stake cars, and they can be found on pages 69 and 82 respectively.



NEM IV

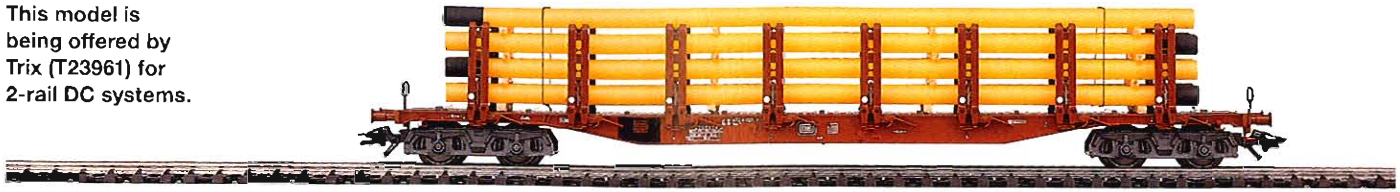
47711 Stake Car.
Type Snps 719. Loaded with real wood. Finely detailed, fixed double stakes with tiedown levers. Load surface in different color. With brake wheel. Length over buffers 23.9 cm (9-7/16").
DC wheel set 70 0580

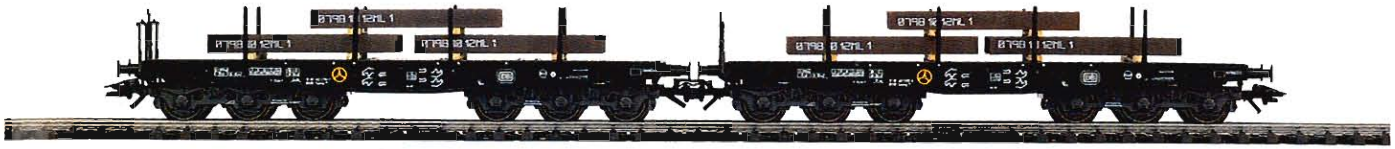


German Federal Railroad (DB)

47713 Stake Car.
Type Snps 719. Loaded with gas pipe on wooden beams. 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

This model is being offered by Trix (T23961) for 2-rail DC systems.





48664 "Steel Slabs" Heavy Duty Car Set.
Set consists of 2 type Sammp heavy duty flat cars with different car numbers. Each loaded with 3 removable slabs of metal. Batch numbers printed on the slabs. Total length over buffers 30.6 cm (12-1/16").
DC wheel set 70 0580

Both cars in special version. Not available separately.



The slabs can be loaded and unloaded with the 7051 rotary crane (see page 295).



Special Design Freight Cars

German Federal Railroad (DB)

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



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







German Railroad, Inc. (DB)

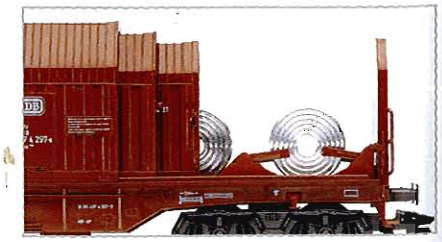


NEM IV

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

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)

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.
Type 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

Car Set

märklin HO

Limestone is a freight load for the railroad that is rich in tradition. This type of transport began as early as 1873 on the Anger Valley Railroad between Wülfrath and Ratingen on the southern edge of the Ruhr area. After successful test bores, August Thyssen came upon an extensive deposit of limestone, and wanted to mine it and transport it to the Ruhr area at a favorable cost. He was the main initiator of the extension of this route starting in 1897. After a varied history, this line now serves the largest European limestone quarry in Wülfrath-Rohdenhaus.

German Federal Railroad (DB)

N NEM IV

46262 "Limestone Transport" Car Set.
Set consists of 5 type Tad-u 961 hopper cars with hinged roof hatches. Each car with a different car number. Weathered appearance. All hatches can be opened. Total length over buffers 67.7 cm (26-5/8").
DC wheel set 70 0580

All cars in special version. Not available separately.





The German Federal Railroad class 184 (E 410) four system electric locomotive (Märklin models 34310/37310) is an appropriate unit for the "Limestone Transport" car set and can be found on page 80.



Heavy Duty Freight Cars



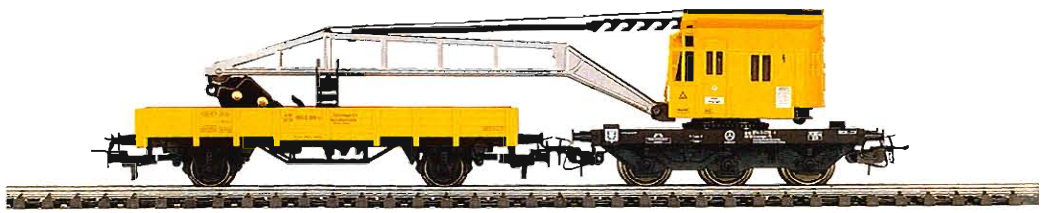
German Federal Railroad (DB)

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.
Type SSI 53. Loaded with a removable, industrialsize transformer. RELEX couplers. Length over buffers 25.0 cm (7-7/8").
DC wheel set 70 0530

HOBBY III

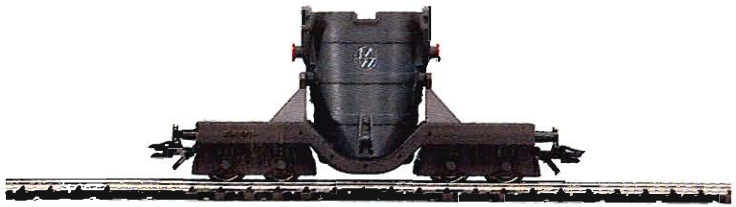
4618 Depressed Center Flatcar.
Type SSI 53. Loaded with a removable, overseas crate. RELEX couplers. Length over buffers 25.0 cm (7-7/8").
DC wheel set 70 0530



Special Design Freight Cars

märklin HO

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 60 1149



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

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



HOBBY IV

4613 Auto Transport Car.
Type Laae 540. Loaded with 4 VW Beetles. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0500

HOBBY IV

4612 Auto Transport Car.
Type 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.
Type 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





Container Cars

German Federal Railroad (DB)





4768 Container Car.
Type Lgjs 573 flat car. Loaded with 2 removable 20 ft. containers. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580



4769 Container Car.
Type 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

Starting in 1966 the DB ordered flat cars for the transport of containers: These flat cars 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.



4850 Container Car.
Type 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 Railroad, Inc. (DB)



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

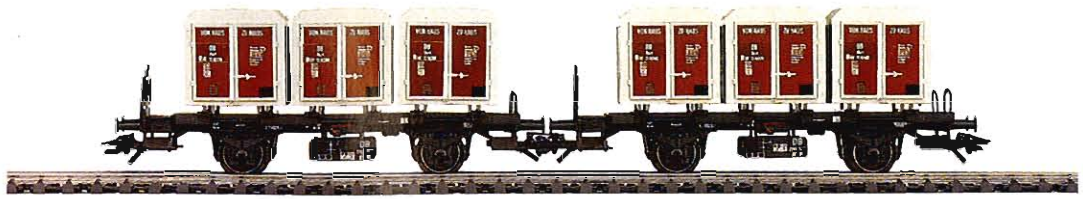
German Federal Railroad (DB)

N NEM III

48940 "Container Transport Flat Cars" Car Set.
Set consists of 2 type Bt 10 flat cars for transporting containers. Cars have different car numbers. Separately applied lettering boards. Loaded with 3 each removable "Von Haus zu Haus" medium size containers. Total length over buffers 22.8 cm (9").
DC wheel set 70 0580

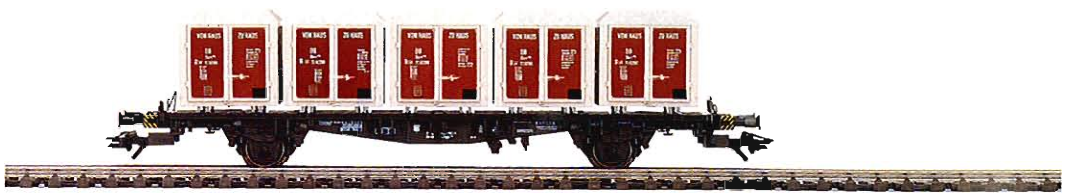
Both cars in special version. Not available separately.

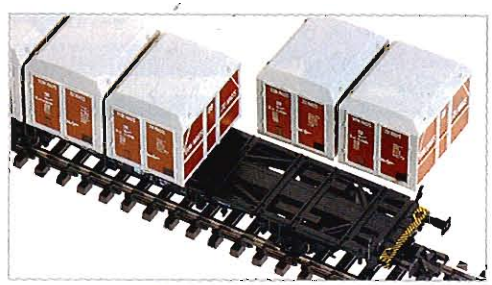
These models are being offered by Trix (T23941) for 2-rail DC systems.

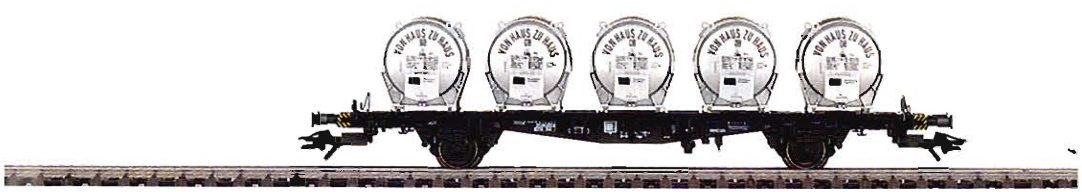


NEM IV

4767 Flat Car.
Type 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.







NEM IV

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

N NEM IV

48531 Flat Car for Transporting Containers.
Type Lgjs. Loaded with 5 removable tank-style containers. Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580



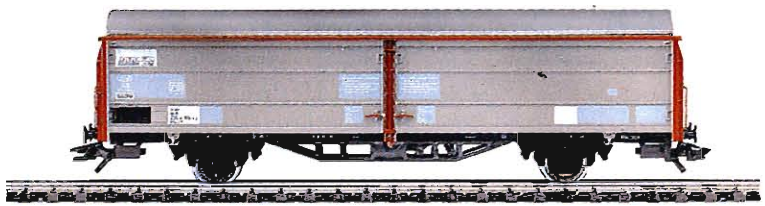
Sliding Wall Boxcars

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.
Type 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



NEM V

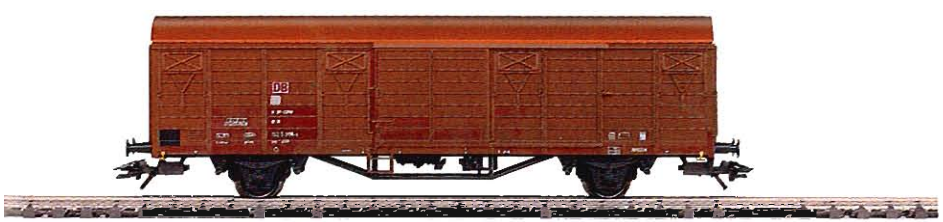
47281 Sliding Wall Boxcar.
Type Hbis 299. Lettered for Fachingen, Curative and Mineral Springs, Inc., Mainz, Germany.
Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 0580



German Railroad, Inc. (DB)

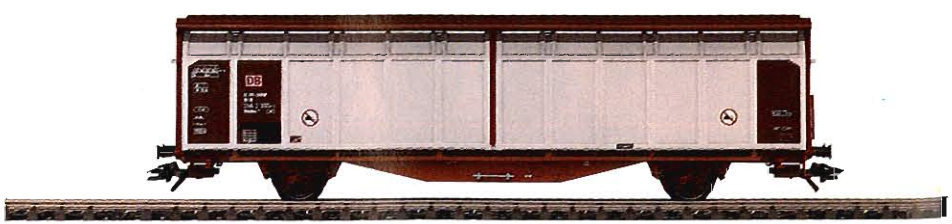
NEM V

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



NEM V

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



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.



On the German Railroad, Inc., the class 212 general purpose diesel hydraulic locomotive (Märklin model 33723, see page 69) is used to switch the high-capacity sliding wall boxcars

Special Design Freight Cars

German Railroad, Inc. (DB)



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 by car yearly and in combination freight service, which amounts to almost 50% by rail.

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

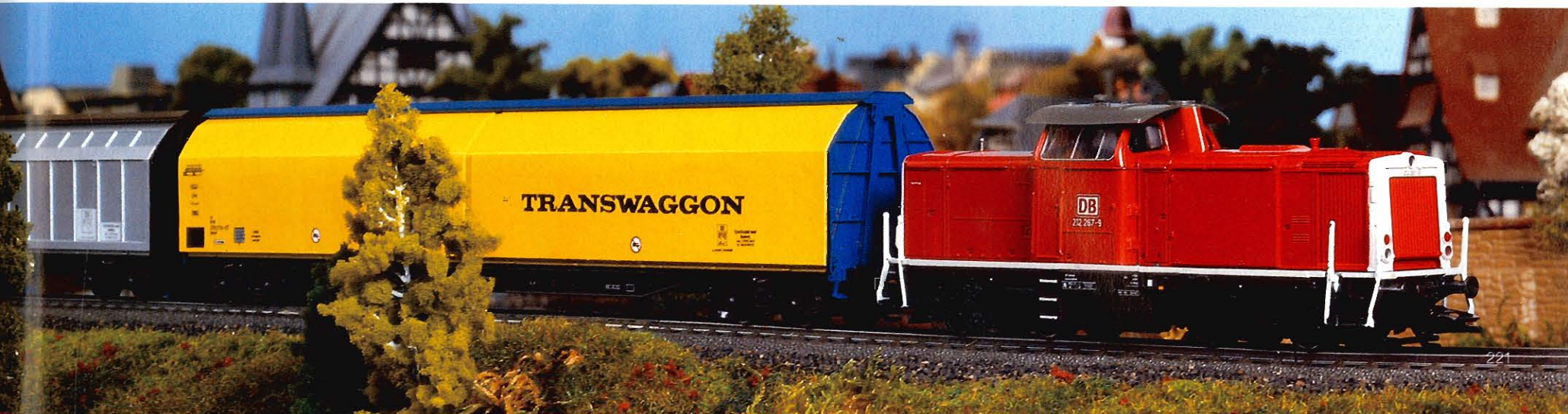




N NEM V

48034 High-Capacity Sliding Wall Boxcar.
Type Habins 12 privately owned by Transwaggon AG, used on the German Railroad, Inc. Design with smooth, sandwich walls. Adjustable buffers and trucks. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 0580

There is a new subgroup of the efficient type Habins 12 sliding wall boxcar that has an even larger capacity. Even though the exterior dimensions are the same, the interior space was enlarged by using sliding doors of flat material in place of fluted sheet metal. The required stability is achieved with a sandwich type of construction using expanded double pieces of thin sheet metal.



Special Design Freight Cars

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





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.

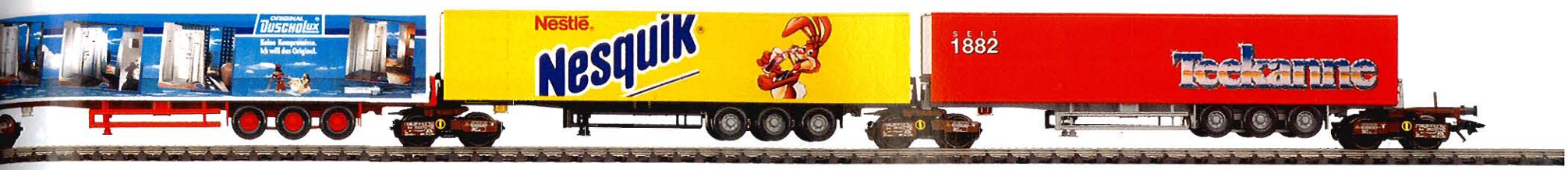


forces. The necessarily reinforced construction for the trailers diminishes the payload of the truck somewhat. The advantage compared to other systems is that the KOMBIRAIL system works equally well in both directions, because the Jacob trucks are self-stabilizing in both directions.



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.





The German Railroad, Inc. class 152 modern electric locomotive (Märklin models 34350/ 37350) is an appropriate unit for the KOMBI-RAIL system and can be found on page 91.

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



Tank Cars

German Federal Railroad (DB)

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.
Type 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



German State Railroad Company (DR) of the GDR



HOBBY V

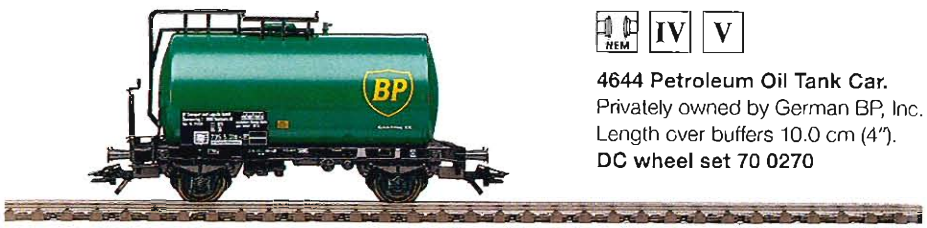
4443 Petroleum Oil Tank Car.
Privately owned by Minol Petroleum Oil, Inc, Berlin, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

German Federal Railroad (DB)



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



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



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



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

The German Federal Railroad class 194 electric locomotive (Märklin model 3422, see page 80) is an appropriate unit for these tank cars.



N

44522 Tank Car.
Privately owned car for Franz Sünner Distillers, Gut Quadenhof, Hennef, Germany. RELEX couplers. Tank made of real glass. With a cork stopper. Can be filled with liquid. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 0580

Special one-time series for 1998. Already delivered to the dealers.

Tank Cars

German Federal Railroad (DB)

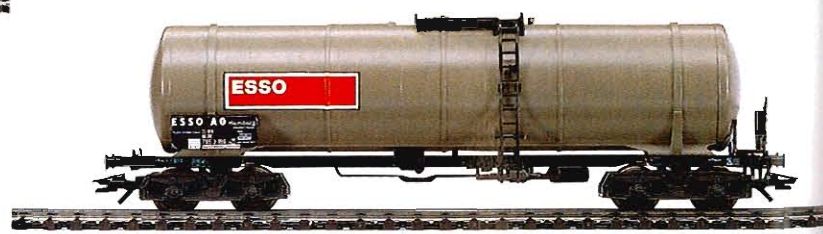


NEM IV V

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



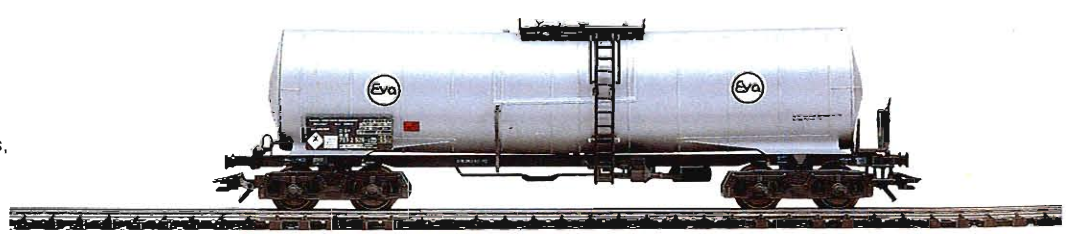
NEM IV V

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



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



The German Federal Railroad class 143 electric locomotive (Märklin models 34431/37340, see page 83) is an appropriate unit for the gas 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 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 Railroad, Inc. (DB)

NEM V

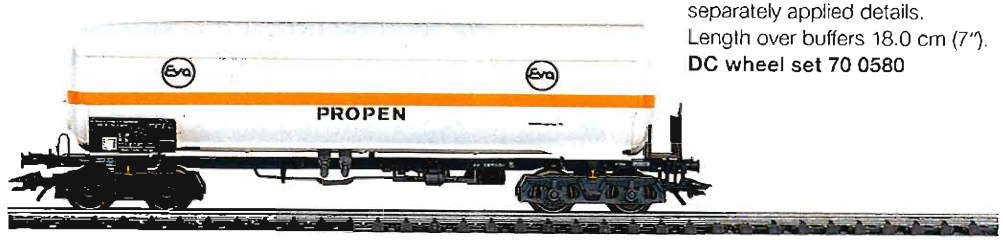
48482 Gas Tank Car.
Privately owned car, used on the German Railroad, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 0580



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





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.

The class 151 electric locomotive (Märklin model 37431, see page 82) and the modern class 152 electric locomotive (Märklin models 34350/37350, see page 91) are both used to haul the "Rolling Road" trains.



4232 Slumber Coach.
Kombiverkehr Company type Bcm 247 for the "Rollende Landstraße" Car Association. Equipped for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 0580



4740 Depressed Floor Flat Car for Truck Transport. Type 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 flat cars included. 2 special close couplers for coupling to cars with standard couplers. Length over buffers 23.2 cm (9-1/8").
DC wheel set 43 2950



4741 Depressed Floor Flat Car for Truck Transport. Type Saadkms 690 for "Rollende Landstraße" Car Association. Intermediate car without buffer beams. Chock blocks for trucks and special coupler for depressed floor flat cars included. Length 21.4 cm (8-7/16").
DC wheel set 43 2950



German Federal Railroad (DB)



IV V

4841 Depressed Floor Flat Car for Truck Transport.
Type 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

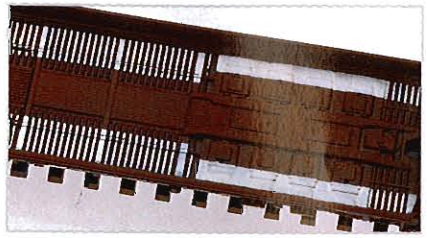
Austrian Federal Railways (ÖBB)



IV V

4797 "Depressed Floor Flat Cars for Truck Transport" Set.
Consists of 2 type Saadkms depressed floor flat cars. 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.
Type 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





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

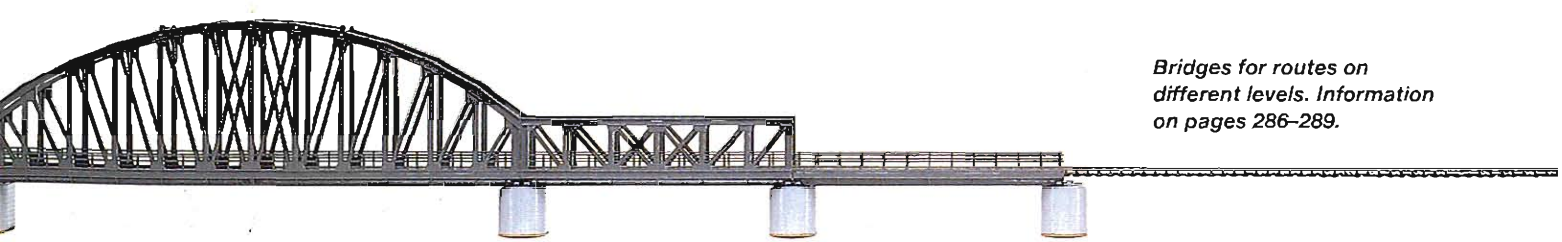
An appropriate electric locomotive for the SBB freight cars is the class 460 (Märklin models 3460/3760) which can be found on page 95.

N NEM V

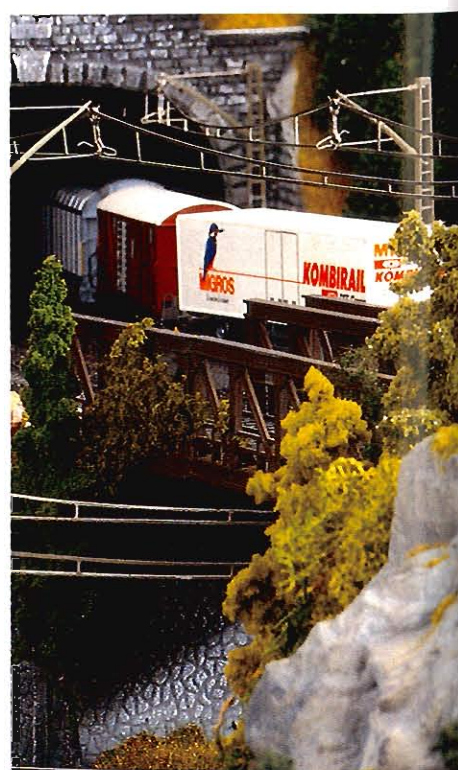
48022 Sliding Wall Boxcar.
Type Hbbillns-x. "Decibello" special version with muffled drum brakes. Railroad data tables included as decals. Length over buffers 17.8 cm (7").
DC wheel set 70 0580

The 48022 sliding wall boxcar is being produced in a one-time series only in 1998.





Bridges for routes on different levels. Information on pages 286–289.



Swiss Federal Railways (SBB)

48042 Kombirail Car Set.
Set consists of 4 end adapters with buffers and coupler, used on the Swiss Federal Railways (SBB). 2 special design semi truck rigs with retractable axles and king pins at the ends. Refrigerated trailers lettered for the Migros Company. Main king pins compatible with Wiking truck tractors. Total length over buffers 41.5 cm (16-5/16").
DC wheel set 70 0580

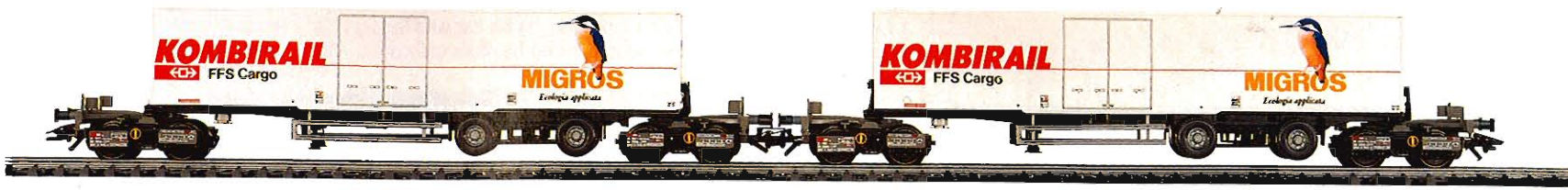
All cars in special version.
Not available separately.

The 48042 car set is being produced in a one-time series only in 1998.



48023 Sliding Wall Boxcar.
Type Hbbillns. Lettered for the Cargo Domizil / Star Line less-than-carload-lot system.
Length over buffers 17.8 cm (7").
DC wheel set 70 0580

The 48023 sliding wall boxcar is being produced in a one-time series only in 1998.





Freight Cars

Italien State Railways (FS)

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

Austrian Federal Railways (ÖBB)

N NEM V

47883 Freight Car Set.
Set consists of 3 current freight cars lettered for **Rail Cargo Austria**, the trademark for the ÖBB freight service.
1 type Hbis sliding wall boxcar. 1 type Shimms flat car with telescoping covers for sheet steel coils with load. 1 type Kbs stake car loaded with 2 each 20 ft. containers. Total length over buffers 46.0 cm (18-1/8").
DC wheel set 70 0580

All cars in special version. Not available separately.



The 47883 freight car set is being produced in a one-time series only in 1998.



Belgian State Railways (NMBS/SNCB)

48444 Ore Car Set.
Set consists of 3 type Fal ore transport cars lettered for the Usines Gustave Boël Company, used on the Belgian State Railways (NMBS/SNCB). 1 car with brakeman's platform. Numerous, separately applied details. Load inserts with real iron ore. Total length over buffers 38.5 cm (15-3/16").
DC wheel set 70 0580

All cars in special version. Not available separately.



The 48444 car set is being produced in a one-time series only in 1998.



48032 High Capacity Sliding Wall Boxcar.
Type Habins lettered for the Nordwaggon Company, used on the Belgian State Railways (NMBS/SNCB), leased from the Ahaus Alstätter Railroad (AAE). With advertising slogan for the SNCB Cargo Belgian freight service system. Adjustable buffers and trucks. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 0580



The 48032 high capacity sliding wall boxcar is being produced in a one-time series only in 1998.

The Belgian State Railways class 16 electric locomotive (Märklin model 33632) is the appropriate unit for these contemporary European freight cars and can be found on page 100.

Car Sets

French State Railways (SNCF)



47894 Freight Car Set.
Set consists of 3 older freight cars. 1 type IV (later Uc) silo car, privately owned by the SIMOTRA Company, used on the SNCF. 1 type ITto (later Tm) sliding wall boxcar with movable roof halves. 1 type Tow (later E) gondola. Total length over buffers 33.3 cm (13-1/8").
DC wheel set 70 0580

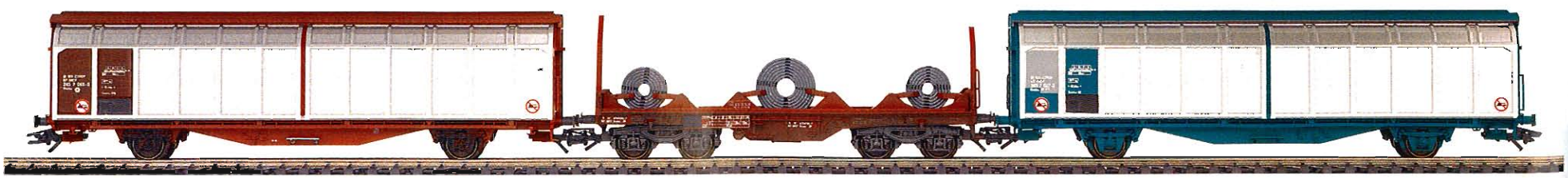
All cars in special version.
Not available separately.

The 47894 freight car set is being produced in a one-time series only in 1998.

47881 Freight Car Set.
Set consists of 3 modern freight cars. 2 type Hbillns sliding wall boxcars, Italian design, in a different color scheme. 1 type Shmms flat car for sheet steel coils with a load. Total length over buffers 49.7 cm (19-9/16").
DC wheel set 70 0580

All cars in special version.
Not available separately.

The 47881 freight car set is being produced in a one-time series only in 1998.



48443 Ore Car Set.
Set consists of 3 type Fad ore transport cars lettered for the firm Société de Gérance de Grande Capacité (SGW), used on the French State Railways (SNCF). Numerous, separately applied details. Load inserts with real iron ore. Total length over buffers 38.5 cm (15-3/16").
DC wheel set 70 0580

All cars in special version. Not available separately.

The 48443 car set is being produced in a one-time series only in 1998.



The Belgian State Railways class 25021 steam locomotive (Märklin model 34883, see page 64) and the French State Railways class BB 26000 electric locomotive (Märklin model 33341, see page 100) are appropriate units for these freight cars.


26048

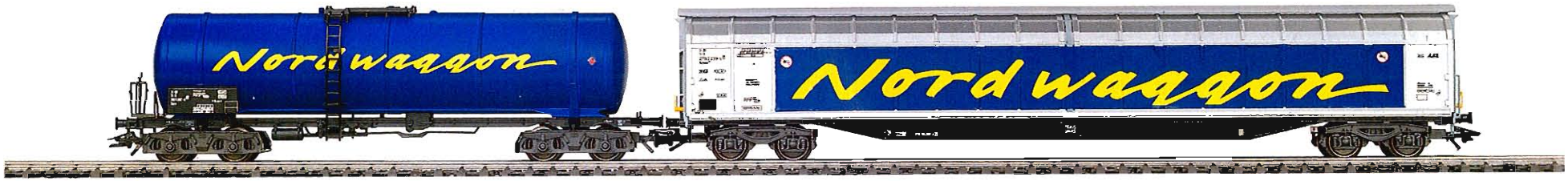
Freight Cars

Swedish State Railways (SJ)

47882 Freight Car Set.
Set consists of 2 current freight cars lettered for the Nordwaggon Company, used on the Swedish State Railways (SJ).
1 type Habins 941 high capacity sliding wall boxcar, leased from the Ahaus Alstätter Railroad (AAE). 1 type Zacs petroleum oil tank car with 83 cubic meters (21,929 gallons) capacity.
Total length over buffers 44.8 cm (17-5/8").
DC wheel set 70 0580

Both cars in special version. Not available separately.

The 47882 freight car set is being produced in a one-time series only in 1998.



Dutch State Railways (NS)

47683 Container Transport Car.
Type Lgjs flat car. Loaded with 2 removable 20 ft. containers lettered for the Nedlloyd Company.
Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 0580



The 47683 container car is being produced in a one-time series only in 1998.

An appropriate modern electric locomotive for the Swedish State Railways freight car set is the class RC 3 (Märklin model 3341) which can be found on page 100.



American 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.

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

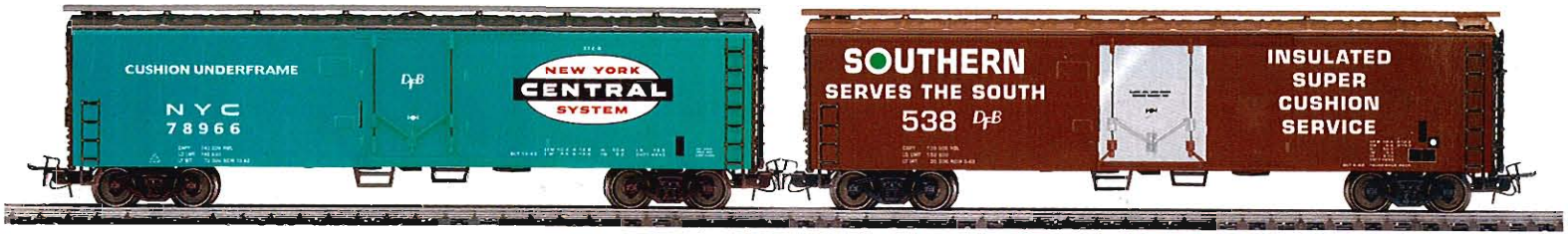
III IV

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.



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



"Goliath" On Rails



The Prototype

The largest German railroad crane is called "Goliath", was built in 1977 by Krupp and has been stationed in Dortmund, Hannover and Würzburg. It is used in the construction of bridges and other engineering works, for rerailing derailed locomotives and cars, and for handling heavy loads. It can lift 150 metric tons within a working radius of up to 8 meters (approx. 26 feet) and can lift 32 metric tons within a radius of 18.5 meters (approx. 61 feet).

For the operation of the crane support arms on the car frame are swung out to a base 7 by 7 meters (approx. 23 by 23 feet) and are leveled into place with hydraulic cylinders onto stacks of ties. Then, the counterweights on the transport car are brought up to be mounted on the crane's superstructure. The latter is mounted on a crown gear and can rotate. It is powered by a hydraulic system and a mechanical gear drive with diesel motor; the winches for raising and lowering the boom and the crane hooks are also powered in this way. The cables for the crane are routed through a multi-step block and tackle that distributes the cables' load, reduces the necessary rpm in the crane's power system and enables precise work.

In the transport position the boom can be swung to the side, and despite its length it still fits within the loading gauge on curves. The set of equipment available for work consists at a minimum of the crane car, the counterweight car, and the boom support car that are coupled together in a working consist. As a rule a car for transporting cable, a repair and tool car as well as a crew car are also included in the train transporting the crane car. The maximum transport speed of 100 km/h (62 mph) and a permanent work crew that includes specialists ensure that this railroad crane is ready to go in a short time.

The Functions

Modern digital technology and precise, fine mechanics make it possible: You have complete freedom to operate the scale H0 model of the 150 metric ton crane with electrically powered functions by remote control from the 6021 digital central unit. A miniature, high-efficiency motor with special gearing is integrated into the chassis and rotates the crane superstructure that is mounted on a crown gear like the prototype. Two other miniature motors are built into the crane superstructure, and they power the cable winches to raise the boom and the main hook. Both cables guides are detailed with genuine block and tackle installations like the prototype. A single decoder in the car frame controls these three drive systems, the direction and the speed of the movements. The 6021 digital central unit becomes a real crane operator's cab enabling you to control the crane at any spot on the layout where the railroad crane is set up.



Operator's cab with prototypical rotational drive.

The procedure for putting the crane into operation is much the same as that for the prototype; even the preparations give you something of the real life experience. First, a suitable spot for the crane to be set up is determined, catenary or signals are removed as required, and the crane is moved into position. Then the side support arms are swung out and positioned with spindle levelers over stacks of ties. The counterweights are brought up on their transport car and are mounted on the back wall of the crane. Using digital function f2 and the speed control knob on the 6021, the boom is carefully raised and the crane hook is made ready for operation.



Counterweights mounted on the crane superstructure.

After the auxiliary car is uncoupled, the digital system takes over the control of the crane. Functions f1, f2 and f3 on the Control Unit are used to select respectively the mechanism to rotate the crane superstructure, raise the boom, raise the main hook. The movement itself and the direction are controlled with a fine touch using the speed control knob on the Control Unit – a very simple way to operate the crane.



Support arms swung out into position – crane in working position.

The height of the boom is determined by more than the location of the load and where it must be moved to; the weight of the load also plays a role here. Lighter loads can be moved with the boom positioned lower; rerailing a locomotive must be done with the boom raised quite high and close to the area of support. The model load is readied with cables and is hung on the main hook. The cleverly arranged tackle lines enable the small motors in the crane to develop considerable power when lifting the load. The crane superstructure can be turned at any time and far as desired.



Auxiliary boom with deflection pulleys.



Metal main hook with pulleys.

Operating a digitally controlled model railroad layout takes on new dimensions with these technical possibilities. The digitally controlled "Goliath" railroad crane is more than an impressive super model; it reproduces the action and atmosphere of the prototype to perfection in H0 scale.

Digital Crane Car

49950 Railroad Crane Set with Digital Functions.
German Federal Railroad "Goliath" 150 metric ton crane, boom support car and counterweight car.

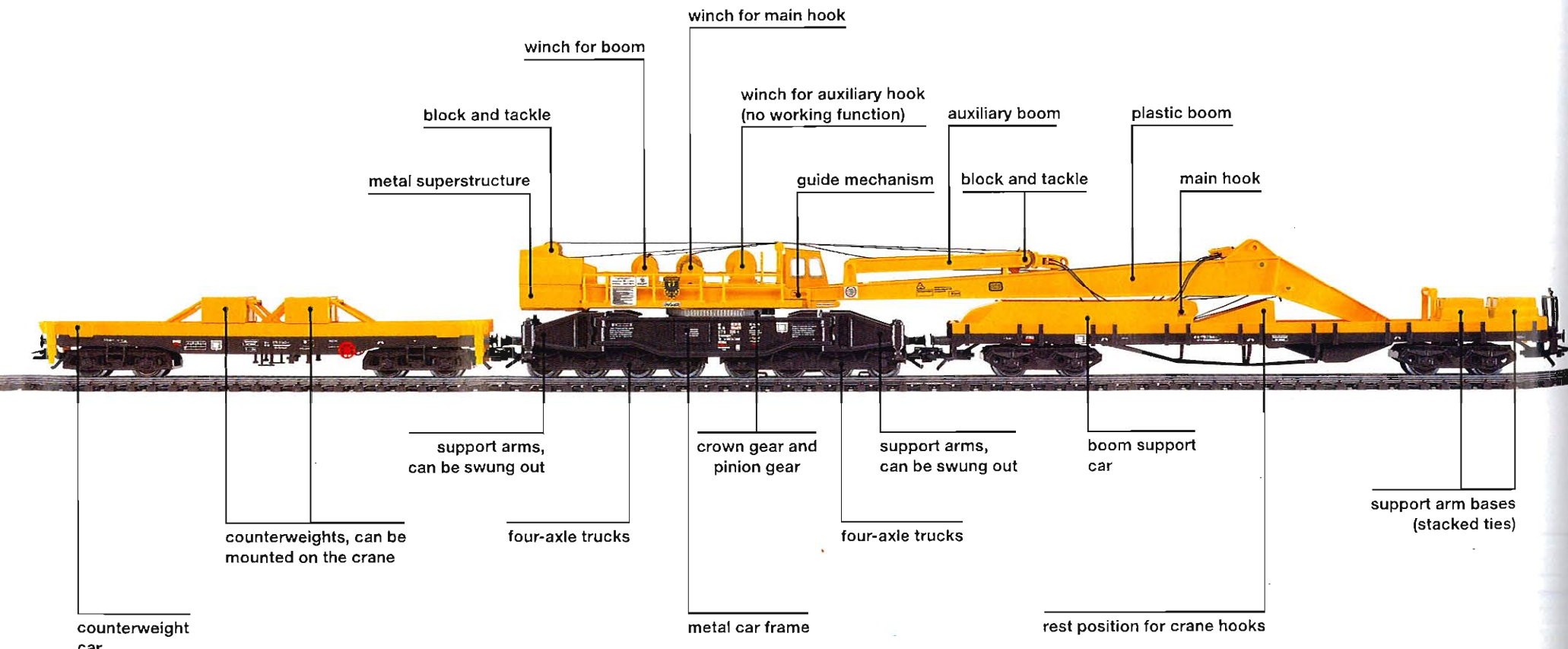
Crane car with 8-axle metal frame and superstructure. Metal counter weights that can be mounted on the crane. Electrical pickup, 3 motors and special version digital decoder for remote control with the 6021 Control Unit. Superstructure with boom can be rotated on prototypical crown gear. Boom can be raised and lowered by means of pulley and double block and tackle. Metal main hook can be raised and lowered by means of pulley and double block and tackle. 4 support arms can be swung out manually and can be fixed in place on the bases included with the crane set by means of spindle levelers. Maximum length of the superstructure with boom and counterweights is 34 cm (13-3/8"). Maximum working radius of the hook is 21 cm (8-1/4"). Crane boom swings to the side prototypically on curves during transport.

Crane boom car supports the boom and provides a rest position for the crane hooks and the support bases (stacked ties).

Counterweight car with special equipment for the transport and installation of the counterweights.

Total length over buffers 55.0 cm (21-5/8").

Production and delivery of the 49950 railroad crane set are planned for the second half of 1999.



Digital Measurement Car

märklin HO

N NEM IV V

49960 Standard Design Measurement Car with Digital Functions.
German Federal Railroad (DB) class 313. With special version digital decoder. Measurement equipment and large LED display in the window band. Measurements and display can be controlled during digital operation with the function buttons f1 to f4 on the 6036 Control 80 f or 6021 Control Unit. Routes traveled, travel times, and speeds as well as the total operating time can be measured and displayed. Display can be in model or prototype units. Actual speed is displayed as km/h during conventional operation. Marker lights can be turned on during digital operation. Length over buffers 27.0 cm (10-5/8").

Special one-time series for 1998.
1st quarter of 1999.





Speed display



Stop watch



Route traveled



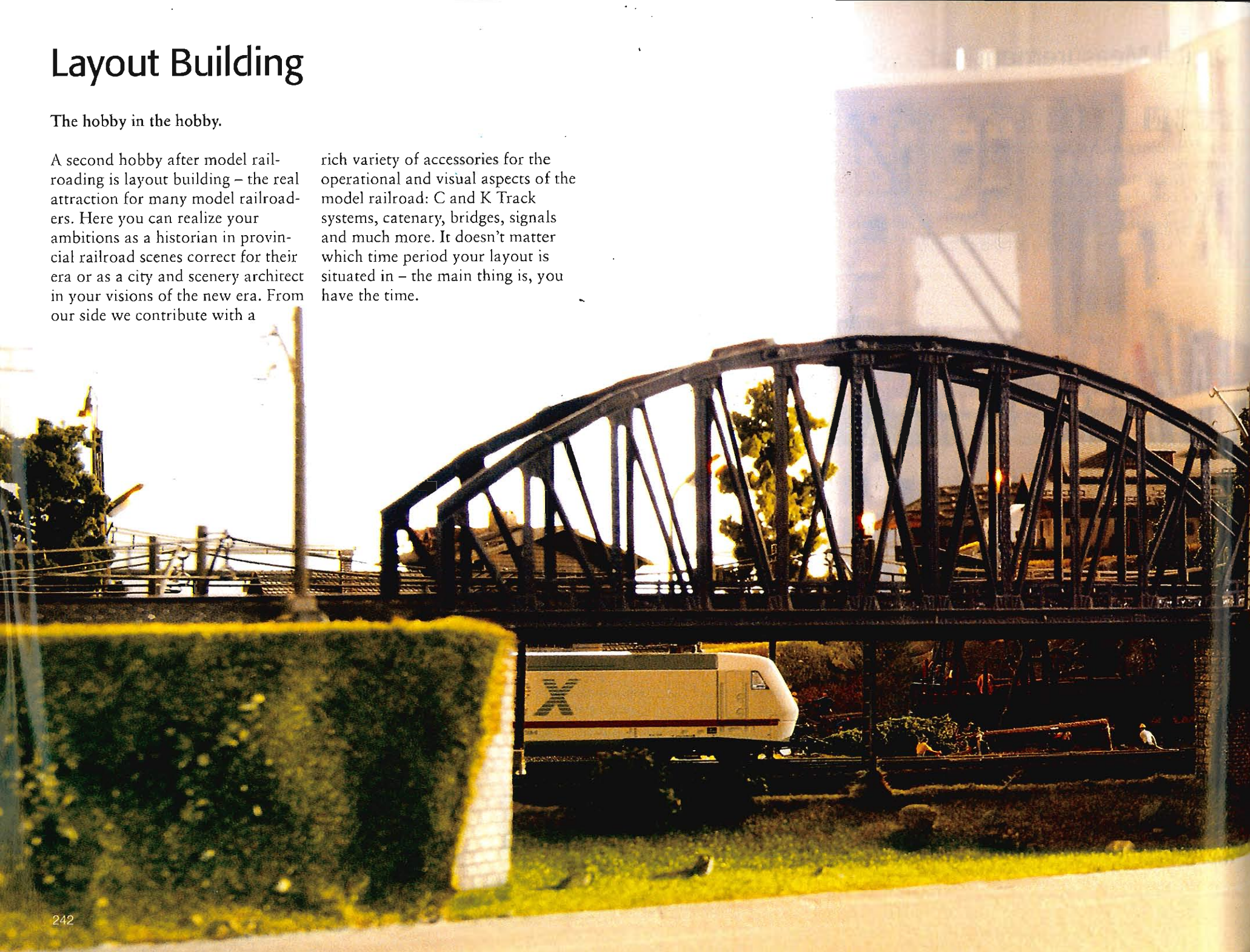
Hours in operation counter

Without measurement cars there would be no progress on the rails. The class 313 standard design measurement car is among the latest measurement cars on the DB, Inc.; the former German Federal Railroad had a total of eight such cars built for technical testing of equipment while it was running and for measuring parasitic current. These cars are air conditioned and correspond in their dimensions to the UIC type X cars; they measure 26.40 meters over the buffers (86' 7-3/8"). At 63 metric tons they weigh considerably more than cars used in normal passenger service. The cars are equipped with disc brake Minden Deutz heavy weight design trucks for tests up to 300 km/h (188 mph). Auxiliary engineer's cabs on the car ends and triple headlights enable measurement trains to be pushed on a route. When doing measurements under catenary, the car can also power the locomotive coupled to it from the catenary with the former's pantograph by means of a roof conductor and a special separation piece.

Layout Building

The hobby in the hobby.

A second hobby after model railroading is layout building – the real attraction for many model railroaders. Here you can realize your ambitions as a historian in provincial railroad scenes correct for their era or as a city and scenery architect in your visions of the new era. From our side we contribute with a rich variety of accessories for the operational and visual aspects of the model railroad: C and K Track systems, catenary, bridges, signals and much more. It doesn't matter which time period your layout is situated in – the main thing is, you have the time.





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.



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"). German text only.

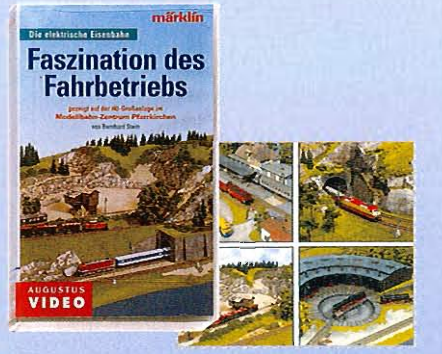


0336 Book "H0-Modellbahnanlagen – Planung, Bau und Fahrbetrieb" by Bernhard Stein.
("H0 Model Railroad Layouts – Planning, Construction and Operation" by Bernhard Stein) Instructions, tricks and tips are shown in the construction of a large layout in the Pfarrkirchen (Germany) model railroad center. 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 text only. ISBN 3-8043-0252-1.





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



0277 Video II "Faszination des Fahrbetriebs" by Bernhard Stein.
("The Fascination of Operation" by Bernhard Stein) Shown on a large layout in the Pfarrkirchen (Germany) model railroad center. Playing time about 20 minutes. German narration only. European VHS only. ISBN 3-8043-4001-6.



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.



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.

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

Page 9: *0301 book "Märklin as an Investment in Value"*

Page 9: *07460 Märklin locomotive book "Steam Locomotives"*

Page 252: *02409 Track planning kit for C Track*

Page 252: *02415 Track planning stencil for C Track*

Page 263: *0230 Track planning kit for M Track*

Page 267: *0210 Track planning stencil for K Track*

Page 269: *0231 Track planning kit for K Track*

Page 283: *0342 Signal book for 7000 and 7100 signals*

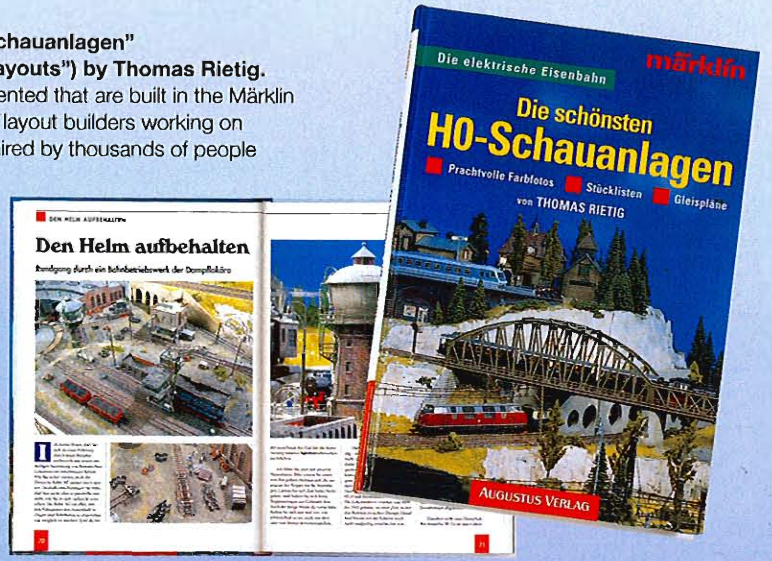
Page 285: *0368 Signal book for 7200 signals*

Page 298: *0716 Electrical Manual for H0*

Page 298: *0733 Service Manual for H0*

Page 305: *0308 (0308A in North America) Book "Getting Started with Märklin Digital – the multi-train control system"*

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 cotract. 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.



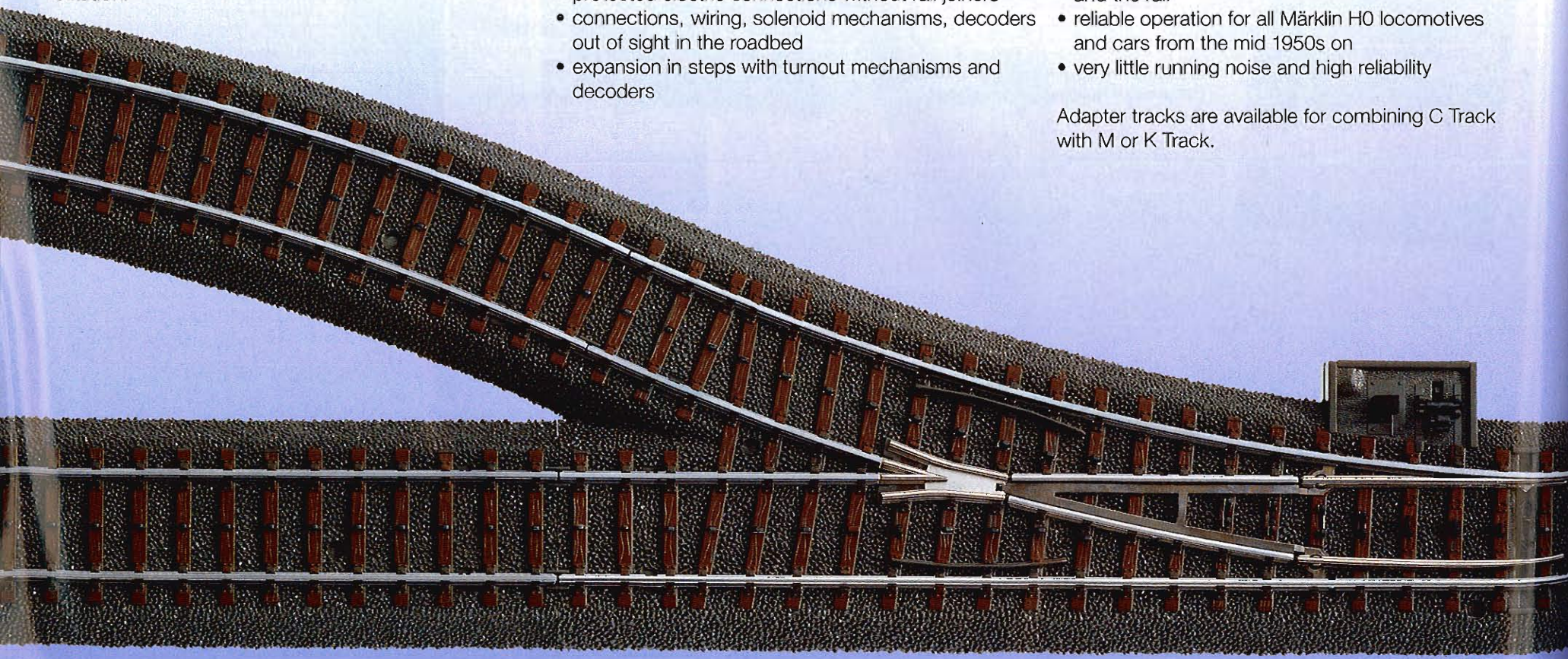
The Solution to an Impossible Task

C Track

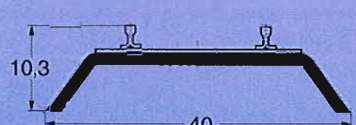
The new C Track is sturdy, electrically reliable and realistic in appearance. It will satisfy children as well as demanding adult model railroaders, which means we have succeeded in solving what most people would consider a problem with no solution. The details of this solution:

- reliable Märklin system with stud contact center conductor
- mechanically sturdy click connections for fast setup and takedown
- finely detailed, sturdy plastic roadbed
- 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.



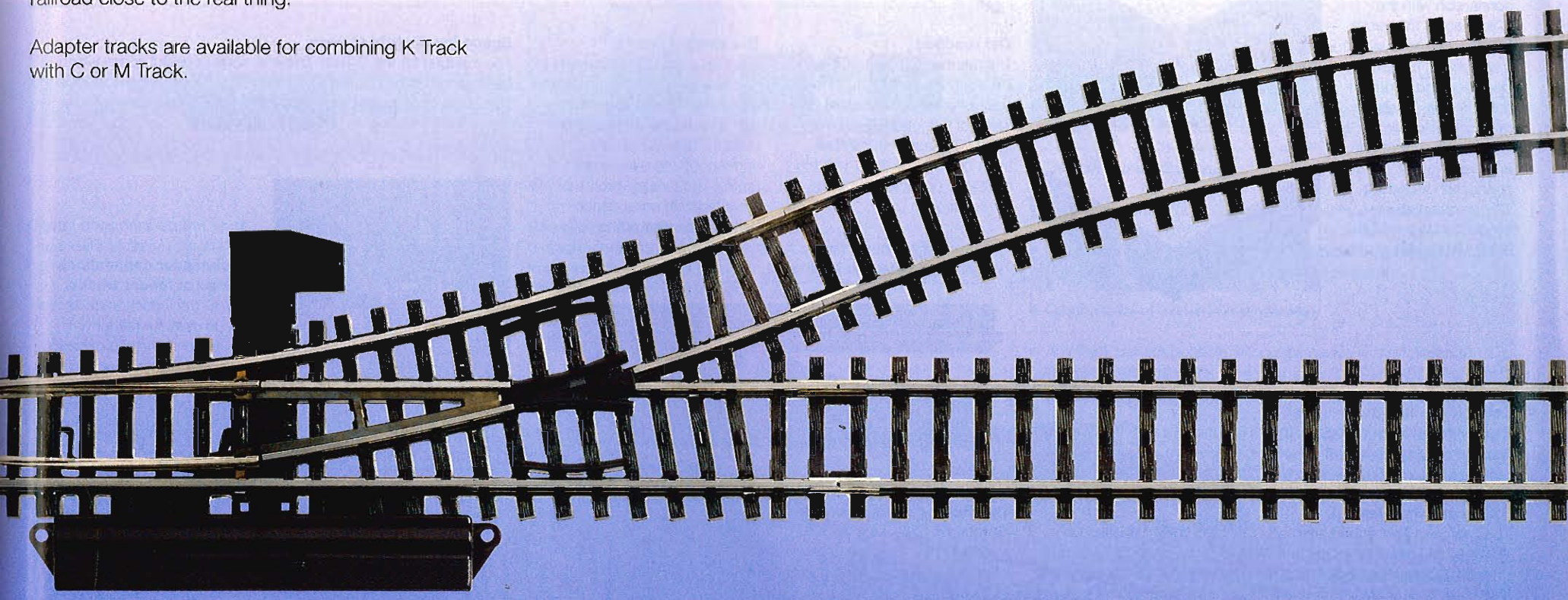
The 24922 adapter track (see page 251) is available for anyone wanting to combine C Track with K Track.

The 24951 adapter track (see page 251) enables you to combine C Track and M Track.

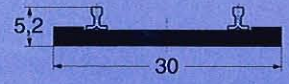
K Track

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 251) enables you to combine K Track and C Track.

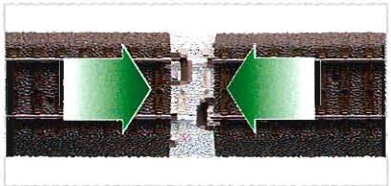
The 2291 adapter track (see page 266) is available for anyone wanting to combine K Track with M Track.

K

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

The track for building and playing.

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







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

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

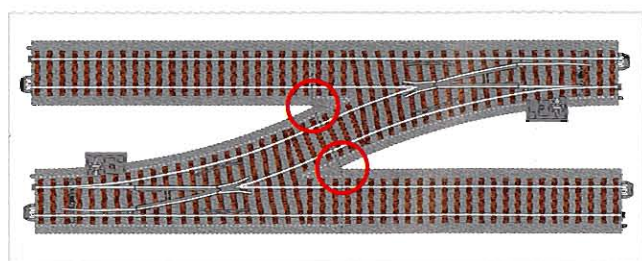
The track to meet most people's demands.



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

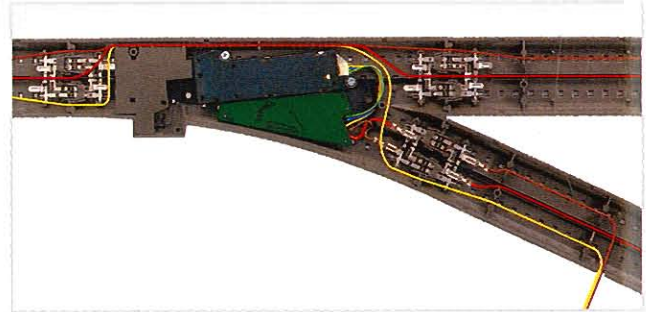


The striking profile.
The new profile rails are made of rust-free steel with a high degree of stability. The cross section with a profile height of 2.3 mm (3/32") (Code 90) almost corresponds to a scale rail profile. The rails are prototypically mounted with an air space beneath the web of the rail.

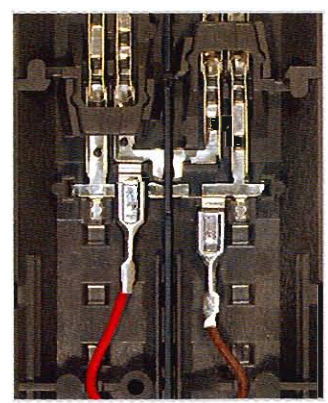


The finished track structure.
All sections of C Track are ready for installation; they require no additional handling or processing. The track structure does not have to be cut and above all does not have to be ballasted.

The track with "inner values".

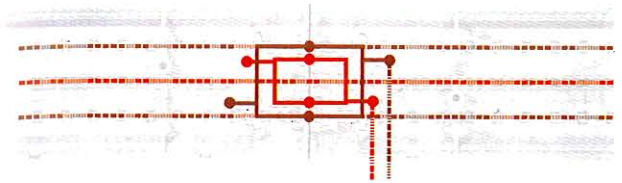


Space for all sorts of uses.
The roadbed for the C Track offers all sorts of useful space which has been prepared for the installation of electrical and mechanical components as well as for incorporation of a layout's wiring.



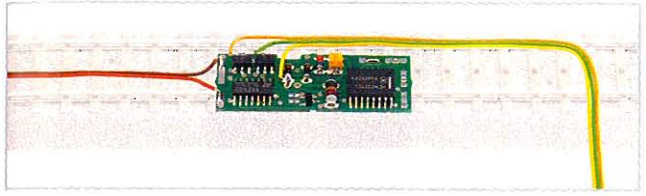
Track feeder connections instead of feeder tracks.
With C Track each track section can be used for feeder wire connections, instead of having additional feeder tracks. The feeder wire set with standard spade connectors can be plugged directly onto the contact lugs present at both ends of each track section.

The track that conducts your data.



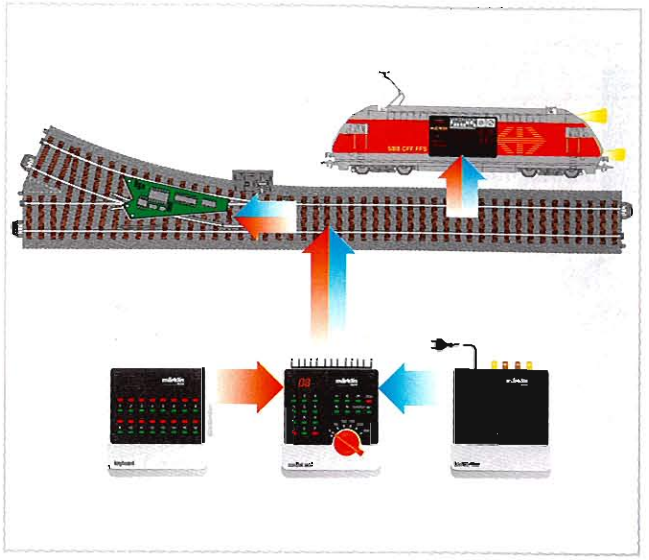
Requirements for digital operation.

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.

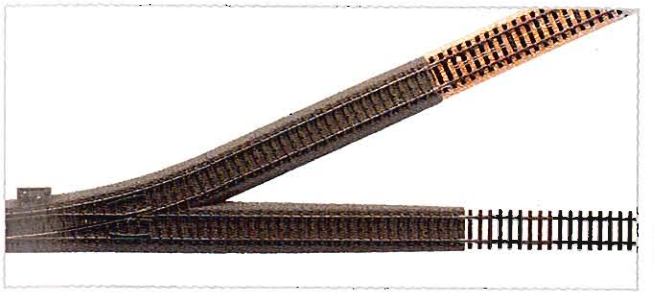
The small installation digital decoders for turnouts, signals and other digitally control accessories can be installed under the roadbed.



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.



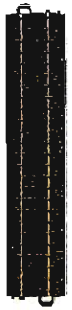
The Märklin H0 system.

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"



24994
Straight Circuit Track
Length 94.2 mm / 3-3/4"
Momentary contact by means of locomotive/car pickup shoe.



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°



24294
Curved Circuit Track
R1 = 360 mm / 14-3/16" / 15°.
Momentary contact by means of locomotive/ car pickup shoe.



24207
Curved Track
R2 = 437.5 mm / 17-1/4" / 7.5°

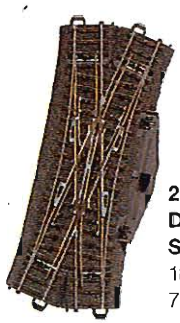


24206
Curved Track
R2 = 437.5 mm / 17-1/4" / 5.7° (extends turnouts to 30°)

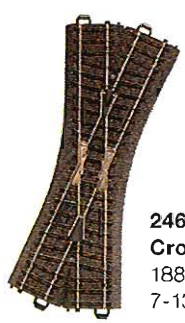


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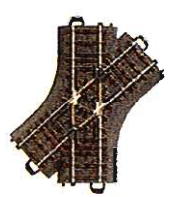
24330
Curved Track.
R3 = 515 mm / 20-1/4" / 30°.



24620
Double Slip Switch
188.3 mm / 7-13/32" / 24.3°



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



24649
Crossing
103.3 mm / 4-1/16". 48.6°. For double crossovers or intersecting parallel routes.



24977
Track End with Bumper
77.5 mm + 5 mm / 3-3/64" + 3/16"



24978
Track End with Bumper
77.5 mm + 5 mm / 3-3/64" + 3/16", with lantern



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



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



24194
Curved Circuit Track
R1 = 360 mm / 14-3/16" /
15°. Momentary contact
by means of locomotive/
car pickup shoe.

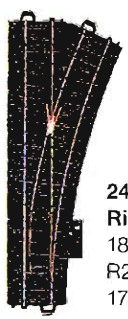


24107
Curved Track
R1 = 360 mm / 14-3/16" / 7.5°

Color coding:

- Straight track and crossings
- Curved track and turnouts from Radius 1 (R1)
- Curved track and turnouts from Radius 2 (R2)
- Curved track from Radius 3 (R3)





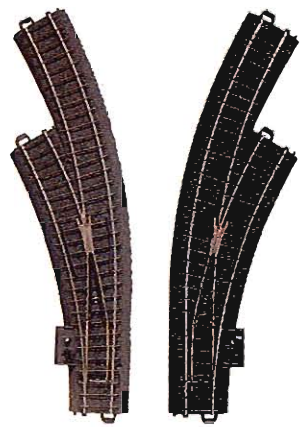
24611
Left Turnout
188.3 mm /
7-13/32"
R2 = 437.5 mm /
17-1/4" / 24.3°

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



N

24630
Three-Way Turnout.
Length 188.3 mm / 7-13/32" / 2 x 24.3°.
Connection dimensions on both sides
are the same as 24611 / 24612 turnouts.
Asymmetrical frog area with offset switch
rails. Two hand levers. Can be retrofitted
with two 74490 electric mechanisms
and two 74470 turnout lanterns. Digital
operation possible with 6083 decoder.



24671 Left Curved Turnout.
24672 Right Curved Turnout.
Inner curve: R1 = 360 mm / 14-3/6" / 30°
Outer curve: 30° in the parallel curve spacing
of 77.5 mm (3-1/16"). 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"

A Good Outlook

In the next few years the C Track program will be expanded still further. Among other things, the following track pieces and concepts are under development.

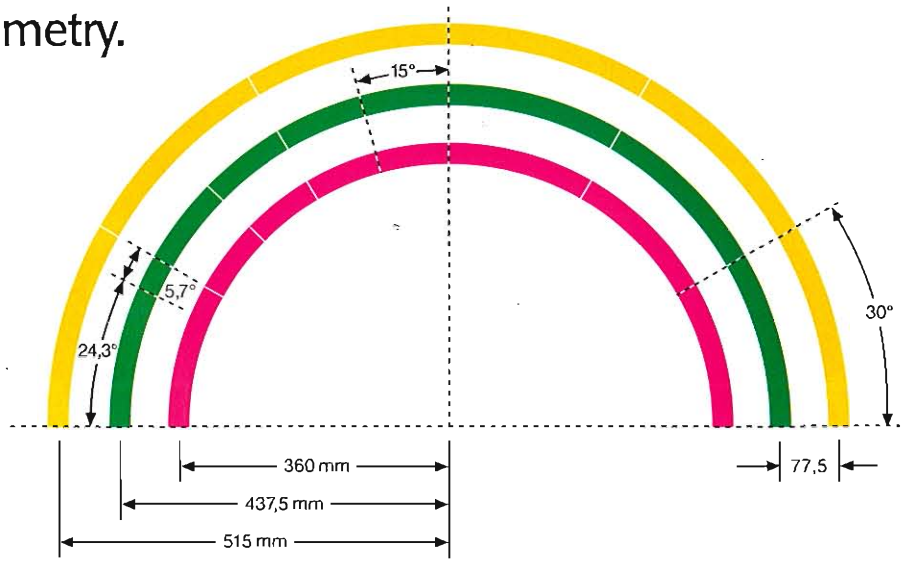
- Additional track lengths
- Curved track with larger radii
- Wide radius turnouts with a larger branch radius for a smaller parallel track spacing
- Crossings with an angle that will fit with the wide radius turnouts

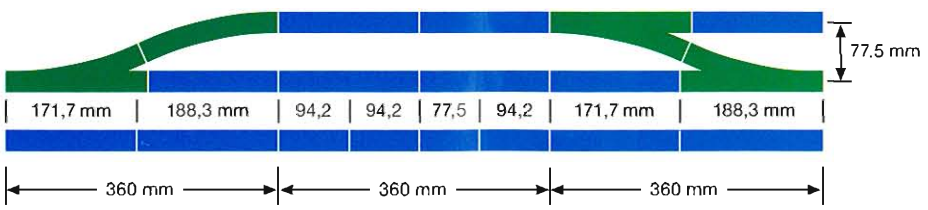
The further development of this system will rely on the experiences and wishes of our customers. This will require thorough research over a period of time, before the different design phases can be carried on into regular production. This will enable us to ensure that the new C Track is ready for the 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 C Track extension program with sets of pre-programmed quantities of track (24903, 24904 and 24905) for step-by-step expansion of that first C Track layout can be found on pages 38/39.

C Track – the track with comfortable, easy geometry.

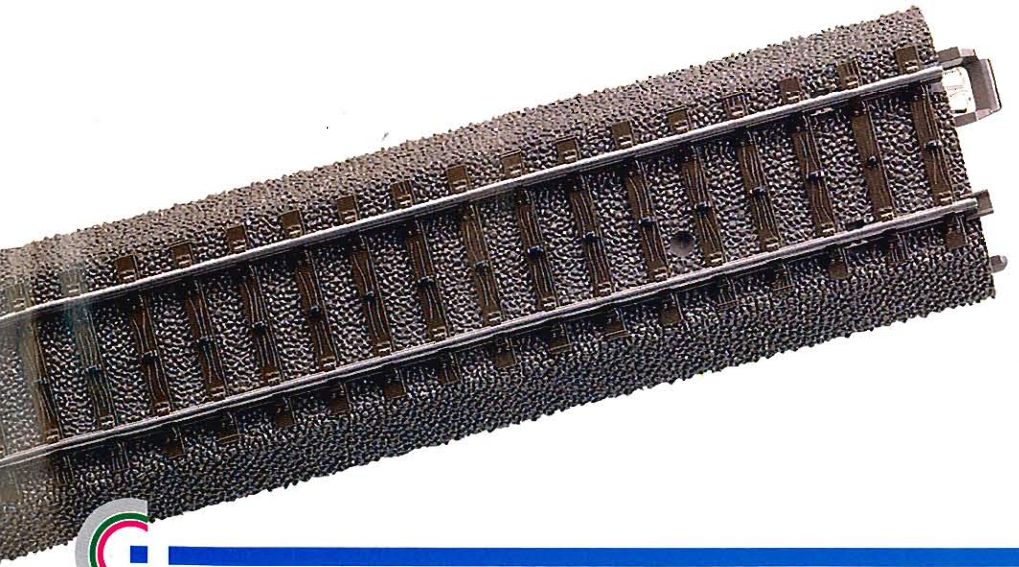
The different C Track curves.
The standard C curve has the customary radius for H0 of 360 mm (14-3/16") and an external diameter of 76 cm (30"). The first parallel curve with a radius of 437.5 mm (17-1/4") forms an external diameter of 91.5 cm (36"). A width of one meter (39") allows you to set up a complete two track oval. The second parallel curve with a radius of 515 mm (20-1/4") has an external diameter of 107 cm (42-1/8"). 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 half and quarter sections (15° and 7.5°) for both of the smaller curves. The tracks (24.3° and 5.7°) required for turnout combinations are derived from the middle parallel curve.

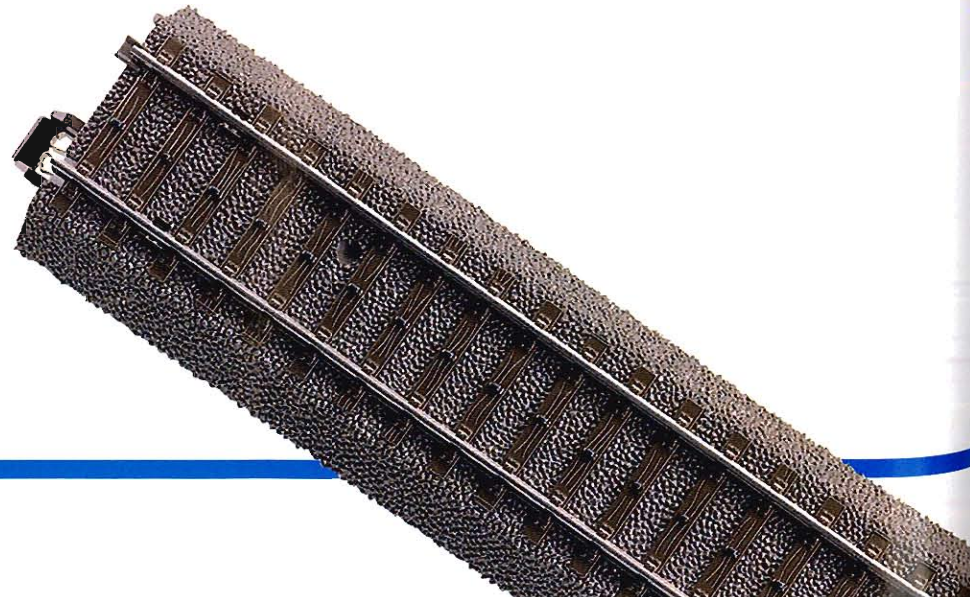


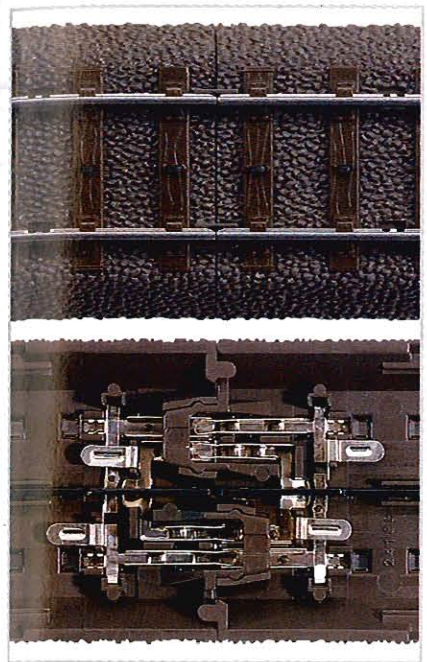


The basic track unit: 360 mm (14-3/16").
A generous and at the same time space-saving basic track unit of 360 mm (14-3/16") is used for building up track routes with the new C Track. This corresponds in length to a turnout combination and consists of the length of the turnout (188.3 mm / 7-13/32") and the length of the complementary curve (171.7 mm / 6-3/4"). Both of these lengths are available as straight track sections.

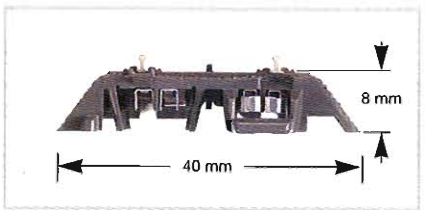
Two partial lengths are also offered: 94.2 mm / 3-3/4" (1/2 of 188.3 mm) and 77.5 mm / 3-3/64" (extends 94.2 mm to 171.7 mm). The function tracks (for example: uncoupler track) are also 94.2 mm long. The second partial length corresponds exactly to the parallel track spacing (77.5 mm).



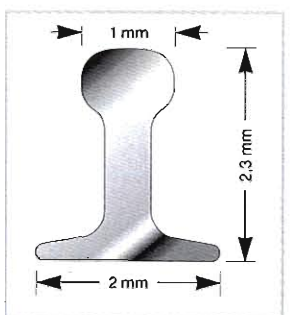




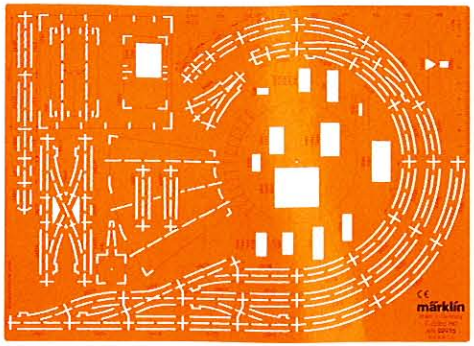
Good Connections.
The mechanical and electrical connections for the track sections cannot be seen from the outside. This results in a perfect, complete visual impression. Rail joiners are not needed. The snap-together connection locks the track sections to one another. This keeps the track geometry of a layout in precise alignment without the need to fasten the track down.



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.



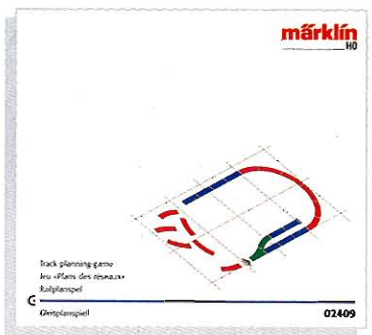
A realistic rail cross section
The rails – prototypally made of steel – are sturdy and wear resistant. The rail cross section is exact and fine, and gives the track a detailed appearance. The height of 2.3 mm (3/32") is designated internationally as Code 90.



N

02415 Track Planning Stencil for C Track.
Allows you to plan your own layouts for C Track. All track sections, turnouts, crossings and accessories are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil (no. 3 lead recommended). Track layout planning can be done either from the center line of the track sections or from the space requirements for a layout. Extensive instructions included.

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.





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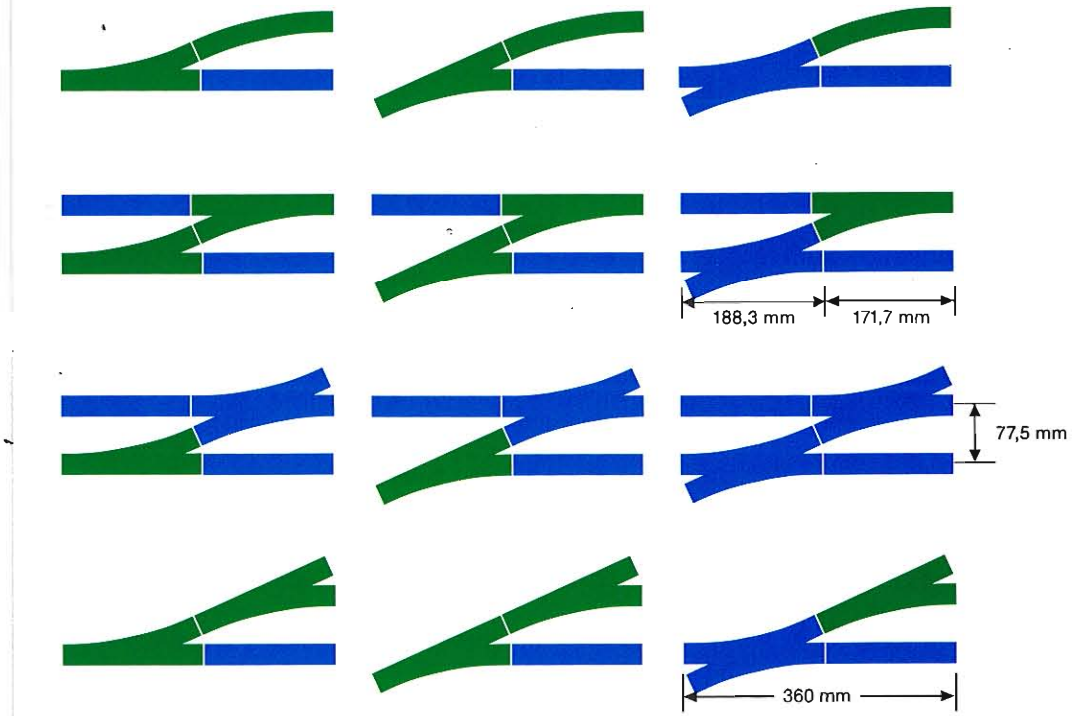
188987 Märklin Magazin – C Track Special.
This brochure explains the advantages and use of the C Track system, contains three different suggestions for building a beginner's layout, a layout for the somewhat experienced, and a layout for the experienced model railroader. The text will lead you step by step to a finished layout. 148 pages richly illustrated with color photos, detailed sketches, and track plans. Format 21.0 x 27.5 cm (8-1/4" x 10-13/16"). German text only.

C Track – the track that sets turnouts.

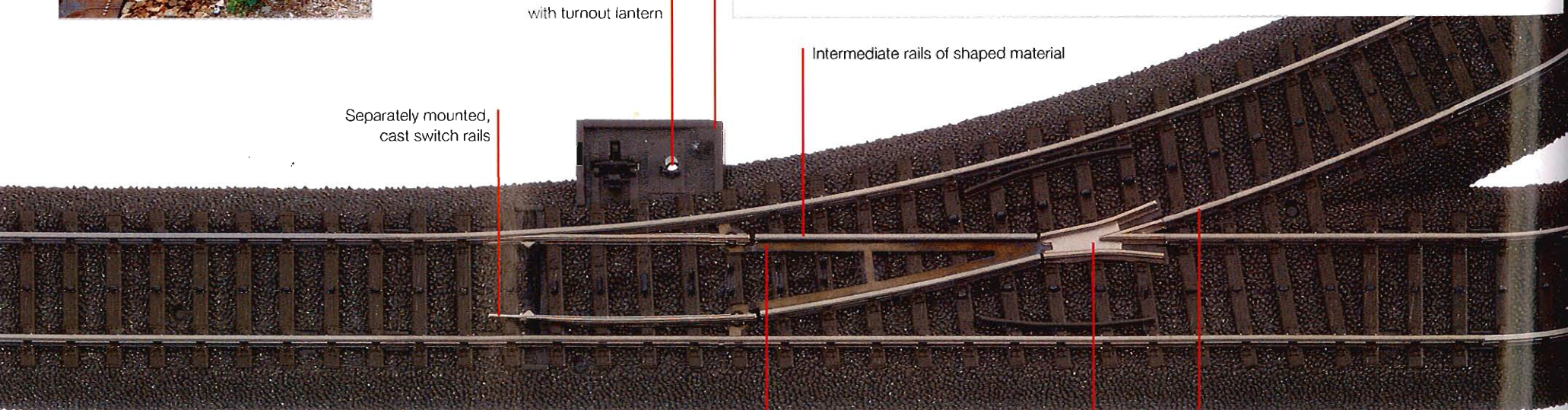
The geometry for turnouts and crossings. The turnouts and crossings in the C Track program all have the same length (188.3 mm), the same angle (24.3°) and the same connection dimensions with symmetrical legs. This allows you to install turnouts either straight or diagonal to a length of track or to exchange them with crossings or double slip turnouts without having to make changes to the rest of the track layout.

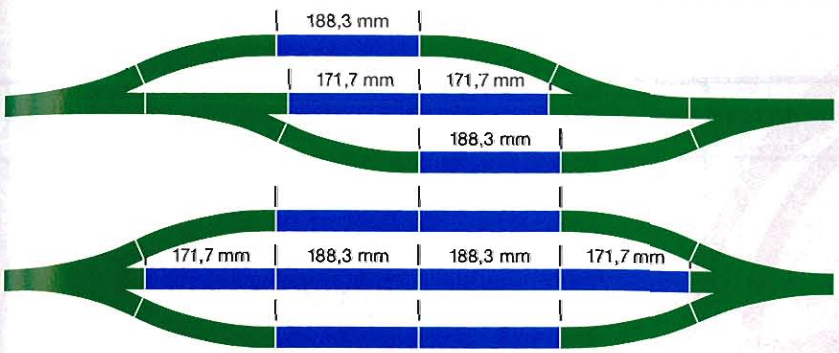
Right and left crossings are identical and do not require short adjustment sections on the diagonal side. This means a smaller number of track sections in comparison to M Track.

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.

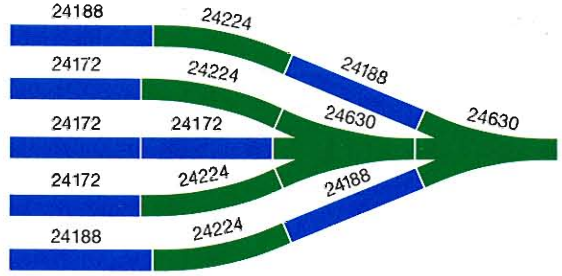


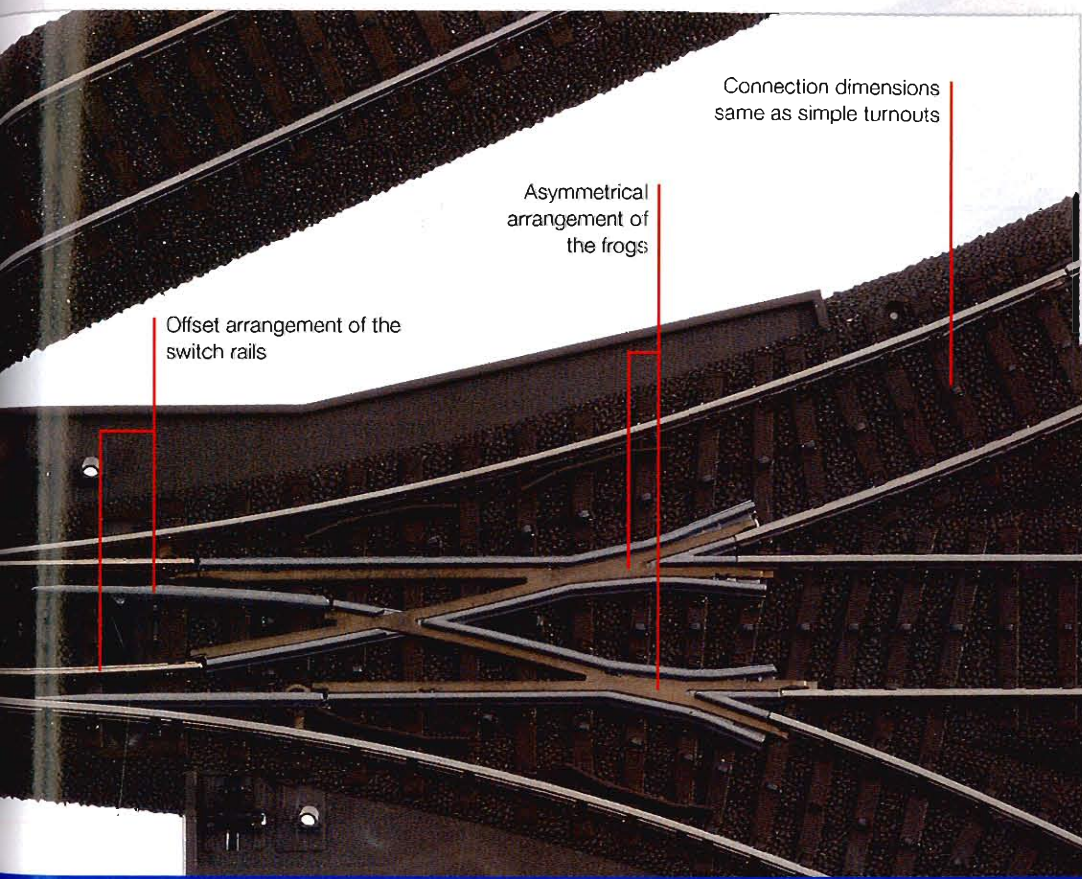








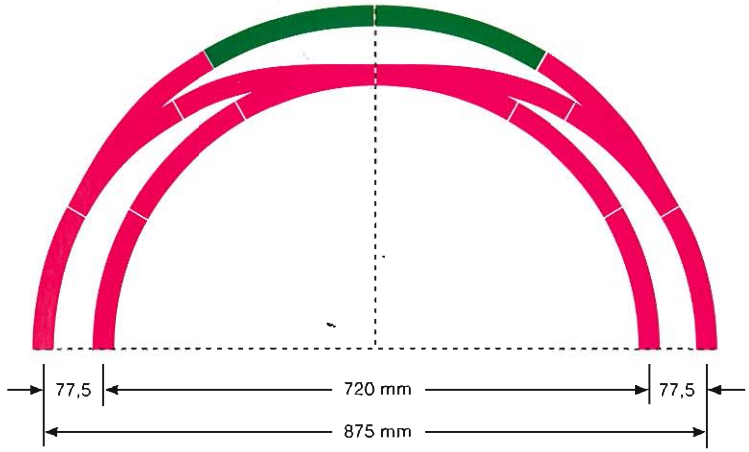


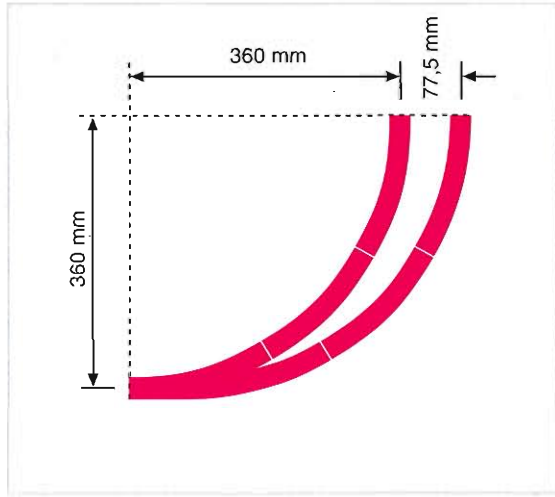


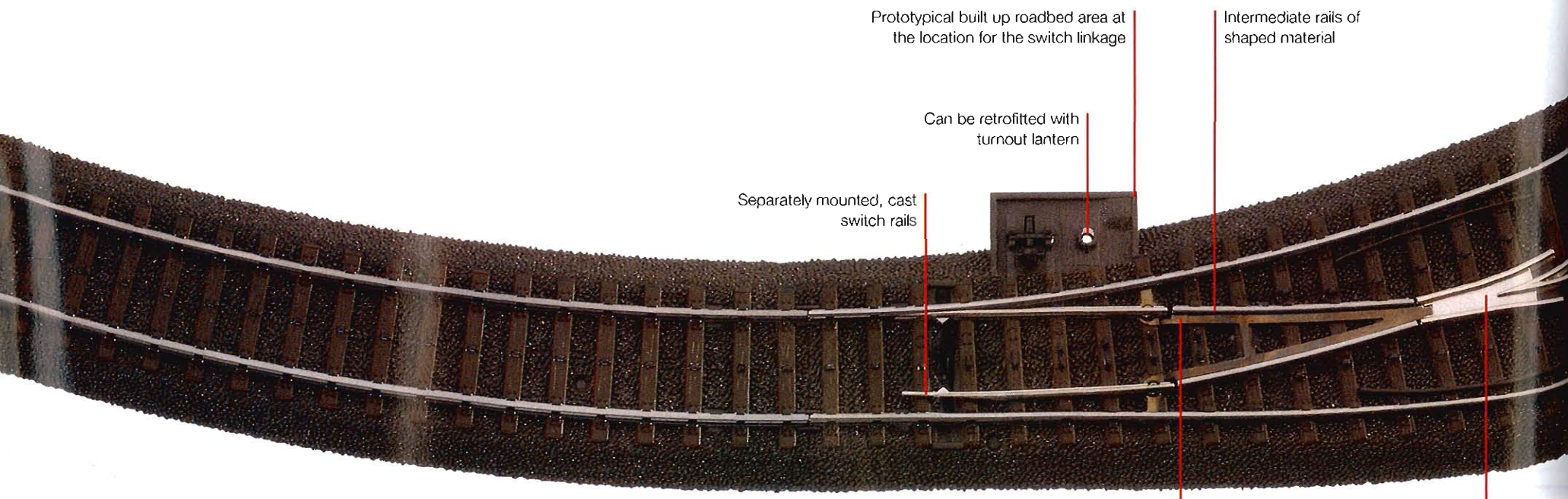
Three paths save space.
The three-way turnout combines a right and a left turnout in the space of a normal turnout. This saves space in yards and station areas. The connection dimensions for the three-way turnout are the same on both sides as a normal turnout; the layout of the branch tracks is however prototypically asymmetrical. The offset frogs and switch rails prevent joints at the same point of both sides of the track and guarantee a high level of operating reliability in all directions. Corresponding to the three-way turnouts design as a "double turnout", it is equipped with two independent hand levers that can be replaced by two 74490 electric turnout mechanisms and a pair of 74470 lanterns.

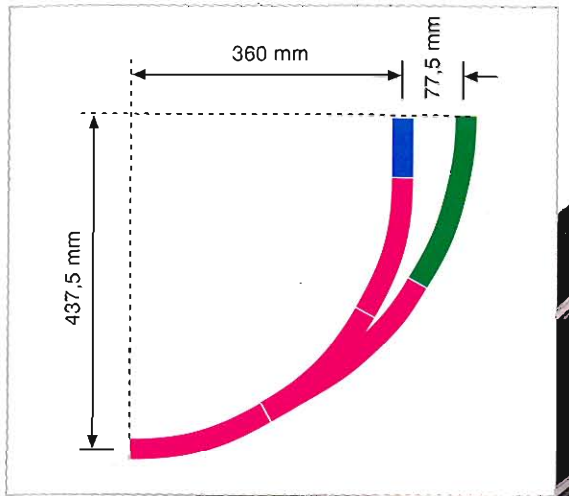
C Track – from one curve to another.

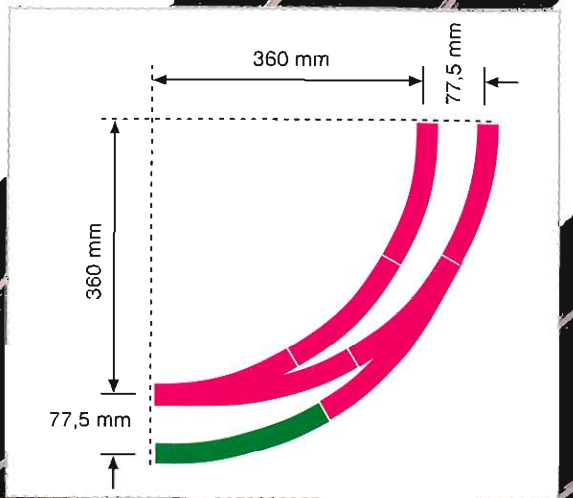
Curved turnouts with round geometry.
The curved turnouts consist of two offset 30° curved sections from Radius 1, and the main branch of the turnout is extended in length by 77.5 mm (3-1/16"). This means that the same turnout geometry can be used in the standard R1 curve and in the parallel R2 curve. Sidings with a parallel track spacing or cross-overs between the R1 and R2 curves 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.

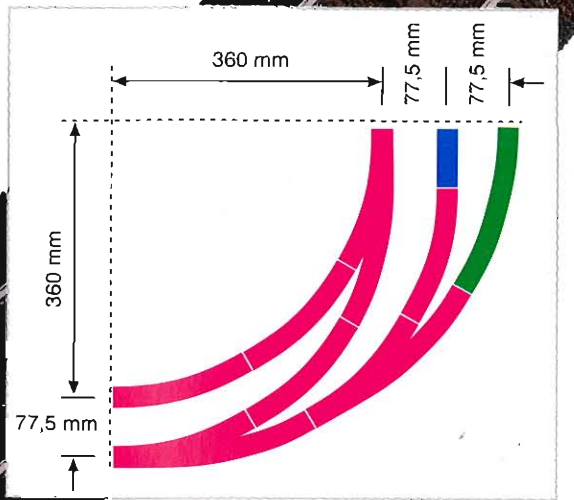




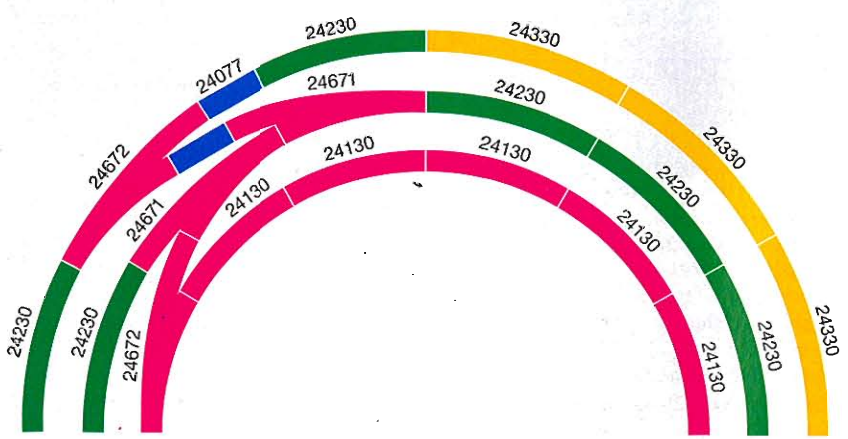






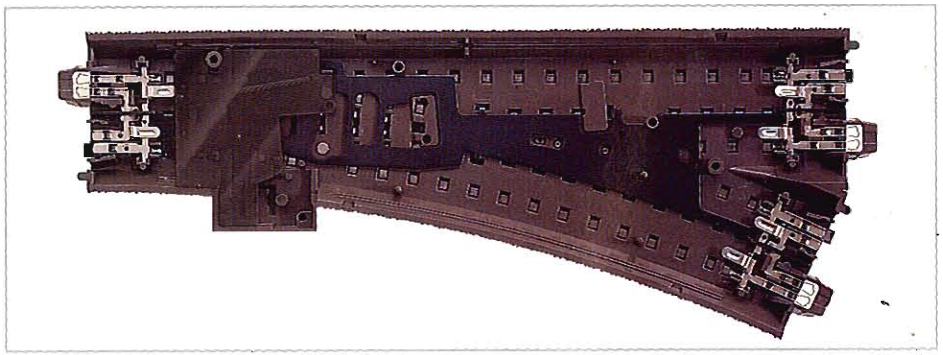


Turnout curve as a 30° section of a circle, radius 360 mm / 14-3/16"



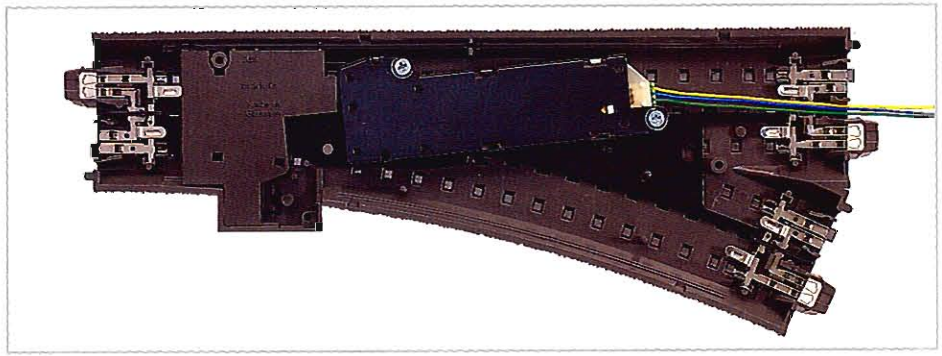
Curved turnouts in all curves.
Two or three track junctions to the 24330 large parallel curve can be made with the curved turnouts in the current program. The roadbed for the curved turnouts is appropriately cut back for this purpose. Since the full elasticity of the roadbed is reached when the 24077 track sections are inserted here, we recommend this combination only for track layouts that are screwed down in place.

C Track Accessories

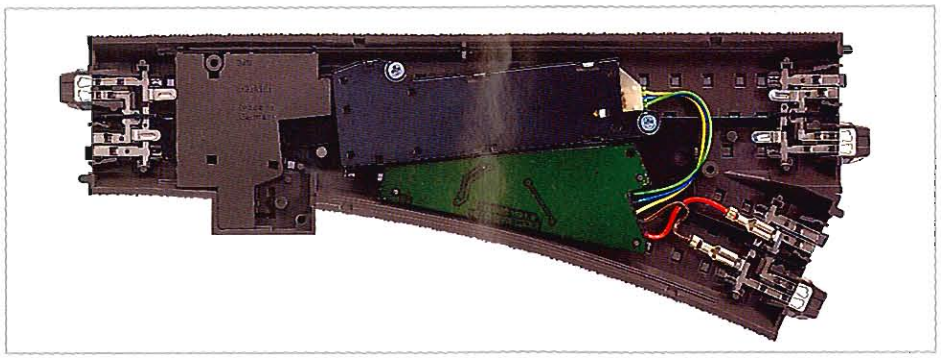


Practical mechanism.
The turnouts are equipped at the factory with a metal turnout lever for setting them by hand. A locking feature for the turnout setting is integrated into the turnout linkage mechanism.

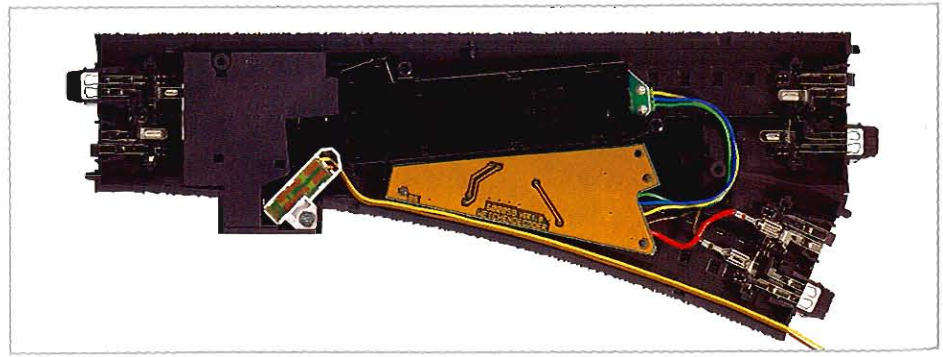
The turnout point rails are spring loaded, thus allowing a train to travel "against" the turnout setting.



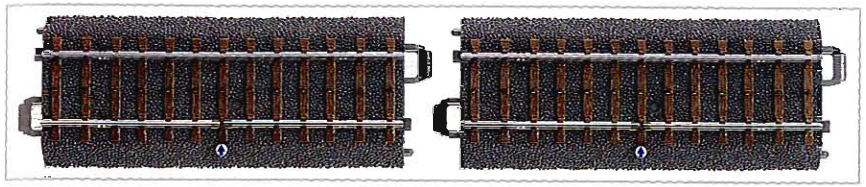
74490 Electric Turnout Mechanism.
This electric mechanism can be retrofitted and connected to all C Track turnouts very easily without special tools. The mechanism sits concealed in the roadbed; below baseboard mounting is not necessary. It is sealed against dirt and has a end shutoff feature to protect 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.



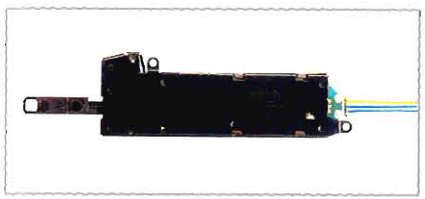
74460 Digital Installation Decoder.
A digital decoder can be installed at the same time with an electric mechanism or can be retrofitted to all C Track turnouts with the same electric mechanism. This decoder is easily connected with the plug connections and can be individually addressed for each turnout (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.



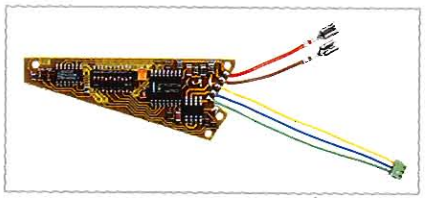
74470 Turnout Lanterns with LED Lighting.
All C Track turnouts, with manual hand levers or with electric turnout mechanisms, conventionally or digitally controlled, can be equipped with lighted turnout lanterns. Installation is simple; the lighting insert also fits onto the fixed lantern for the double slip turnout. Maintenance-free, miniature light emitting diodes enable the scale size of the lanterns.



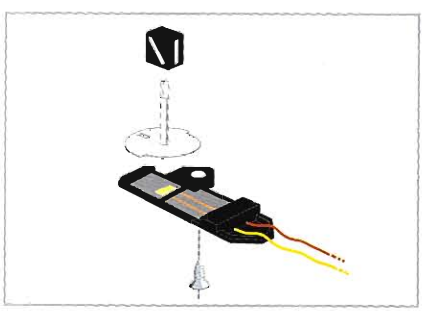
24995 Contact Track Set.
Two straight track sections, each 94.2 mm (3-3/4"). Continuous contact through wheel sets. With insulated section of rail for track occupation feedback when traversed by train. Can be extended with regular straight or curved track sections.



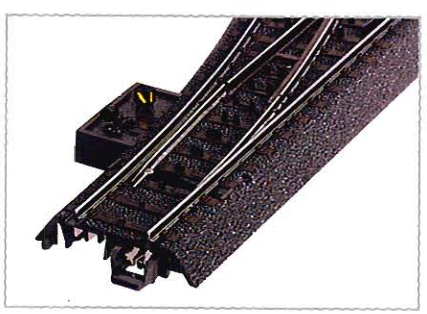
74490 Electric Turnout Mechanism.
Retrofit kit for all C Track turnouts. Double solenoid mechanism with end shutoff contacts. Can be operated with a control box or digital decoder. Feedback signal possible with 7271 control box.

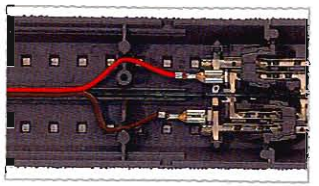


74460 Digital Installation Decoder.
Can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. Address of 1 to 256 can be set with coding switches.



74470 Turnout Lantern Kit.
For retrofitting to 2 C Track turnouts. Can be used for right or left turnouts, double slip switches, or a three-way turnout. Can be used with manual hand lever and/or with 74490 electric turnout mechanism. Lighting with maintenance-free LEDs.



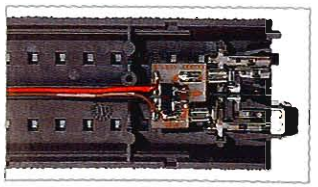


74040 Feeder Wire Set
with spade connectors for C Track. Two-conductor. Red and brown wires. Length 1 meter (39").

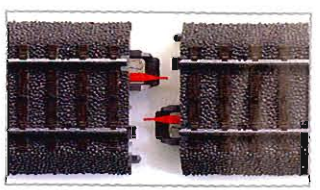
74043 Signal Hookup Kit for C Track.
Suitable for color light and semaphore/target signals. Contains insulators, wire and connectors for a signal block.

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

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

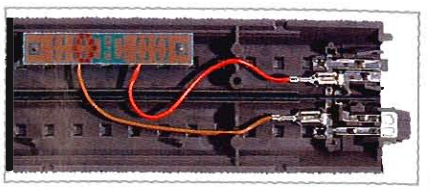


N **74045 Feeder Wire Set with Interference Suppressor.** Circuit board with spade connectors for C Track. Red and brown wires, length 1 meter (39"). One required in each power circuit. Also suitable for DELTA and Digital.



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

N **74995 Spade Connectors.** Can be used for the contact fingers on C Track. Suitable for electrical connections from contact tracks, signals, and stub end sidings, for ground and for center conductor connections. For all existing Märklin wire from 0.19 sq. mm (0.0003 sq. in. or 0.02 in. dia.) to 0.75 sq. mm (0.001 sq. in. or 0.04 in. dia.). 1 package contains 20 spade connectors and instructions for attaching them to wire.



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.

6073, 6083, 6084: Other digital decoders usable with C Track can be found on page 313.

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 291.

Information on hooking up color light and semaphore/target signals to C Track can be found on pages 282 and 284.

Catenary accessories for C Track can be found on pages 278 – 281.

Appropriate wire and plugs can be found on page 297.

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")



5129
70 mm
(2-3/4")



5208
8 mm
(5/16")



5108
45 mm
(1-3/4")



5210
16 mm
(5/8")



5109
33.5 mm
(1-5/16")



5110
22.5 mm
(7/8")

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°



5101
1/2 = 15°



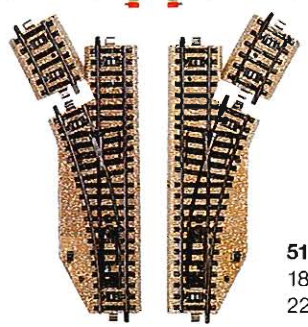
5147
1/2 = 15°



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°



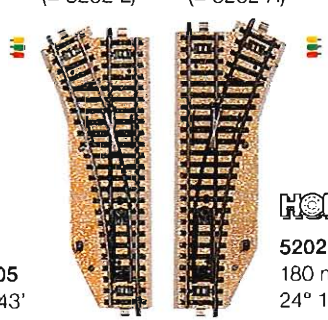
5213
1/2 = 15°



5205
5° 43'

5203
(= 5202 L)

5204
(= 5202 R)

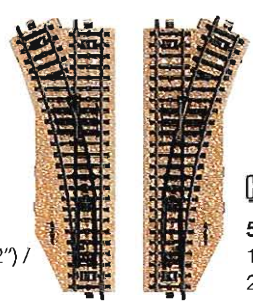


HOBBY

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'



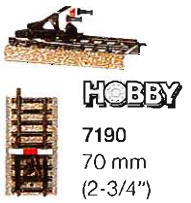
5145
2 x 90 mm
(3-9/16")



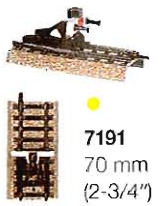
5115
180 mm
(7-3/32")



5116
1/1 = 30°

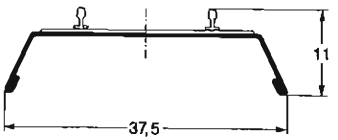


7190
70 mm
(2-3/4")



7191
70 mm
(2-3/4")

The special feature about M Track is the sturdy metal roadbed with the stamped ballast and the strong ties. M Track is ideal when layouts are changed often and rebuilt. This track is easy even for children to put together.



The track pieces are 37.5 mm (1-31/64") wide. For this reason 37.5 mm (1-31/64") must be subtracted from the indicated track center-to-center distances to maintain a clear spacing.

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°

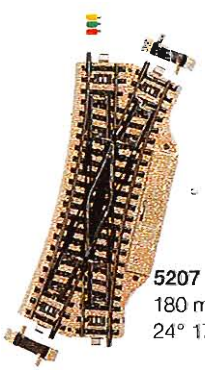


5114
193 mm
(7-5/8") / 30°

Accessories for M track can be found on page 263.



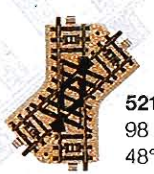
5214
180 mm (7-3/32") /
24° 17'



5207
180 mm (7-3/32") /
24° 17'



5215
180 mm (7-3/32") /
24° 17'



5211
98 mm (3-7/8") /
48° 30'

The 2291 adapter track is available for anyone wanting to combine M with K Track.



2291
180 mm
(7-3/32")

The 24951 adapter track is available for anyone wanting to combine M Track with C Track.



24951
180 mm
(7-3/32")

M Track / Straight and Curved Sections

Straight 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″)

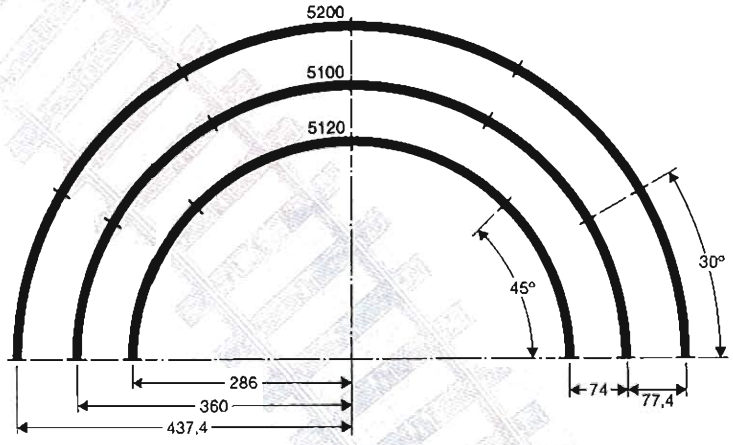


5200 Curved Track.
Length 1/1 = 30°.

5206 Curved Track.
Length 24° 17′. Complementary curve for 5202, 5221 turnouts and 5207, 5214 crossings.

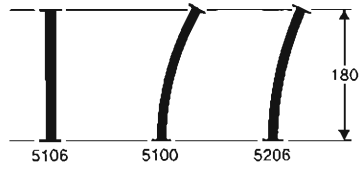
5201 Curved Track.
Length 1/2 = 15°.

5205 Curved Track.
Length 5° 43′. With 5206 makes up 5200 section.



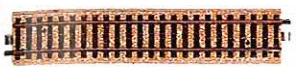
5200 Circle = 12 sections
5100 Circle = 12 sections
5120 Circle = 8 sections

Comparison of M Track Lengths



märklin HO

Feeder Track
Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks should be installed about every 2 meters (approx. 6-7 feet) on longer stretches of track to supply current to the track. A 5131 feeder track with interference suppression capacitor should be used in each track power circuit (not required in DELTA or digital operation).



5111 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Also for DELTA and Digital.

HOBBY

5131 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Built-in capacitor for interference suppression.



HOBBY

5112 Straight Uncoupler Track.
Has solenoid mechanism. Length 1/2 = 90 mm (3-9/16"). 2 wires for connections.



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.



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.



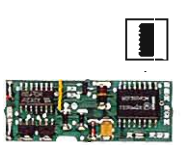
7171 Sound Deadening Strips.
Package of 50 strips and 50 wood screws 1.7 x 15 mm (approx. 1/16" x 1/2") for quieter train operation.



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.



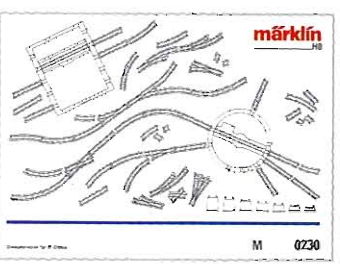
6073 Digital Turnout Decoder.
Suitable for installation in the M track turnouts 5128, 5137, 5140, 5202 and 5207.

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 187) and by 7558 magnet for passenger and freight cars (see page 124).



HOBBY

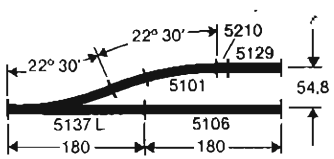
0230 Track Planning Kit for M Track.
For planning and for miniaturized setup of model railroad layouts. All M Track sections for Märklin H0 in a scale of 1:5. With transfer table, turntable, and pillars. Enough material for a medium size layout. All track sections with catalog numbers on both sides. Arranged in 4 colors (3 radii and straight sections). The track sections can be plugged together quickly and permanently.

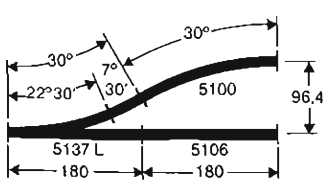
M Track / Turnouts and Crossings

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")



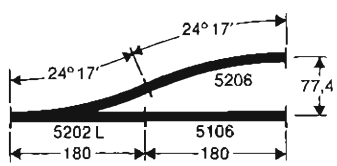
HOBBY

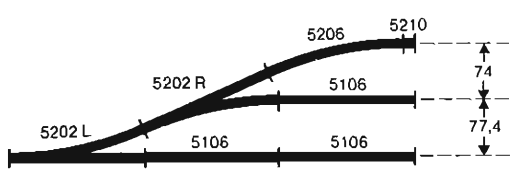
5202 Pair of Turnouts.
5203 (5202 L) Left Turnout.
5204 (5202 R) Right Turnout.
Has solenoid mechanism. Length of straight side 180 mm (7-3/32"). Turnout branch 24° 17'. Branch same as 5206. Lighted lanterns. 3 wires for connections.



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.





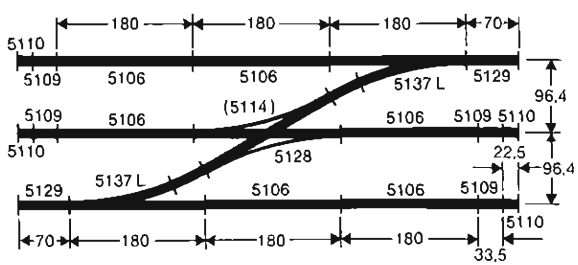
Crossings for 5100 Standard Curve
Radius 360 mm (14-3/16")



5128 Double Slip Switch.
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.



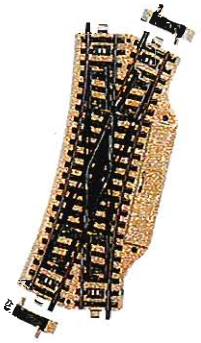
5114 Crossing.
Crossing angle 30°. Length of straight side 193 mm (7-5/8"). Dimensions same as 5128. The intersecting third rails are electrically separated.



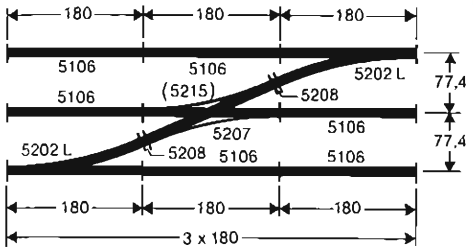
M Track / Three-Way Turnout and Curved Turnouts

märklin HO

Crossings for 5200 Parallel Curve Radius 437.4 mm (17-1/4")



5207 Double Slip Switch.
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.



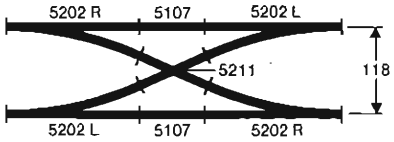


HOBBY

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.



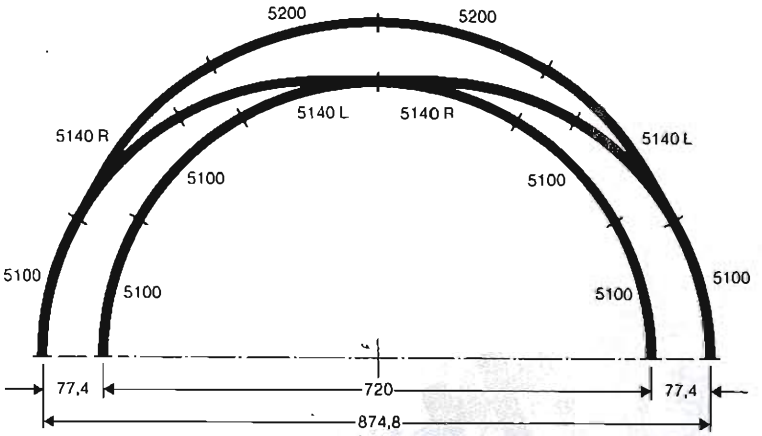
5211 Crossing.
Crossing angle 48° 30'. Length of straight side 98 mm (3-7/8"). For double track connections. The intersecting third rails are electrically separated.



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.



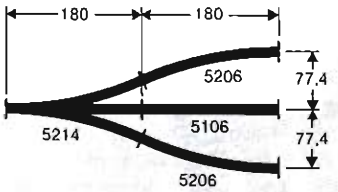
5140 Curved Turnouts



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.



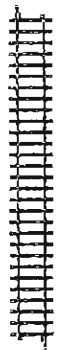
2292
180 mm
(7-3/32")



2206
168.9 mm
(6-5/8")



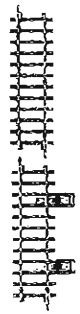
2207
156 mm
(6-1/8")



2209
217.9 mm
(8-9/16")



2201
90 mm
(3-9/16")



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°



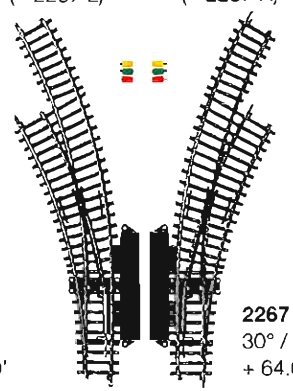
2229
1/2 = 15°



2224
1/4 = 7° 30'

2268
(= 2267 L)

2269
(= 2267 R)

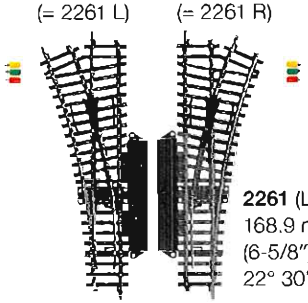


2267 (L+R)
30° / 30°
+ 64.6 mm (2-1/2")

Standard Curve II
Radius 424.6 mm
(16-3/4")

2262
(= 2261 L)

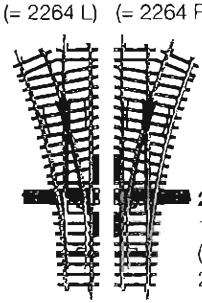
2263
(= 2261 R)



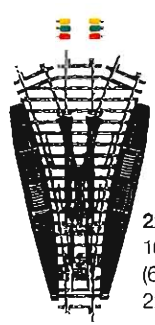
2261 (L+R)
168.9 mm /
(6-5/8")
22° 30'

2265
(= 2264 L)

2266
(= 2264 R)



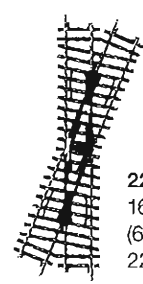
2264 (L+R)
168.9 mm /
(6-5/8")
22° 30'



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")



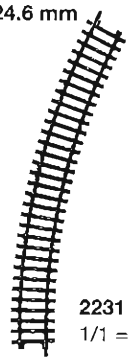
2204
22,5 mm
(7/8")



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°

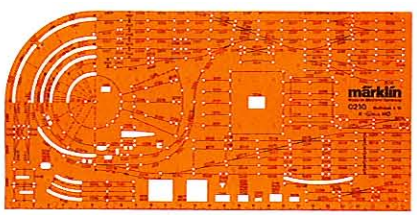


2234
1/4 = 7° 30'



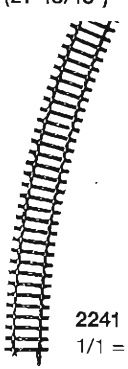
2235
1/8 = 3° 45'

Accessories for K track can be found on page 273.



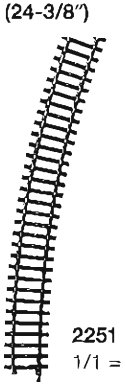
0210 Track Planning Stencil for K Track.
Allows you to plan your own layouts for 2200 series K track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.

Large Curve I
Radius 553.9 mm
(21-13/16")



2241
1/1 = 30°

Large Curve II
Radius 618.5 mm
(24-3/8")

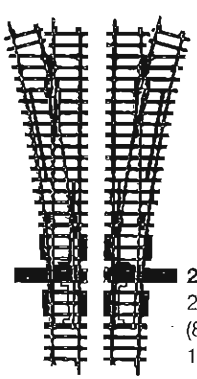


2251
1/1 = 30°

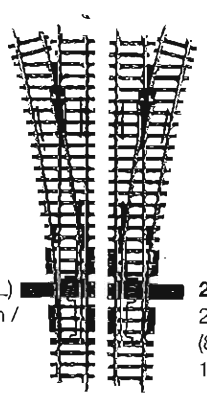
Wide Radius Turnouts
Radius 902.4 mm (35-1/2")

2272
(= 2271 L)

2273
(= 2271 R)



2271 (L+R)
225 mm /
(8-7/8")
14° 26'

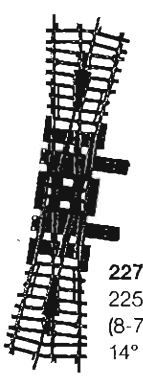


22715 (L)
225 mm /
(8-7/8")
14° 26'

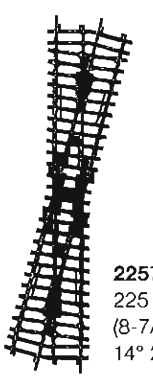
22716 (R)
225 mm /
(8-7/8")
14° 26'



2274
14° 26'



2275
225 mm /
(8-7/8")
14° 26'



2257
225 mm /
(8-7/8")
14° 26'

K Track / Straight and Curved Sections

Straight Track
The K track geometry starts with the grid of the standard straight length of 180 mm (7-3/32"). The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling in odd lengths in combination with turnouts and crossings and to supplement the standard track grid.



2200 Straight Track.
Length 1/1 = 180 mm (7-3/32") (standard length).

2206 Straight Track.
Length 168.9 mm (6-5/8"). Same in length as 2261 and 2264 turnouts.

2207 Straight Track.
Length 156 mm (6-1/8").

2201 Straight Track.
Length 1/2 = 90 mm (3-9/16").

2202 Straight Track.
Length 1/4 = 45 mm (1-3/4").

2293 Straight Track.
Length 41.3 mm (1-5/8").

2208 Straight Track.
Length 35.1 mm (1-3/8").

2203 Straight Track.
Length 1/6 = 30 mm (1-3/16").

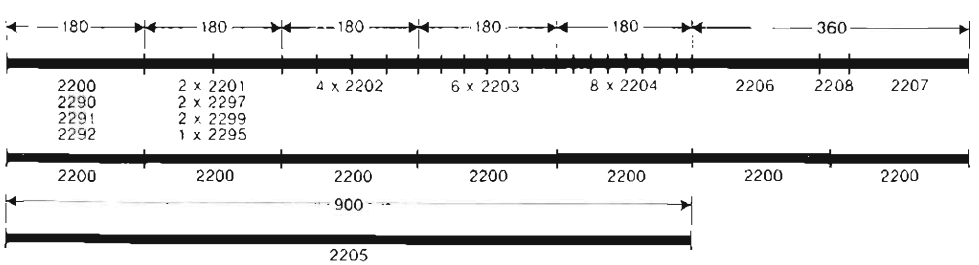
2204 Straight Track.
Length 1/8 = 22.5 mm (7/8").

2209 Straight Track.
Length 217.9 mm (8-9/16")

2205 Flex Track.
Length 5 x 1/1 = 900 mm (35-7/16"). Curves with different radii can be made with this track. It can be cut using a coping saw. The 7595 rail joiners and clips are installed at the cut ends.

7595 Rail Joiners and Third Rail Clips.
Contents: 10 pieces of each. For joints with other track when the 2205 flex track is cut.

Comparison of K Track Lengths



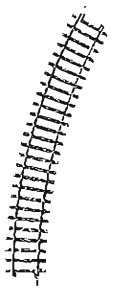
Curved Track

Industrial Curve Radius 295.4 mm (11-5/8")



2210 Curved Track.
Length 1/1 = 45°. Small radius for branchlines and industrial trackage. Cannot be used for long locomotives and cars.

Standard Curve I Radius 360 mm (14-3/16")

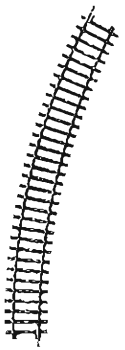


2221 Curved Track.
Length 1/1 = 30°.

2223 Curved Track.
Length 1/2 = 15°.

2224 Curved Track.
Length 1/4 = 7° 30'.

Standard Curve II Radius 424.6 mm (16-3/4")



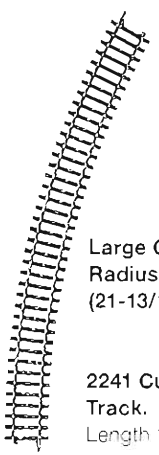
2231 Curved Track.
Length 1/1 = 30°.

2232 Curved Track.
Length 3/4 = 22° 30'.

2233 Curved Track.
Length 1/2 = 15°.

2234 Curved Track.
Length 1/4 = 7° 30'.

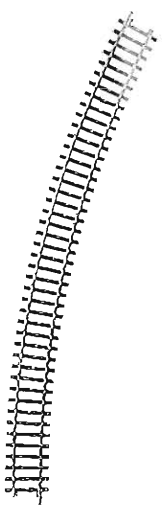
2235 Curved Track.
Length 1/8 = 3° 45'



Large Curve I Radius 553.9 mm (21-13/16")

2241 Curved Track.
Length 1/1 = 30°.

Large Curve II Radius 618.5 mm (24-3/8")



2251 Curved Track.
Length 1/1 = 30°.



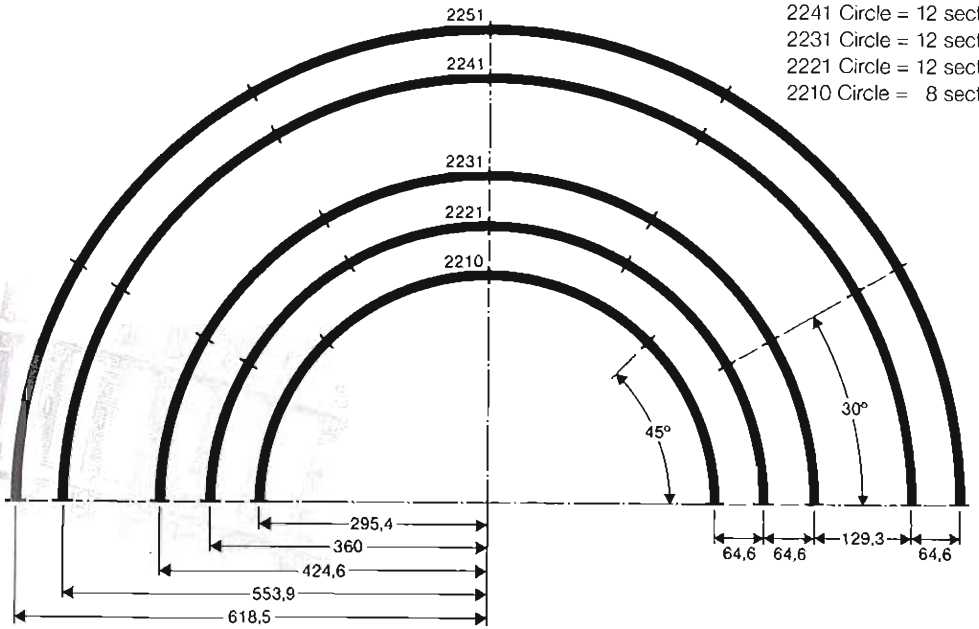
Wide Radius Turnouts Radius 902.4 mm (35-1/2")

2274 Curved Track.
Length 14° 26'.
Complementary curve for 2271 turnout.

The 5 Track Radii

In addition to the Standard Curve I with a radius of 360 mm (14-3/16"), there is also the larger Standard Curve II with a radius of 424.6 mm (16-3/4"). The catalog number for each track of a particular radius has the corresponding second digit for the Standard Curve I (2221, 2223, 2224) or II (2231, 2232, 2233, 2234, 2235). The Large Curve I 2241 with a radius of 553.9 mm (21-13/16") and the Large Curve II 2251 with a radius of 618.5 mm (24-3/8") are available for wide radius main lines. The Industrial Curve 2210 with a radius of 295.4 mm (11-5/8") is intended for branchlines.

2251 Circle = 12 sections
2241 Circle = 12 sections
2231 Circle = 12 sections
2221 Circle = 12 sections
2210 Circle = 8 sections

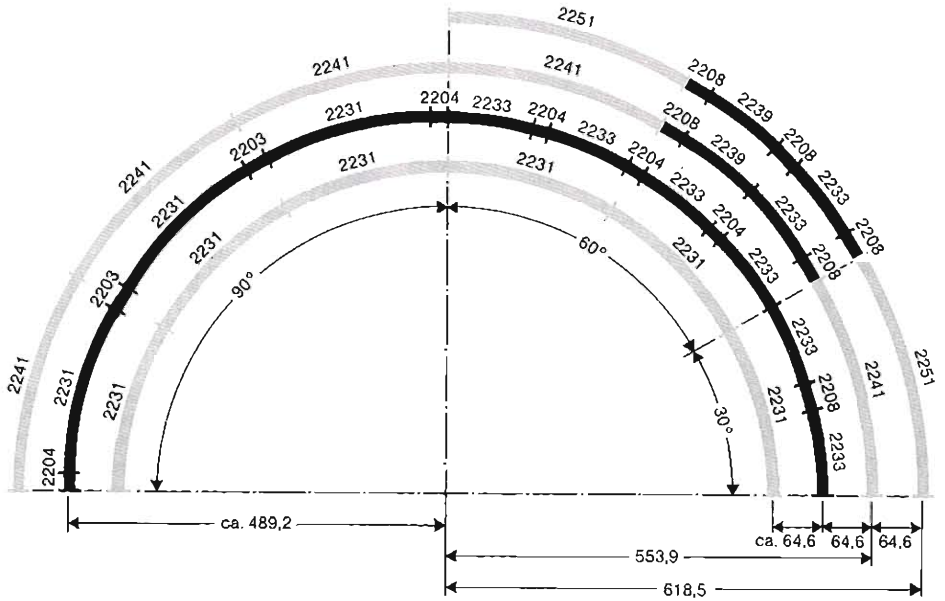


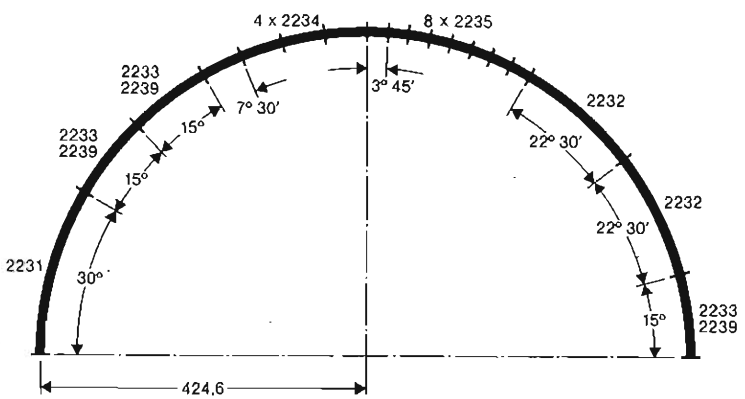
Tip: Medium size parallel curve.

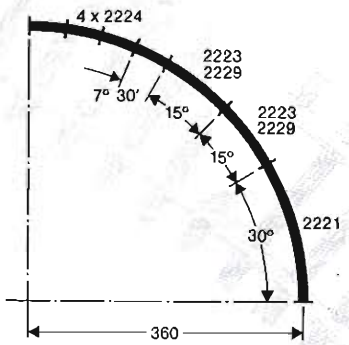
By combining existing track sections a curve between the Standard Curve II and the Large Curve I with a parallel track spacing of approximately 64.4 mm (2-1/2") can be made.

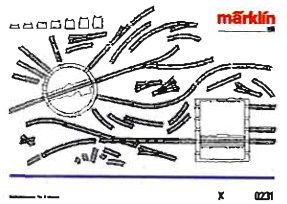
Tip: Circuit tracks with Large Curve I and II.

The 2239 circuit track can also be installed in the Large Curve I and II by combining existing track sections.









0231 Track Planning Kit for K Track.

For planning and for miniaturized setup of model railroad layouts. All K track sections for Märklin 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 7 colors (5 radii, straight sections and 14° 26' turnouts). The track sections can be plugged together quickly and permanently.

K Track / Turnouts and Crossings

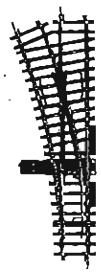
Turnouts and Crossings
All of the turnouts shown are laid out for a standard parallel track spacing of 64.6 mm (2-1/2″). This short design saves space for yard tracks. All turnouts and crossings are interchangeable. They can be installed either straight or on the diagonal. The turnouts are equipped with sprung points and a train can thus run "against" a turnout setting.

The electric turnouts, the double slip switch, 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 switch. All of these turnouts can be used in the Märklin Digital system.

Standard Curve II
Radius 424.6 mm (16-3/4″)

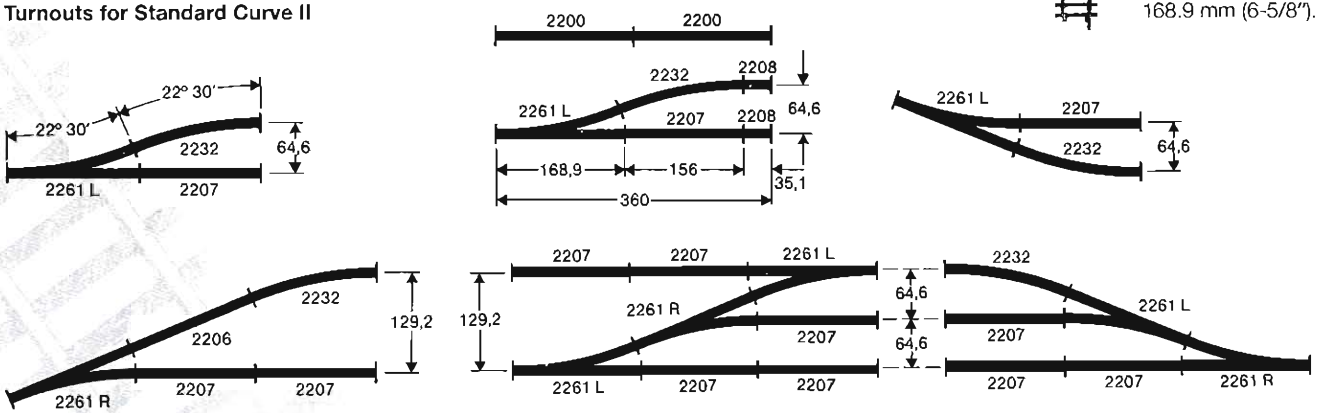


2261 Pair of Turnouts.
2262 (2261 L) Left Turnout.
2263 (2261 R) Right Turnout.
With detachable solenoid mechanism (7549). Turnout branch 22° 30′. Branch same as 2232. Length of straight side 168.9 mm (6-5/8″).



2264 Pair of Turnouts.
2265 (2264 L) Left Turnout.
2266 (2264 R) Right Turnout.
With detachable hand levers. Turnout branch 22° 30′. Branch same as 2232. Length of straight side 168.9 mm (6-5/8″). 7549 solenoid mechanism can be installed on these turnouts.

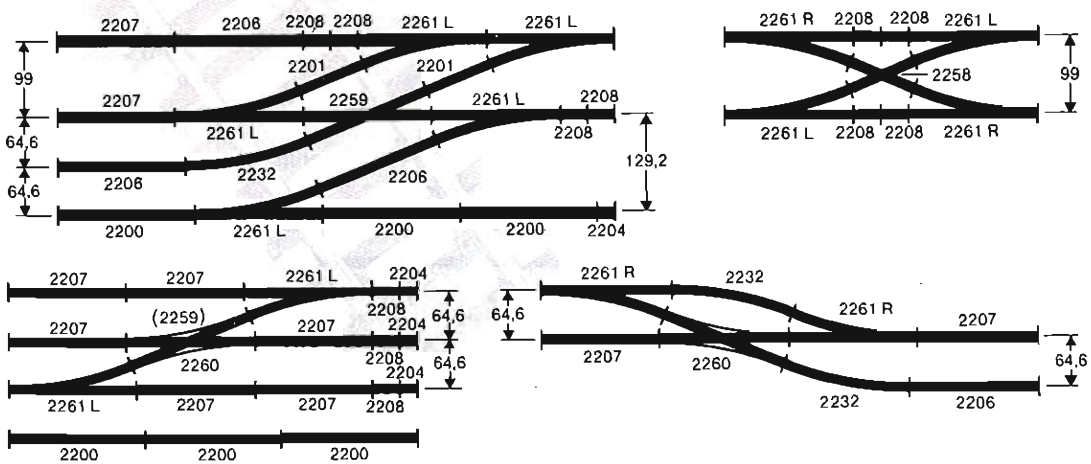
Turnouts for Standard Curve II



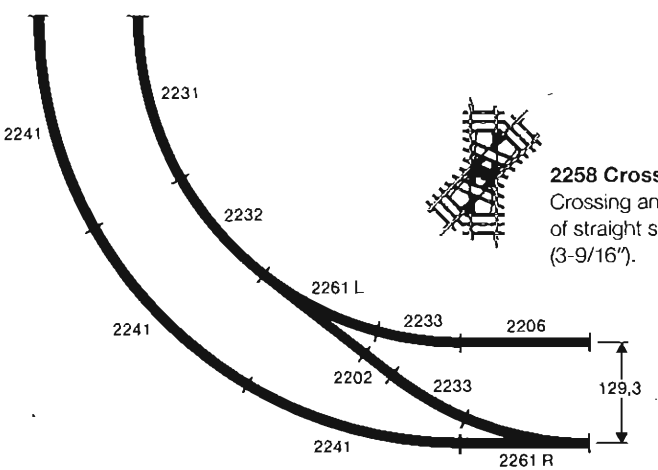


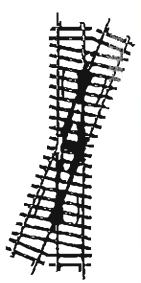
2260 Double Slip Switch.
With detachable solenoid mechanism (7549). Crossing angle 22° 30′. Curve same as 2232. Length of straight side 168.9 mm (6-5/8″).

Crossings for Standard Curve II



Transition to Large Curve I





2259 Crossing.
Crossing angle 22° 30′. Length of straight side 168.9 mm (6-5/8″).

2258 Crossing.
Crossing angle 45°. Length of straight side 90 mm (3-9/16″).

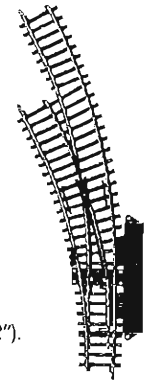
K Track / Curved Turnouts and Three-Way Turnout

märklin HO

Curved Turnouts
Branches can be started on curves with the curved turnouts. This increases the usable 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.

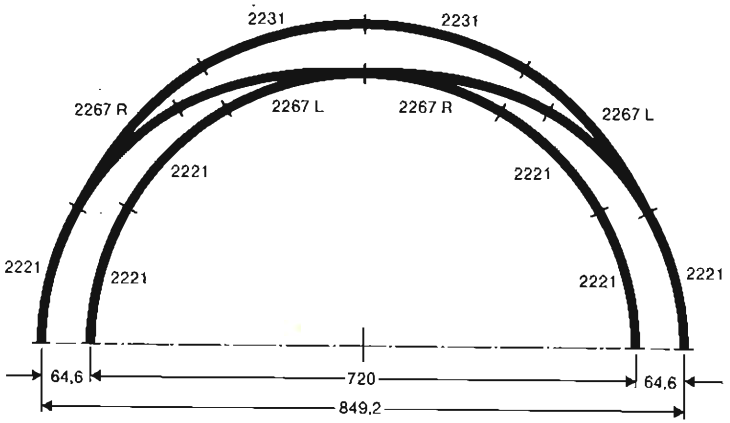
Standard Curve I
Radius 360 mm (14-3/16")

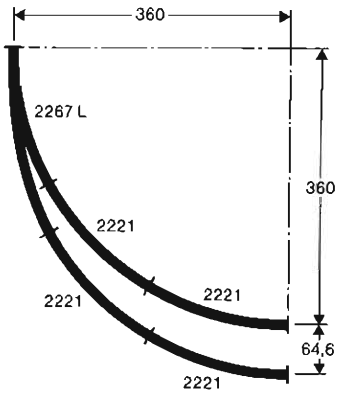
2267 Pair of Curved Turnouts.
2268 (2267 L) Left Curved Turnout.
2269 (2267 R) Right Curved Turnout.
With detachable solenoid mechanism (7549). Inner curve 30°. Outer curve 30° in the parallel curve spacing of 64.6 mm (2-1/2"). Length and radius of the inner curve are the same as 2221.

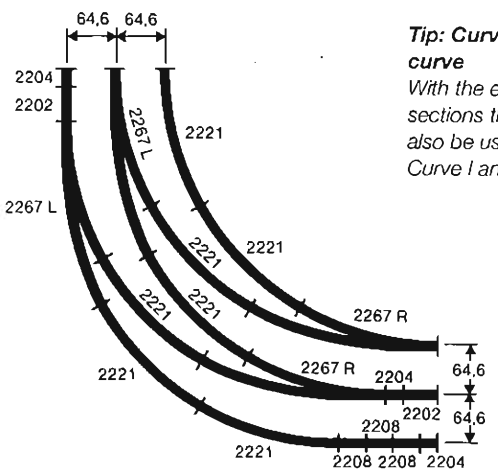


Three-Way Turnout
The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoids for remote control. Both branches are the same in length and radius as the 2261 turnout. The three-way turnout can be used for direct entry into the 7288 locomotive shed.

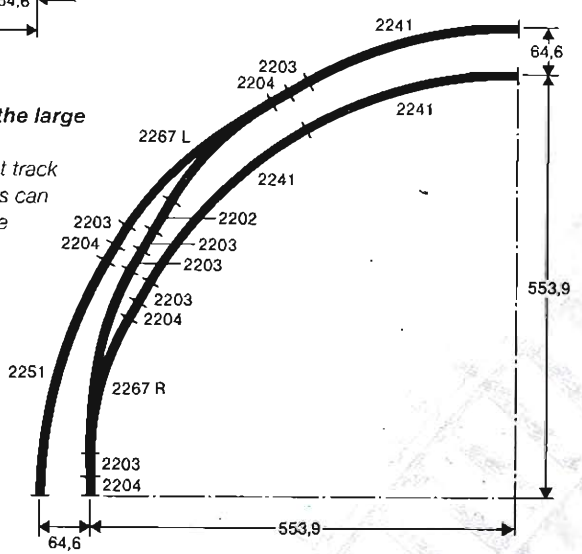
2267 Curved Turnouts







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.

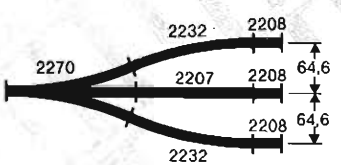


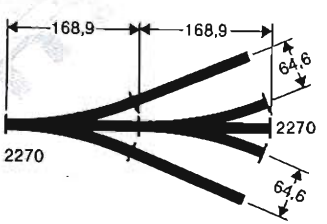
Standard Curve II
Radius 424.6 mm (16-3/4")



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





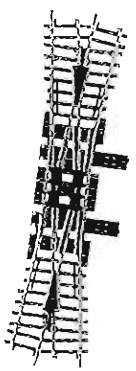
K Track / Wide Radius Turnouts and Crossings

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 switch 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 switch offers 4 different paths with its turnout points which can be set separately.

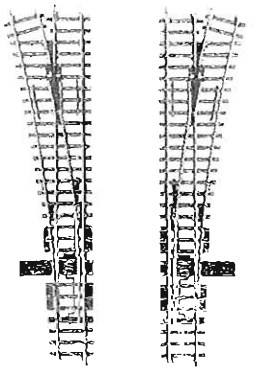


Wide Radius Turnouts and Crossings
Radius 902.4 mm (35-1/2″)

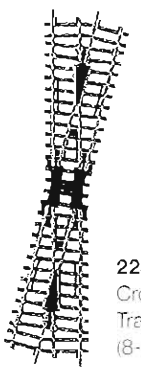
2271 Pair of Turnouts.
2272 Left Turnout.
2273 Right Turnout.
With detachable hand levers. Movable frog. Length of straight side 225 mm (8-7/8″). Turnout branch 14° 26′. Branch radius 902.4 mm (35-1/2″). 7549 solenoid mechanism can be installed on these turnouts.



2275 Double Slip Switch.
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



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.

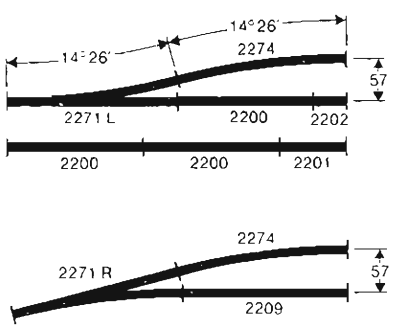


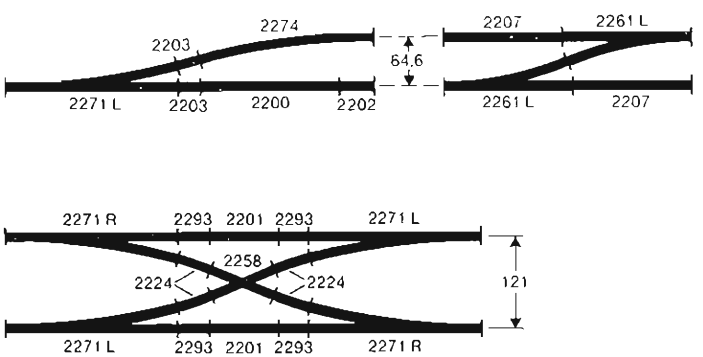
2257 Crossing.
Crossing angle 14° 26′. Track length 225 mm (8-7/8″).



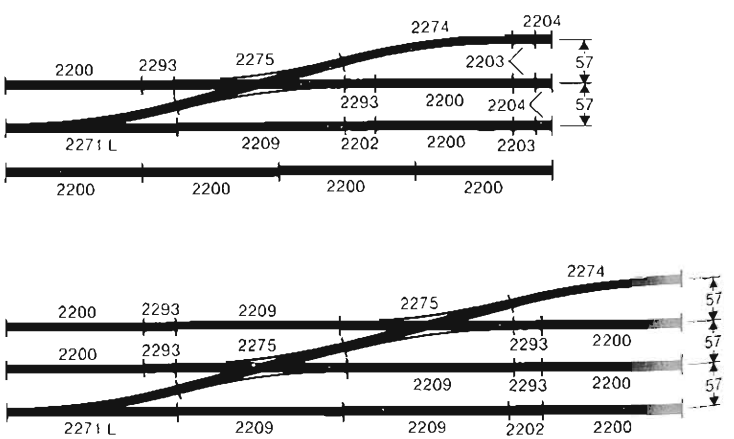
2274 Curved Track.
Length 14° 26′. Complementary curve for 2271 turnout.

2271 Wide Radius Turnouts





2275 Wide Radius Double Slip Switch or 2257 Crossing



K Track / Function Tracks and Accessories

märklin HO

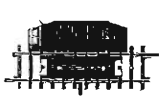
Feeder Track
Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters (approx. 6-7 feet) on longer stretches of track to supply current to the track. To prevent interference with radio and television 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.

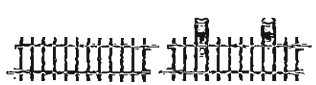


2299 Straight Circuit Track.
Length 1/2 = 90 mm (3-9/16"). Momentary contact with locomotive/car pickup shoe.

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.

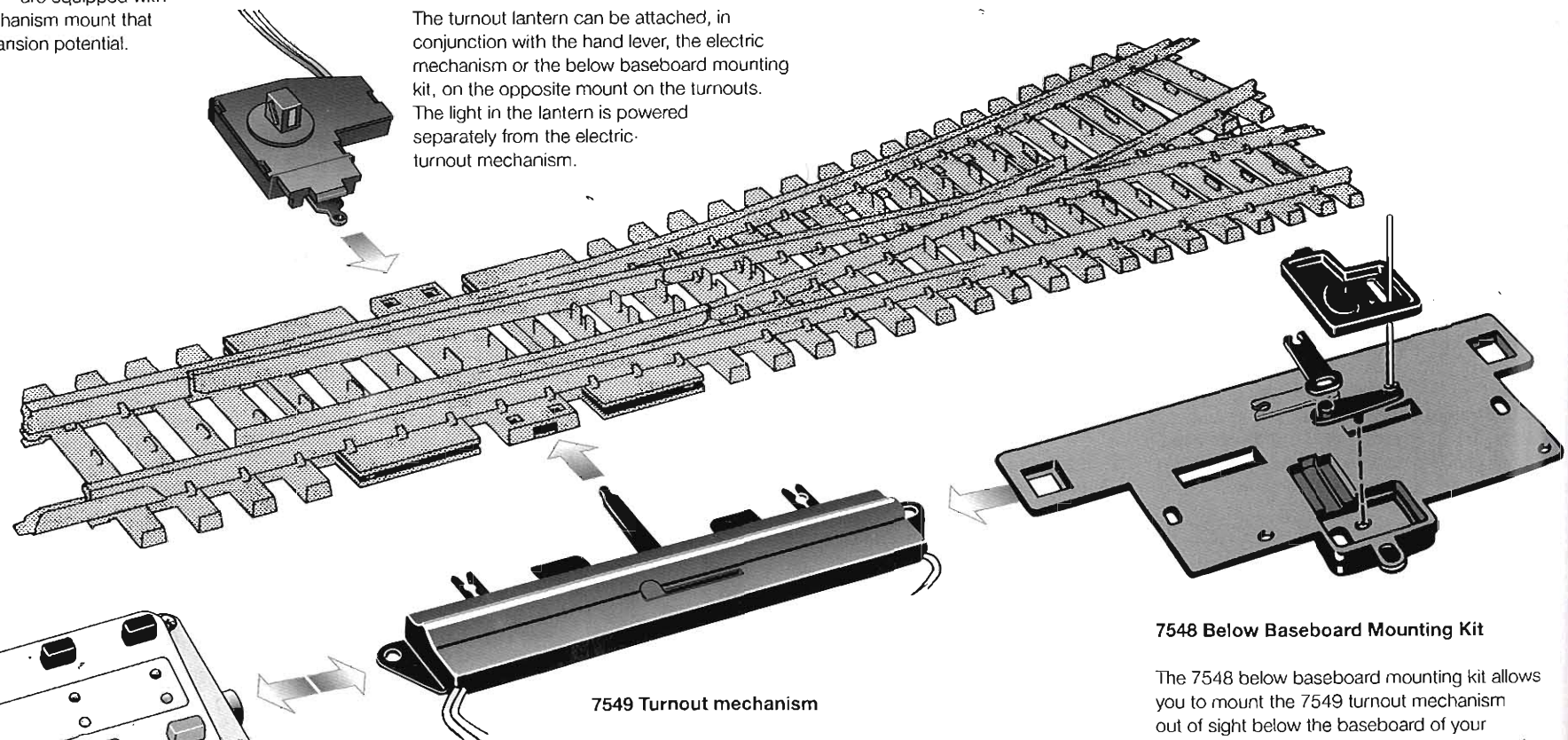
The intelligent concept: turnout control

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 switches. 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.



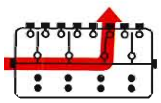


7549 Electric Turnout Mechanism.
For use with 2264 turnouts (new version), 2271 and the 2275 double slip switch as well as with the KOMBI extension program (see pages 40/41). Automatic end shutoff contact. Automatic feedback signal capability with the 7271 control box. Below baseboard mounting with 7548 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)



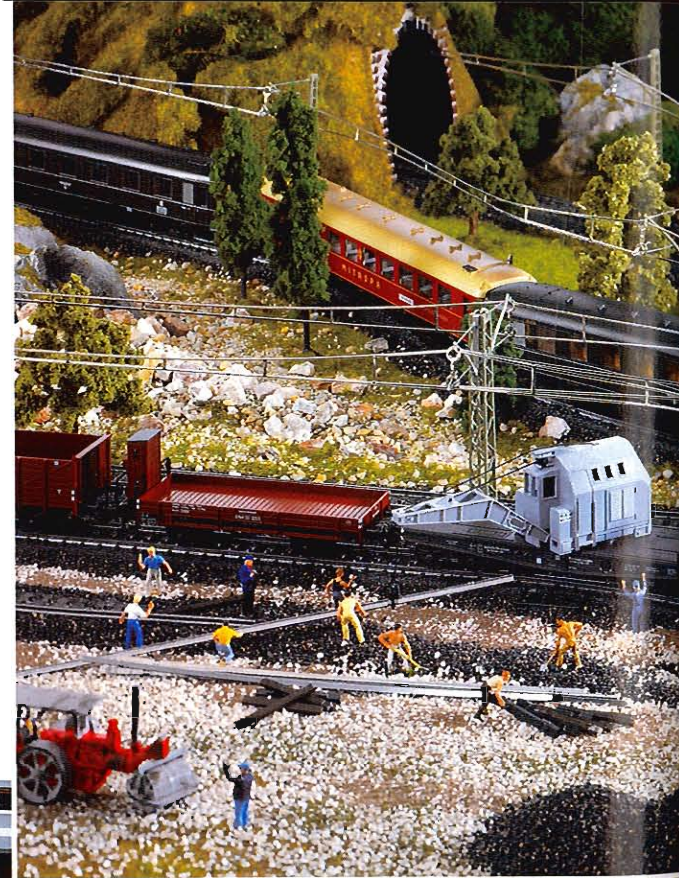
Catenary

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.







Installation Tips for Catenary

Materials needed

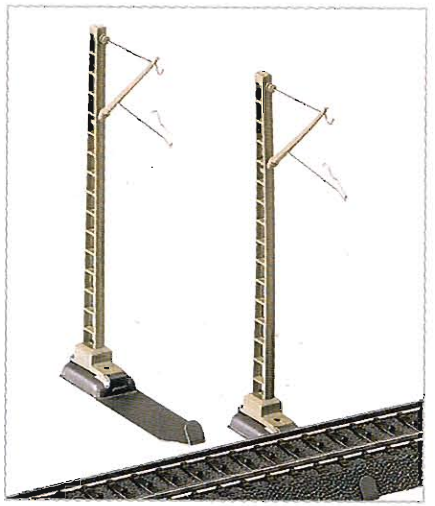
The catenary material needed is best determined by looking at the track plan for the layout. The graphics shown on page 281 give an idea of the required number of masts and wire sections. The 0211 catenary stencil should be used for exact planning.

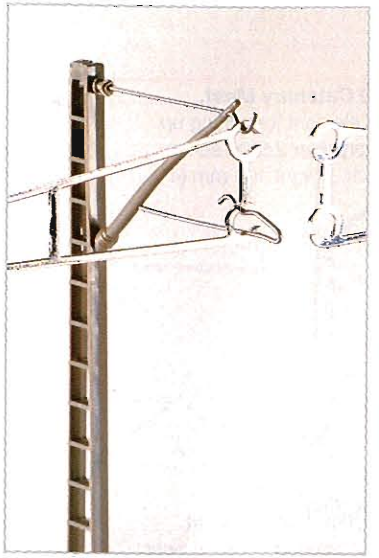
Planning process

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.

Setting up masts

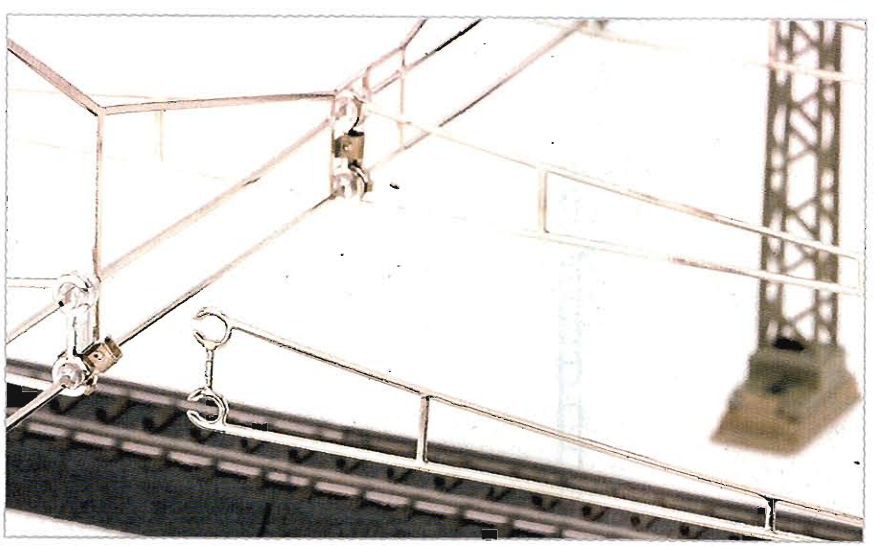
The masts on open stretches of track are simply clipped onto the track bed. They can be adjusted for side play on their base plates to correspond exactly to the position of the catenary wire sections.





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.



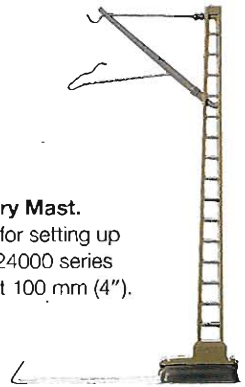
Cross spans

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.

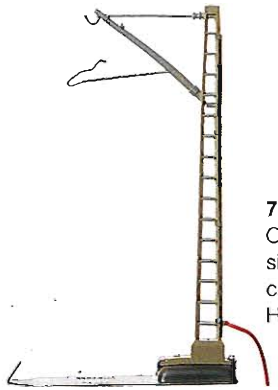
The parallel wire sections are hung on the cross span with the 7006 wire insulator. They are thereby isolated from each other electrically.

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").



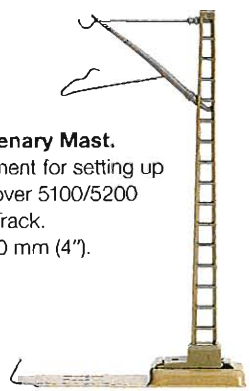
74120 Feeder Mast.
One wire to supply power and for signals. Instructions for setting up catenary.
Height 100 mm (4").

N

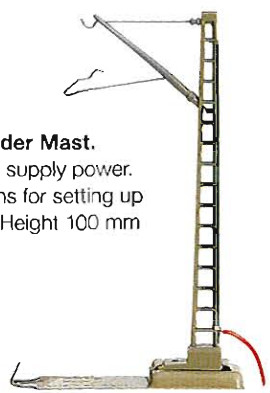
74109 Base for Catenary Masts.
20 pieces. Form and color appropriate for C Track. For replacing bases on M Track or K Track versions of the masts.



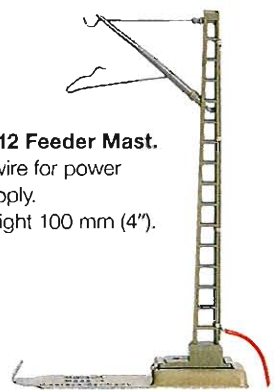
Catenary for 5100/5200 Series M Track



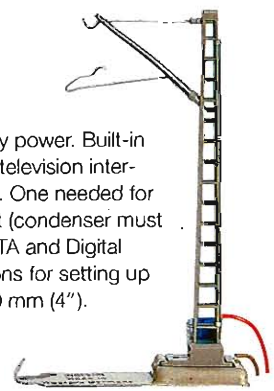
7009 Catenary Mast.
Basic element for setting up catenary over 5100/5200 series M Track.
Height 100 mm (4").



7010 Feeder Mast.
2 wires to supply power. Instructions for setting up catenary. Height 100 mm (4").



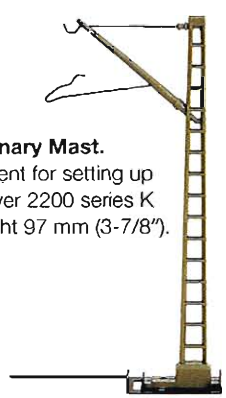
7012 Feeder Mast.
1 wire for power supply.
Height 100 mm (4").



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.

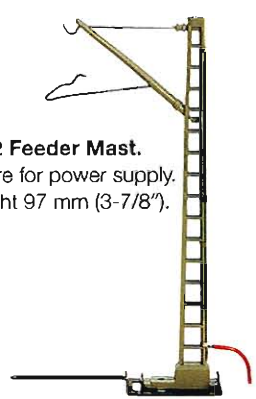
Catenary for 2200 Series K Track



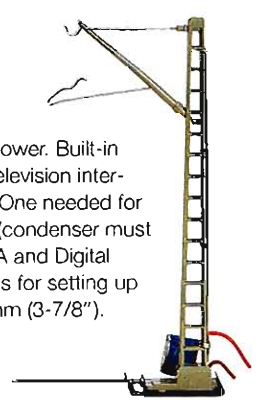
7509 Catenary Mast.
Basic element for setting up catenary over 2200 series K Track. Height 97 mm (3-7/8").



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").

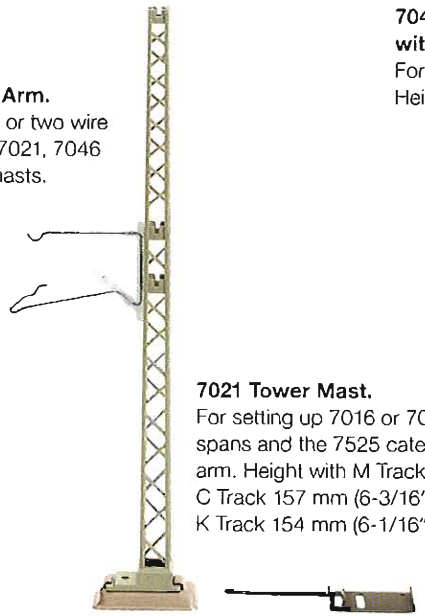


7501 Feeder Mast.
Two wires to supply power. Built-in condenser for radio/television interference suppression. One needed for each catenary circuit (condenser must be removed for DELTA and Digital operation). Instructions for setting up catenary. Height 97 mm (3-7/8").

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.

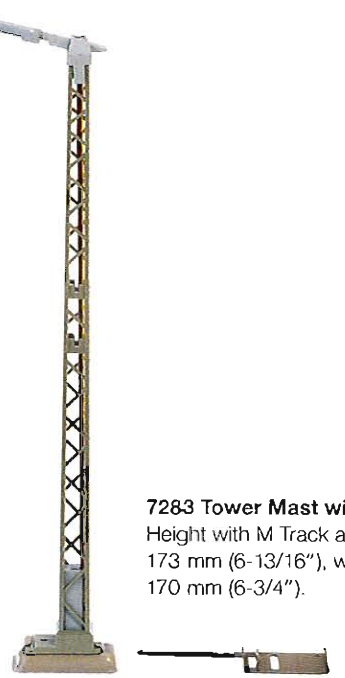


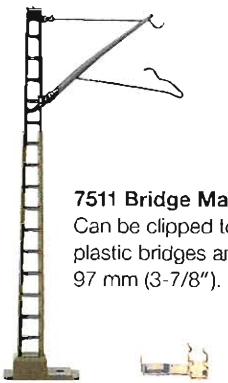
7021 Tower Mast.
For setting up 7016 or 7017 cross spans and the 7525 catenary arm. Height with M Track and C Track 157 mm (6-3/16"), with K Track 154 mm (6-1/16").

7046 Tower Mast with Arc Lamp.
For M and C Track.
Height 192 mm (7-9/16").

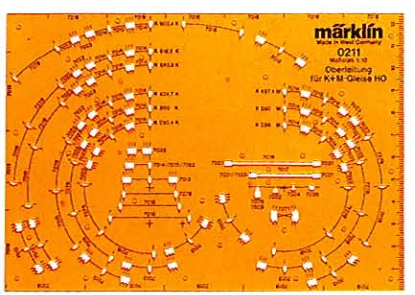


7283 Tower Mast with Lamp.
Height with M Track and C Track 173 mm (6-13/16"), with K Track 170 mm (6-3/4").

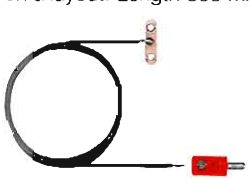




7511 Bridge Mast.
Can be clipped to the side of the plastic bridges and ramps. Height 97 mm (3-7/8").



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.



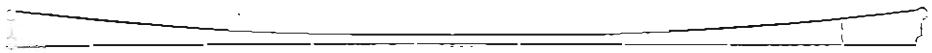
7006 Wire Insulator.
For insulation wire sections from cross spans. One required for each wire and cross span connection. 15 x 6 mm (approx. 19/32"x 15/64").



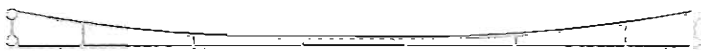
0211 Catenary Stencil.
For designing and drawing catenary plans. Can be used for K or M Track. All masts and wire sections on the stencil are in a scale of 1:10 for straight track and all curves. The distribution of wire sections and the position of catenary masts can be plotted on an existing track 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″).



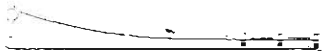
7018 Wire Section.
For straight and curved track.
Length 270 mm (10-5/8″).



7278 Wire Section.
For straight and curved track.
Length 230 mm (9-1/16″).



7013 Wire Section.
For push-in connection,
expecially for turnouts.
Length 240 mm (9-1/2″).



7014 Wire Section.
Hollow section (for push-in connection). Length 115 mm (4-1/2″).



7015 Wire Section.
Solid section (for push-in connection). Length 115 mm (4-1/2″).



7023 Adjustment Section.
For push-in connection.
Length 100 mm (4″).

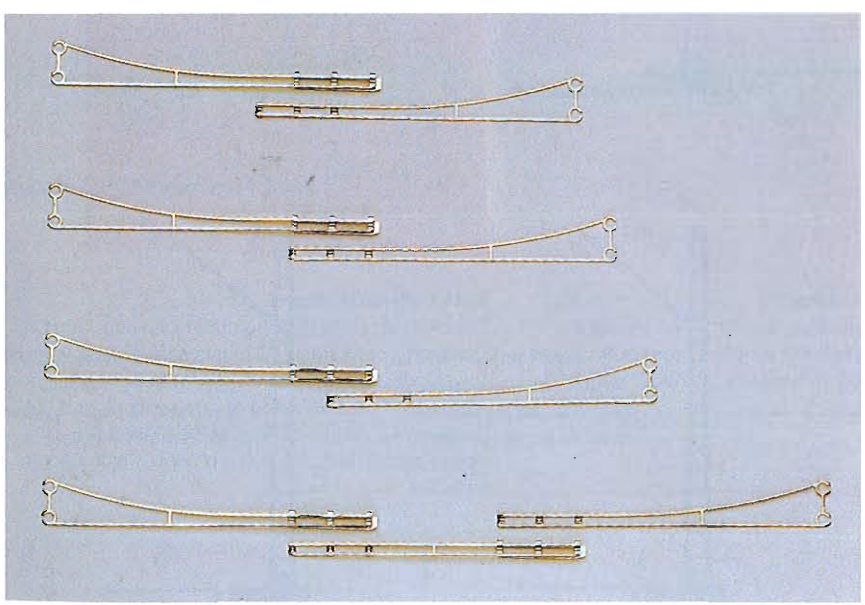


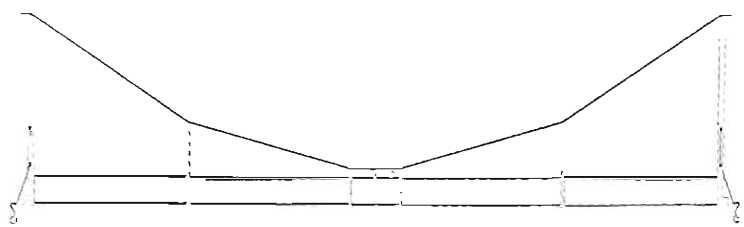
7022 Insulated Section.
Solid section for interrupting current flow (push-in connection). Length 115 mm (4-1/2″).

All wire sections are nickel plated



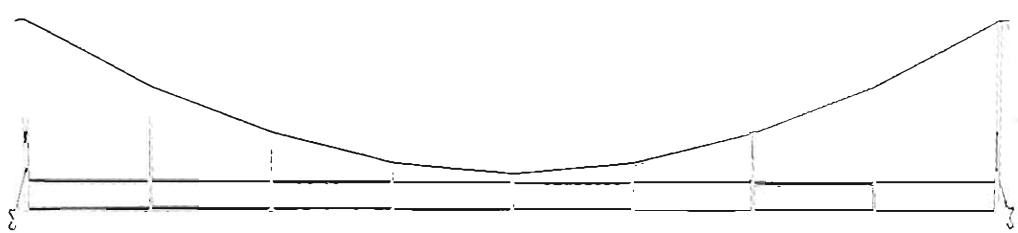
7277 Crossing Section.
For all crossings and double slip switches (except 2257 and 2275).





7017 Cross Span.
Connects to tower masts. Spans up to 4 tracks depending on track spacing.
Span width 280 mm (11″).

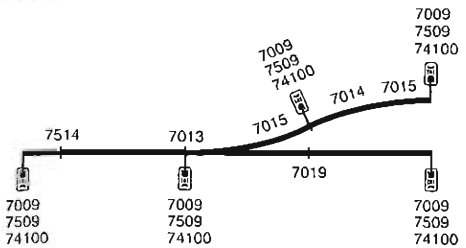
7016 Cross Span.
Connects to tower masts. Spans up to 6 tracks depending on track spacing.
Span width 390 mm (15-1/4″).



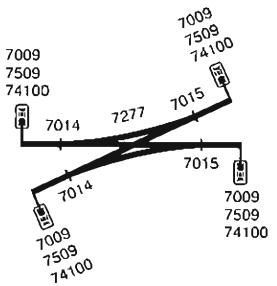
Catenary Geometry

märklin HO

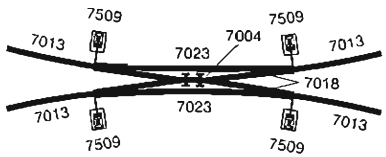
Turnouts
2261, 2264, 2271, 22715, 22716
5137, 5140, 5202, 5221
24611, 24612



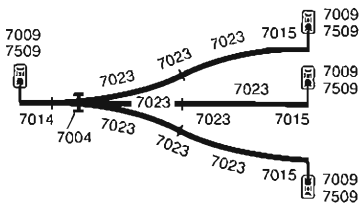
Crossings
2258, 2259, 2260
5114, 5128, 5207, 5211, 5215
24620, 24640



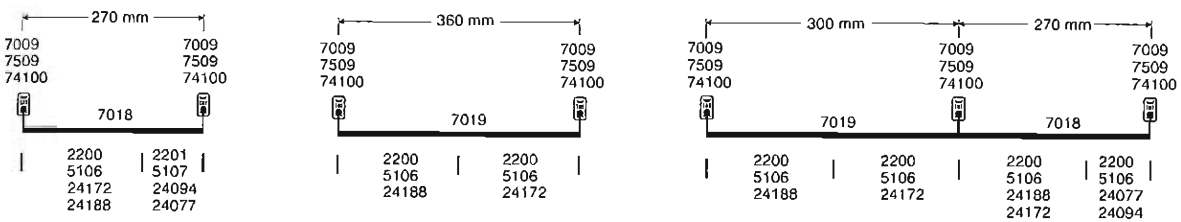
Crossings
2257, 2275



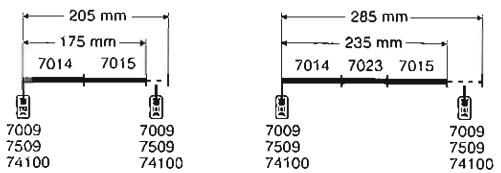
Three-Way Turnouts
2270
5214
24630



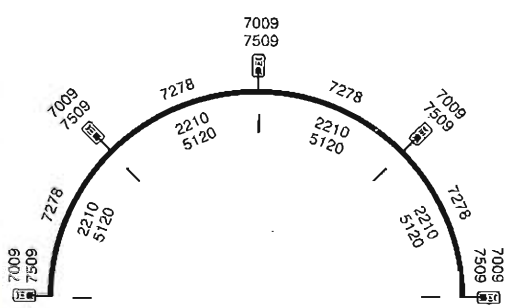
Straight Sections



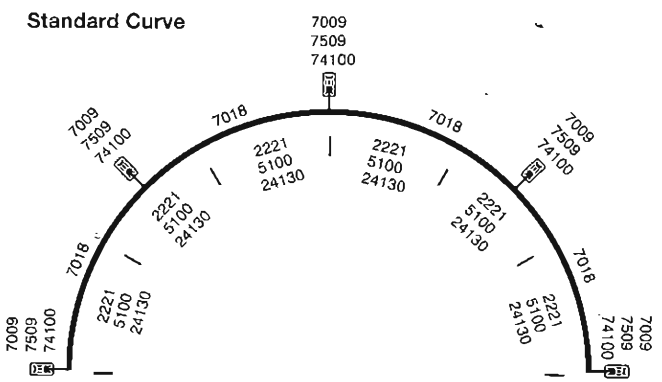
Intermediate Length



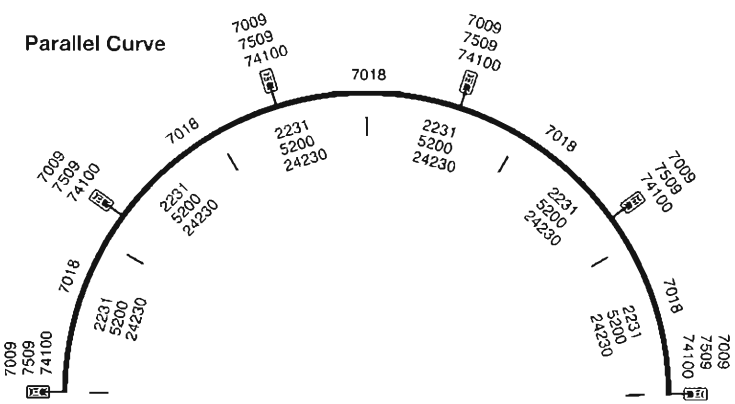
Industrial Curve



Standard Curve



Parallel Curve



Signals for M Track

Stop and Go on the rails

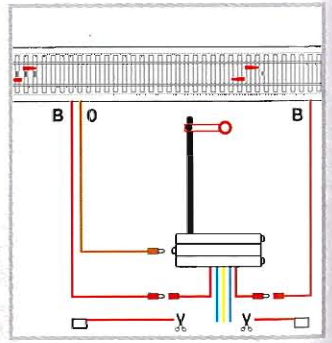
Model signals fulfill important control and safety functions just like those of the prototype. Märklin signals control traffic, because they not only show prototypical signal indications, they also directly influence the movement of trains. When set for "stop" they turn off current in their area to the 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.

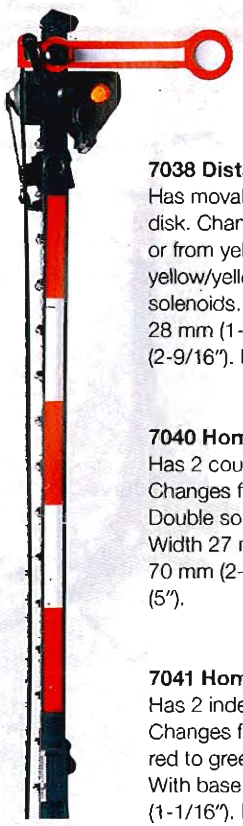


7036 Distant Signal.
Has movable disk. Changes from yellow/yellow to green/green. Double solenoid. With base plate. Width 28 mm (1-1/8"). Length 65 mm (2-9/16"). Height 73 mm (2-7/8").


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.



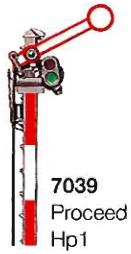
7036
Prepare to stop
Vr0



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



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

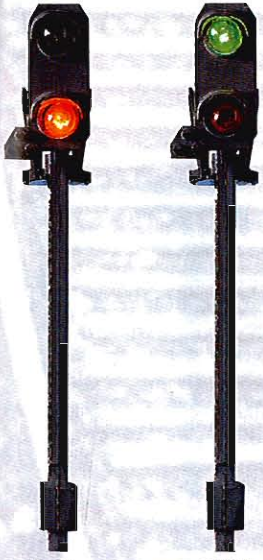
Controls switching movements in a station/yard.



7042
Stop!
Sh0



7042
Proceed
Sh1



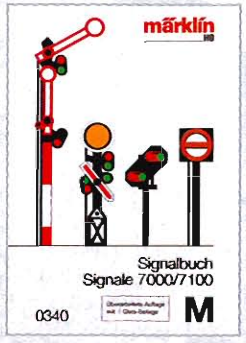
7188 7339

HOBBY

7188 Color Light Home Signal.
Changes from red to green. Double solenoid. Additional hand lever. With base plate. Width 28 mm (1-1/8"). Length 70 mm (2-3/4"). Height 90 mm (3-9/16").

HOBBY

7339 Color Light Home Signal.
For manual operation. Changes from red to green with simultaneous control of the track power in the section of M Track permanently attached to the signal. Additional 90 mm (3-9/16") track section with gapped third rail.Width 55 mm (2-3/16"). Length 90 mm (3-9/16"). Height 90 mm (3-9/16").



0342 Märklin Signal Book for 7000 and 7100 Signals.
Extensive explanations with multi-color illustrations of how the 7000 and 7100 signals as well as the universal relay are used and installed on C and M Track. Contents 32 pages. Format 18 x 25 cm (7-1/8" x 9-1/8").

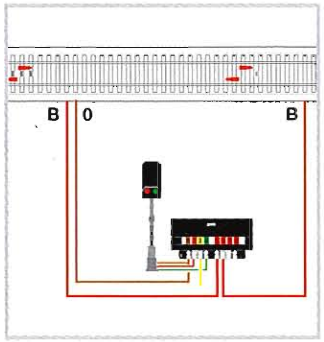
Signals for K and M Track

Light signals

Märklin color light signals reproduce all of the important signal settings for modern railroading: home and distant signals for main lines, for junctions, stations and 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.



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 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").


7237


7240

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



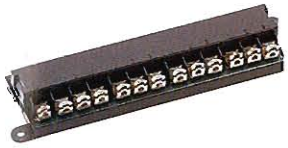
7240 Stop Hp0



7237 Prepare to proceed slowly Vr2



7240 Proceed slowly Hp2



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.



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



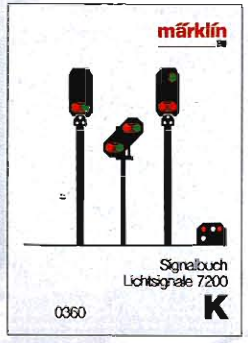
7238 Prepare to proceed slowly Vr2



7241 Proceed slowly Hp2



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″).



7238 Prepare to proceed Vr1



7241 Proceed Hp1

Controlling switching movements in a station/yard.



7242 Stop! Sh0



7242 Proceed Sh1

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.

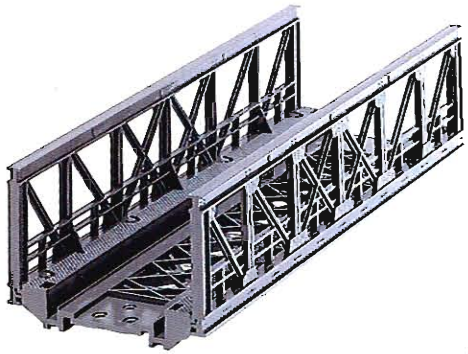
Bridges

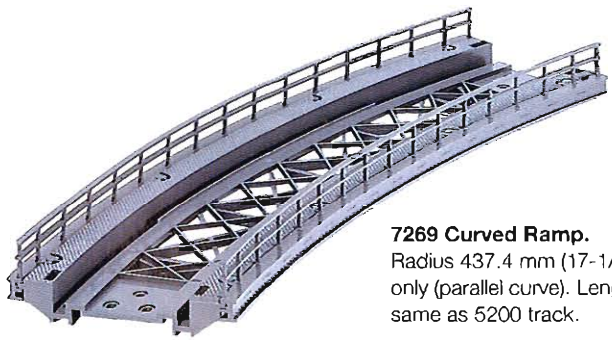
Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height.
From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the Märklin accessory program offers the right solution 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.

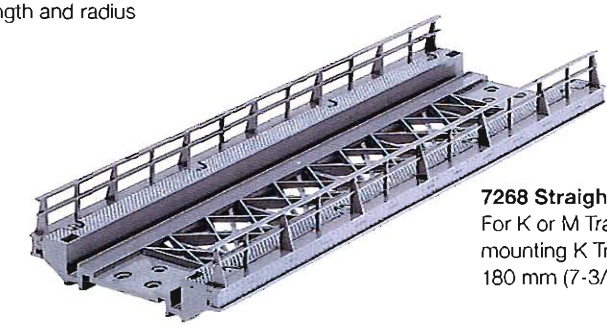


7262 Truss Bridge.
Can be used alone or with 7263 arched bridge. For K or M Track. 3 clips for mounting K Track and instructions for setting up bridges. Height 45 mm (1-3/4″). Length 180 mm (7-3/32″).





7269 Curved Ramp.
Radius 437.4 mm (17-1/4″). For M Track only (parallel curve). Length and radius same as 5200 track.

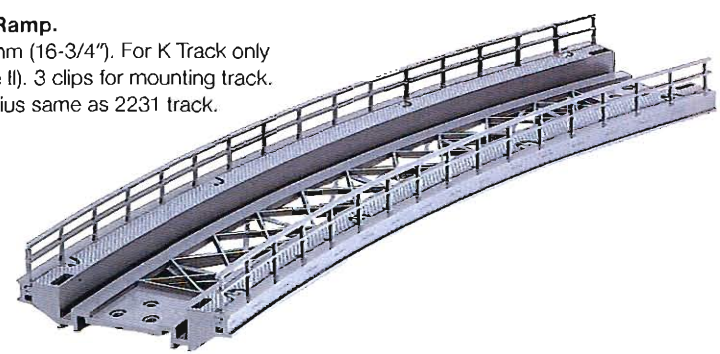


7268 Straight Ramp.
For K or M Track. 3 clips for mounting K Track. Length 180 mm (7-3/32″).



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″).

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.



New bridges for C Track will be available in the near future.


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HO

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

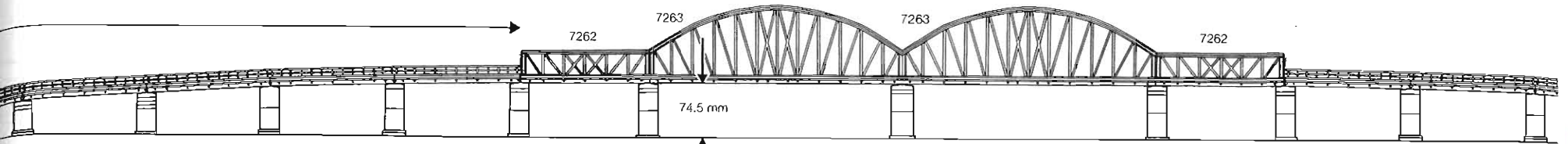
Pillar Height	1	2	3	4	5	6
	2.5 mm 1 x 7250	2.5 mm 1 x 7250	8.5 mm 1 x 7250 1 x 7252	17.5 mm 1 x 7250 1 x 7251 2 x 7252	26.5 mm 1 x 7250 4 x 7252	35.5 mm 1 x 7250 1 x 7251 1 x 7253

A Grade with K Track for Electric Locomotives with Catenary

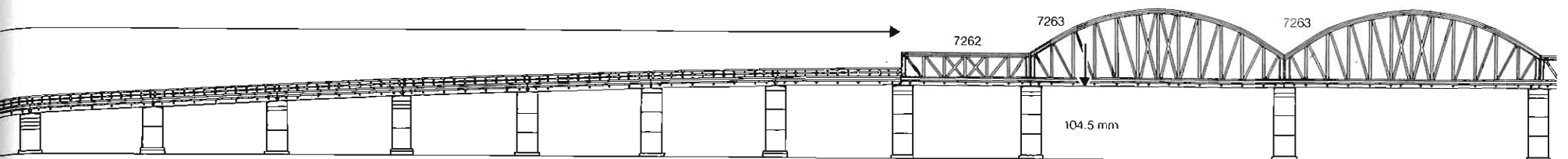
14 x 18 cm/7-3/32" track sections

12 x 7268

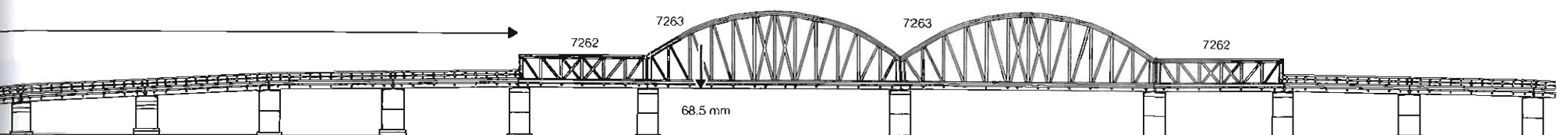
Pillar Height	1	2	3	4	5	6	7
	2.5 mm 1 x 7250	2.5 mm 1 x 7250	8.5 mm 1 x 7250 1 x 7252	17.5 mm 1 x 7250 1 x 7251 2 x 7252	26.5 mm 1 x 7250 4 x 7252	35.5 mm 1 x 7250 1 x 7251 1 x 7253	44.5 mm 1 x 7250 2 x 7252 1 x 7253



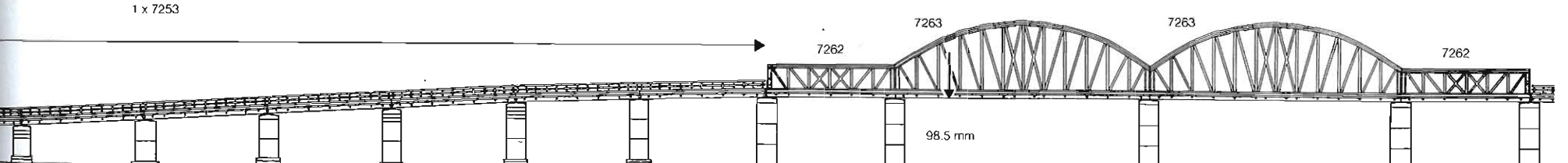
7	8	9	10	11
47.5 mm	56.5 mm	65.5 mm	71.5 mm	74.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	4 x 7252	1 x 7251	1 x 7251	2 x 7252
2 x 7252	1 x 7253	2 x 7253	1 x 7252	2 x 7253
1 x 7253			2 x 7253	



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	



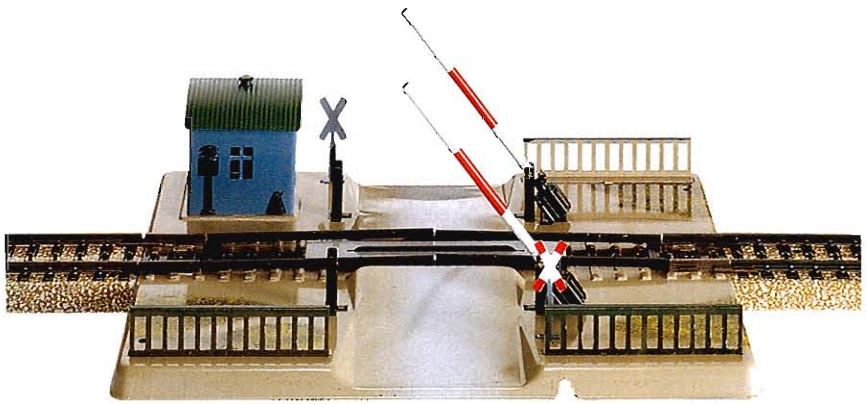
7	8	9	10	11
44.5 mm	53.5 mm	62.5 mm	65.5 mm	68.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
2 x 7252	1 x 7251	2 x 7253	1 x 7251	1 x 7252
1 x 7253	3 x 7252		2 x 7253	2 x 7253
	1 x 7253			



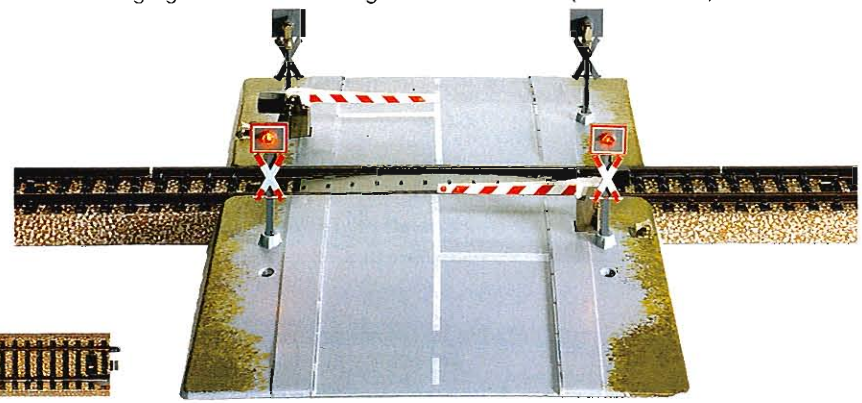
8	9	10	11	12	13	14
53.5 mm	62.5 mm	71.5 mm	80.5 mm	89.5 mm	95.5 mm	98.5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	2 x 7253	1 x 7251	3 x 7252	1 x 7251	1 x 7251	1 x 7252
3 x 7252		1 x 7252	2 x 7253	4 x 7252	3 x 7253	3 x 7253
1 x 7253		2 x 7253		2 x 7253		

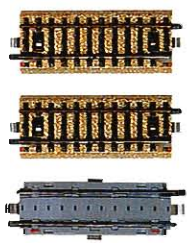
Railroad Grade Crossings

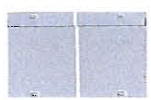
HOBBY **7390 Manually Operated Railroad Grade Crossing.**
With full gates. With built-in M Track for single track route. Rocker-type rails are pressed down by passing locomotive/car and the gates go down. Gateman's hut and warning sign. Track length same as 5106. Base dimensions 135 x 180 mm (5-3/8" 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 Adapter Track.
Allows C Track to be connected to the 7292 and 7390 railroad grade crossings. Length 180 mm (7-3/32").



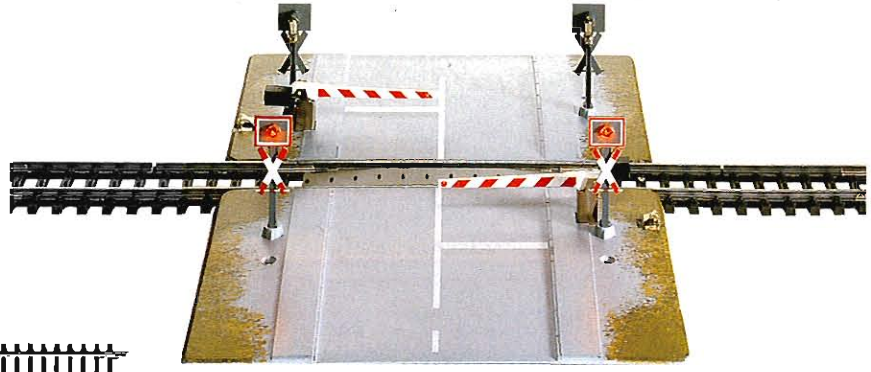
24922 Straight Adapter Track.
Allows C Track to be connected to the 7592 railroad grade crossing. Length 180 mm (7-3/32").

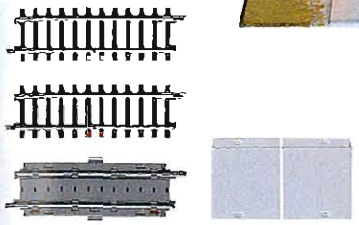


2291 Straight Adapter Track.
Allows K Track to be connected to the 7292 and 7390 railroad grade crossings. Length 180 mm (7-3/32").



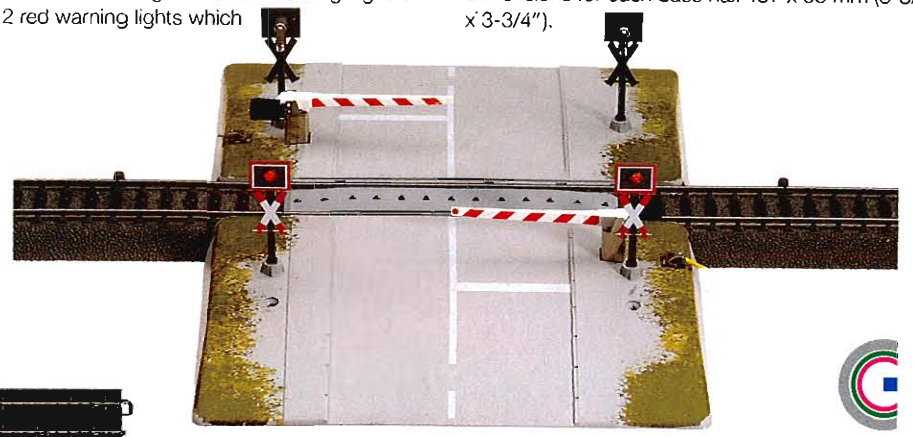
7592 Fully Automatic Railroad Grade Crossings.
With half gates. For K Track. 2 solenoid activated gates with 2 warning signs and 2 red warning lights which come on when the gates go down. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Dimensions for each base half 137 x 95 mm (5-3/8"x 3-3/4").

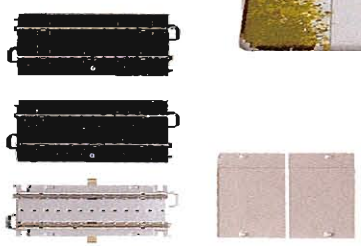




7593 Add-On Set.
For 7592 railroad grade crossing. For K Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 33 to 68 mm (1-5/16" to 2-11/16") (track spacing of 64 to 99 mm/2-1/2" to 3-7/8").

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").





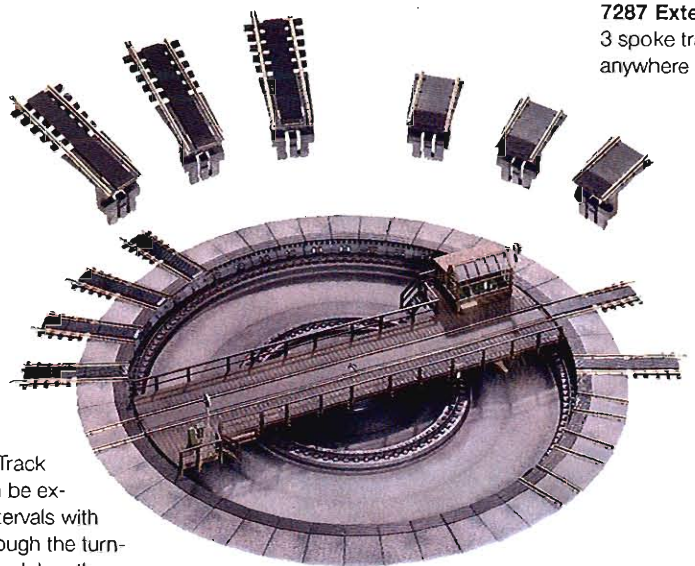
74930 Add-On Set.
For 74920 railroad grade crossing for C Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 94.2 mm (3-3/4"). No other connections required. Road section can be adjusted for a spacing of 26 to 61 mm (1" to 2-3/8") (track spacing of 64 to 99 mm / 2-5/8" to 4").





Turntable

märklin HO

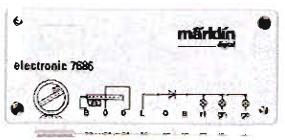


7286 Remote Control Turntable.
Standard DB design 27 meters (88' 6"). Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included. Function: turns to the right/left in single steps and continuously to a stop. Can be retrofitted with 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.



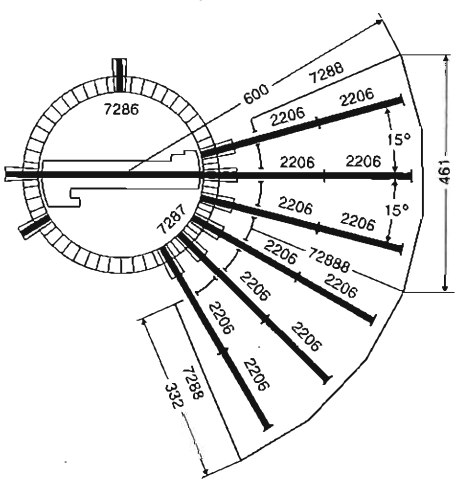
A 6021 Control Unit and a 6040 Keyboard are required to operate the digital turntable (7286 with 7687). It is also possible to control the turntable with a computer (6051 Interface). The digital control is independent of the conventional or digital control of the trains.

2291 Straight Adapter Track.
Allows M track to be connected to the 7286 turntable. Length 180 mm (7-3/32").

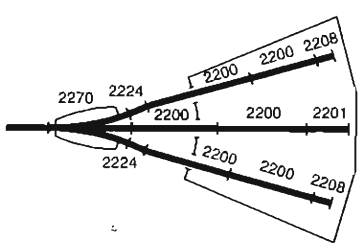


24922 Straight Adapter Track.
Allows C Track to be connected to the 7286 turntable. Length 180 mm (7-3/32").

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.



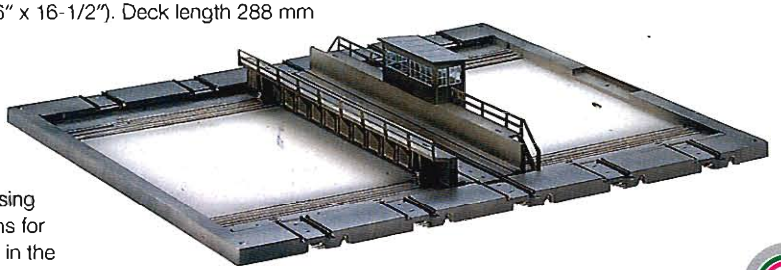


7288 Locomotive Shed Kit.
3 stalls at 15° intervals. Suitable for use with the 7286 turntable. For M and K track (track not included). Doors that close automatically when a locomotive enters. Two each additional 7288 locomotive sheds can be built on to this unit without intermediate walls by using the 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").

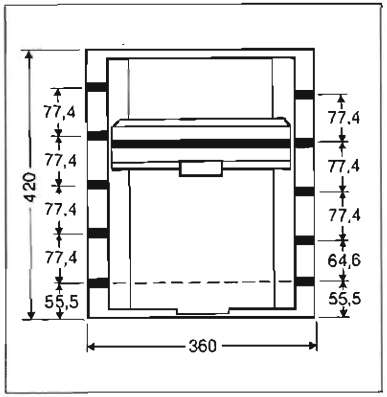


The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder and in the 0308 / 0308A Digital book.

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 Adapter Track.
Allows C Track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").

2291 Straight Adapter Track.
Allows K Track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").



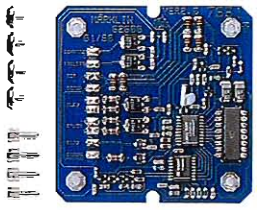
Rotary Crane

märklin HO

7051 Remote Control Rotary Crane.
Metal base and superstructure. 2 motors for turning the cab and raising and lowering the load. Electromagnet for loading iron parts. Crane cab with lighting. Special control box and connecting cable for remote control. Adjustable boom. Height 240 to 310 mm (9-1/2" to 12-1/4"). Boom swings up to 360 mm (14-3/16"). Base dimensions 90 x 90 mm (3-9/16" x 3-9/16").

The non-digital rotary crane is connected to the control box included with the unit and to a standard transformer with a 6 conductor cable. The speed of the motors is constant.



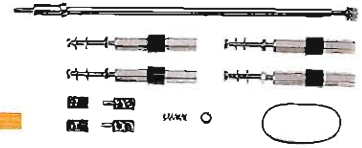


7652 Digital Retrofit Kit for Rotary Crane.
Consists of crane decoder and all necessary hardware. For converting the 7051 remote control rotary crane to digital operation.

7054 Below-Baseboard Mounting Kit for Rotary Crane.
Consists of drive shaft, spacers as well as all necessary hardware and complete instructions.

This mounting kit can be used to install the mechanism for the remote control rotary crane below the baseboard on a layout. The complete mechanism will be below the layout ground level after the conversion.







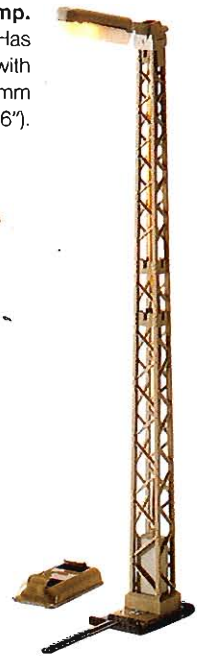
Lamps and Lights

These lamps and lights are delicate in design and yet sturdily made. All of the round masts are metal. The lattice masts are the same in dimensions and design as the catenary tower masts.

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″).



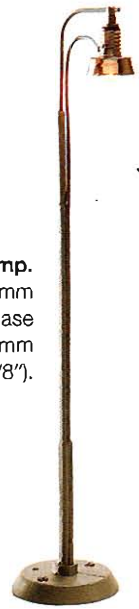
7283 Tower Mast Lamp.
Mounted on tower mast. Has base plate. Can be used with catenary. Height 170 mm 6-11/16″).





7281 Station Platform Light.
Twin lights. Height 97 mm (3-13/16″). Base diameter 25 mm (1″).

7048 Arc Lamp.
Height 156 mm (6-1/8″). Base diameter 29 mm (1-1/8″).



7284 Park Light.
Height 63 mm (2-1/2″). Base diameter 15 mm (1/2″).





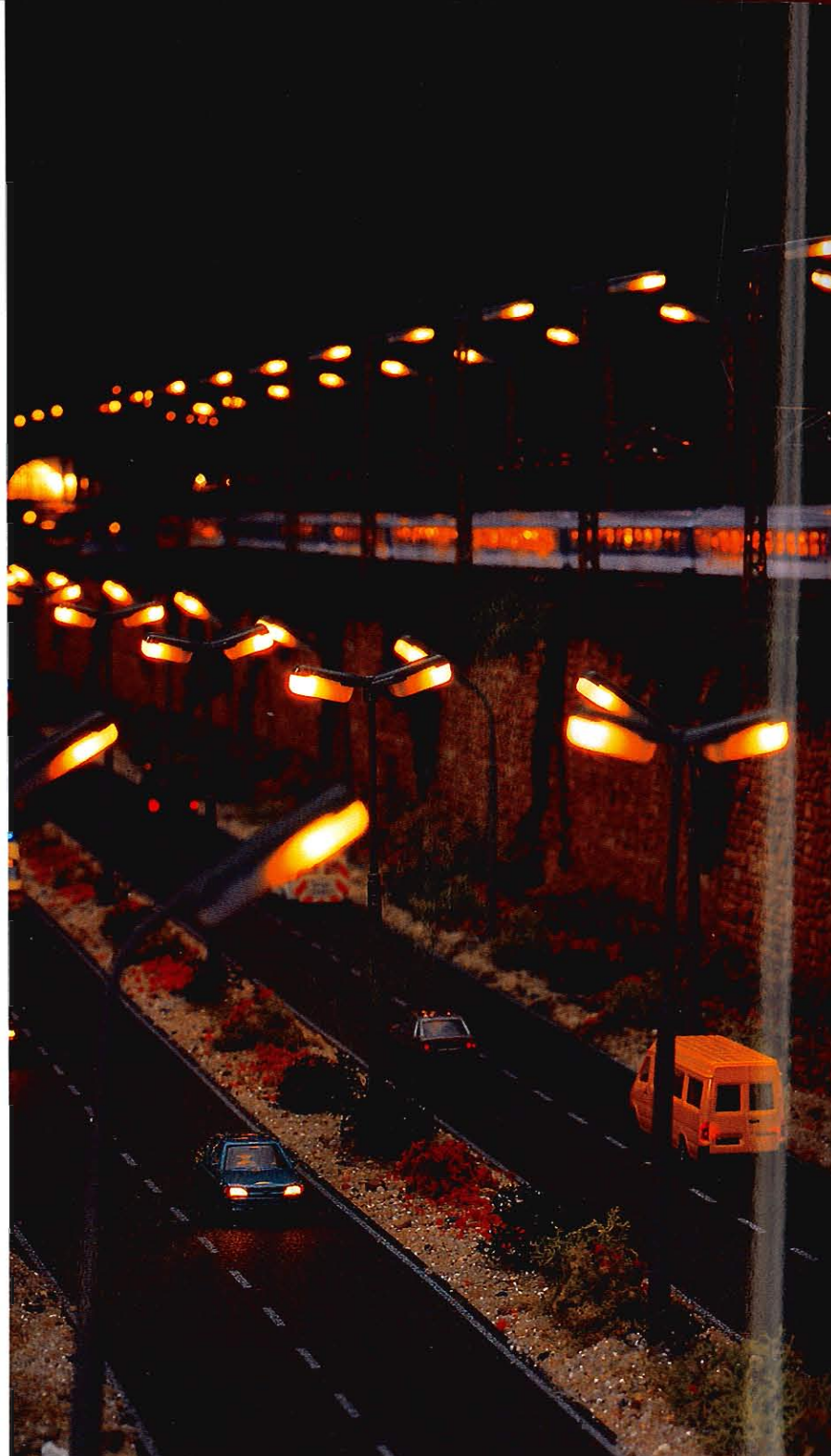
7280 Street Light.
Height 117 mm (4-5/8″). Base diameter 25 mm (1″).



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″).



Light Bulbs for Accessories

märklin HO

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, 74920, 7592	**60 2010** 0,5 VA
Signals	7239, 7240, 7241	
Signals	7236, 7237, 7238, 7239, 7240, 7241	**60 2020** 0,5 VA
Signals	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.



7115



7135



7130

7130 Plug and Socket Assortment.
100 pieces (66 plugs and 34 sockets). Assorted according to average requirements for each color.

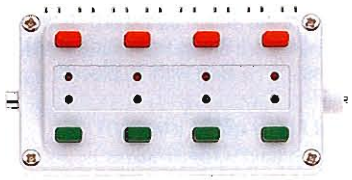
N

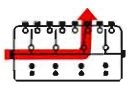
603026 Automatic Wire Stripper.
For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters in size. Wire stripper mechanism automatically adjusts itself to the size of the wire. Length of wire insulation to be stripped can be adjusted from 5 to 12 mm. Side cutter integrated into the wire stripper.



Control Boxes

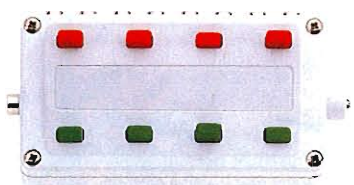
For remote-control operation

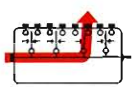




Schematic of 7271 (Button 3 pushed)

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").

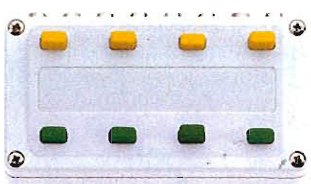


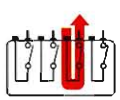


Schematic of 7272 (Button 3 pushed)

HOBBY

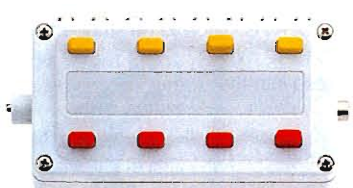
7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

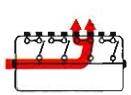




Schematic of 7273 (Button 3 pushed)

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

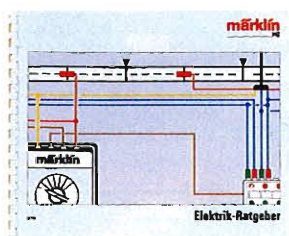
7274 Control Box.
For dividing or switching a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 accessory circuits for building illumination can be turned on or switched over. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").



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 259
for M Track, on page 263
for K Track, on page 273

Wire, sockets and plugs can be found on page 297.

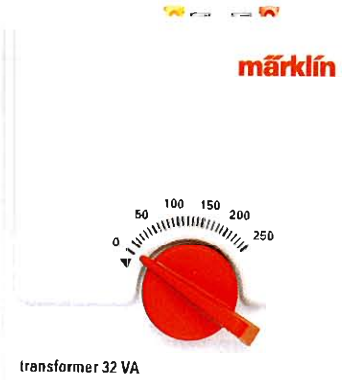


0716 Electrical Manual H0.
Practical tips for hooking up turnouts, signals as well as all of the working models in the Märklin assortment such as the crane, turntable and transfer table. Contents 64 pages. Format 22 x 26.4 cm (8-5/8").



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



transformer 32 VA

HOBBY

6645 100 volts Japan. 32 VA.
6646 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").



transformer

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.

Tested for Safety
We guarantee trouble-free 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 H0 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. 33803 diesel locomotive, 3053 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 297) and turnout or signal mechanisms use about 6 watts when activated. Additional electric accessories should be connected to an additional accessory transformer.



ALPHA rechargeable locomotive controller, item no. 6710, rechargeable battery insert, item no. 6709 and rechargeable locomotive controller from set no. 2510.

We have been made aware in one case concerning the rechargeable battery locomotive controllers for the former ALPHA train system that these controllers can heat up to unacceptable levels due to the deterioration of an electrical component in the charging circuit. This condition may cause injury to the user of the controller. What is being referred to here is a locomotive controller with a rechargeable battery (not to be confused with the Märklin transformers).
We are requesting that all consumers operating such a controller please take this controller to their authorized Märklin dealer. The dealer will give you a Märklin transformer at no cost in exchange for the rechargeable battery controller.

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 6647/6646 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 6647/6646 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.



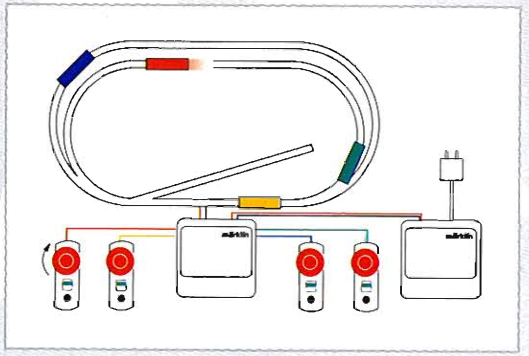
Hand controller for use with the DELTA Station (6607). The 4 different addresses for the DELTA Station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. Emergency stop button with LED indicator. Dimensions 130 x 50 x 37 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 Systems

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

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").

DELTA

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.

Simulated Reality with Märklin Digital.

märklin digital

Märklin Digital has been proving itself as a digital control system for H0 and 1 Gauge since 1984. In keeping with the Märklin philosophy, it is easy to operate, reliable in its function, and compatible with Märklin's H0 and 1 Gauge products. Märklin Digital controls locomotives, working models, or solenoid accessories. Each locomotive can be addressed individually. On locomotives with the high-efficiency propulsion, the maximum speed as well as acceleration and braking delay can be custom-tailored to approach the operation of that model's prototype. Remote controlled auxiliary functions such as headlights, sound effects, horn, or a smoke generator allow you to get even closer to reality.

Märklin Digital is a system for the future, and can be expanded with new functions, thus always remaining up-to-date. All of the power and operating components are carefully designed to go together. Only original Märklin products guarantee full compatibility and reliable operation of the entire system.



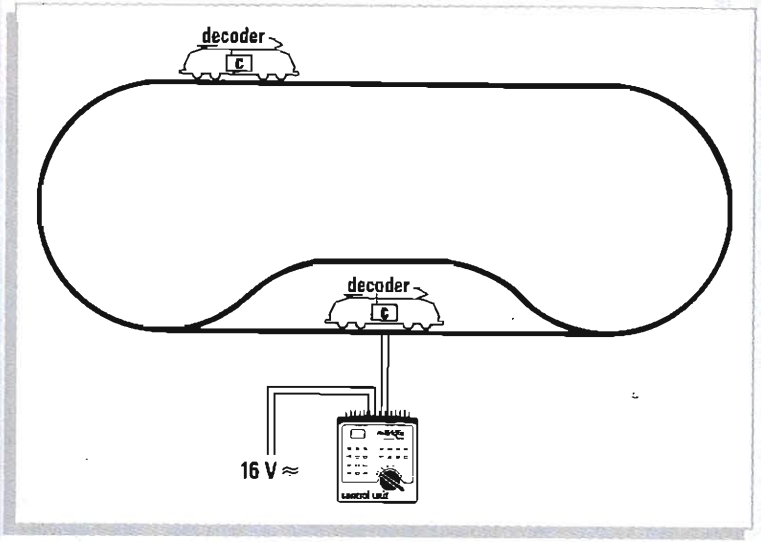
How does Märklin Digital work?

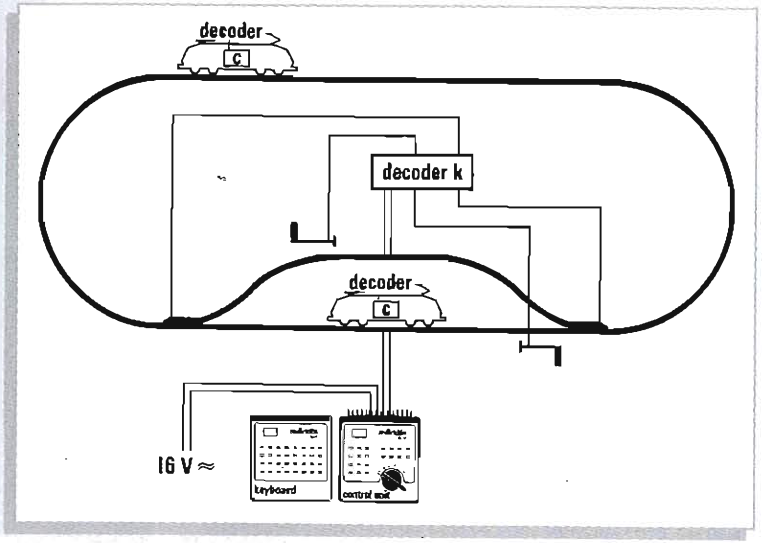
With conventional train control you use the train control transformer to regulate the voltage in the track for running trains; the locomotive then runs faster or slower. You have to isolate areas of track from one another and supply them with their own train control transformers in order to have locomotives 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.

Märklin Digital for H0 and 1

The first step

The 29845 premium starter set (see pages 34-37) is the right first step to get started in the digital age. Of course, there are two trains in this multi-train composition, in addition to the 6021 Control Unit and the powerful 6001/6002 transformer. Any of the other starter sets currently available can be expanded easily with the 6021 Control Unit (H0, see pages 26-33, Maxi, see pages 414-419).

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.







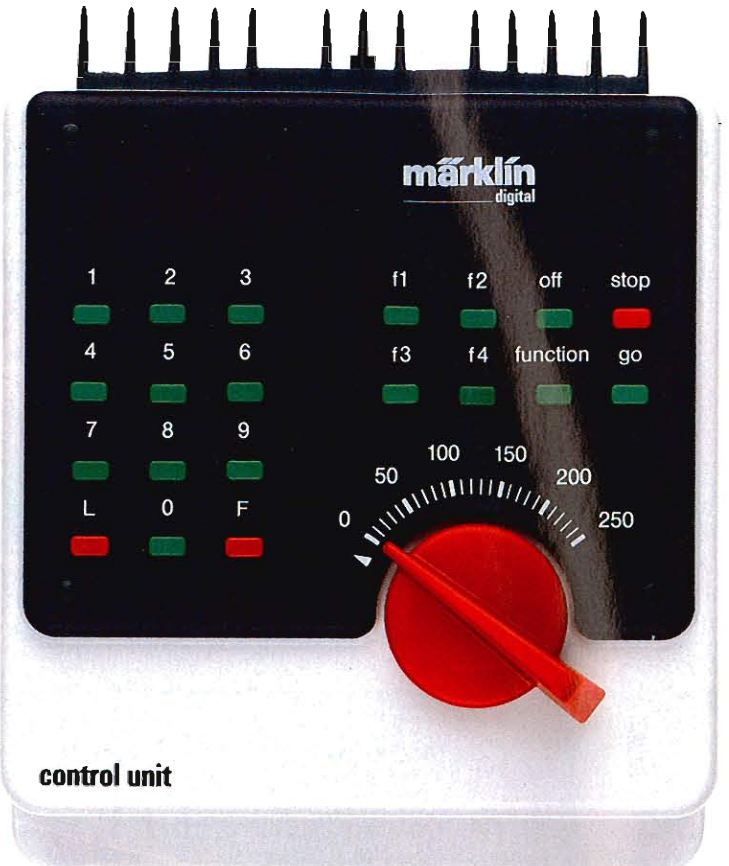
The Heart of Every Märklin Digital Layout

märklin digital

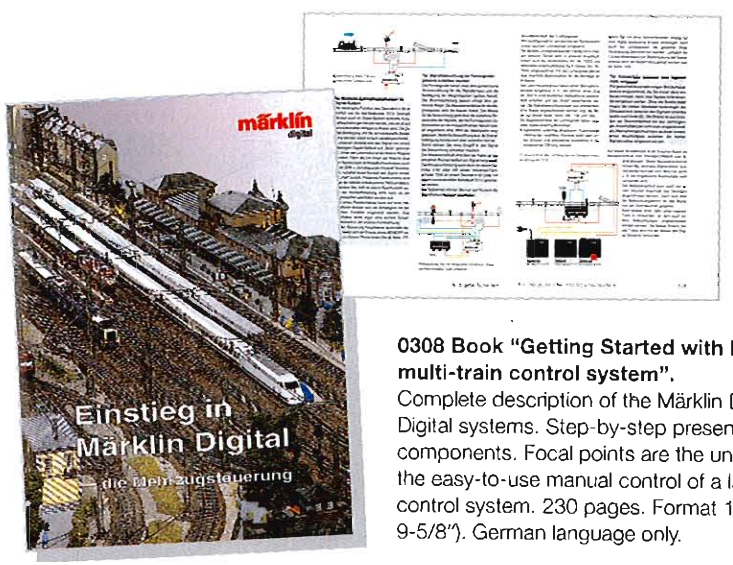
6021 Control Unit

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.



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"). German language only.

188974 Märklin Magazin – Digital Special.
In this special issue of the Märklin Magazin you will find a complete description of the Märklin multi-train systems DELTA and Digital. Beginners are introduced to the technology in steps, and experienced fans will find new information. 100 pages. Format 21.0 x 27.5 cm (8-1/4" x 10-13/16"). English text.



More and More Models with More and More Functions.

We at Märklin see technology as a means to an end to make model railroading even more realistic and more rich in adventure. We want to do more than just reproduce models that are as true in their detailing as possible; we want to make their functions and the operation of them just as realistic. These would include adjustable operating characteristics typical of that locomotive's prototype such as the maximum speed, acceleration, and braking. Also included would be remote controlled auxiliary functions for locomotives, cars, and working models. Examples and an overview in this section will show you which H0 and 1 Gauge models are equipped with which functions. There will be more in the future.

Up to five functions can be controlled
With Märklin Digital up to five functions can be controlled, depending on the model. The headlights can be turned on with the "function" button and off with the "off" button. In addition, the Control Unit has four buttons marked "f1" through "f4" that can be used to control other locomotive functions.

Controllable train lighting
The decoder for H0 car lighting will not leave its passengers sitting in the dark. The interior lighting in the cars can now be left on when the train is stopped in the same manner as the headlights for digital locomotives, something that now gives the right atmosphere to the scene at a station. The 60960 decoder can be retrofitted into cars. When the lighting for different cars is linked together with current-conducting couplers, then one decoder can control the car lighting for the entire train.





Better vision at high speed
The modern, high speed locomotives have both standard headlights and long distance headlights. This is better for the locomotive engineer, because at high speeds he can see further and is not driving in the dark; at the same time the train can be seen from a further distance.



The long distance headlights front and rear can be also be turned on on different digital versions of H0 models such as the class 101, class 152, 12X, and the Swiss Re 4/4II.



Factory-Equipped Features of H0 Locomotives with Several Digitally Controlled Functions

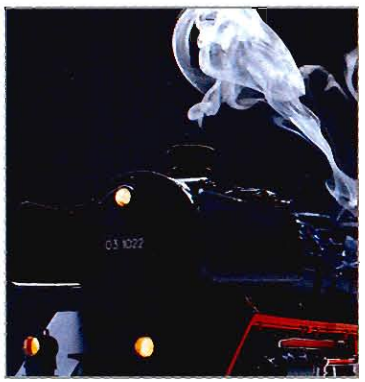
Item No.	Description	function	f1	f2	f3	f4
26506	**DRG S 3/6**	headlights	smoke unit[1]	–	whistle	bell
26830	**Rotary snow plow**	headlights	plow blades + smoke unit[1] + sound effects	select rotary blade direction	whistle	choose between work lights or headlights
	DB class 52	headlights	smoke unit[1]	–	–	turning off the acceleration/braking delay
29845	**DB class 03**	headlights	smoke unit[1]	running gear lights	–	turning off the acceleration/braking delay
	DB class 216	headlights	–	low whistle	high whistle	turning off the acceleration/braking delay
37102	**DB class 01.10**	headlights	smoke unit	bell	whistle	turning off the acceleration/braking delay
37184	**DRG class 18.4**	headlights	smoke unit[1]	–	whistle	bell
37282	**DB class V 188**	headlights	sound effects	–	horn	turning off the acceleration/braking delay
37344	**SBB class Re 4/4"**	headlights	–	long distance headlights front	long distance headlights rear	turning off the acceleration/braking delay
37350	**DB, Inc. class 152**	headlights	–	long distance headlights front	horn	long distance headlights rear
37371 37373	**DB, Inc. class 101**	headlights	–	long distance headlights front	long distance headlights rear	turning off the acceleration/braking delay
37383	**ADtrans 12 X**	headlights	–	long distance headlights front	long distance headlights rear	turning off the acceleration/braking delay
37500	**Northlander**	headlights	interior lights	bell	horn	turning off the acceleration/braking delay
37622	**Santa Fe F7**	headlights	motor sounds	bell	horn	dynamic brake sounds + turning off the acceleration/braking delay
37661	**DRG class E 52**	headlights	–	–	horn	turning off the acceleration/braking delay
37761	**DB, Inc. class 610**	headlights	interior lights	–	–	turning off the acceleration/braking delay
37803	**DB class V 200**	headlights	motor sounds	turn off marker light on end 1	horn	turn off marker light on end 2
37911	**DRG class 03.10**	headlights	smoke unit[1]	–	–	turning off the acceleration/braking delay

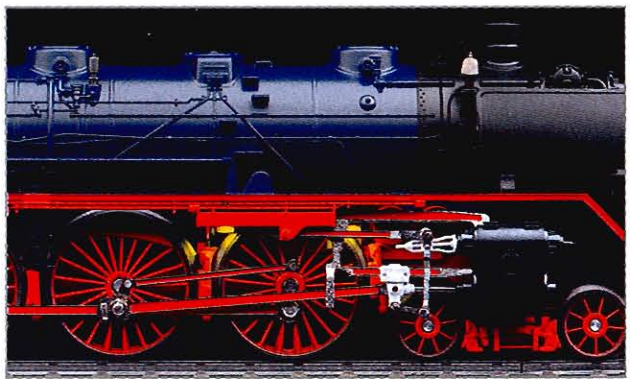
Status as of July 98

[1] = Smoke unit is not included with the locomotive as delivered from the factory

Digital right from the start

Even the two locomotives in the digital premium starter set feature auxiliary functions. On the class 216 these are the headlights, a high and a low horn; on the class 03 they are the headlights, running gear lights, and the smoke generator. Since all of these functions will work in the digital system when the train is stopped, the smoke generator will provide an effective atmosphere at a station or in the maintenance facility.





Uncouple by remote control anywhere

All five functions are active on the standard 1 Gauge T 9³ locomotive: Headlights, smoke generator, steam locomotive sounds, locomotive whistle, and TELEX coupler. The rear coupler on the locomotive is remote controlled anywhere on the layout so that cars can be uncoupled on any track.



Factory-Equipped Features of 1 Gauge Locomotives with Several Digitally Controlled Functions

Item No.	Description	function	f1	f2	f3	f4
55280	DB class 56²⁻⁸	headlights	smoke	steam locomotive sounds	whistle	bell
55302	DB class V 36	headlights	–	with TELEX, front	Telex, rear	–
5571	DB class 218, older red paint scheme	headlights	–	– [1]	– [1]	– [1]
55711	DB, Inc. class 218, red / cream	headlights	–	diesel motor sounds	horn	choose horn type
55712	DB class 218, blue / cream	headlights	–	diesel motor sounds	horn	choose horn type
55721	DB class V 100	headlights	–	–	–	–
55722	DB, Inc. class 213	headlights	–	–	–	–
55800	DB class 220	headlights	cab lighting	diesel sounds motor 1	horn	diesel sounds motor 2
55910	KPEV class T 9³	headlights	smoke	steam locomotive sounds	whistle	Telex, rear
55981	Baden class P8	headlights	smoke	steam locomotive sounds	whistle	bell

[1] = Smoke unit is not included with the locomotive as delivered from the factory

Status as of July 98

Everything in motion

The digital Maxi crane is a special type of working model. Function buttons are used to turn the crane



cab, raise and lower the boom, and raise and lower the hook; the speed for these functions is controlled with the rotary control knob on the Control Unit. This makes it possible to control the crane's movements precisely down to millimeters.

Maxi high-efficiency decoder

Single-motor Maxi locomotives can be retrofitted with a digital, high-efficiency decoder. The makes the same, excellent, controllable operating characteristics available on these units as is found on the standard 1 Gauge locomotives.

A good roar, F7

Five functions can be controlled on the H0 F7: headlights, motor sound effects, bell, horn, and the sound of the dynamic brakes.

Through ice and snow

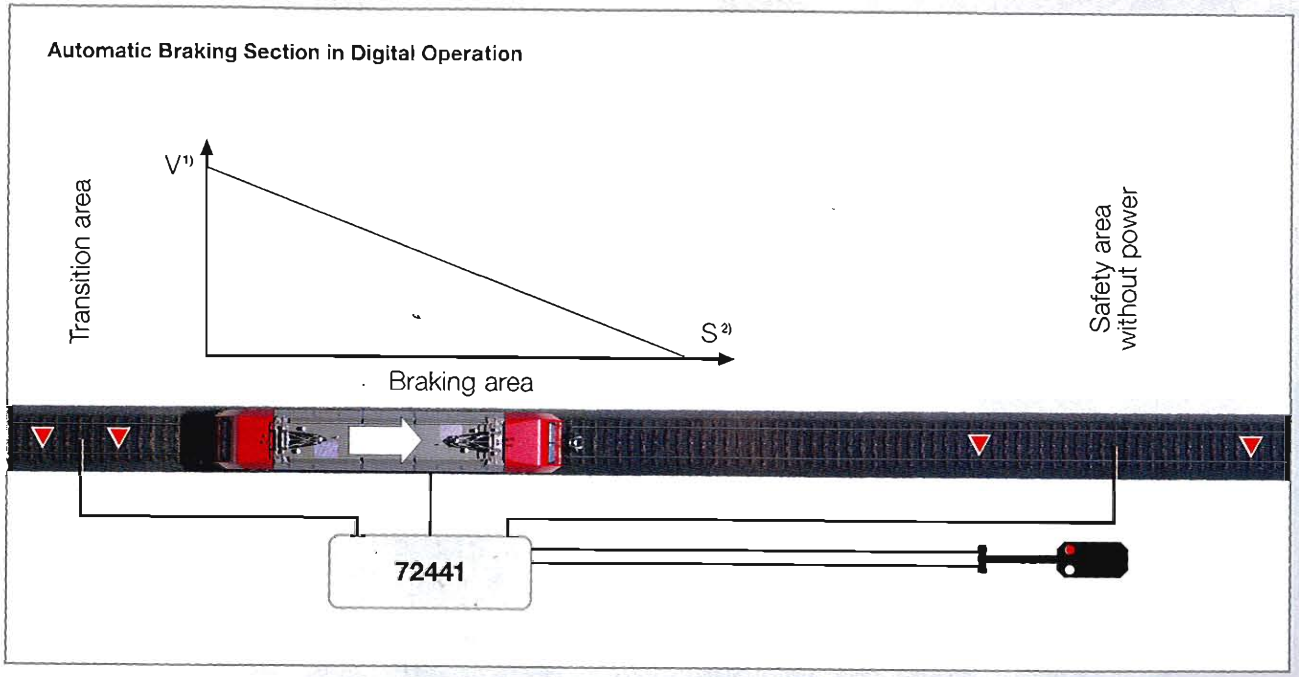
On the Insider model of a steam powered, rotary snow plow the rotary plow blades can be turned to the right or left, and the work lights, headlights and steam whistle can be turned on.





A gentle stop at signals

For a signal set for "stop" the signal module gives a command to the digital decoders of high-efficiency propulsion locomotives approaching the signal. The decoder then controls the braking delay set on it up to the stop in front of the signal. A safety area of track with the power shut off in it prevents a locomotive from overrunning the signal, if the former's braking delay is set for too long a distance.



1) V = speed

2) S = route traveled

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.



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").





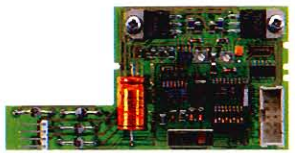


60901 High-Efficiency Propulsion Set.
Consists of locomotive decoder and high-efficiency motor as well as installation hardware for converting most Märklin H0 locomotives with drum commutator motors to the current high-efficiency propulsion system. The electronic circuit has a total of 4 controllable 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 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").

The manufacturer warranty is covered only when the 60901 high-efficiency propulsion set, the 60902, 6095, 60952, and 60955 high-efficiency decoders, and the 60960 function decoder are installed by an authorized Märklin dealer.



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 98 x 49 x 13 mm (4" 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.

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").

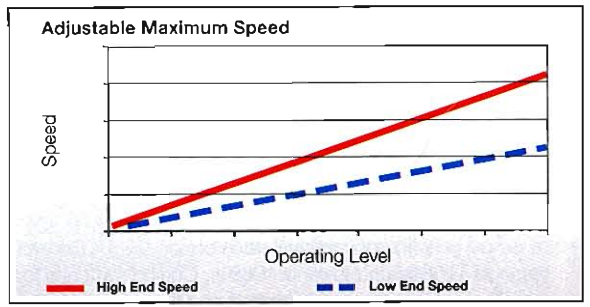
60960 c 96 Function Decoder.
Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This function decoder can either be installed in locomotives along with a locomotive decoder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

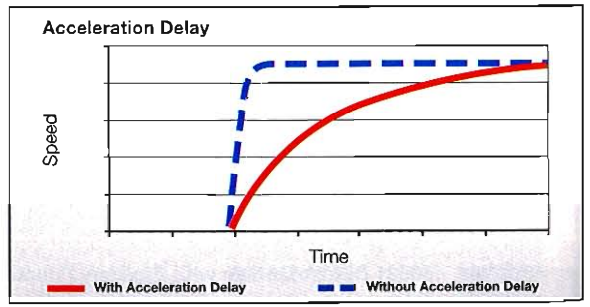
When sufficient space is available, any Märklin digital locomotive or any locomotive with a built-in DELTA module can be equipped with additional controllable functions such as a smoke unit or TELEX couplers (where the locomotive already has these couplers). On passenger cars interior lighting can be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

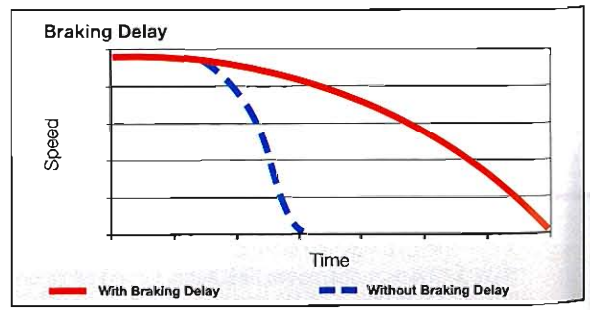
The diagrams present the principles of this propulsion concept.

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

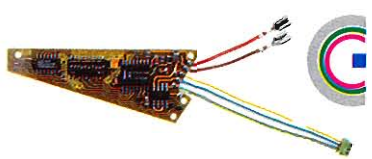
märklin digital

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").



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").



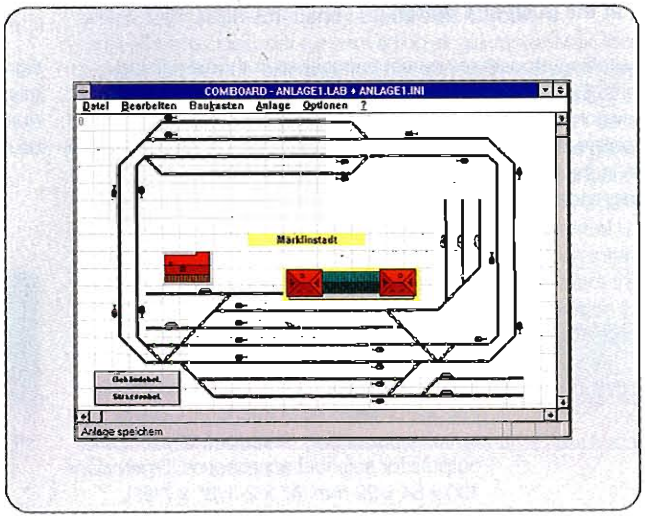
6043 Memory.
Route controller. Several solenoid accessories can be switched with the press of a button. Stores in each of 24 routes the position commands for up to 20 turnouts or signals. A maximum of 4 Memory units can be used with a Control Unit. Position commands are entered with a Keyboard or Interface. 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").

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").

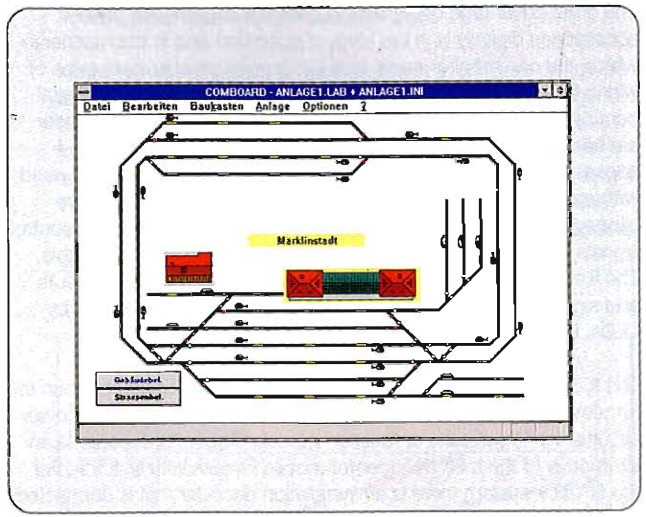
The signal module requires 3 isolated track blocks in the area of the signal. This first block is a transition area and should be as long as a pickup shoe (approx. 70–90 mm / 3"–4"). The second block is the actual braking area in which the locomotive will be brought to a controlled stop. The length of 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.

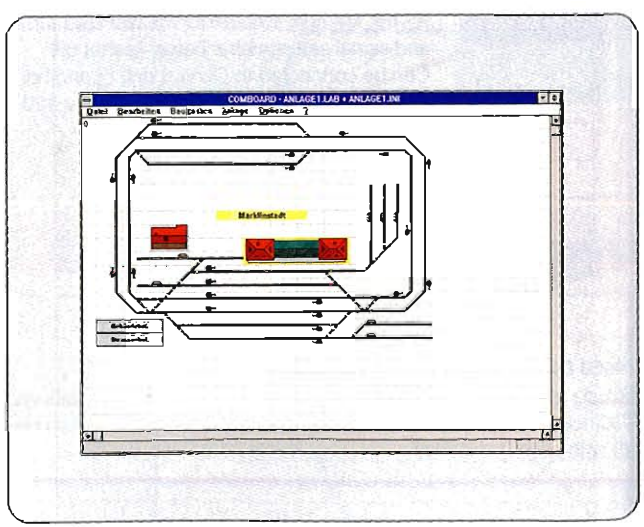


6051 Interface.
Link to a computer. 80 locomotive addresses and 256 accessories can be controlled though this unit. Connector for s 88 (6088) feedback module decoder. Output features are the same as the previous 6050 Interface. A cable for a computer (RS-232-C, 9 pole connection) and a diskette with 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

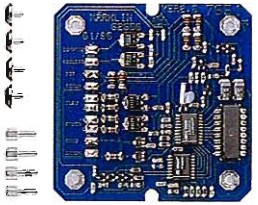
Program features:
- Modular setup of a track diagram control board on the computer screen. Control using the keyboard and a mouse.
- Easy switching of turnouts and signals
- Ability to switch routes
- Potential for track occupation indicator
- Block operation
- Staging yard control
- Can be used to operate 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.

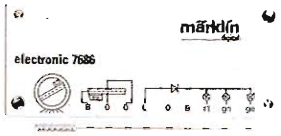
Digital Working Models

The icing on the cake for model railroad operations is the digital control of working 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 295) 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 293) 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

märklin digital

List Of Current Digital Components

Item no.	Description	H0 ≈	1
6001/2	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	•	•
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	•	

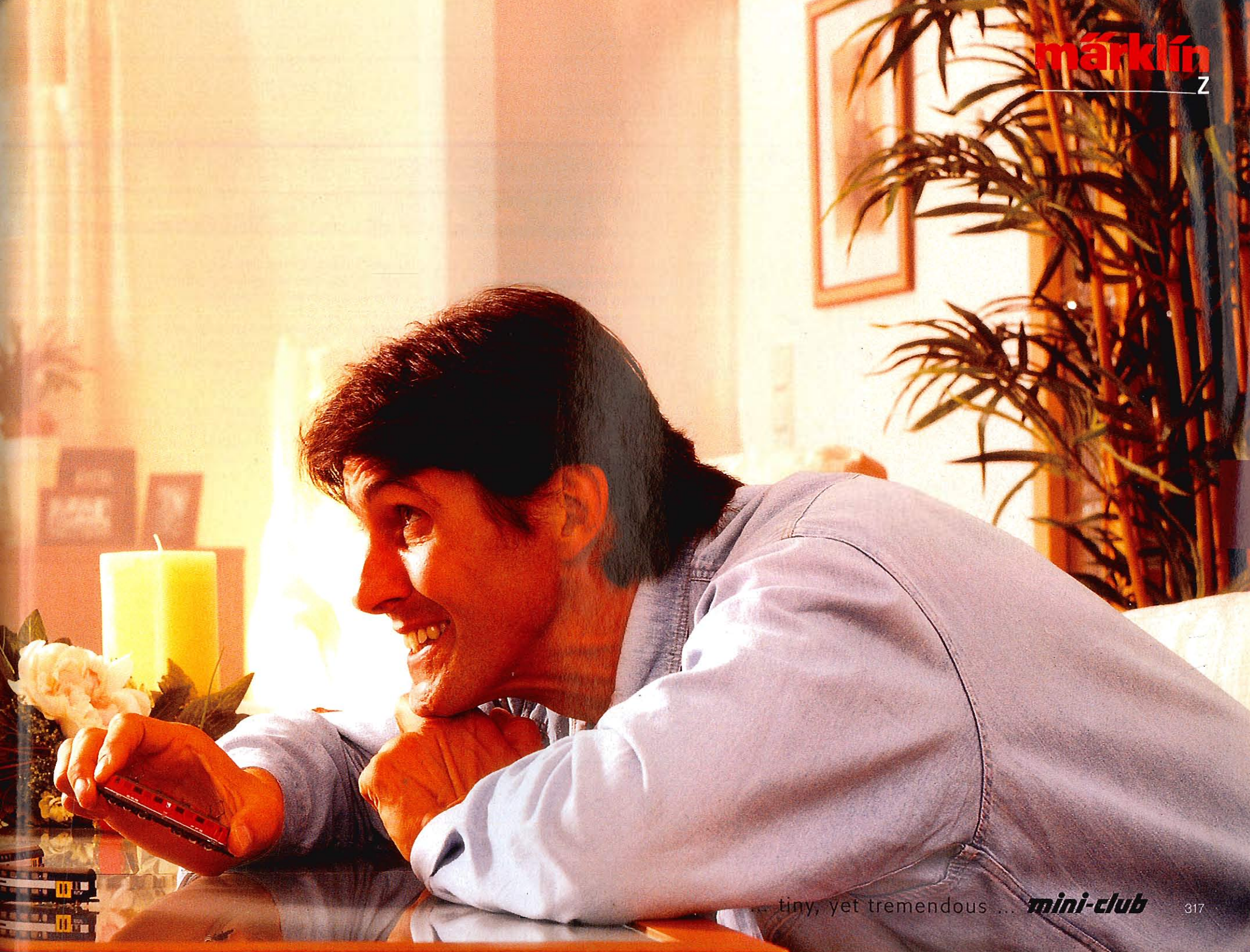
Small Gifts Keep a Friendship.

The smaller the gift, often the greater the joy. This is really true when unwrapping a gift and instead of the feared signet ring, a mini-club model appears. Because with mini-club you're not only giving simply the smallest mass-produced electric train in the world, you're also giving memories and dreams, relief from the everyday and from stress. A mini-club model fulfills many unspoken wishes.

And what is also important: When there's a mini-club train in the house, gift giving becomes quite easy.



Model Size Z
Gauge 6.5 mm (1/4″)
Scale: 1:220



Starter Sets

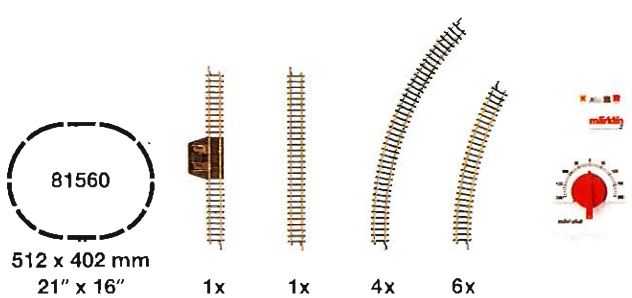


81861 230 volts
Freight Train with Power Pack.
Contents: 1 German Railroad, Inc. class 120.1 general purpose locomotive. 1 container flat car loaded with a 40 ft. container lettered "Im Dienst für den Umweltschutz" ("In the service of environmental protection"). Container is removable. 1 four-axle type Spns stake car, "DB Cargo" version. Loaded with timber. 1 four-axle "Aral" petroleum oil tank car. 1 four-axle type Eaos gondola, "DB Cargo" version. 1 sliding wall boxcar. 20 sections straight track, 12 sections curved track, 1 double slip switch, 3 electric turnouts, 3 track bumpers, rerailer, control box, distribution strip, wire, plugs, sockets and power pack. Track plan brochure. Train length 463 mm (18-1/4"). Can be expanded with the 8192 and 8193 SET track extension sets or as desired.

Freight train models are illustrated full size







81560 230 volts
81565 120 volts USA
81566 100 volts Japan
Freight Train with Power Pack.
Contents: 1 German Federal Railroad 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. Track plan brochure. Train length 198 mm (7-13/16"). Can be expanded with the SET sets 8190 or 8191, 8192, 8193 and 8194 or as desired.

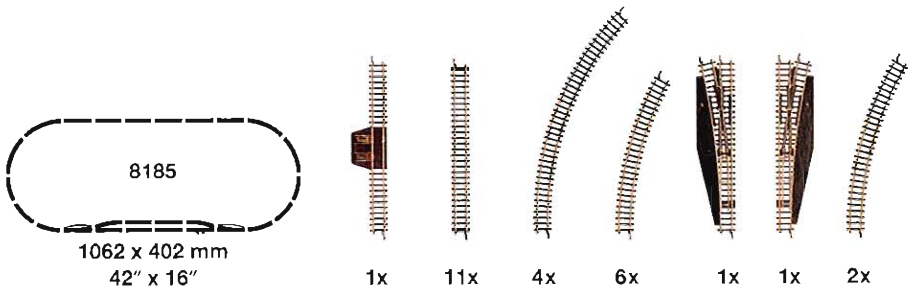

ARAL
DB Cargo
„Im Dienst für den Umweltschutz"

Starter Sets



III – V

81780 230 volts
Freight Train with Power Pack
Contents: 1 German Federal Railroad 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. Track plan brochure. Train length 369 mm (14-17/32″). Can be expanded with the SET sets 8192, 8193 and 8194 or as desired.





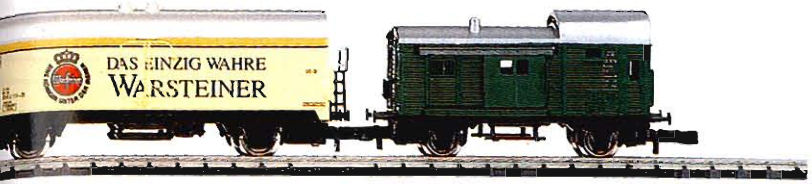


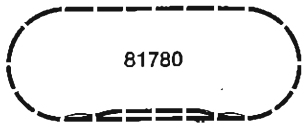


N

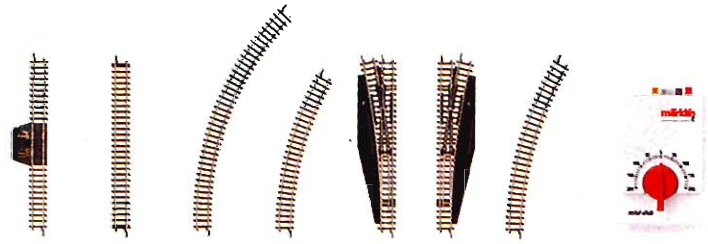
IV

81460 230 volts
81465 120 volts USA
American Freight Train with Power Pack.
Starter set with American locomotive and cars. Contents: 1 General Motors EMD F 7 A unit diesel electric locomotive for the Atchison, Topeka & Santa Fe Railway. Lighted number boards. 1 boxcar lettered for the Delaware and Hudson Railroad. 1 boxcar lettered for the Pennsylvania Railroad. 1 gondola lettered for the Baltimore & Ohio Railroad. 1 caboose lettered for the Atchison, Topeka & Santa Fe Railway. 12 sections straight track, 12 sections curved track, 2 electric turnouts. Typical American buildings. Rerailer, control box, distribution strip, wire, plugs, sockets and power pack. Track plan brochure. Train length 352 mm (13-7/8″). Can be expanded with the 8192, 8193 and 8194 SET track extension sets or as desired.

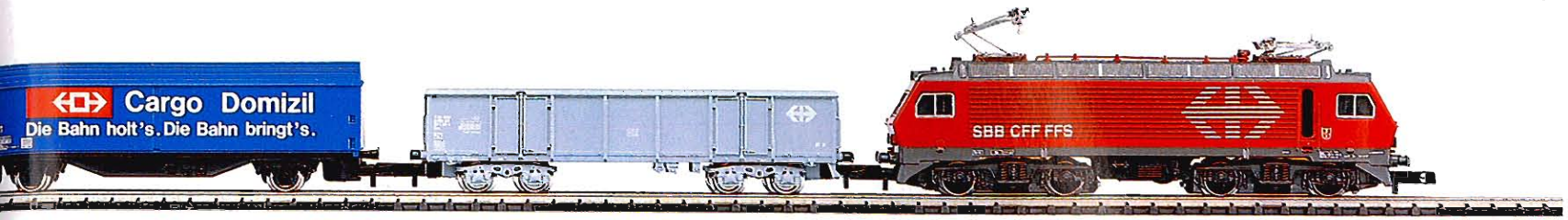




1062 x 402 mm
42" x 16"

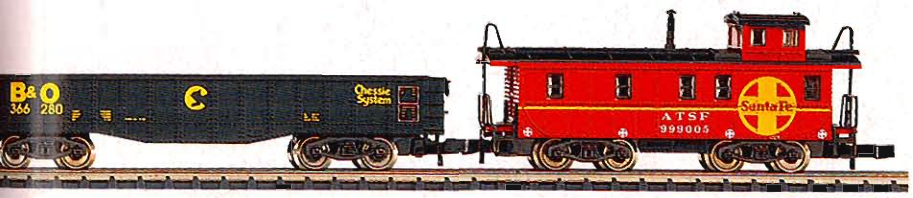


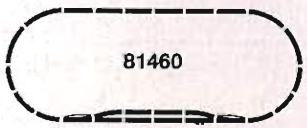
1x 11x 4x 6x 1x 1x 2x



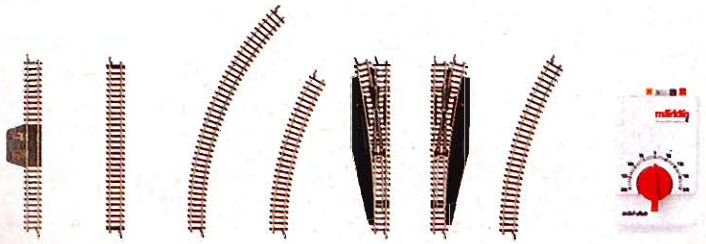
IV V

8185 230 volts
Freight Train with Power Pack. Starter set with Swiss locomotive and cars. Contents: 1 Swiss Federal Railways (SBB) class Re 4/4^{IV}, 1 Eaos gondola, 1 "Cargo Domizil" sliding wall boxcar, 1 "Shell" tank car, 12 straight tracks, 2 electric turnouts, 1 Wintersdorf station kit, control box, distribution strip, wire plugs, sockets, and power pack. Track plan brochure. Train length 290 mm (11-3/8"). Can be expanded with the SET sets 8192, 8193, and 8194 or as desired.





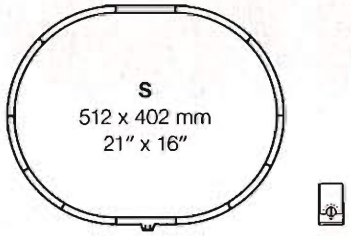
1062 x 402 mm
42" x 16"



1x 11x 4x 6x 1x 1x 2x



SET Extension Program

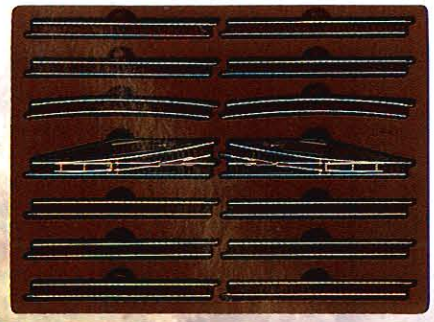


The SET extension set program is an ongoing system, with which you can expand the track layouts from the starter sets in steps. After getting started with the 81560/81565 starter set, the E 8190 or E 8191 set is used to expand the layout further. After that you can expand your layout systematically in any order desired with the T1 8192, T2 8193 and T3 8194 track extension sets.

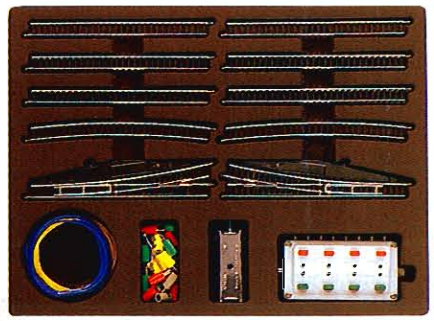
If you are getting started with the 81460/81465, 81780 or 8185 starter sets, then you already have the E 8191 extension set integrated into your layout, and you can continue to expand effortlessly with the T1 8192, T2 8193 and T3 8194 track extension sets.

The 8198 catenary set for S + E and 8199 set for T1 + T2 + T3 makes it easy to add working catenary operation in the SET program so that two trains can be controlled independently of each other on a track.

8190



8191

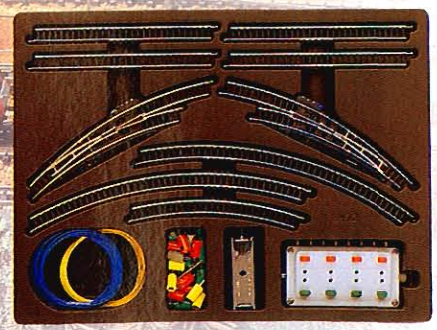


8190 E Extension Set with Manual Turnouts.
Contents: 10 straight tracks, 2 curved tracks, 2 turnouts and instructions.

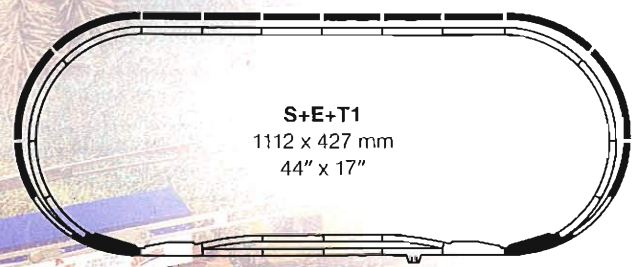
8191 E Extension Set with Electric Turnouts.
Contents: 10 straight tracks, 2 curved tracks, control box, distribution strip, wire, plugs and sockets, and instructions.



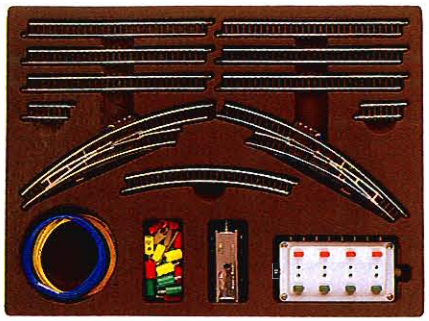
8192



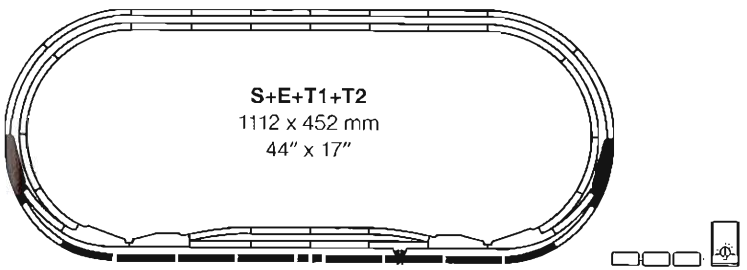
8192 Double Track Set T1.
Contents: 6 straight tracks, 6 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.

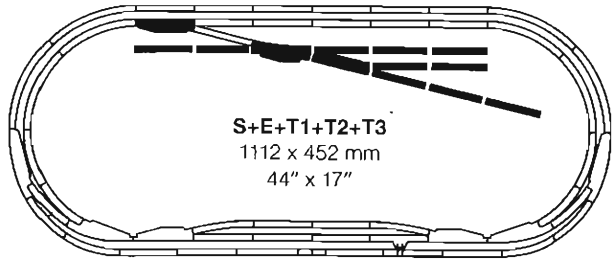


8193



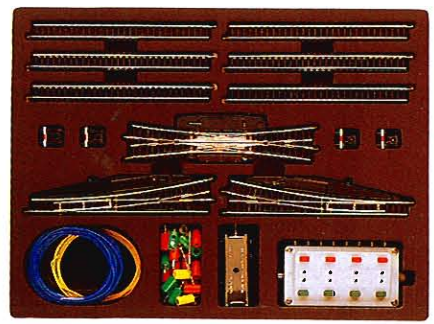
8193 Station Track Set T2.
Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.



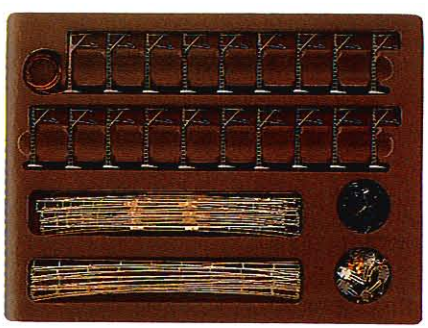


8194 Yard Track Set T3.
Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, control box, distribution strip, wire, plugs and sockets, and instructions.

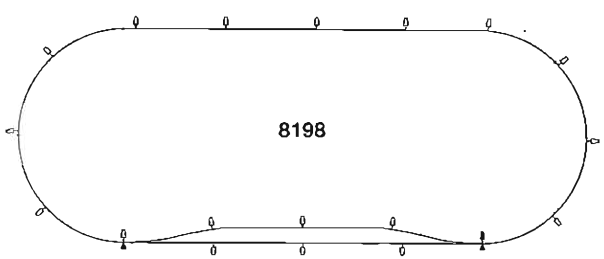
8194



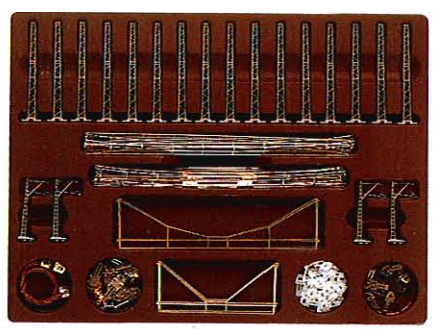
8198

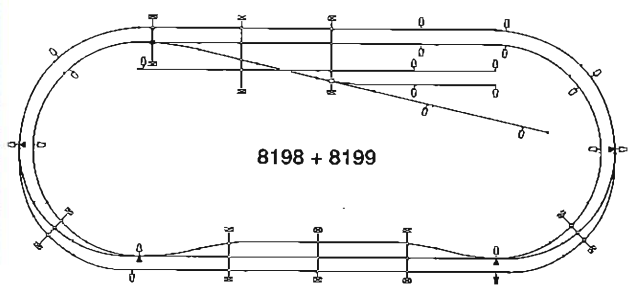


8198 Catenary Set for S + E.
Contains all parts needed to set up catenary on S + E layout. Contents: 19 catenary masts, 20 sections catenary wire, 8 insulators, 6 connecting springs and instructions.



8199





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



Each of the tiny mini-club locomotives (the smallest measures just 55 mm / 2-3/16" long) is a worthy candidate for the German Small Art Prize: with finely detailed superstructures, working headlights and pantographs, with artistic imprinting and sharp lettering. The propulsion technology here is just as fine and delivers tractive effort that lasts for prototypically long passenger and freight trains.

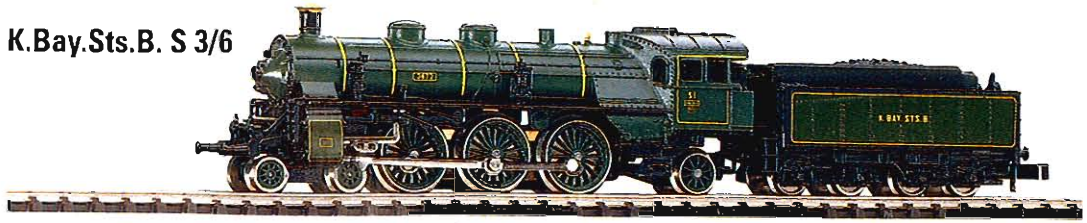
mini-club locomotives will not disrupt television/radio reception

mini-club locomotives should only be run with a Märklin 67011 power pack or with the power pack included in the starter sets.

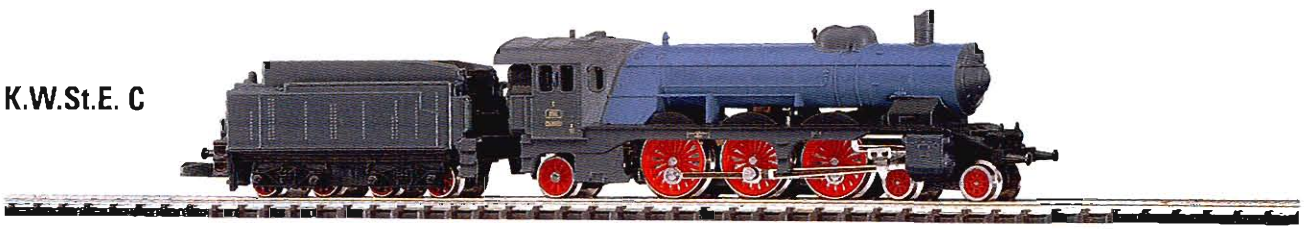
I

8892 Express Train Locomotive with Tender.
Royal Bavarian State Railroad (K.Bay.Sts.B.). All driving axles powered. Length over buffers 106 mm (4-1/8").

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



K.W.St.E. C



I

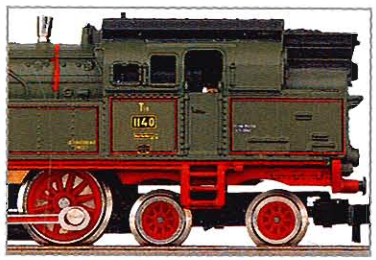
88180 Express Locomotive with Tender.
Royal Württemberg State Railways (K.W.St.E.) class C. All axles powered. Length over buffers 110 mm (4-21/64").

The class C express locomotive with a 4-6-2 wheel arrangement and a four-axle tender came into being at the start of this century, because the steam locomotives existing at that time were no longer adequate for the increasing demands on motive power, especially on grades such as the Geislingen Grade.

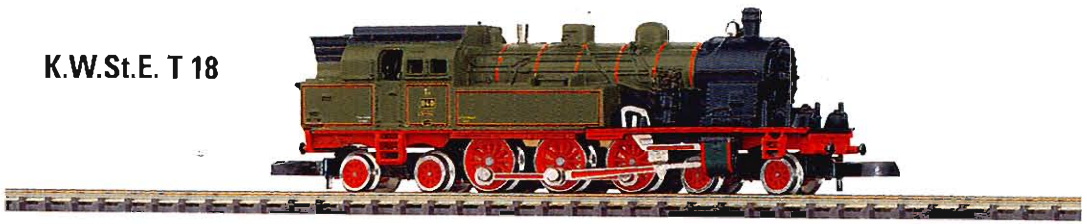
This elegant, rakish machine was lovingly named the "Schöne Württembergerin" ("Beautiful Lady of Württemberg") and was one of the most successful creations of its kind. The first locomotives were already in service by 1909. By 1921 the locomotive builder Maschinenfabrik Esslingen had delivered a total of 41 locomotives to the Württemberg State Railways.

The 87940, 87950 and 87960 Württemberg express passenger cars are an appropriate addition to the 88180 locomotive and can be found on page 349.

Models are illustrated full size



K.W.St.E. T 18



N I

88061 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 18. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm (2-3/4").

Steam locomotives

N III

88980 Freight Locomotive with Tender.
German Federal Railroad class 55[25]. All driving axles powered. Length over buffers 84 mm (3-5/16").

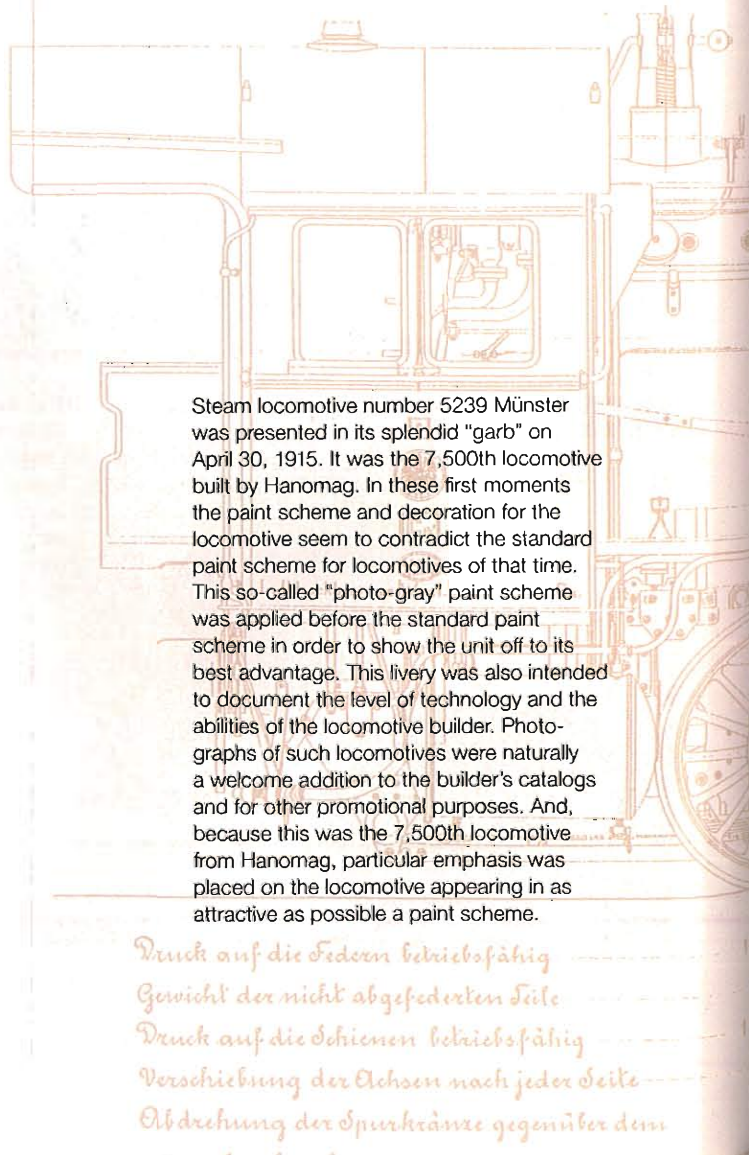


DB 55[25]

The class G 8.1 Prussian steam freight locomotives were a further development of the class G 8. The first locomotives were delivered in 1913. While something over 1,000 units of the G 8 were built, the G 8.1 was successful in ways that hardly any other locomotive had ever been. The Royal Prussian Railroad Administration (KPEV) took delivery of 4,934 locomotives that were then transfered to the German State Railroad Company (DRG). Ten locomotives went to the Mecklenburg Friedrich-Franz Railroad (MFF) and 137 units went to the Imperial Railways of Alsace-Lorraine.

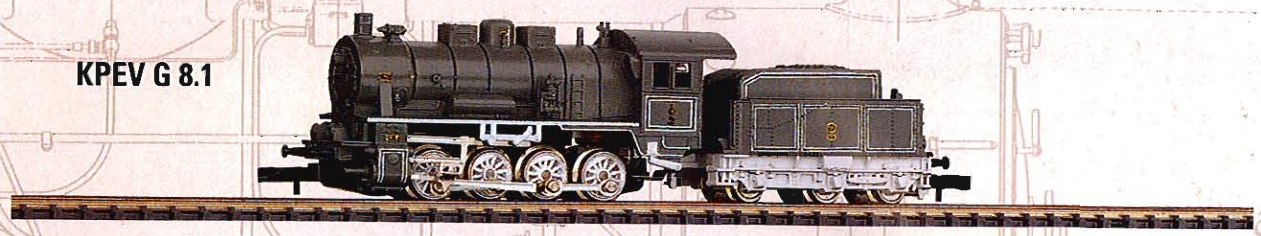
In 1922 Linke-Hofmann delivered 50 locomotives to the Polish State Railroad. Additional units went also to the Bagdad Railroad, to Lithuania and to Rumania. The class G 8.1 was one of the main supports for the German State Railroad's motive power. Even after 1945 there were still 1,000 locomotives in service in both parts of Germany.

Insider Model for 1998



Steam locomotive number 5239 Münster was presented in its splendid "garb" on April 30, 1915. It was the 7,500th locomotive built by Hanomag. In these first moments the paint scheme and decoration for the locomotive seem to contradict the standard paint scheme for locomotives of that time. This so-called "photo-gray" paint scheme was applied before the standard paint scheme in order to show the unit off to its best advantage. This livery was also intended to document the level of technology and the abilities of the locomotive builder. Photographs of such locomotives were naturally a welcome addition to the builder's catalogs and for other promotional purposes. And, because this was the 7,500th locomotive from Hanomag, particular emphasis was placed on the locomotive appearing in as attractive as possible a paint scheme.

KPEV G 8.1



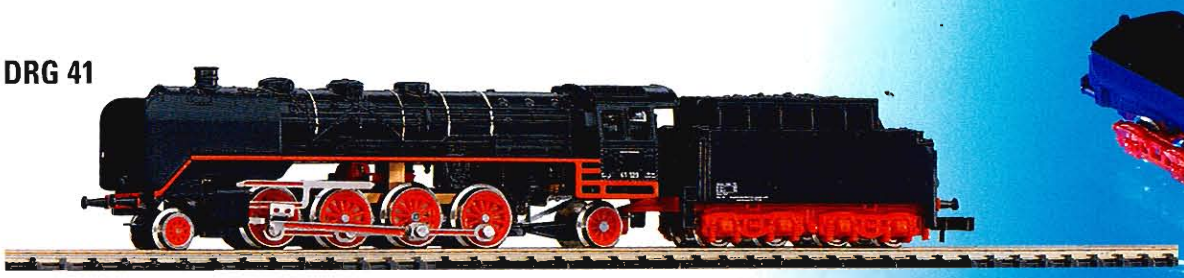
88981 Freight Locomotive with Tender. Royal Prussian State Railroad Administration (KPEV) class G 8.1 in photo-gray paint scheme as the 7,500th locomotive built by Hanomag. All driving axles powered. Length over buffers 84 mm (3-5/16").

The 88981 locomotive is being produced in 1998 in a one-time series only for Insider members.

Please note the information on the Märklin Insider Club on page 65. Additional Insider models for 1998 in H0, 1 Gauge, and a reproduction can be found on pages 66/67, 487, and 12/13 respectively.

Steam Locomotives

DRG 41



II

88271 Freight Locomotive with Tender.
German State Railroad Company (DRG) class 41. All driving axles powered. Length over buffers 112 mm (4-7/16").

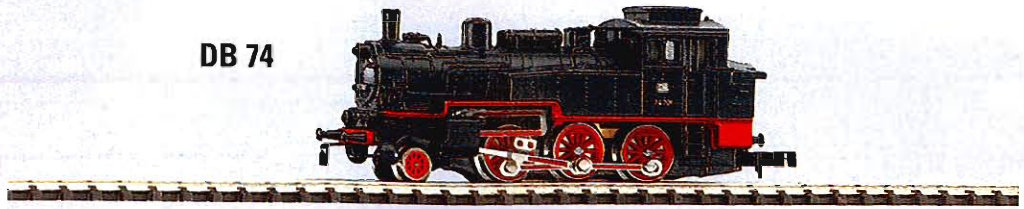
DRG 03.10



II

8886 Streamlined Express Locomotive with Tender.
German State Railroad (DR) class 03.10 in dark gray color scheme with full streamlining applied to the locomotive and tender. All driving axles powered. Length over buffers 113 mm (4-7/16").

DB 74



III

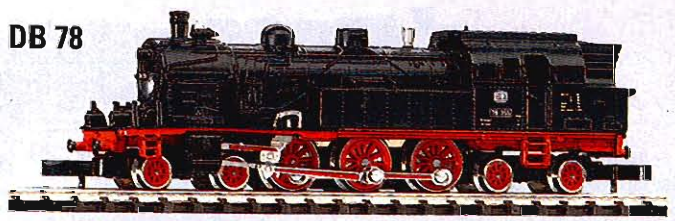
8895 Tank Locomotive.
German Federal Railroad class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16″).

The Prussian T 18 became the class 78 of the former German State Railroad Company and the later German Federal Railroad. It was used to pull 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 in forward and reverse.

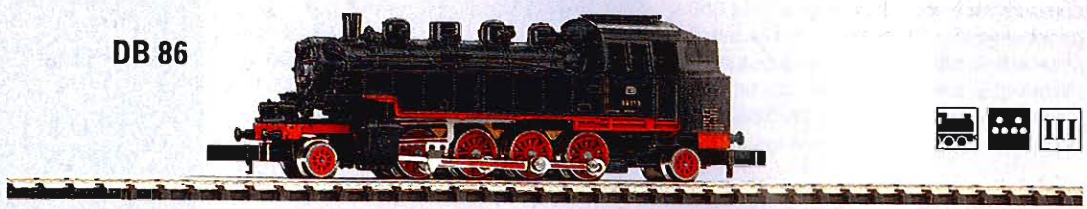
III

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



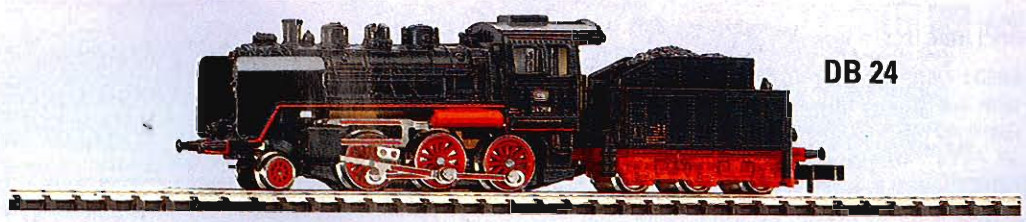
III

8896 Tank Locomotive.
German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8″).

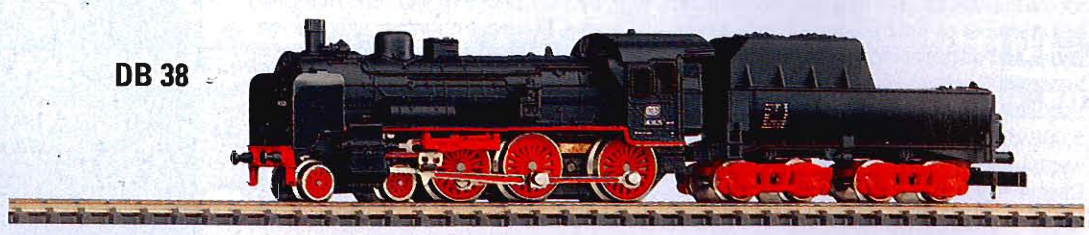
III

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 38



N III

88991 Passenger Locomotive with Tub Style Tender.
German Federal Railroad class 38. All driving axles powered. Length over buffers 99 mm (3-7/8″).

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").

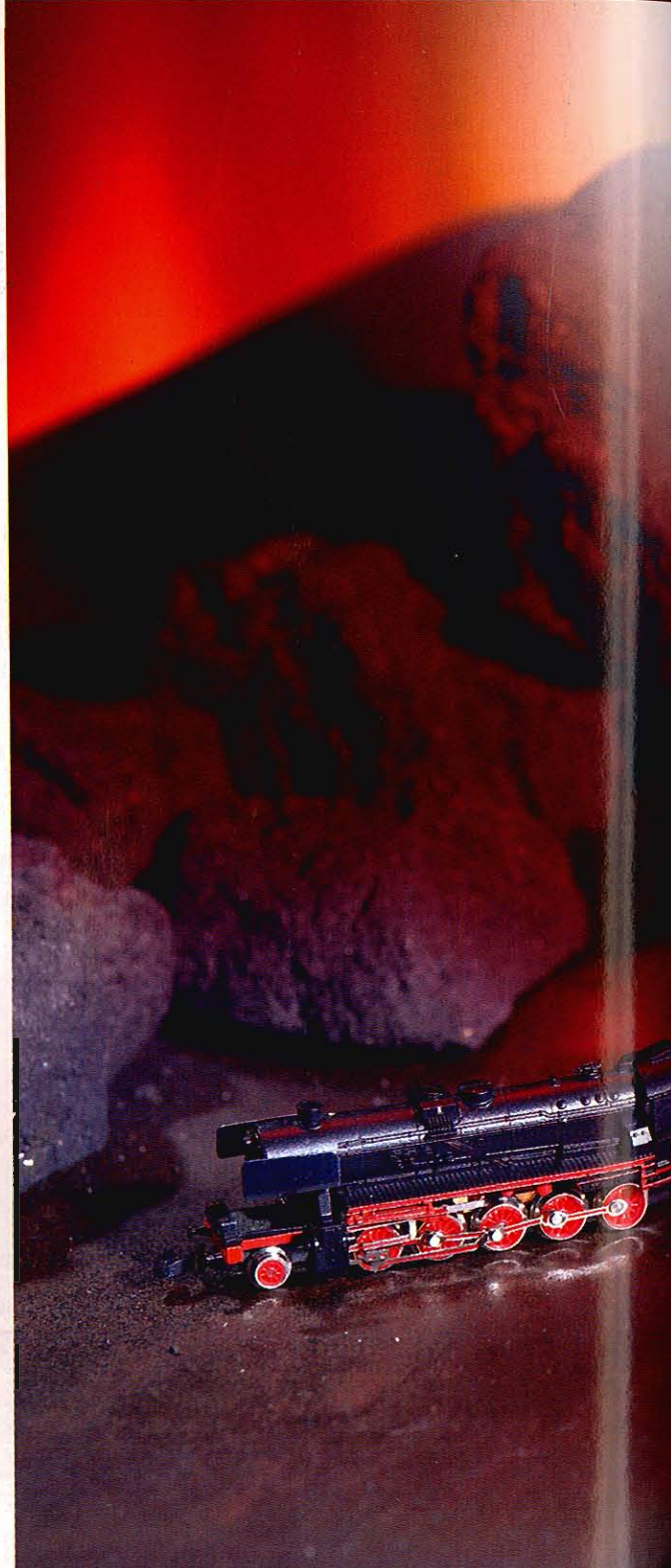
III

DB 52



88831 Freight Locomotive with Tub-Style Tender.
German Federal Railroad class 52. All driving axles powered. Length over buffers 107 mm (4-3/16").

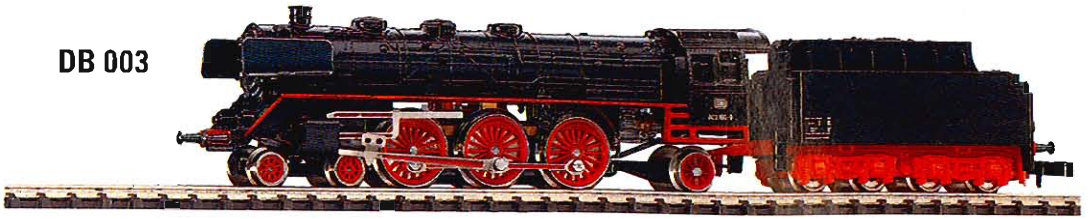
The class 52 was developed as a simplified version of the class 50. This design was simplified considerably due to the difficulties in procuring many raw materials. This allowed all superfluous components to be left off of the locomotive. In 1942 the locomotive builders in the area ruled by the German 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.



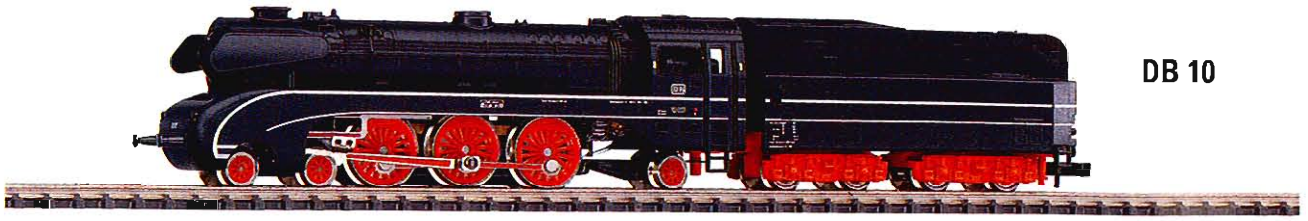
IV

8885 Express Train Locomotive with Tender.
German Federal Railroad class 003. All driving axles powered. Length over buffers 112 mm (4-1/2").

DB 003



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

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").

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.

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").



SNCF 150 Y



N III

88833 Freight Locomotive with Tub-Style Tender.
French State Railways (SNCF) class 150 Y. All driving axles powered. Length over buffers 107 mm (4-3/16").

The 88833 locomotive is being produced in a one-time series only in 1998.

Diesel Locomotives

DB 218



V

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″).

IV

8878 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3″).

DB 218



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 3,000 horsepower and offers sufficient reserves for all types of train services.

DB 218



N V

88781 Diesel Locomotive.
German Railroad, Inc. class 218 in the original old red paint scheme with the new DB emblem. Both trucks powered. Length over buffers 75 mm (2-15/16″).

IV

8820 Diesel Hydraulic Locomotive.
German Federal Railroad class 221. All axles powered. Length over buffers 84 mm (3-5/16″).

DB 221



AT & SF F 7



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″).

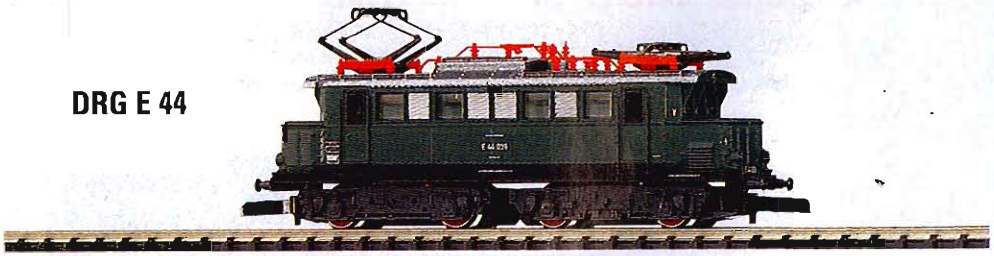


IV

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

DRG E 44

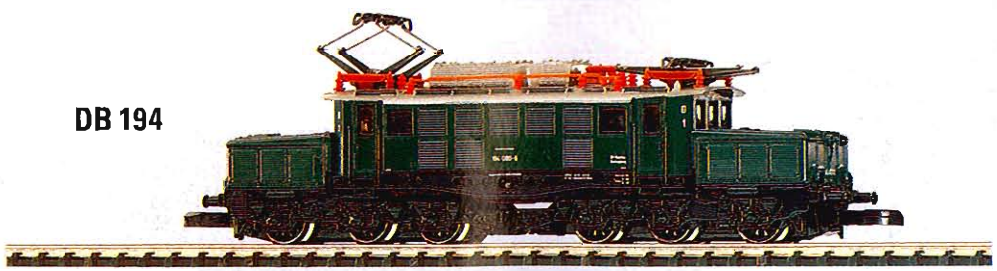


II

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 350.

DB 194



IV

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 354). 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. class 140 with the new DB logo. Both trucks powered. Length over buffers 75.5 mm (3″).

The German Railroad, Inc. is now presenting appropriate freight locomotives in the strikingly attractive "DB Cargo" design as part of its new "DB Cargo" freight car concept. Even the aging class 139 locomotives look quite good in this new color scheme.

88381 Electric Locomotive.
German Railroad, Inc. class 139 in the current color scheme with the new DB logo and Cargo lettering. Both trucks powered. Length over buffers 75.5 mm (3″).

DB 139



DB 110



88391 Electric Locomotive.
German Railroad, Inc. class 110. Original blue version with vents with rounded corners and new DB emblem. Both trucks powered. Length over buffers 75.5 mm (3″).

Electric Locomotives



DB 103

IV

8854 Express Locomotive.
German Federal Railroad class 103. Both trucks powered. Length over buffers 88 mm (3-1/2").

DB 120.1



V

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 200 km/h (125 mph).

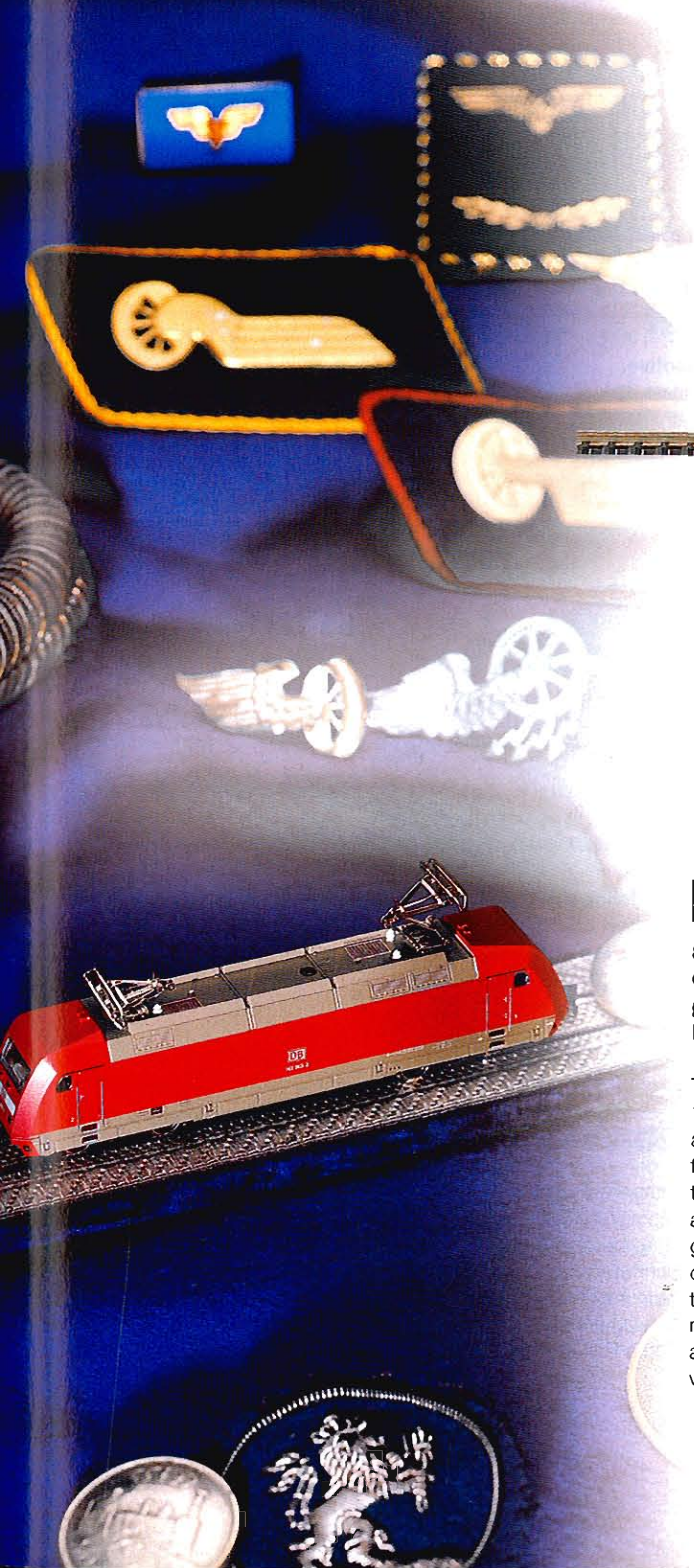
DB 151



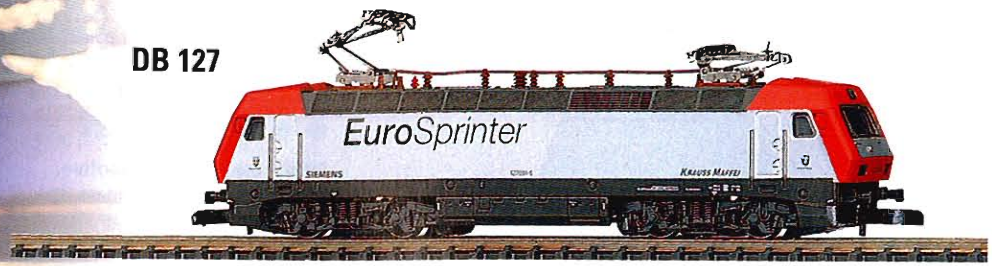
V

88571 Freight Locomotive.
German Railroad, Inc. (DB) class 151 in the original green color scheme with the new DB logo. Both trucks powered. Length over buffers 88 mm (3-1/2").





DB 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 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 101



88680 Electric Locomotive.
German Railroad, Inc. class 101. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm (3-7/16").

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.
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.

Electric Locomotives

DB 101



88682 Electric Locomotive.
German Railroad, Inc. class 101. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 86 mm (3-7/16").

Special one-time series for 1998. Already delivered to the dealers.

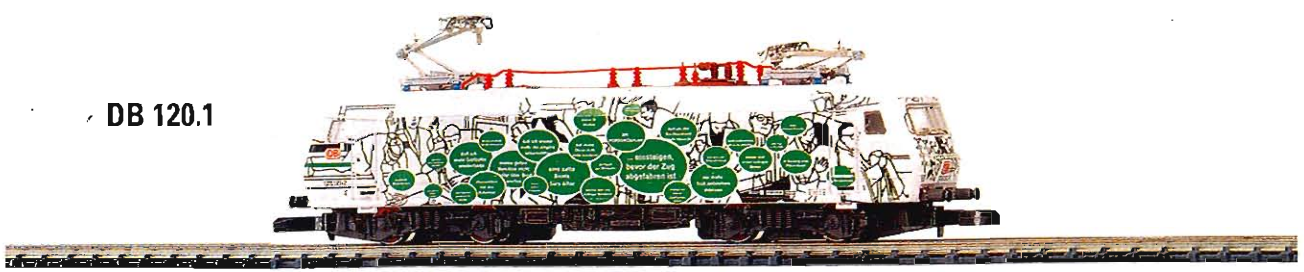
DB 120.1



88534 Electric Locomotive.
German Railroad, Inc. class 120.1. Both trucks powered. Length over buffers 87 mm (3-13/16").

The 88534 locomotive is being produced in a one-time series only in 1998.

DB 120.1



88533 Electric Locomotive.
German Railroad, Inc. class 120.1. Different design on each side of the locomotive. Both trucks powered. Length over buffers 87 mm (3-13/16").

The 88533 locomotive is being produced in a one-time series only in 1998.

The "DIT Locomotive" is the first locomotive after the "Art Locomotives" initiated by Märklin to travel across the country with a purposeful communication from a large German firm. The final version of the "DIT Locomotive" was chosen from a series of designs by young artists at the Frankfurt "Städel School".

Interesting information on the German Railroad, Inc. and the Swiss Federal Railways art and advertising locomotives can be found in the H0 section on pages 92 and 96.

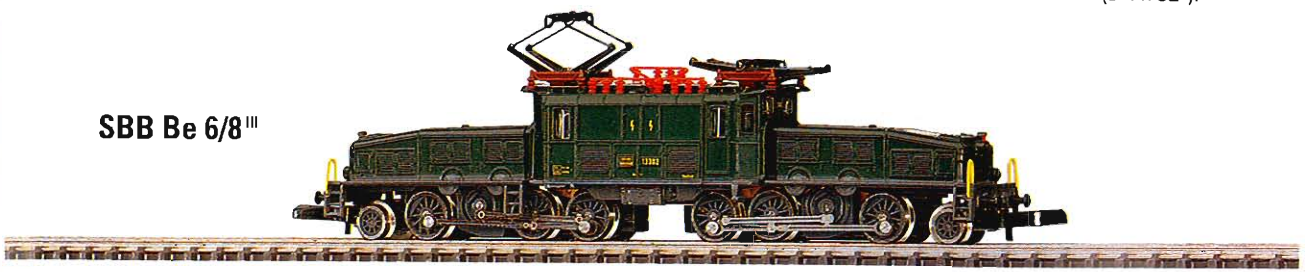
The E 94 came into being on the German State Railroad as a further development of the class E 93. By 1945 a total of 146 of these locomotives had been placed into service. After World War II 44 locomotives remained in Austria. Three additional locomotives were built in Vienna after the end of the war 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.

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").

SBB 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 6/8II. 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.

SBB 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

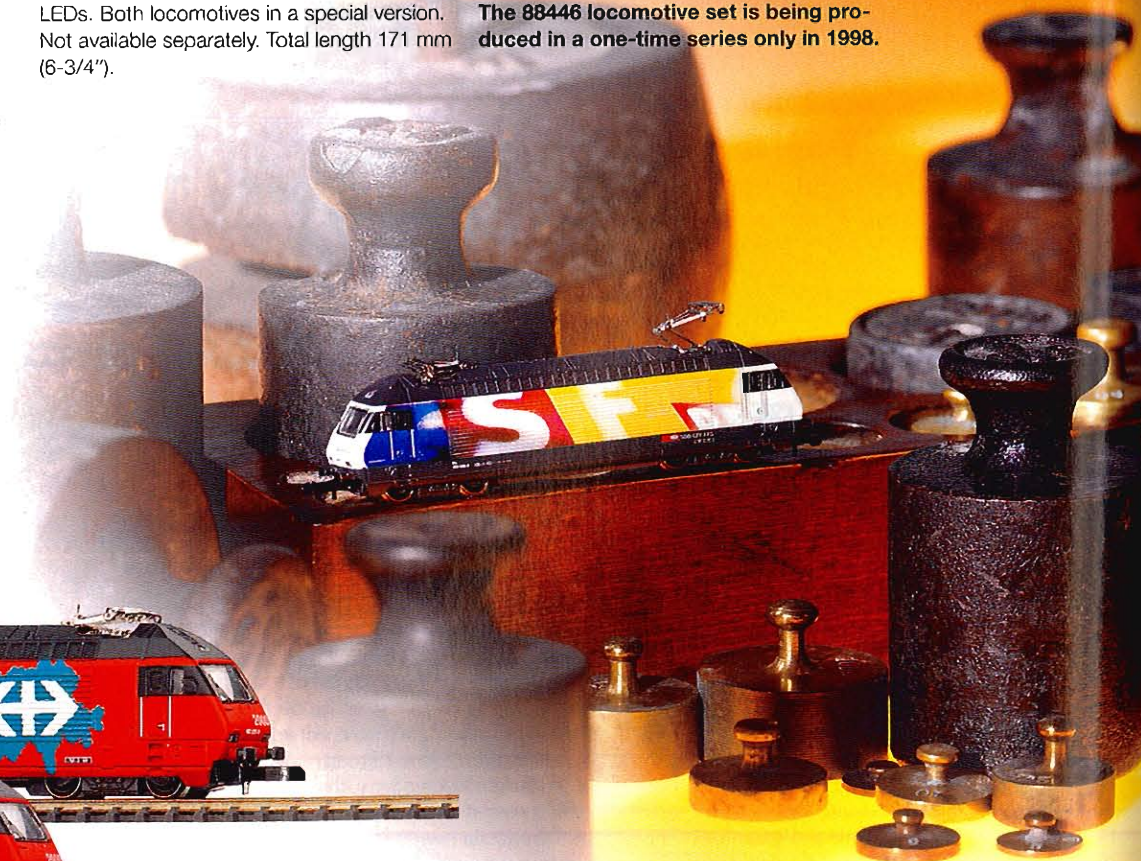
SBB 460



N V

88446 Locomotive Set.
Contents: 2 Swiss Federal Railways (SBB) class 460 electric locomotives. Features common to both locomotives: Both trucks powered. Headlights with maintenance-free LEDs. Both locomotives in a special version. Not available separately. Total length 171 mm (6-3/4").

The 88446 locomotive set is being produced in a one-time series only in 1998.



N V

88450 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Different design on each side of the locomotive. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88450 locomotive is being produced in a one-time series only in 1998.

SBB 460





SBB 460



N V

88452 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88452 locomotive is being produced in a one-time series only in 1998.

N V

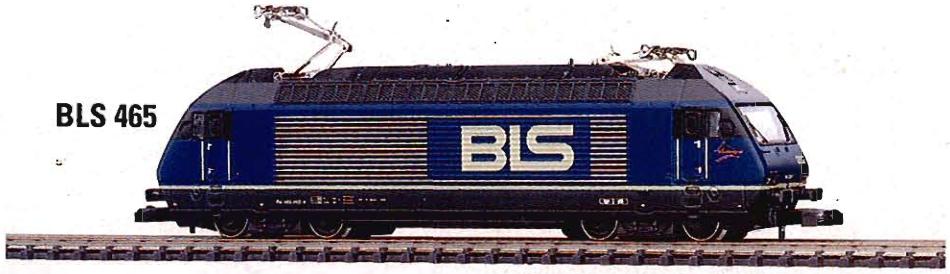
88451 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Different design on each side of the locomotive. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88451 locomotive is being produced in a one-time series only in 1998.

SBB 460



BLS 465



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 361) are the appropriate cars for the BLS class 465 electric locomotive.

Powered 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").

ÖBB 5081 / 6581



In the 1960s the Austrian Federal Railways (ÖBB) purchased an entire series of railbus sets that were built in part by Uerdingen but also under license in Austria.

88162 Railbus with Trailer.
Contents: 1 Austrian Federal Railways (ÖBB) class 5081 railbus, both axles powered, and 1 class 6581 trailer.

Both units in special version. Not available separately. Total length 124 mm (4-7/8").

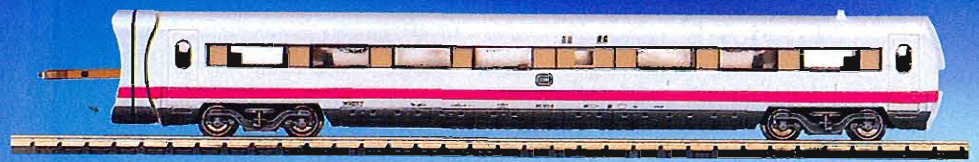
The 88162 rail car with trailer is being produced in a one-time series only in 1998.

8871 ICE Powered 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").

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").

II

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").





In 1998 the "Rheingold" is celebrating its 70th anniversary. The first scheduled run for the "Rheingold" was on May 15, 1928 on the route from Amsterdam/Hook of Holland to Basle, Switzerland. In these 70 years a large number of small stories and great events have been collected around this legendary deluxe train in the European format.

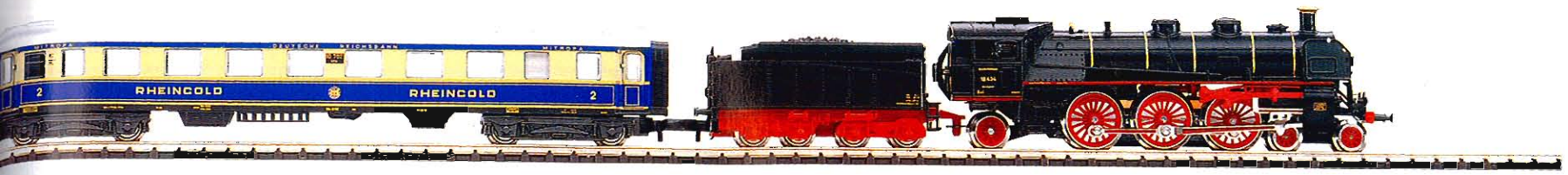
N

III

81412 "Rheingold" Train Set.
Contents: 1 German Federal Railroad class E 10 electric locomotive in the color scheme typical for the "Rheingold". 2 type Av4üm 1st class express train compartment cars. 1 type AD4üm express train vista dome car. 2 type Ap4üm 1st class express train open seating cars. Locomotive and cars in special version. Not available separately. Train length 690 mm (27-3/16").





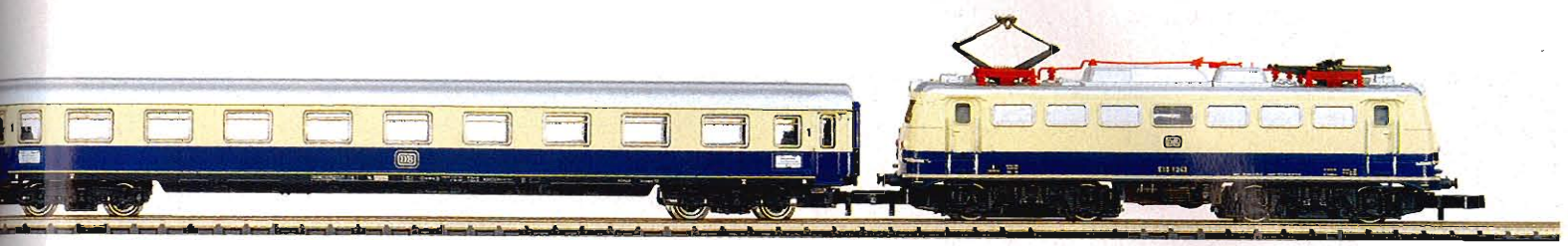


Models of the trains are illustrated full size



The first scheduled operation of the "Rheingold" on the route from Hook of Holland to Basle, Switzerland took place 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 well-known names as "North Express" or "Riviera 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.





In 1960 the German Federal Railroad ordered development of a new, modern group of cars specially for the "Rheingold". Borrowing from the luxurious prewar "Rheingold", the new "Rheingold" was planned to clearly stand out from the multitude of other long distance express trains. It surpassed all previous German Federal Railroad passenger cars in comfort and the level of equipment, and the "Rheingold" once again became the absolute best of the German passenger trains.

There were both compartment and open seating cars for the passengers. In addition, a type of vista dome car previously only used in other countries was built with a raised, glassed in viewing area. The cars' interiors were elegant in their design. For example, the compartment cars were paneled in precious woods. In the open seating cars the reclining seats could be turned for the direction of travel. These very comfortable seats were upholstered in materials with tasteful colors.

Even special locomotives were planned for the "Rheingold", as variations of the proven class E 10.1. However, these locomotives were still not available in May of 1962, the train's debut, so 6 class E 10.1 locomotives had to be used whose speed was specially raised to 160 km/h (100 mph) for this purpose. Naturally, for the duration of their use these locomotives were given the multi-color paint scheme planned for the cars.


SBB CFF FFS
SBB CFF FFS


SBB CFF FFS
SBB CFF FFS
ZÜRCHER VERKEHRSVERBUND
GÜLTIG BIS 23.07.98 UM 11:10 UHR
EINZELBILLETT
ALLE ZONEN
GÜLTIG BIS 22.07.98 UM 16:50 UHR
ZÜRCHER
LLETT
Hauptbahnh
ILLETTAUTOMATEN
LINIENNETZ
STRECKENNETZ
Regionalfahrplan
Bahn Zürich



81413 "Zürich Commuter Traffic" Train Set.
Contents: 1 Swiss Federal Railways (SBB) class Ae 6/6 general purpose locomotive. City locomotive "Stadt Zürich" in a red paint scheme with the road number 11426.

3 bilevel cars, 2nd class, in the attractive color scheme of the Zürich S-Bahn service of the Swiss Federal Railways (SBB). Locomotive and cars in special version. Not available separately. Train length 460 mm (18-1/8").

Passenger Cars

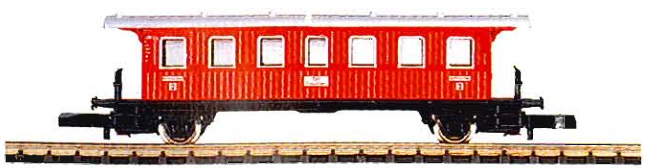


Even the most reserved model railroaders go into raptures when the beautiful, long mini-club passenger trains sweep through gentle curves. Whether its EuroCity, Intercity, InterRegio, S-Bahn and CityBahn, or the express trains of bygone eras – mini-club is focused on the prototype in the number and length of the cars. Naturally, this also applies to the shorter cars.

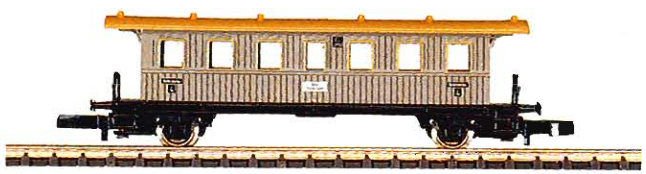
Württemberg Provincial Railroad



I **8700 Passenger Car.**
Length over buffers 60 mm (2-3/8").

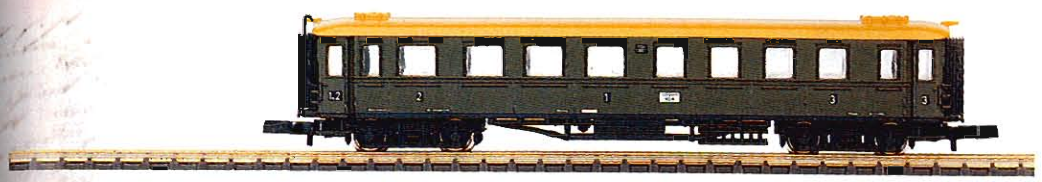


I **8701 Passenger Car.**
Length over buffers 60 mm (2-3/8").

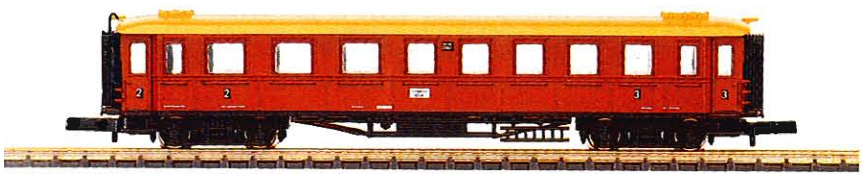


I **8739 Passenger Car.**
Length over buffers 60 mm (2-3/8").

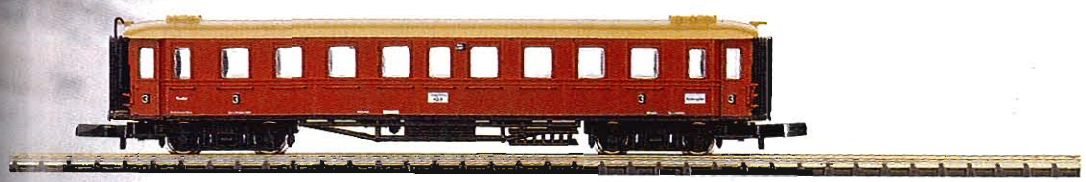
Royal Württemberg State Railways (K.W.St.E.)



I **87940 Württemberg Express Train Passenger Car.**
Type ABCCü. 1st, 2nd and 3rd class. Length over buffers 88 mm (3-15/32").



I **87950 Württemberg Express Train Passenger Car.**
Type BCCü. 2nd and 3rd class. Length over buffers 88 mm (3-15/32").



I **87960 Württemberg Express Train Passenger Car.**
Type 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 325.

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



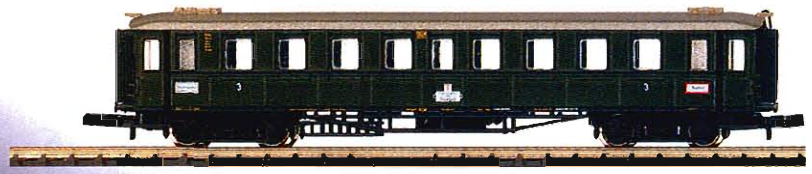
I **8730 Express Passenger Car.**
Type CCü. 3rd class. Length over buffers 87 mm (3-7/16").

Models of the cars are illustrated full size

Car Set

German State Railroad Company (DRG)

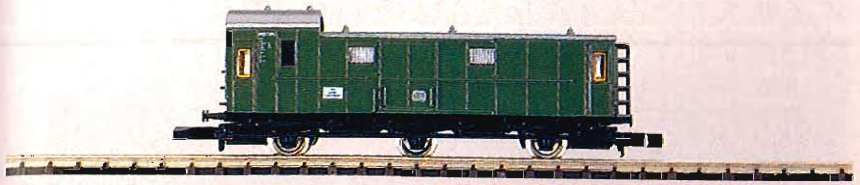




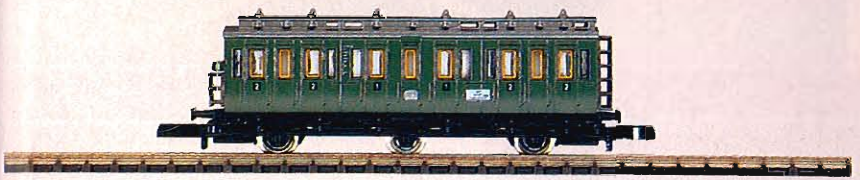
II **87945 Express Train Car Set.**
Contents: 3 Württemberg express train passenger cars in the German State Railroad Company (DRG) version. 1 type ABC4ü coach, 1st/2nd/3rd class. 1 type BC4ü coach, 2nd/3rd class. 1 type C4ü coach, 3rd class. All cars in special version. Not available separately. Total 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 334.

Prussian Compartment Cars of the German Federal Railroad (DB)

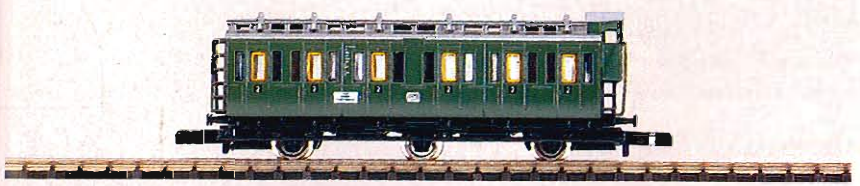


III **8703 Bagage Car.**
Former type Pw3-pr02.
Length over buffers 57 mm (2-1/4").



III **8704 Compartment Car.**
Former type 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 type 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 rumbled a great deal. For this reason they were colloquially called "Donnerbüchsen" ("Thunder Boxes").



III **8750 Passenger Car.**
Type ABi 29. 1st and 2nd class.
Length over buffers 63 mm (2-1/2").



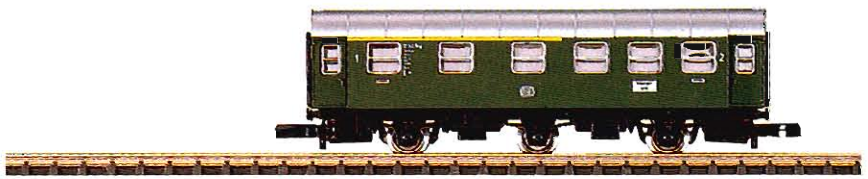
III **8751 Passenger Car.**
Type Bi 29. 2nd class.
Length over buffers 63 mm (2-1/2").



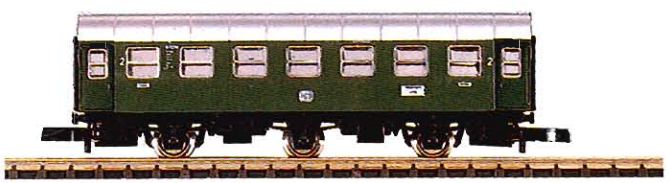
III **8752 Baggage Car.**
Type D2ie. Length over buffers 63 mm (2-1/2").

Passenger Cars

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



III **8706 Passenger Car.**
Type AB3yge. 1st and 2nd class.
Length over buffers 61 mm (2-3/8″).



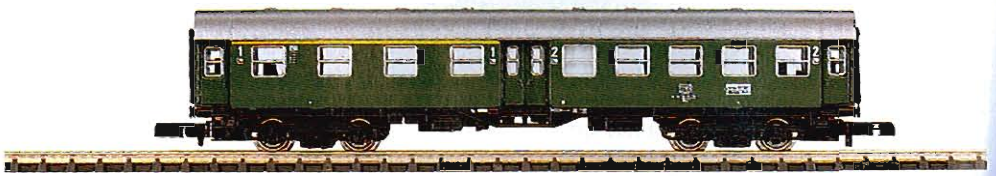
III **8707 Passenger Car.**
Type B3yge. 2nd class.
Length over buffers 61 mm (2-3/8″).



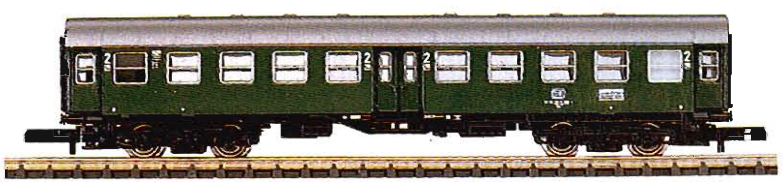
III **8708 Passenger Car.**
Type BD3yge with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8″).

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)



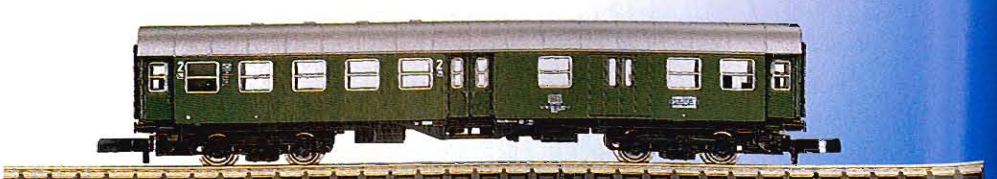
IV **8753 Passenger Car.**
Type AByg 503. 1st and 2nd class.
Length over buffers 89 mm (3-1/2″).



IV **8754 Passenger Car.**
Type 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 rebuilt cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for the most part.

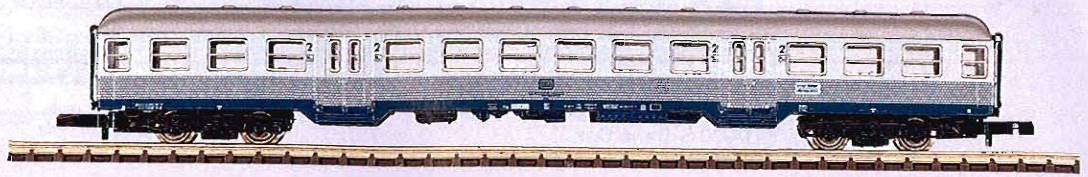


IV **8755 Passenger Car.**
Type BDyg 533 with baggage compartment. 2nd class. Length over buffers 89 mm (3-1/2″).

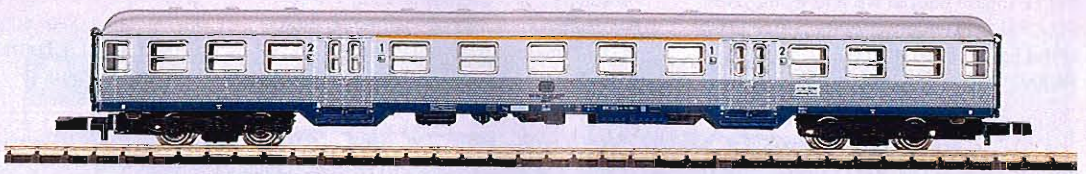
"Silberlinge" ("Silver Coins")

märklin Z

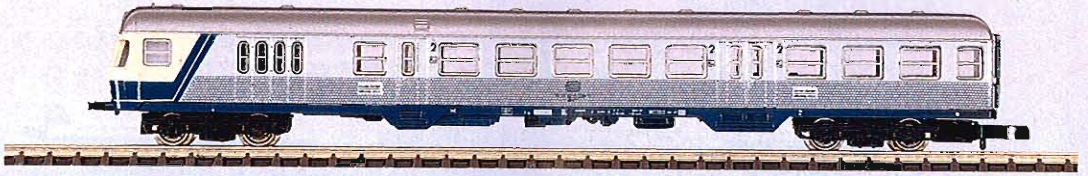
Commuter Cars of the German Federal Railroad (DB)



IV **8716 Commuter Car.**
Type Bnb 719. 2nd class.
Length over buffers 120 mm (4-3/4").



IV **8717 Commuter Car.**
Type Abnrzb 704. 1st and 2nd class.
Length over buffers 120 mm (4-3/4").



IV **8718 Commuter Car with Control Cab.**
Type 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)

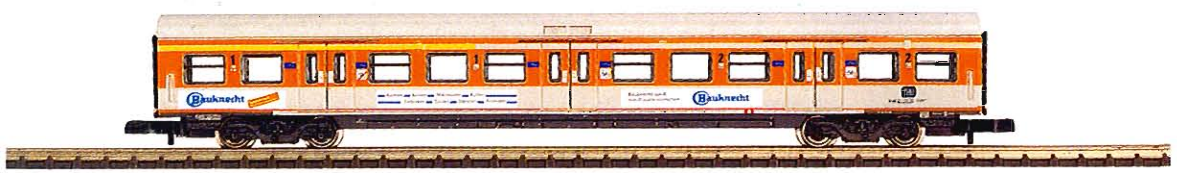


V **87970 S-Bahn Car.**
Type Bx 794.1 with advertising along the car's sides for "Tipp Ex". 2nd class. Length over buffers 111 mm (4-3/8").

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 335) 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.



V **87980 S-Bahn Car.**
Type 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.

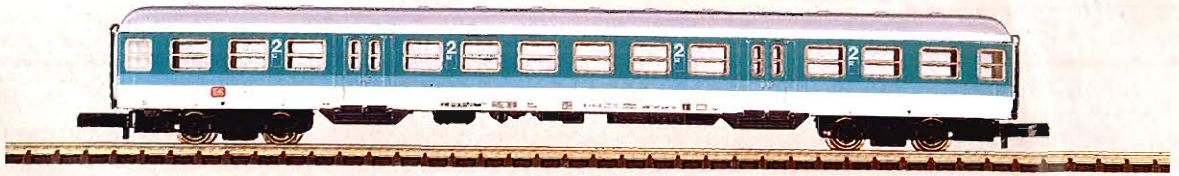
When operated control car last, dual red marker lights shine.

V **87990 S-Bahn Car with Control Cab.**
Type 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

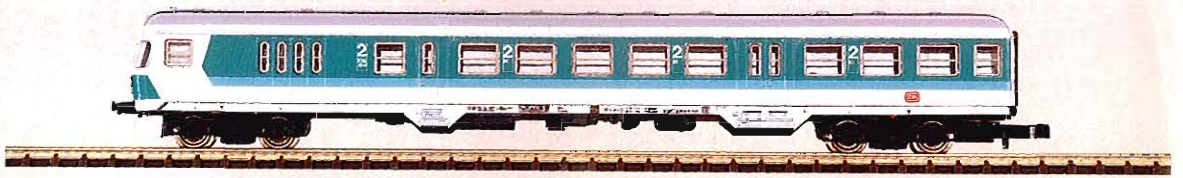
Commuter Cars of the German Federal Railroad (DB)



V **8780 CityBahn Commuter Car.**
Type Bnrzb 778.3. 2nd class. Length over buffers 120 mm (4-3/4").



V **8781 CityBahn Commuter Car.**
Type ABnrzb 772.5. 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. 2nd class with baggage compartment. Length over buffers 120 mm (4-3/4").



When operated control car first, triple white headlights shine.



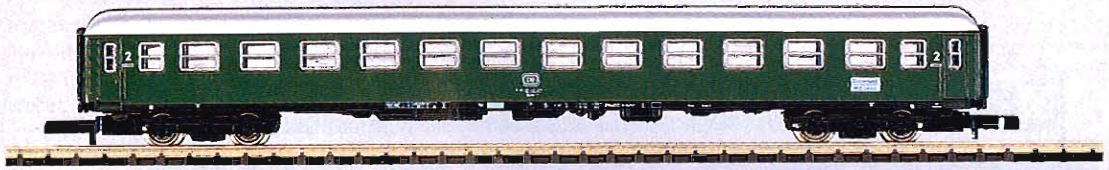
When operated control car last, dual red marker lights shine.

Express Train Passenger Cars

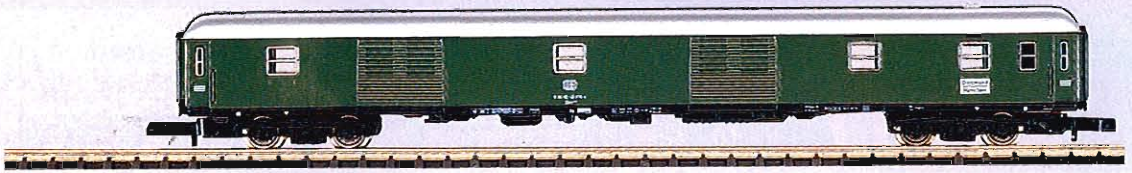
German Federal Railroad (DB)



IV **8710 Express Train Passenger Car.**
Type Am 203. 1st class. Length over buffers 120 mm (4-3/4").



IV **8711 Express Train Passenger Car.**
Type Bm 234. 2nd class.
Length over buffers 120 mm (4-3/4").



IV **8712 Express Train Baggage Car.**
Type Dm 902. Length over buffers 120 mm (4-3/4").



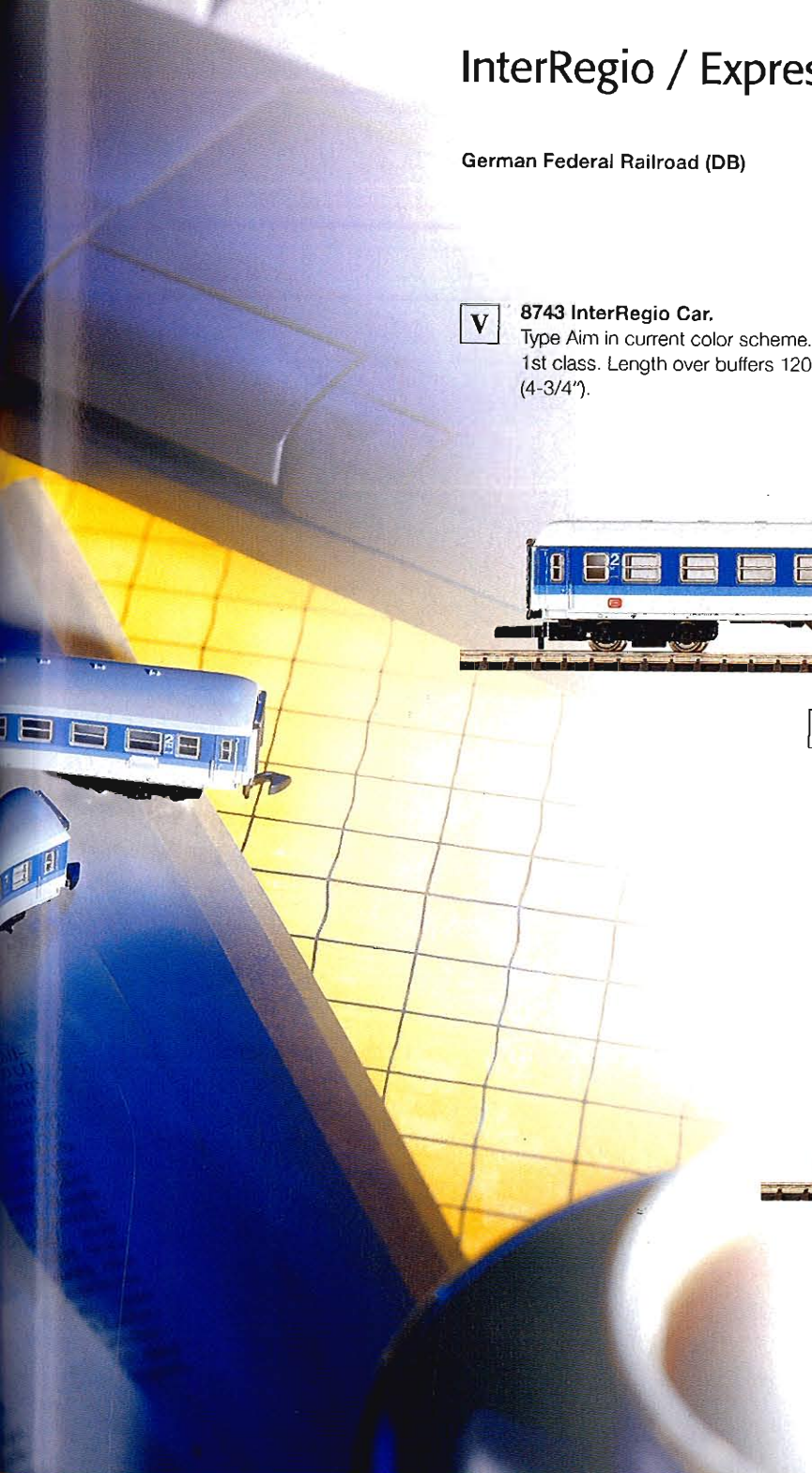
IV **8713 Dining Car.**
Type WRmh 132. Length over buffers 120 mm (4-3/4").



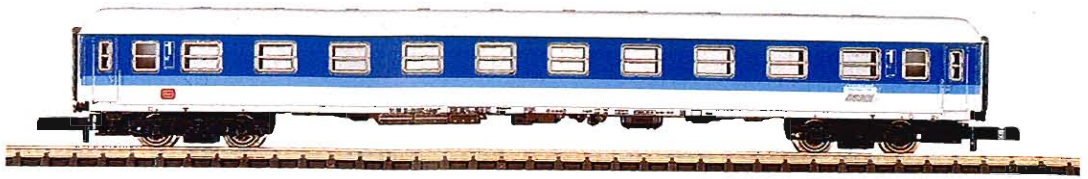
InterRegio / Express Train Passenger Cars

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 out-moded D-Zug trains. The cars in the former are operated on lines with an every other hour frequency. In addition to a new paint scheme, they also have a totally new interior which features light, airy compartments and friendlier colors.

V **8744 InterRegio Car.**
Type Bim in current color scheme. 2nd 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.

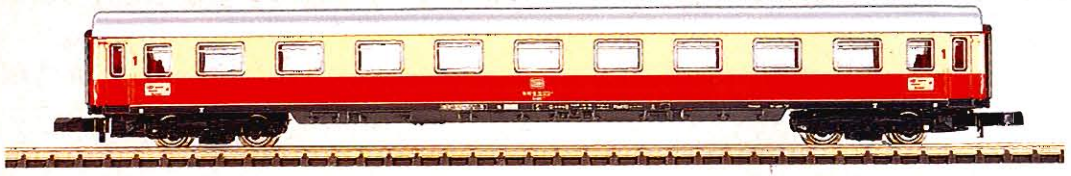


V **8757 Express Train Baggage Car.**
Type Dm 902 in current color scheme.
Length over buffers 120 mm (4-3/4").

InterCity Cars

German Federal Railroad (DB)

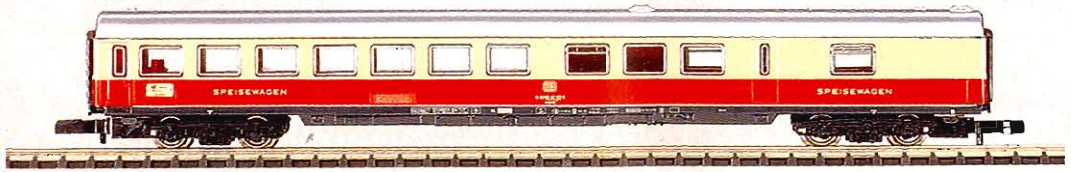
The IC trains are the best that the German Federal Railroad has to offer in passenger train service. The very comfortably equipped compartment and open seating cars were originally built for the TEE lines and at first offered only 1st class accommodations.



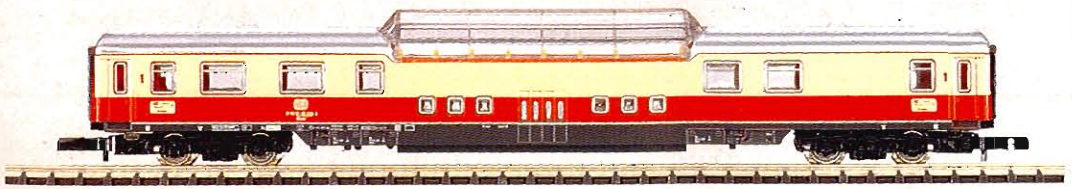
IV **8724 TEE/IC Compartment Car.**
Type Avmz 111. 1st class. Length over buffers 120 mm (4-3/4").



IV **8725 TEE/IC Open Seating Car.**
Type Apmz 121. 1st class. Length over buffers 120 mm (4-3/4").



IV **8726 TEE/IC Dining Car.**
Type WRmh 132. Length over buffers 120 mm (4-3/4").

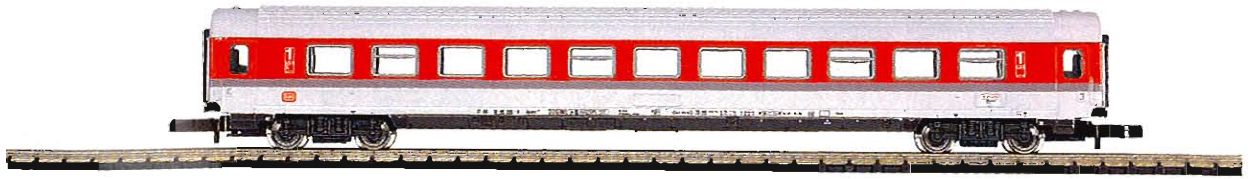


IV **8728 TEE Vista Dome Car.**
Type ADm 101. 1st class. Length over buffers 120 mm (4-3/4").

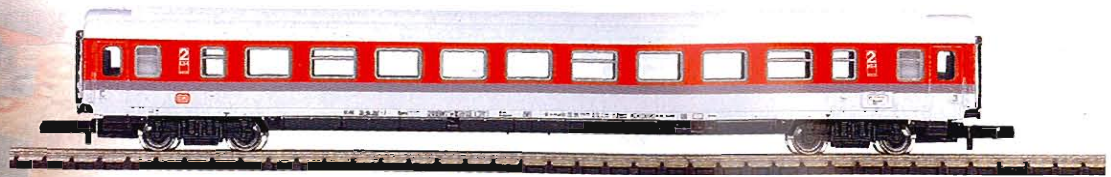
InterCity Cars / Special Cars for passenger trains

märklin Z

German Federal Railroad (DB)



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 revised 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").



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.

8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 auto transport car.

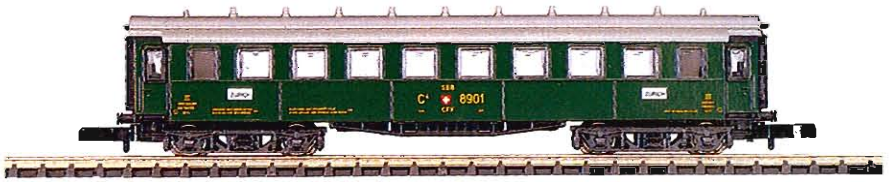


Express Train Passenger Cars

Swiss Federal Railways (SBB)

III

8748 Express Train Passenger Car.
Older design type 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.



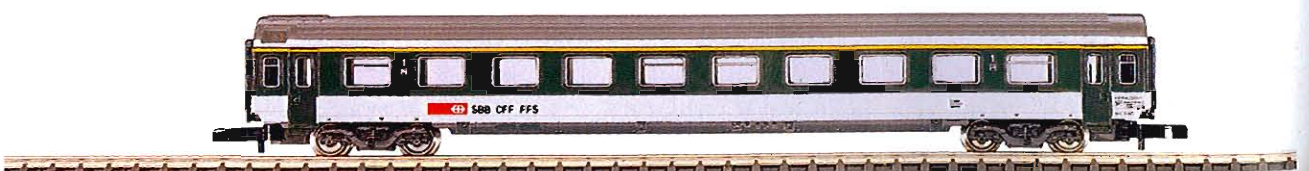
III

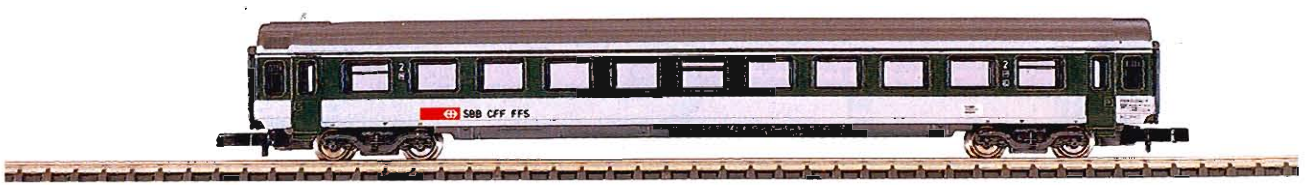
8749 Express Train Baggage Car.
Older design type F4ü. Length over buffers 91 mm (3-9/16").

The type 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").



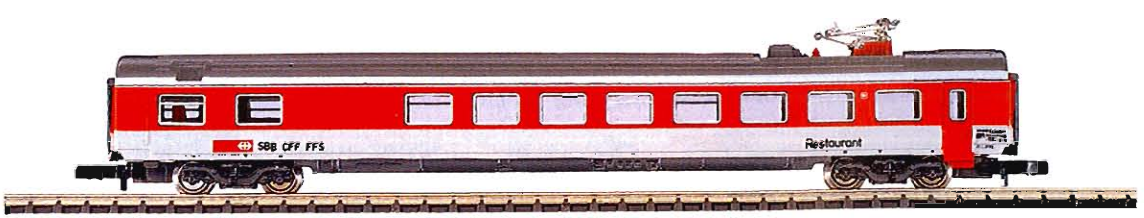


V

8746 Express Train Passenger Car.
Standard design Mark IV type B. 2nd class.
Length over buffers 120 mm (4-3/4").

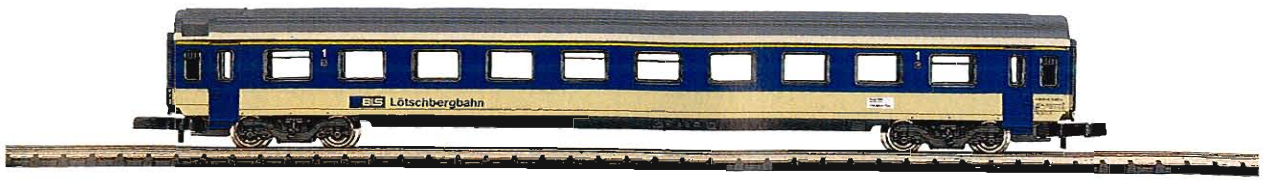
V

8747 Express Train Dining Car.
Standard design Mark IV type WR.
Length over buffers 120 mm (4-3/4").

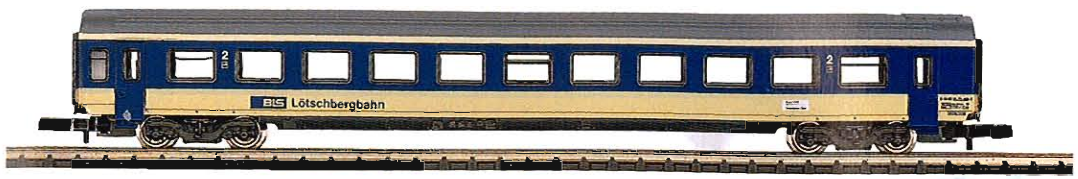


The Swiss Federal Railways purchased these new standard design Mark IV cars for use in express trains running between major cities. They are longer, higher, heavier, quieter and considerably more comfortable than their predecessors.

Bern Lötschberg Simplon Railroad (BLS)



V **87451 Express Train Passenger Car.**
Mark IV type A coach. 1st class.
Length over buffers 120 mm (4-3/4").

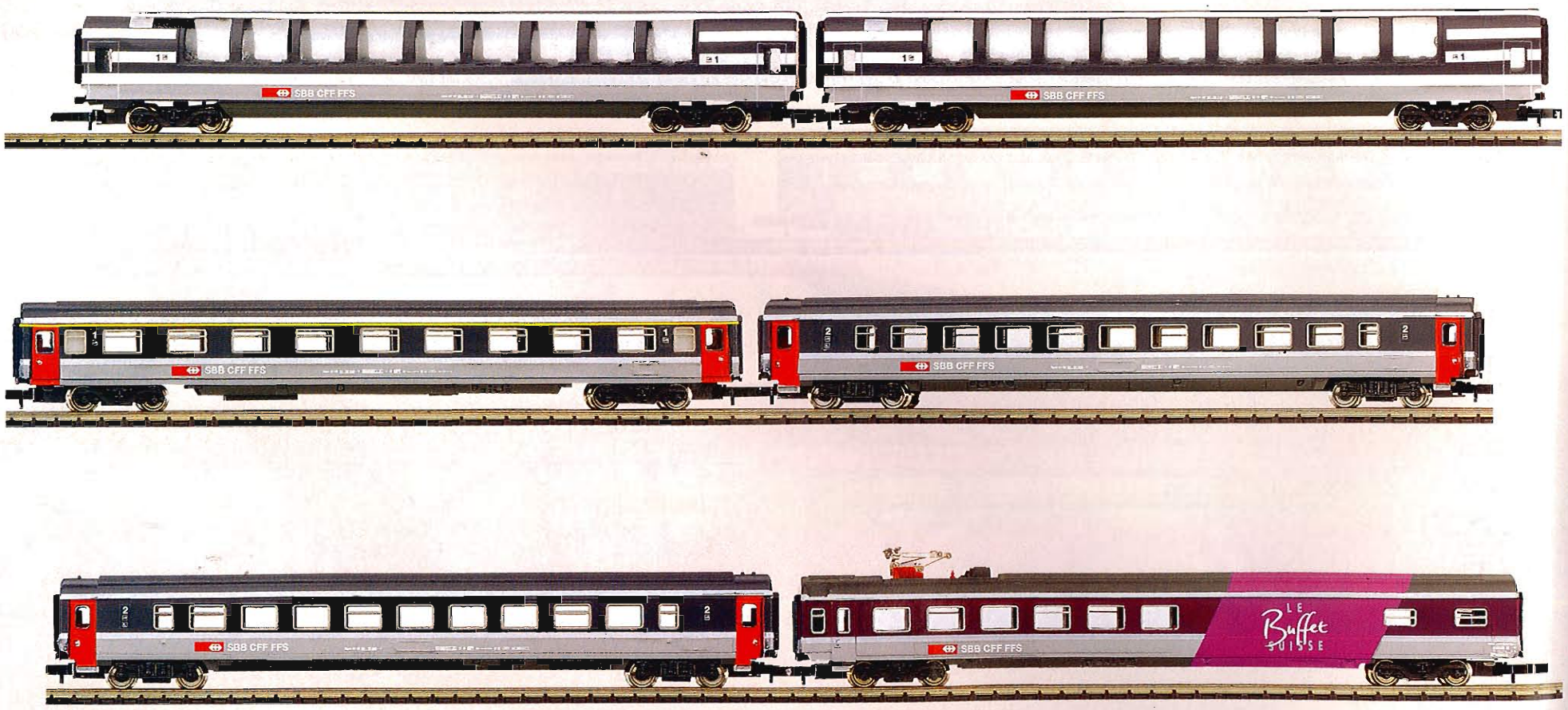


V **87461 Express Train Passenger Car.**
Mark IV type B coach. 2nd class.
Length over buffers 120 mm (4-3/4").

The BLS class 465 electric locomotive (Märklin model 88448, see page 341) is the appropriate unit for the Bern Lötschberg Simplon Railroad express train passenger cars.

Car Sets

Swiss Federal Railways (SBB)



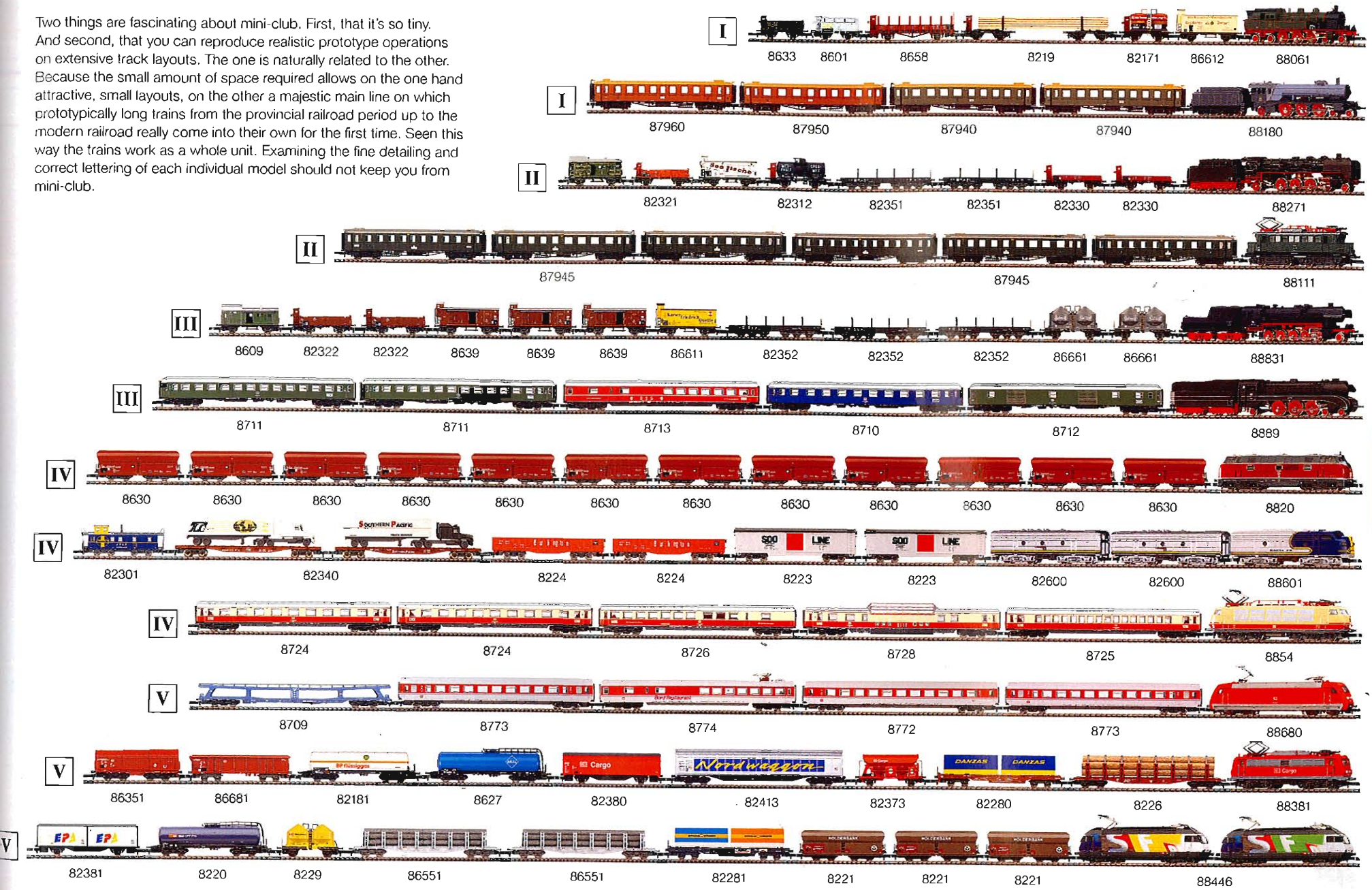
N V **87660 "EuroCity SBB" Car Set.**
Contents: 6 EuroCity express train passenger cars in different versions. 2 each 1st class EuroCity panorama cars. 1 EuroCity dining car lettered "Le Buffet Suisse". 1 each 1st class EuroCity express train passenger car. 2 each 2nd class EuroCity express train passenger cars. All cars in special version. Not available separately. Total length 735 mm (28-15/16").

The 87660 car set is being produced in a one-time series only in 1998 and will be delivered starting in the 1st quarter of 1999.

Railroading Considered as a Whole.

märklin Z

Two things are fascinating about mini-club. First, that it's so tiny. And second, that you can reproduce realistic prototype operations on extensive track layouts. The one is naturally related to the other. Because the small amount of space required allows on the one hand attractive, small layouts, on the other a majestic main line on which prototypically long trains from the provincial railroad period up to the modern railroad really come into their own for the first time. Seen this way the trains work as a whole unit. Examining the fine detailing and correct lettering of each individual model should not keep you from mini-club.



Freight Cars



The range of mini-club freight cars ranges from the lovingly detailed cars of the provincial railroad period to the colorful, privately owned cars, to the long logistics cars.

This variety allows you to reproduce short and long trains from all eras. There are also many international cars to liven up the transfer of containers and freight.

German State Railroad Company (DRG)





N II

82507 "Fritz Homann, Dissen" Freight Car Set.
Contents: 2 different design freight cars. 1 refrigerator car with brakeman's cab. 1 tank car with brakeman's cab. Lettered as privately owned cars for the Fritz Homann Company, Dissen, Germany, used on the German State Railroad Company (DRG). Brakeman's cab and tank platform with ladders on the tank car separately applied. Finely detailed, partially open frame. 1 Benz flatbed truck with tarp lettered for the Fritz Homann Company, Dissen, Germany. All cars and truck in special version. Not available separately. Total length 83 mm (3-1/4").

Special one-time series for 1998. Already delivered to the dealers.



Included with this freight car set are 3 reproductions of historical collector cards taken from a collector album of the 1930s with a series of illustrations on the theme of technology and transportation.



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").

Photographs show the freight car models in their original size.

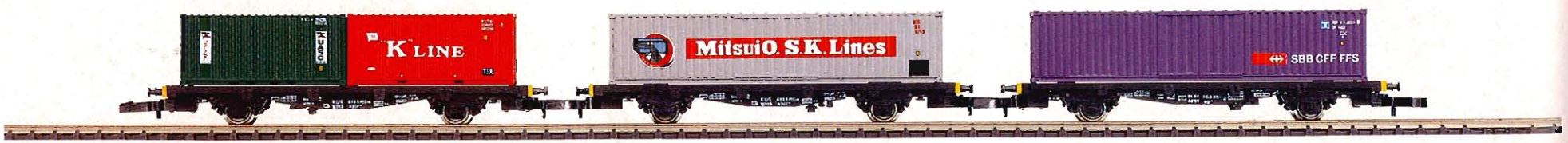
Car Sets

German Federal Railroad (DB)



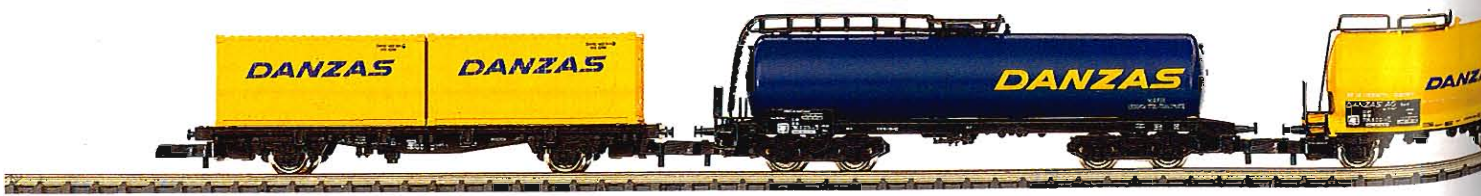
Special one-time series for 1998. Already delivered to the dealers.

N IV **82313 "SÜDZUCKER" Freight Car Set.** Contents: 3 tank cars with brakeman's platforms. Privately owned by South German Sugar, Inc., used on the German Federal Railroad. Different car numbers. Finely detailed, partially open frames. All cars in special version. Not available separately. Total length 126 mm (4-15/16").



V **82360 "Container Transport" Car Set.** Contents: 3 German Federal Railroad type Lgjs 598 flat cars. 1 flat car loaded with a 40 ft. container lettered for "Mitsui O.S.K. Lines" with side and end doors. 1 flat car loaded with two 20 ft. containers lettered for "UASC S.A.G." and "K Line" respectively, each container with an end door. 1 flat car 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 had this new type of 2-axle 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 flat cars are used to transport interchangeable containers, 20 ft. containers and 40 ft. containers. Unloaded the cars weigh 11 metric tons and up to 29 metric tons loaded according to the route class. They are operated at a maximum speed of 100 km/h (approx. 63 mph).

Special one-time series for 1998. Already delivered to the dealers.



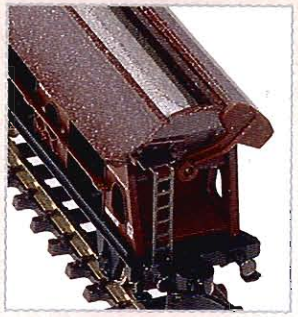
German Federal Railroad (DB)



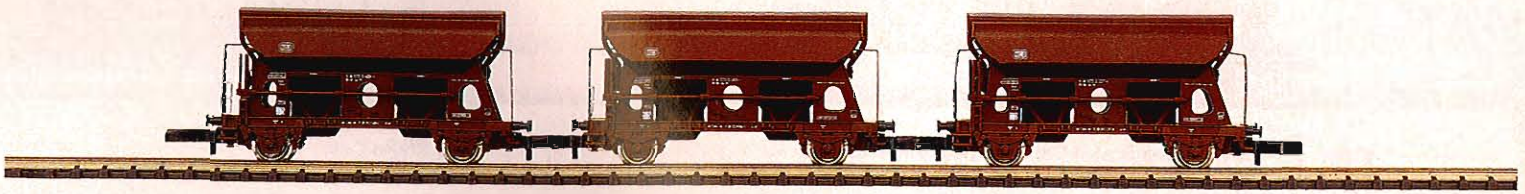
Special one-time series for 1998.
Already delivered to the dealers.

N IV

82364 Container Car Set.
Contents: 2 type Lgjs container cars. Privately owned, used on the German Federal Railroad. Loaded with 5 removable tank containers lettered for Kulmbacher Brewery, Inc., Kulmbach, Germany. Metal car platforms. Both cars in special version. Not available separately. Total length 131 mm (5-3/16").



Movable hinged roof.



N V

82371 "Potash Transport" Freight Car Set.
Contents: 3 type Tds side dump cars with hinged roofs. Different car numbers. All cars with working hinged roofs. Reproduction of a potash load. Cars are weathered. All cars in special version. Not available separately. Total length 139 mm (5-1/2").

The 82371 freight car set can be used to lengthen prototypically the 81411 "Potash Transport" train set from 1997.

**Special one-time series for 1998.
Already delivered to the dealers.**

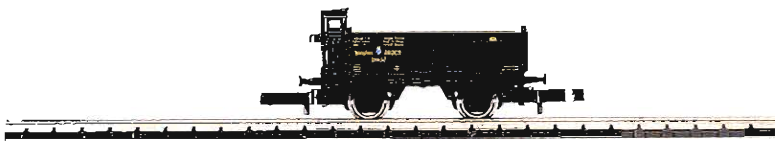


N V

82506 "DANZAS" Freight Car Set.
Contents: 4 different design freight cars. 1 two-axle tank car, privately owned by the DANZAS Company. 1 four-axle tank car, privately owned by the DANZAS Company. 1 type Lgjs flat car for containers, loaded with 2 removable 20 ft. containers for the DANZAS Company. 1 type Sdgkms 707 piggyback car, loaded with a removable semi truck trailer for the DANZAS Company. Tractor unit included. All cars in special version. Not available separately. Total length 267 mm (10-1/2").

Provincial Railroad Freight Cars

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



I **8633 Coal Gondola.**
Type 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").

Royal Prussian State Railroad Administration (KPEV)



N I **82171 Wine Barrel Car with Brakeman's Cab.**
Car privately owned by the German Wine Barrel Car Company, Ltd., Kitzingen a. Main, Germany (Bavaria). Used on the Royal Prussian State Railroad Administration (KPEV). Wine barrels made of real wood. Length over buffers 33 mm (1-5/16").

Grand Ducal Oldenburg State Railroad



I **8658 Stake Car.**
Association design type Rm with brakeman's cab. Spoked wheels. Removable stakes included. Length over buffers 56 mm (2-1/4").

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



N I **86612 Refrigerator Car with Brakeman's Cab.**
Privately owned by the Hohenzollern Brewery Company "Englischer Garten Stuttgart" ("English Gardens Stuttgart") of Württemberg. Used on the Royal Württemberg State Railways (K.W.St.E.). Length over buffers 40 mm (1-9/16").

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

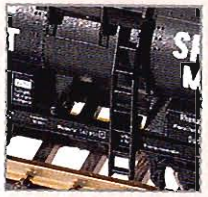
German State Railroad Company (DRG)



II

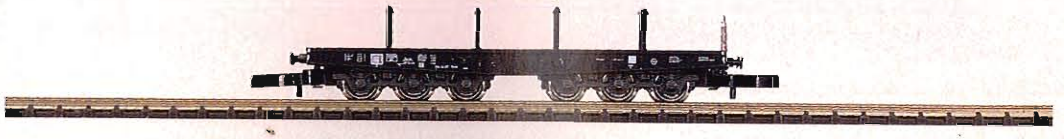
82330 Low Side Car.
Type X "Erfurt" with brakeman's cab. Reproduction of the wooden hatches in the interior of the low side body. Length over buffers 40 mm (1-9/16").





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").



II

82351 Heavy Duty Flatcar.
Type SSym 46. Removable stakes included. 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)

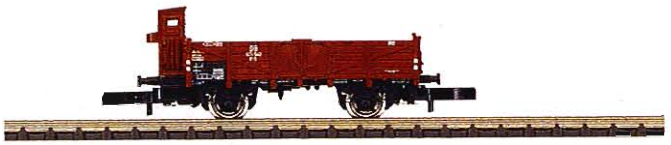


N III

82331 Low Side Car with Brakeman's Platform.
Imitation of the wooden plank floor inside the car body. Length over buffers 40 mm (1-9/16").

III

82322 Gondola.
Type O 10 with brakeman's cab. Length over buffers 40 mm (1-9/16").





III

86611 Refrigerator Car with Brakeman's Cab.
Privately owned by Kaiser-Friedrich-Quelle, Offenbach/Main, Germany. Used on the German Federal Railroad. Length over buffers 40 mm (1-9/16").

III

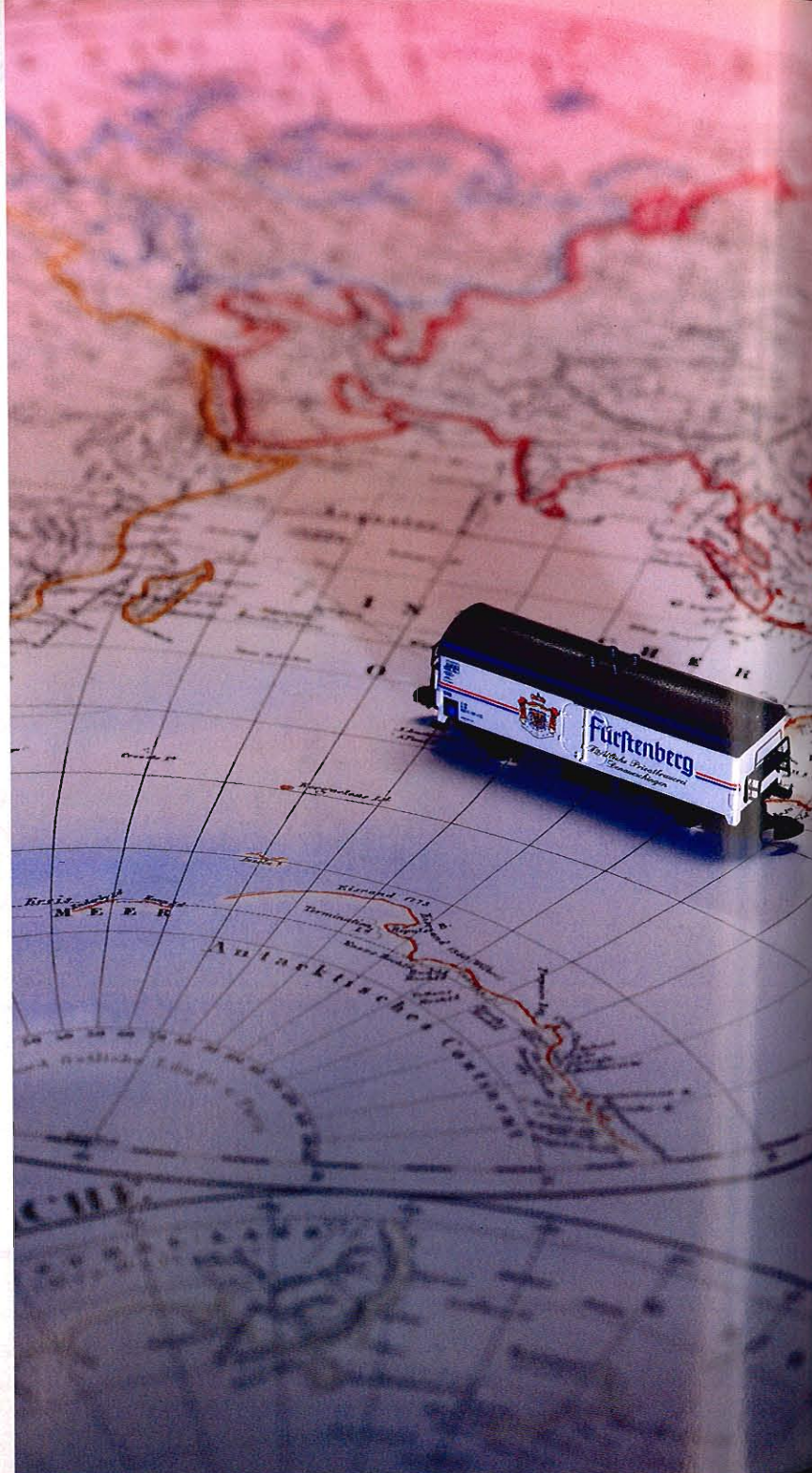
8639 Boxcar.
Type G 10 with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").





III

8609 Freight Train Baggage Car.
Type Pwg 012. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").

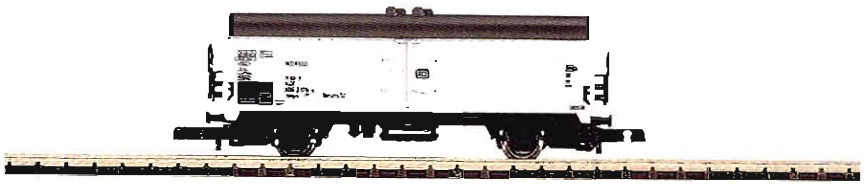


German Federal Railroad (DB)



V

8669 Beer Car.
Privately owned by Einbecker Brewery, Inc.
Length over buffers 54 mm (2-1/8").



IV V

8600 Refrigerator Car.
Type 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 by Dinkelacker.
Length over buffers 54 mm (2-1/8").



German Railroad, Inc. (DB)

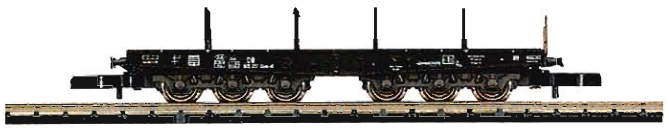


N V

86001 Beer Car.
Privately owned by Fürstlich Fürstenbergischen Brauerei KG, Donauschingen, Germany, used on the German Railroad, Inc. Length over buffers 54 mm (2-1/8").

Freight Cars

German Federal Railroad (DB)



N III

82352 Heavy Duty Flat Car.
Type SSym 46. Removable stakes included.
Length over buffers 60 mm (2-3/8").

N III

82314 Tank Car with Brakeman's Platform.
Car used for express milk traffic, Frankfurt-Hoechst, Germany. Brakeman's platform and walkway with ladders separately applied. Additional lettering on the ends of the tank. Finely detailed, partially open frame. Length over buffers 40 mm (1-9/16").

In 1952 a small series of two-axle tank cars was placed into service on the German Federal Railroad (DB) for transporting milk between regular destinations.



IV

8665 Low Side Car with Tarp.
Type 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.**
Type E 037. Length over buffers 54 mm (2-1/8").



IV

8605 Boxcar.
Type Gos-u 253. Length over buffers 54 mm (2-1/8").





German Federal Railroad (DB)



IV **8650 Gondola.**
Type Eaos 106. Length over buffers 63 mm (2-1/2″).

German Railroad, Inc. (DB)

N V

86681 Gondola with Retractable Roof.
Type Tams 886 with the new DB emblem. Retractable roof tarp weathered. Length over buffers 63 mm (2-1/2″).



German Federal Railroad (DB)



IV **8630 Hopper Car.**
Type Fals 176. Length over buffers 53 mm (2-1/8″).

IV **8685 Covered Hopper Car.**
Type Tad-u 961. Length over buffers 53 mm (2-1/8″).



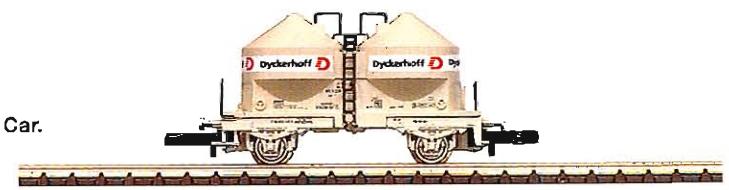
Freight Cars

German Federal Railroad (DB)



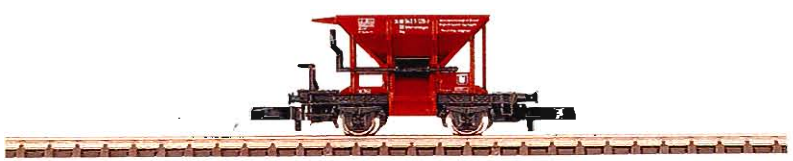
N III

86661 Silo Container Car.
Type Ucs 909. Privately owned by Club-Kraftfutterwerke GmbH, Mannheim, Germany. Used on the German Federal Railroad. Length over buffers 40 mm (1-9/16").



V **8632 Powdered Bulk Freight Car.**
Type Ucs 908 for Dyckerhoff Company. Length over buffers 40 mm (1-9/16").

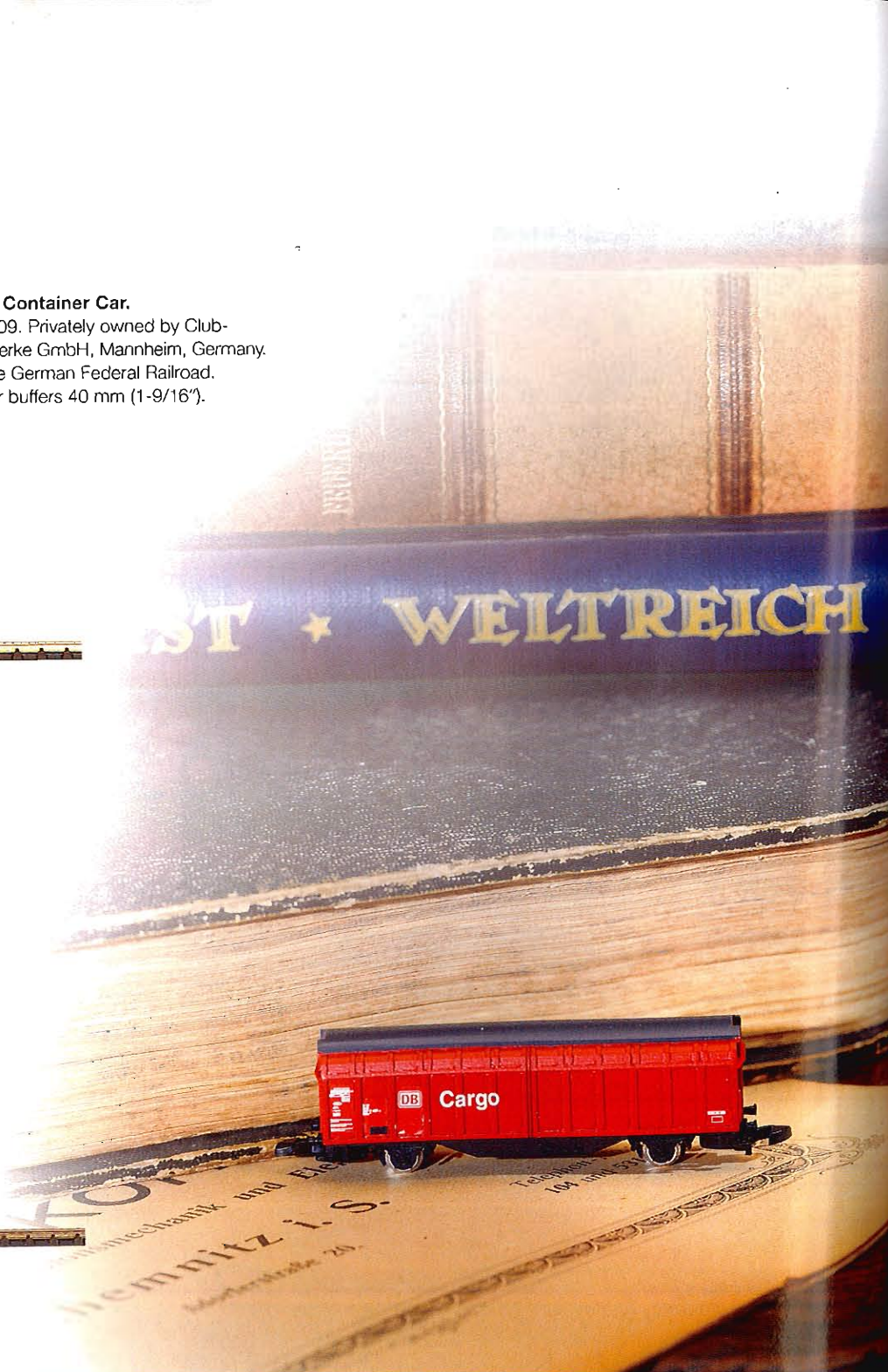
Fine grained materials of all types and powdered materials are transported in the powdered bulk freight car.

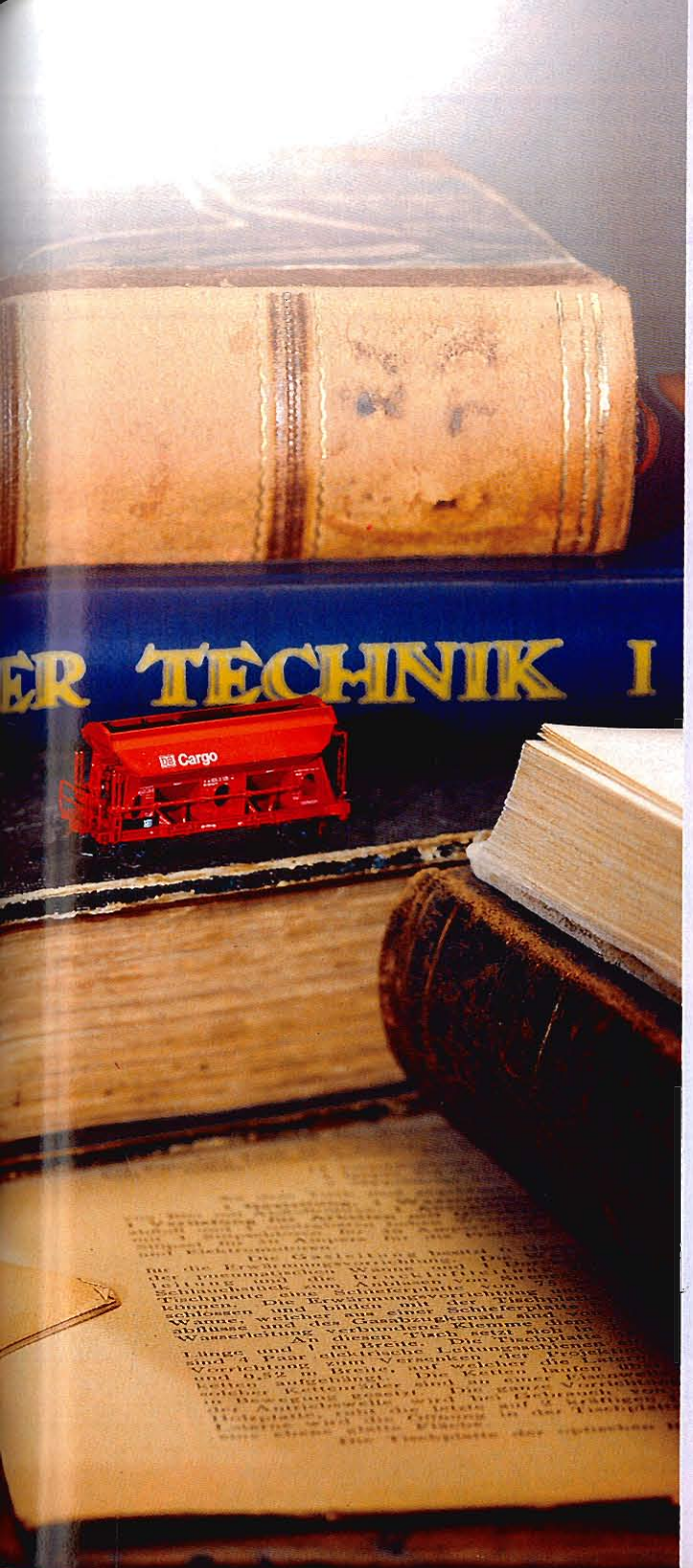


IV **8624 Ballast Car.**
Talbot self-unloader for DB maintenance work. Unloading hatches that can be opened. Length over buffers 33 mm (1-5/6").

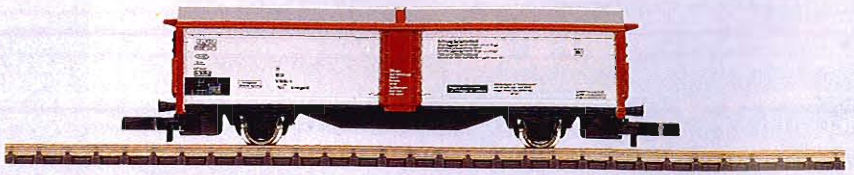


V **8617 Container Car.**
With Märklin container. Length over buffers 54 mm (2-1/8").





German Federal Railroad (DB)

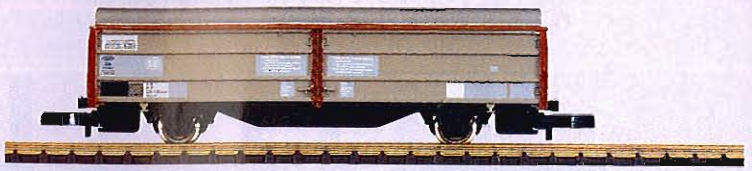


IV

8623 Sliding Roof/Sliding Wall Boxcar.
Type Tbis 870. Length over buffers 64 mm (2-1/2").

IV

82151 Sliding Wall Boxcar.
Type Hbis 299. Paint scheme with repaired areas picked out in another color. Length over buffers 64 mm (2-1/2").



German Railroad, Inc. (DB)



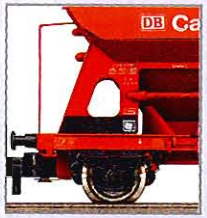
N V

86351 Flat Car with Telescoping Covers.
Type Shimns 708 with the new DB emblem. Length over buffers 55 mm (2-3/16").

N V

82373 Side Dump Car.
Type Tcs 089 in the red paint scheme lettered "DB Cargo". Separately applied railings, ladders and hatch levers. Length over buffers 43 mm (1-11/16").





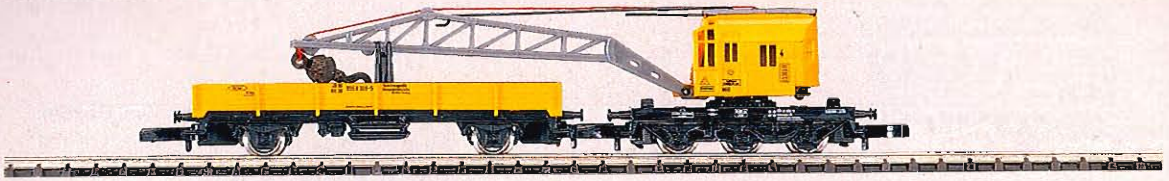


N V

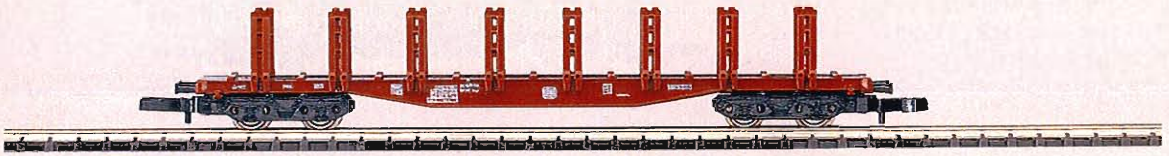
82380 Sliding Wall Boxcar.
Type Hbbins in the red paint scheme lettered "DB Cargo". Length over buffers 64 mm (2-1/2").

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").

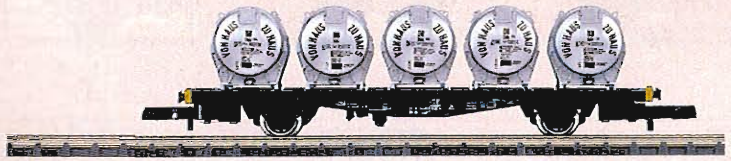


IV V **8655 Stake Car.**
Type Snps 719. Length over buffers 95 mm (3-3/4").

This car is used on the German Federal Railroad chiefly to transport pipe, lumber, steel matting and similar freight.



IV V **8226 Stake Car.**
Type Snps 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").



In house-to-house service, the tank containers are offloaded directly from the flat cars onto trucks for delivery. The containers themselves are secured on the flat car with quick lock fasteners.

N IV **82363 Flat Car for Containers.**
Type Lgjs 598. Loaded with 5 removable "Von Haus zu Haus" ("From House to House") tank containers. Flat car with metal floor. Length over buffers 64 mm (2-1/2").

1st quarter of 1999.

German Railroad, Inc. (DB)





N
V

82361 Flat Car for Containers.
Type Lgjs 598. Loaded with 2 removable 20 ft. containers. Lettered for the ALNO Company. Pfullendorf, Germany. Flat car with metal floor. Length over buffers 64 mm (2-1/2").

For over 25 years, ALNO, a manufacturer of kitchens in Pfullendorf, Germany, has been transporting a large part of its kitchen parts by railroad container. Almost 80 containers per day, loaded with ALNO ready-to-install kitchens, leave the factory in the German Railroad, Inc. trains' overnight service to reach the entire German market and overseas customers. This extremely environmentally friendly transportation concept is reflected in a real life locomotive with a design on its sides from ALNO, a Southeast Railroad (SOB) class 446 electric locomotive. The slogan "Freie Fahrt für die Umwelt" ("Full speed ahead for the environment") also decorates the mini club model 88475, that was produced in a one-time series in 1997.



V

82270 Piggyback Flatcar.
Type 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").

V

82280 Piggyback Flatcar.
Type 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").





V

82411 High-Capacity Sliding Wall Boxcar.
Type 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 State Railroad (DR) of the GDR



V **8202 Oil Tank Car.**
Privately owned by Minol Petroleum Oil Distribution, Inc., Berlin, Germany. Length over buffers 75 mm (3″).



V **8203 Oil Tank Car.**
Privately owned by Minol Petroleum Oil Distribution, Inc., Berlin, Germany. Length over buffers 40 mm (1-9/16″).

German Federal Railroad (DB)

IV V **8629 Oil Tank Car.**
Privately owned by DEA Petroleum, Inc. Length over buffers 40 mm (1-9/16″).





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

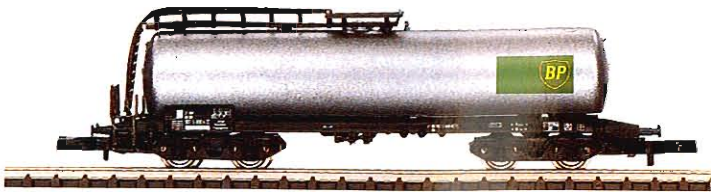
8627 Oil Tank Car.
Privately owned by Aral, Inc. Length over buffers 75 mm (3").





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").



V

82181 Pressure Gas Tank Car without Heat Shield.
Privately owned by Schröder & Klaus OHG and lettered "BP flüssiggas". Length over buffers 75 mm (3").

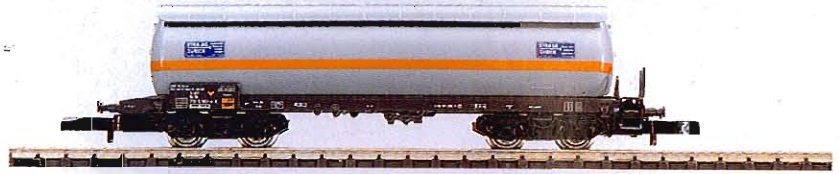


IV V

8608 Gas Tank Car with Heat Shield.
Privately owned by EVA Company. Length over buffers 75 mm (3").

IV V

8667 Gas Tank Car with Heat Shield.
Privately owned by ETRA Company. Length over buffers 75 mm (3").



Freight Cars

Swiss Federal Railways (SBB)

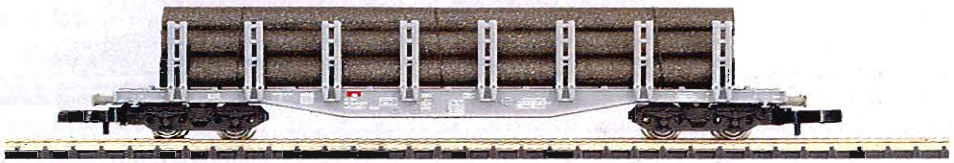


IV V **8221 Hopper Car.**
Type Fals privately owned by "Holderbank". Used on the Swiss Federal Railways (SBB). Length over buffers 53 mm (2-1/8").



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 Snps. Loaded with pipe.
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.
Type Uacs. Length over buffers
75 mm (2-15/16").





N V

82381 Sliding Wall Boxcar.
Type Hbbillns. Lettered "EPA".
Length over buffers 64 mm (2-1/2").



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.

The ideal locomotive for the "Shell" tank car set is the SBB's new class 460.

Freight Cars

Austrian Federal Railways (ÖBB)



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 **82282 Piggyback Car.**
Type Sdgkkmss. Loaded with 2 removable flatbed trailers with tarps lettered for Gebrüder Weiss GmbH, Transport und Logik (Weiss Brothers, Inc., Transport and Logistics), Vienna, Austria. Length over buffers 78 mm (3-1/16″).

Hungarian State Railways (MAV)

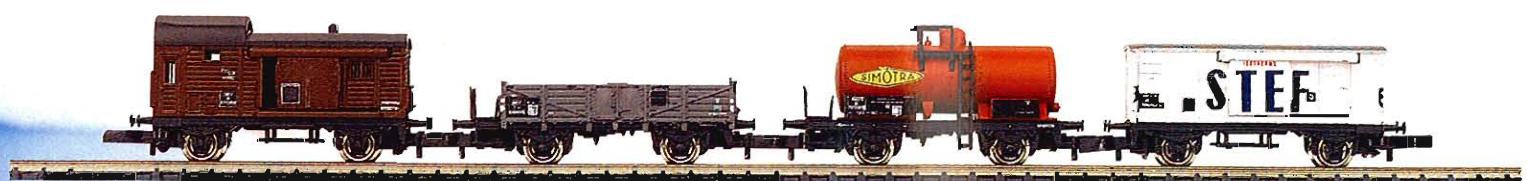


N V **82372 "WIEN BETON" Freight Car Set.**
Contents: 3 two-axle type Fc dump cars. Cars lettered for "WIEN BETON", with different car numbers for the Asamer & Gross Concrete Transport Company, Inc., Vienna, Austria. All cars with separately applied railings, ladders and hatch levers. All cars in special version. Not available separately. Total length 139 mm (5-1/2").

The firm of Asamer & Gross Concrete Transport Company, Inc. in Vienna maintains a large number of dump cars that have a very attractive paint scheme. The cars have the name "WIEN BETON" in large lettering and are consecutively numbered with large numbers on the sides of the cars. They operate daily in unit trains between Hegyeshalom (Hungary) and the unloading point in Vienna. Crushed stone, gravel and sand for producing concrete are transported in these cars.

The 82372 freight car set is being produced in a one-time series only in 1998.

French State Railways (SNCF)





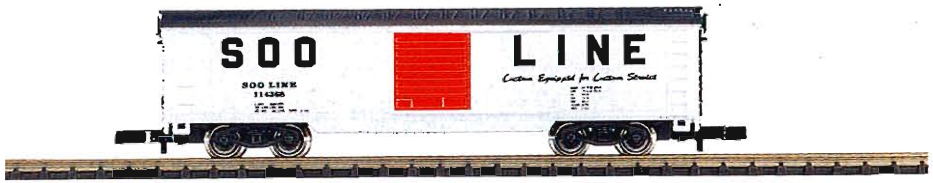
N III **82504 "SNCF around 1955" Car Set.**
Contents: 4 different design freight cars. 1 brake van. Sliding doors that can be opened. Built-in and lighted red marker light. 1 type O gondola, with brakeman's cab. 1 tank car with brakeman's platform. 1 type G boxcar, with brakeman's cab removed. Sliding doors that can be opened. All cars in special version. Not available separately. Total length 169 mm (6-5/8").



The 82504 freight car set is being produced in a one-time series only in 1998.

Freight Cars

American Freight Cars



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



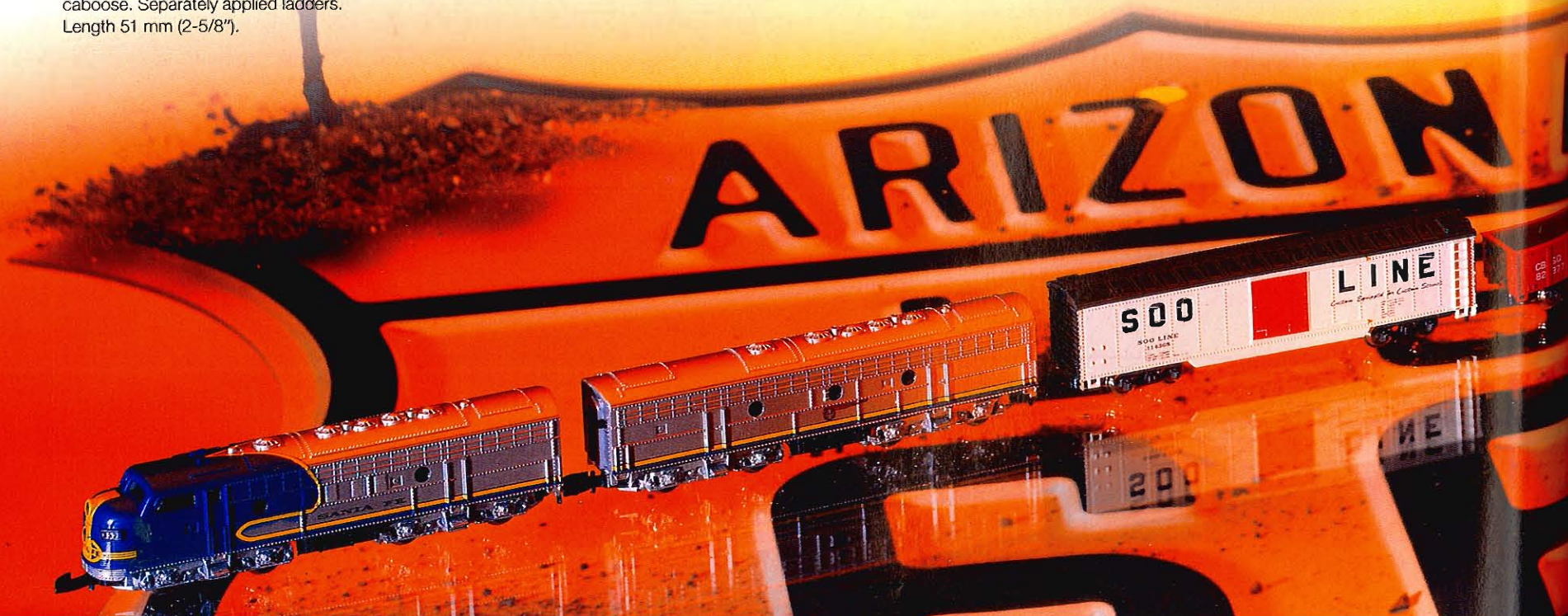
III **8224 Gondola.**
Lettered for the Chicago, Burlington & Quincy Railroad. Length 67 mm (2-5/8").

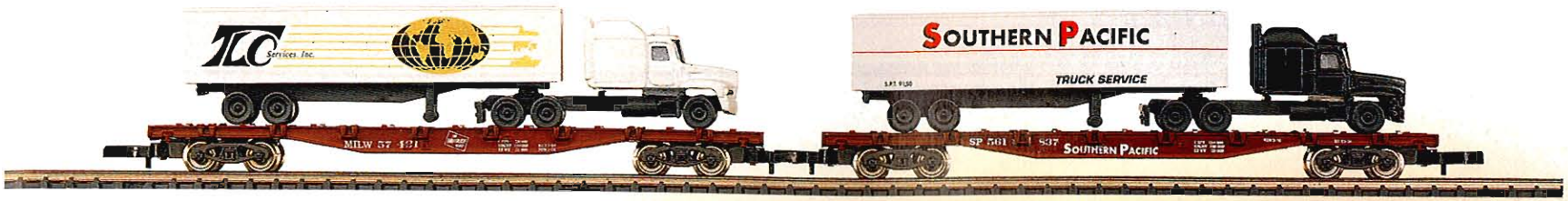




III **8230 Caboose.**
Lettered for the New Jersey Central Railroad. Separately applied ladders. Length 51 mm (2-5/8").

IV **82301 Caboose.**
Atchison, Topeka & Santa Fe Railway caboose. Separately applied ladders. Length 51 mm (2-5/8").





N IV **82340 "American Flat Cars with Loads" Car Set.**
Contents: 2 American flat cars, each with loaded with an American truck. 1 flat car lettered for the Milwaukee Road. Model of an American truck as a load. Metal truck tractor and trailer frame. 1 flat car lettered for the Southern Pacific Railroad. Model of an American truck as a load. Metal truck tractor and trailer frame. Both cars in a special version. Not available separately.
Total length 187 mm (7-3/8").

The 82340 car set is being produced in a one-time series only in 1998.

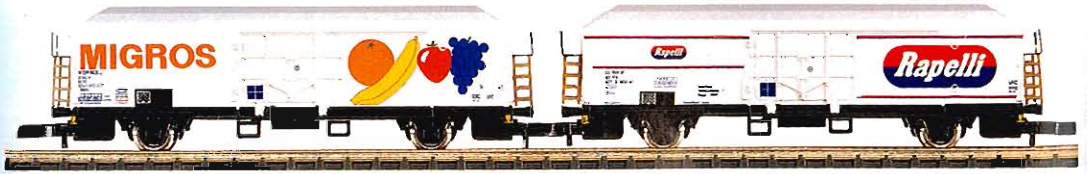
Freight Cars

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.



V **82161 Refrigerator Car.**
Privately owned by INTERFRIGO, Basle, Switzerland. Used on the Italian State Railways (FS). Length over buffers 64 mm (2-1/2").



V **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)



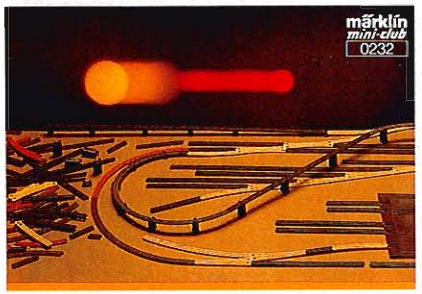


V **82413 High-Capacity Sliding Wall Boxcar.**
Type Habins. Privately owned by Nordwaggon Company AB. Used on the Swedish State Railways (SJ). Length over buffers 106 mm (4-1/8").



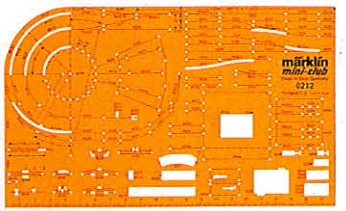
mini-club is an entire world in itself – with its own scale, three radii for curved track, long flex track, wide radius turnouts, working catenary, working models and a wide variety of accessories, mini-club offers the entire spectrum of model railroading. With mini-club you can play all day in the office, without your employees (or boss) noticing a thing. Because with 145 mm / 5-3/4" for the smallest radius, mini-club fits into any desk drawer. Less secretive are realistic layouts with sweeping main lines and long station tracks for long passenger and freight trains.

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.



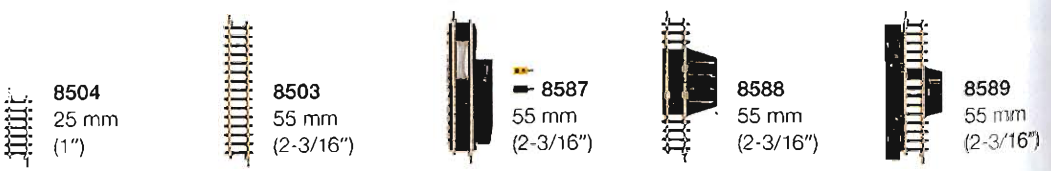
0212 Track Planning Stencil.
For planning your own track layout. All track sections in the stencil are in a scale of 1:5. Extensive instructions included.

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")

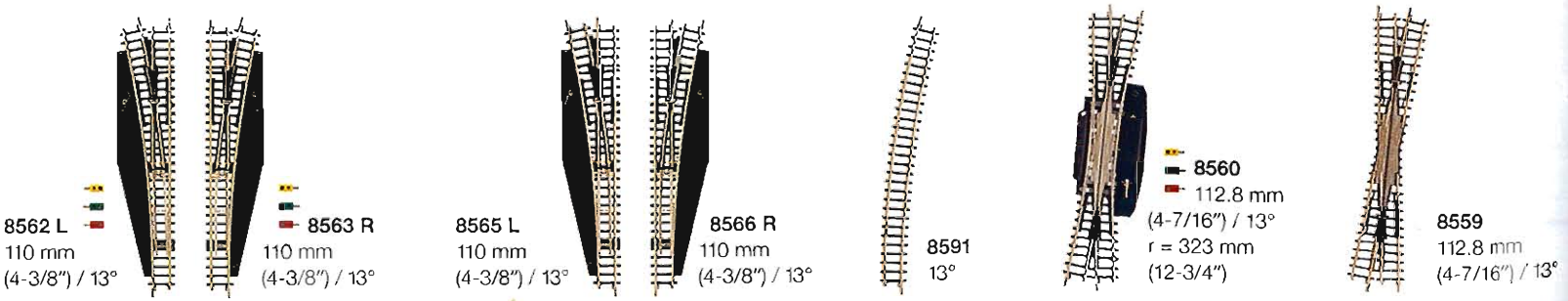
8587
55 mm
(2-3/16")

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°

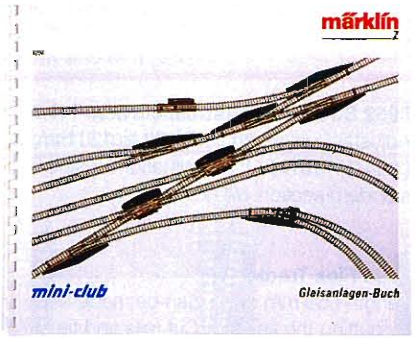
8565 L
110 mm
(4-3/8") / 13°

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°



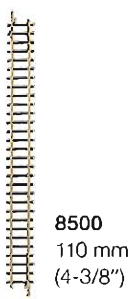
0296 Track Plan Book.
Illustrated instructions for the setup of track layouts and catenary, how to connect up power packs and accessories, constructing bridges, with tips for building layouts. Contents 72 pages. Format 22 x 26.4 cm (8-21/32" x 10-3/8").



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")



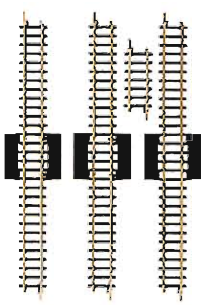
8592
100 to 120 mm
(3-15/16" to
4-3/4")



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°

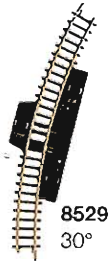
Radius
195 mm
(7-11/16")



8520
45°



8521
30°



8529
30°



8568 L
125 mm
(4-5/16") / 30°



8569 R
125 mm
(4-5/16") / 30°

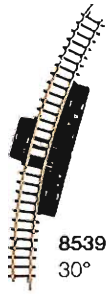
Radius
220 mm
(8-11/16")



8530
45°



8531
30°



8539
30°

Straight and Curved Track


8500


8503


8504


8592


8505


8594

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.

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

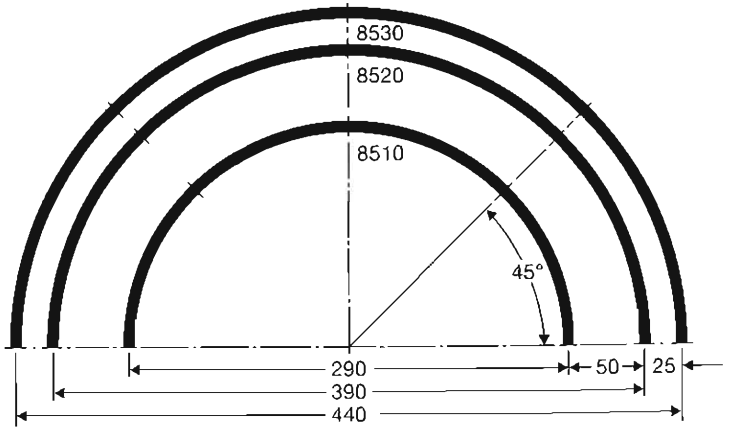
Straight Track

8500 Straight Track.
Length 110 mm (4-3/8").

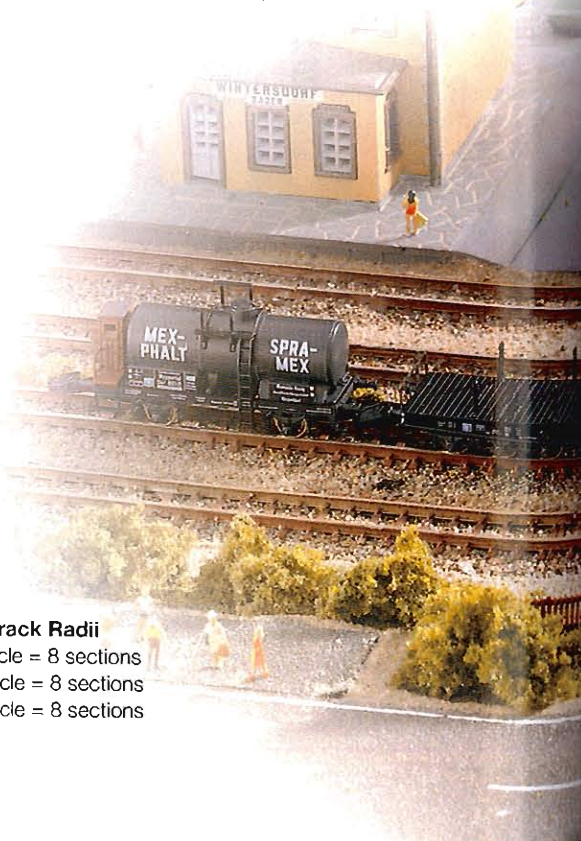
8503 Straight Track.
Length 55 mm (2-3/16").

8504 Straight Track.
Length 25 mm (1").

8505 Straight Track.
Length 220 mm (8-13/16").



The 3 Track Radii
8510 circle = 8 sections
8520 circle = 8 sections
8530 circle = 8 sections

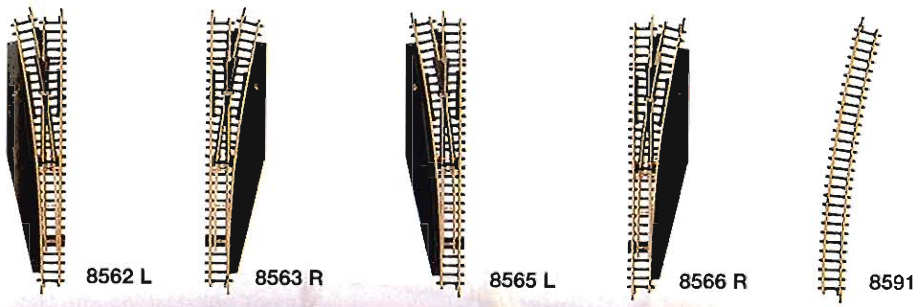


Turnouts

8562 L Left Electric Turnout.
Length 110 mm (4-3/8"). 13°.
Radius 490 mm (19-1/4").

8563 R Right Electric Turnout.
Length 110 mm (4-3/8"). 13°.
Radius 490 mm (19-1/4").

The 8562 left 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.

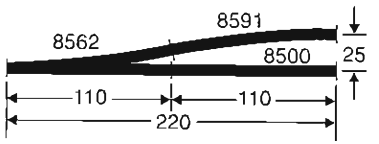


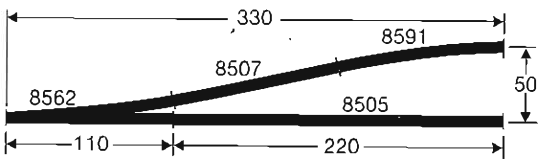
8565 L Left Manual Turnout.
Length 110 mm (4-3/8"). 13°.
Radius 490 mm (19-1/4").

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.

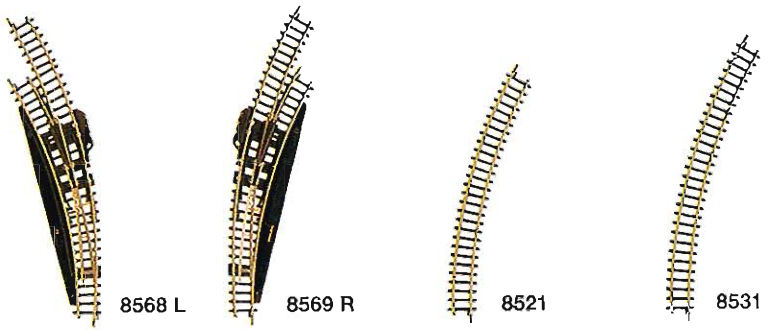
Turnouts 8562 L, 8563 R, 8565 L and 8566 R



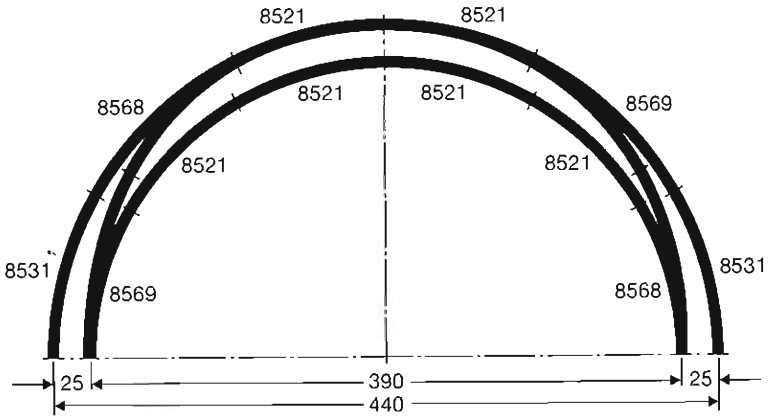




Curved Turnouts / Crossings



8568 L and 8569 R Curved Turnouts



Curved Turnouts

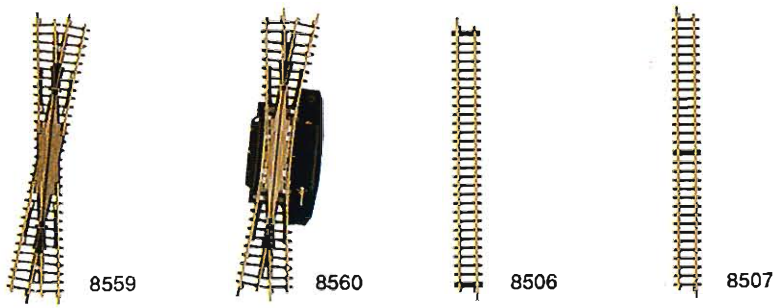
8568 L Electric Left Curved Turnout.
Radius 195 mm (7-11/16"). 30° (same as 8521). Main track length 125 mm (4-5/16").

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 switch have double solenoid mechanisms and hand levers. They can be activated with the 7272 control box or with circuit tracks.



Crossings

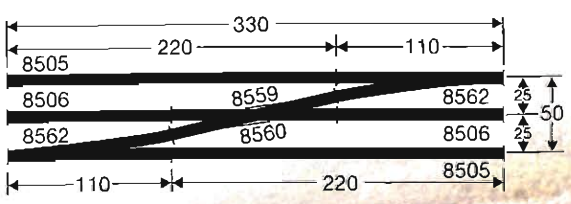
8559 Crossing.
Length 112.8 mm (4-7/16"). 13°.

8560 Double Slip Switch.
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 switch.

8507 Straight Adjustment Track.
Length 112.8 mm (4-7/16"). Same length as the straight length of 8559 crossing and 8560 double slip switch.

8559 and 8560 Crossings





Function Tracks / Accessories

märklin Z

Straight Function Tracks


8587


8588


8589


8590

8587 Straight Uncoupler Track.
Length 55 mm (2-3/16″). With hand lever, or can be remote controlled with 7272 control box.

8588 Straight Isolating Track.
Length 55 mm (2-3/16″). With terminal clips. One rail is gapped in the middle.

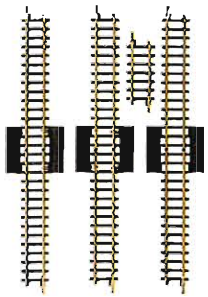
8589 Straight Circuit Track.
Length 55 mm (2-3/16″). With terminal clips. Passing train activates function.

8590 Straight Feeder Track.
Length 110 mm (4-3/8″). With noise suppression capacitor. 2 terminal clips for connections with the wire included with the unit.

Curved Function Tracks


8529


8539


8993

8529 Curved Circuit Track.
Radius 195 mm (7-11/16″). 30°. With terminal clips. Passing train activates function.

8539 Curved Circuit Track.
Radius 220 mm (8-11/16″). 30°. With terminal clips. Passing train activates function.


8931

8991

Accessories

8931 Track Bumper.
Has LED for lighted lantern. Length 16 mm (5/8″). Can be screwed to the end of the track. Wood screw included.

8991 Track Bumper.
Length 15 mm (19/32″). Can be clipped to the rails.

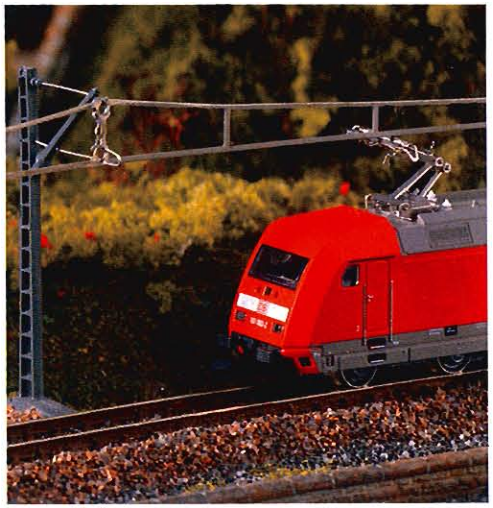
8993 Reverse Loop Set.
Trains can traverse reverse loops in one direction when reverse loop set tracks are installed in order according to their markings.

8999 Track Nails.
0.5 x 8 mm (approx. 0.02″ x 0.32″).
100 pieces.



Catenary

mini-club catenary functions and supplies power just like catenary in the prototype. All electric locomotives can easily be set for catenary operation by adjusting the selector switch. This increases the operating enjoyment considerably, because now 2 locomotives can be operated independently of each other on the same track with 2 power packs.

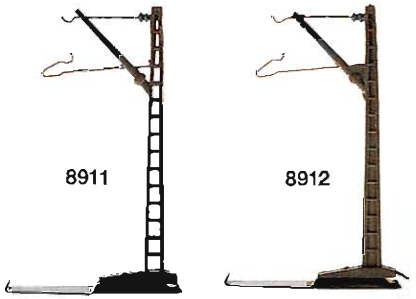


Tower masts and cross spans are used over three or more tracks (station and yard areas). Catenary circuits can be separated using the catenary insulators.

The standard masts are sufficient for single or double track lines. For double track lines they are placed on the outside of each track. The sprung catenary arms guarantee reliable contact for the wire sections.

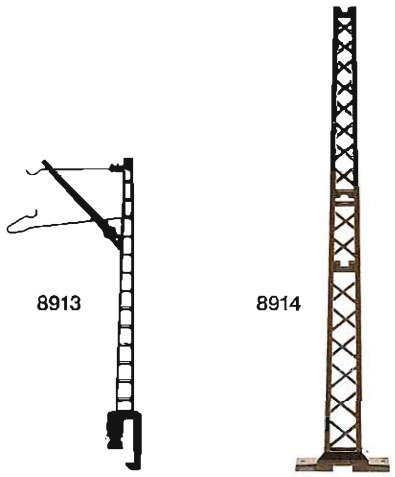






8911 Catenary Mast.
Standard mast with base plate.
Height 38 mm (1-1/2").

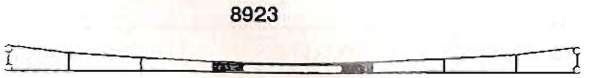
8912 Feeder Mast.
For supplying power. Has base plate and wires. Height 38 mm (1-1/2").

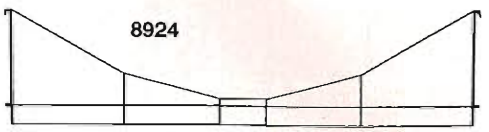


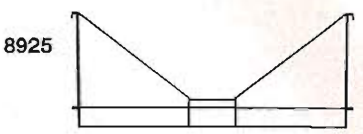
8913 Bridge Mast.
Can be clipped to the sides of bridges and ramps. Height 41 mm (1-5/8").

8914 Tower Mast.
With notches for attaching 8924 and 8925 cross spans. Base 7 x 13 mm (9/32" x 1/2"). Height 61 mm (2-3/8").









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.

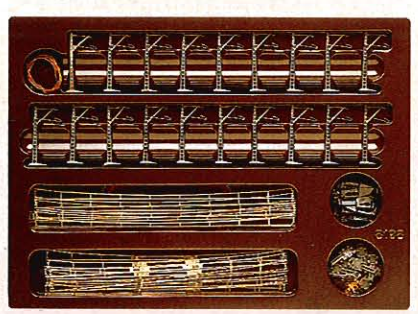


8927 Package of Catenary Terminal Clips.
Contains 2 set screw clips with and 3 without wires. For feeding power to catenary or for holding wire sections together over crossings, for example.

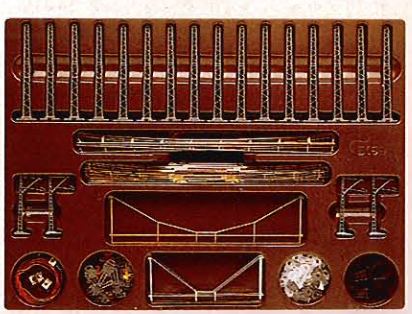


Catenary Sets

8198 S + E Catenary Set.
For SET extension program (pages 322/323). Contains all of the parts for setting up catenary for S + E. Contents: 19 catenary masts, 20 wire sections, 8 separater clips, 6 connecting springs and instructions.



8199 T1 + T2 + T3 Catenary Set.
For SET extension program (pages 322/323). 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.

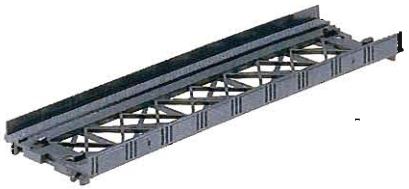


Bridges and Ramps

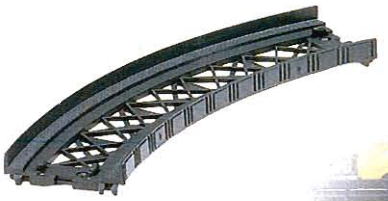


8975 Arched Bridge.
Length 220 mm (8-13/16").

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").

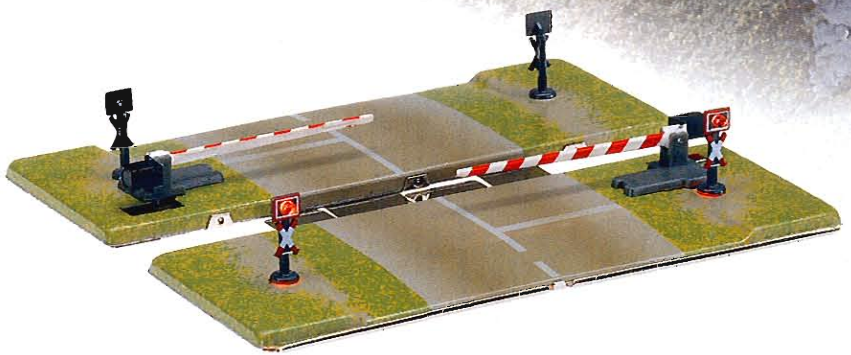
7599 Wood Screws.
200 pieces 1.4 x 10 mm (approx. 1/16" x 3/8"), size 00. For mounting bridge sections on bridge pillars.



Railroad Crossing Gates and Signals

märklin Z



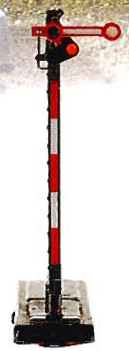


8992 Railroad Crossing Gates with Half Gates.
Set consists of 2 solenoid activated gates, each with 2 red warning lights which go on when the gates descend. Dimensions for each base 96 x 37 mm (3-3/4" x 1-1/2").

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.

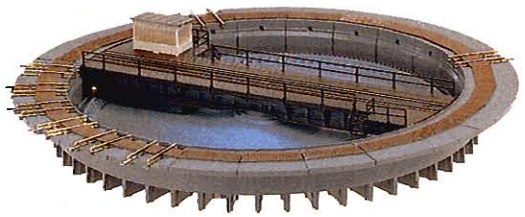


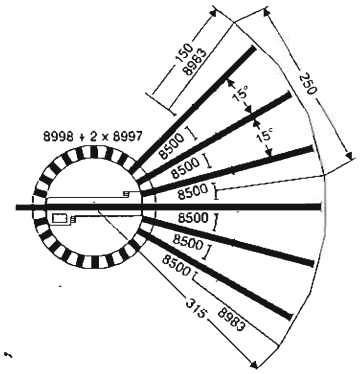
8939 Color Light Home Signal.
Light changes from red (Hp0) to green (Hp1). 2 light bulbs. Can be operated by 8945 universal relay or by the 8946 manual signal controller. Height 34.5 mm (1-3/8").



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").

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.

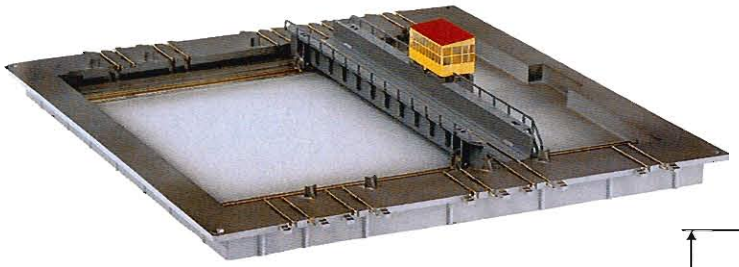


8998 Turntable.
Turntable pit requires sunken installation for flush mount on layout. 8 spoke tracks on outer edge. Can be expanded to 24 spoke tracks with 8997 extension set. Extensive details and prototypical paint work. Turntable operated by remote control using control box included with unit. Electric 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.

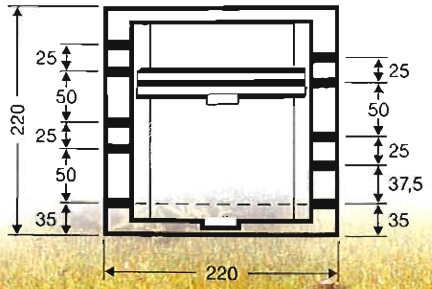
märklin Z



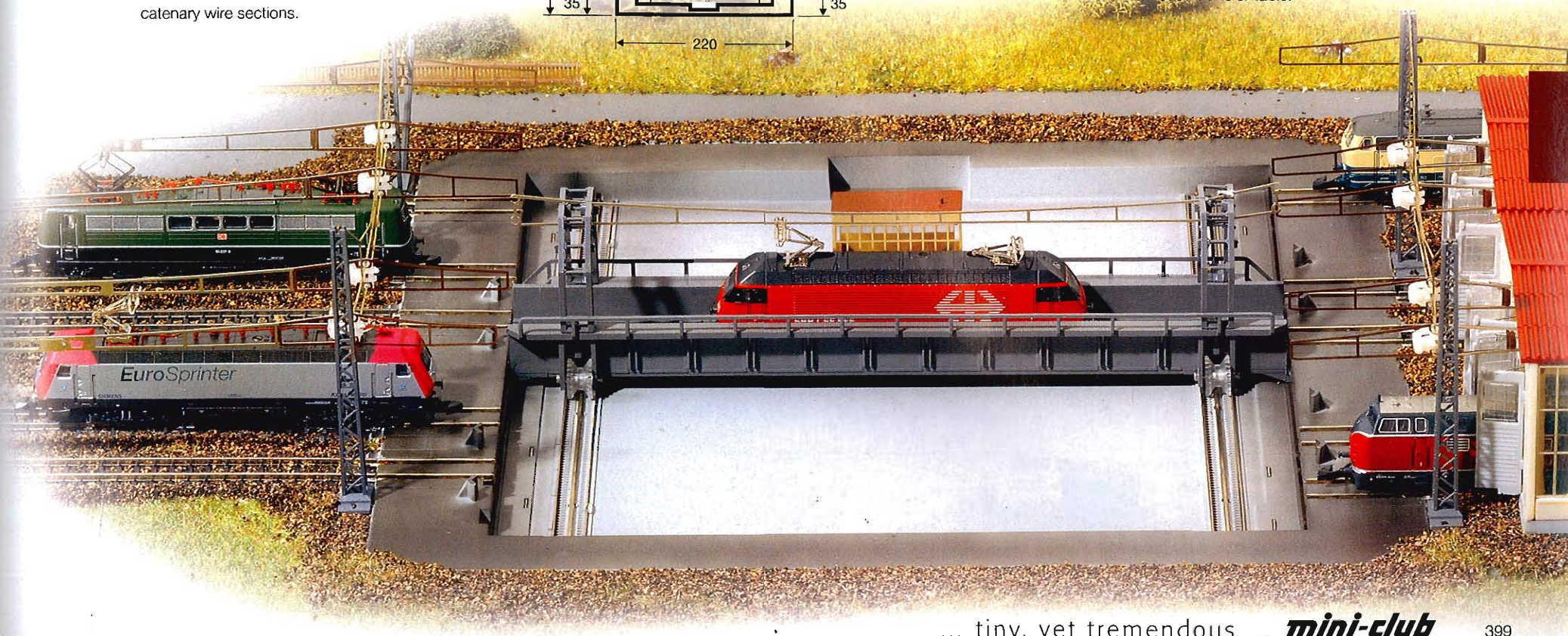
8994 Transfer Table.
2 approach tracks and 8 stall tracks. Transfer table pit requires sunken installation for flush mount on layout. Controller for remote control of deck and locomotives. Electric motor mechanism. Automatic shutoff of power to all tracks not in contact with the deck. Width and length each 220 mm (8-5/8"). Can be used with 8980 locomotive shed.



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.



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.

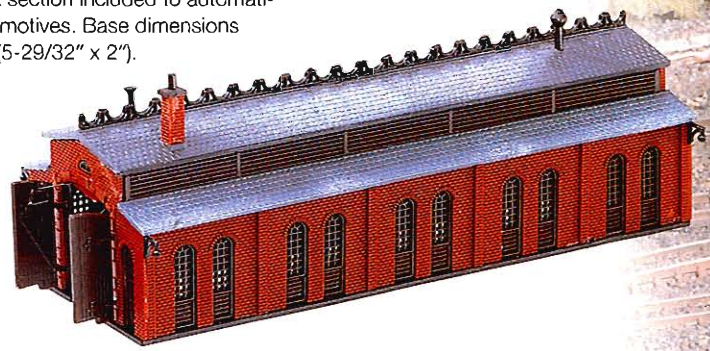


Layout Accessories

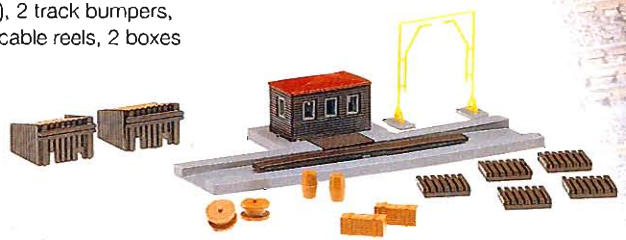
8986 Lineside Detail Set.
Contents: 2 turnout tension levers, 4 grade crossing warning signs, 4 sets of 3 grade crossing approach signs, 1 telephone hut and 1 footbridge.



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″).

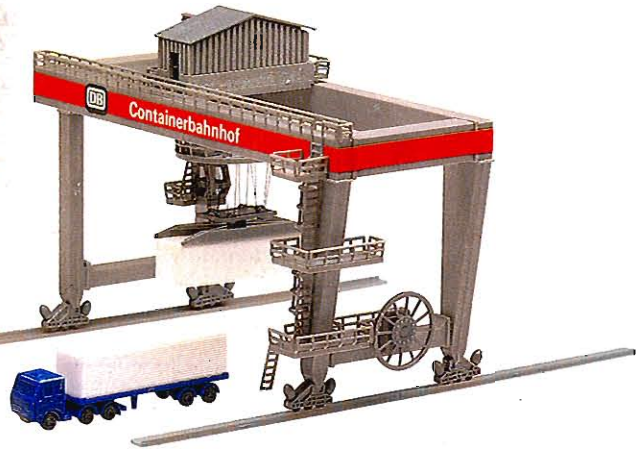


8985 Freight Shed Accessory Set.
Contents: loading gauge, track scales with hut (non functioning), 2 track bumpers, 5 stacks of cross ties, 2 cable reels, 2 boxes and 2 barrels.





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").



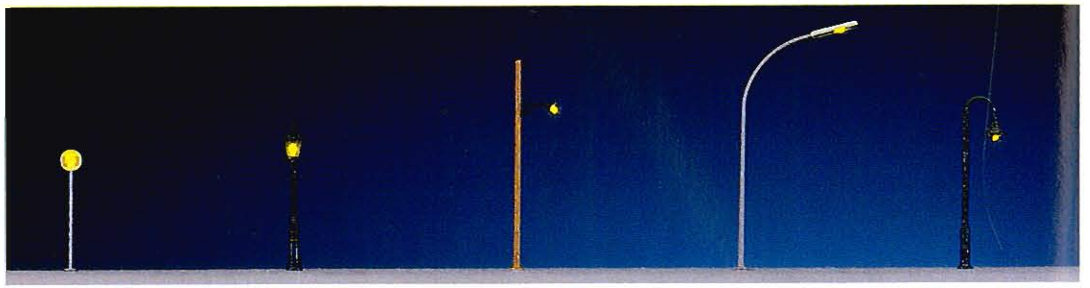
8996 Water Tower Kit.
With water standpipe. Base dimensions 52 x 52 mm (2" x 2"). Height 75 mm (3").



Layout Building

Large eyes instead of a magnifying lens.

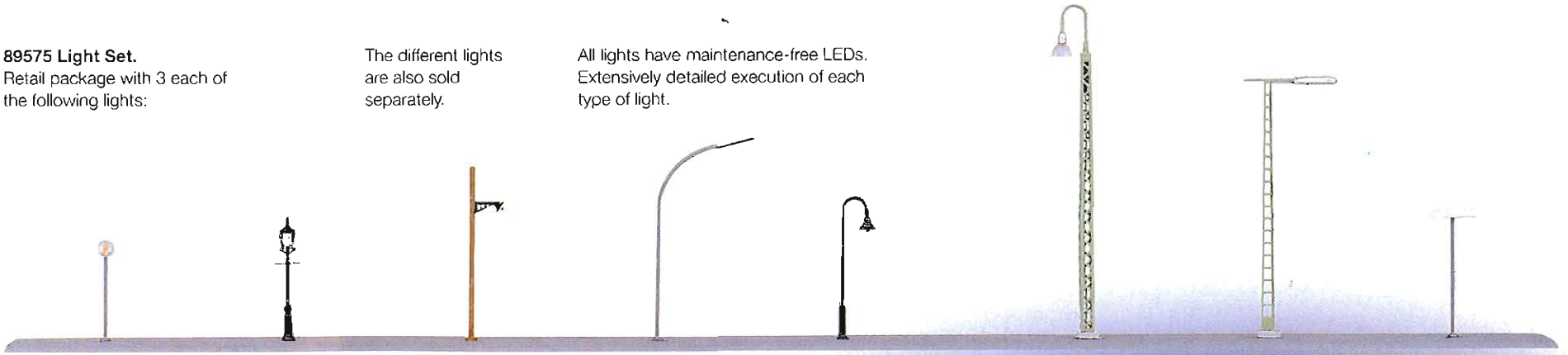
Unbelievable, these tiny little lamps. Scale limits that are otherwise unavoidable in 1:220 seem to be surmounted. Material integrity, detailing, proportions – all of this impresses you as being true to the prototype. Your amazement at the fine features of these lamps continues at dusk, because the lighting 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.



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.



601223 Park Light.
Height 16 mm (5/8").

601224 Historic Street Light.
Height 20 mm (13/16").

601225 Light with Wooden Mast.
Height 29 mm (1-1/8").

601226 Curved Street Light.
Height 33 mm (1-5/16").

601227 Goose neck Light.
Height 23 mm (7/8").

601229 Station Light On A Tower Mast.
Height 54 mm (2-1/8").

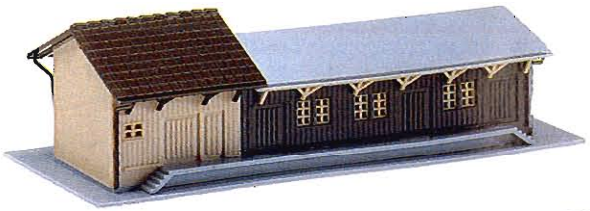
601231 Station Light On A Standard Catenary Mast.
Height 42 mm (1-5/8").

601228 Station Platform Light.
Height 20 mm (13/16").

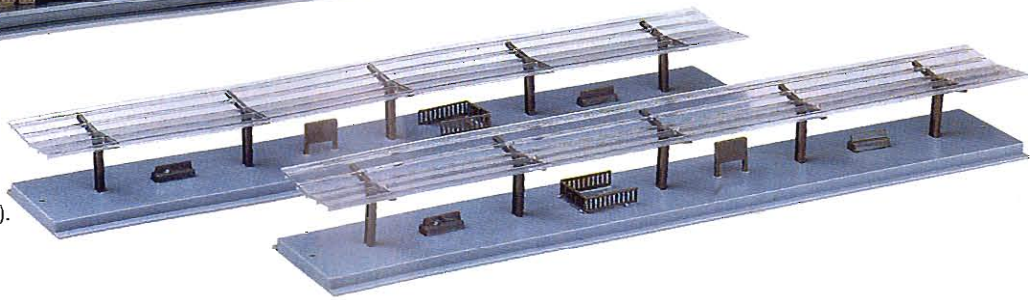




8970 Wintersdorf Station Kit.
Main and annex building with roofed passage-way. Can be used by itself and with 8971 freight shed. Base dimensions 72 x 112 mm (2-7/8" x 4-3/8"). Height 54 mm (2-1/8").



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.



8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 auto transport car.



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.



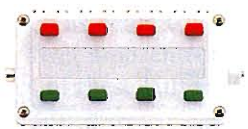


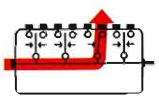
N

89010 Container Set with Truck Transport.
Contents: 6 each 20 ft. containers, three designs, every 2 containers with the same design. 6 each 40 ft. containers, three designs, every 2 containers with the same design. Parts to construct 3 truck tractors. 3 trailer frames included. The 40 ft. containers can be placed on the trailer frames for transport.

Control Boxes

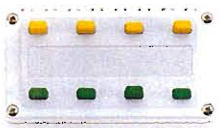
For remote-control operation

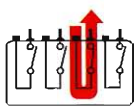




Schematic of 7272
(Button 3 pushed)

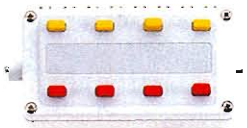
7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Length 80 mm (3-1/8″). Width 40 mm (1-9/16″).

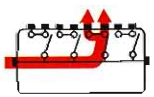




Schematic of 7273
(Button 3 pushed)

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″).



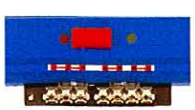


Schematic of 7274

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″).

Power Packs



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″).

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 8718 and 8782 commuter cars, for rear of 8896 locomotive.

8987 Pair of Brushes.
For locomotives 8803 and 8895.

8988 Pair of Brushes.
For locomotives 88162, 8831, 8854, and 88571.

8989 Pair of Brushes.
For locomotives 8806, 88061, 8810, 88111, 88180, 8820, 8822, 88221, 88271, 8837, 88381, 88391, 88401, 88441, 88446, 88448, 88450, 88451, 88452, 8848, 88533, 88534, 8855, 8856, 88601, 88680, 88682, 8871, 8878, 88781, 8879, 8883, 88831, 88833, 8884, 8885, 8886, 8889, 8892, 8896, 88980, 88981, and 88991.



8955 Double Arm Pantograph.
With mounting screw. For locomotives 88111, 8822, 88221, 88381, 88391, 88401, 8854, 8856, and 88571.



8956 Single Arm Pantograph.
With mounting screw. For locomotives 8837, 88441, 88446, 88448, 88450, 88451, 88452, 8848, 88533, 88534, 8855, 88680, 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.

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')



N

603026 Automatic Wire Stripper.
For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters in size. Wire stripper mechanism automatically adjusts itself to the size of the wire. Length of wire insulation to be stripped can be adjusted from 5 to 12 mm. Side cutter integrated into the wire stripper.



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 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 11/16").



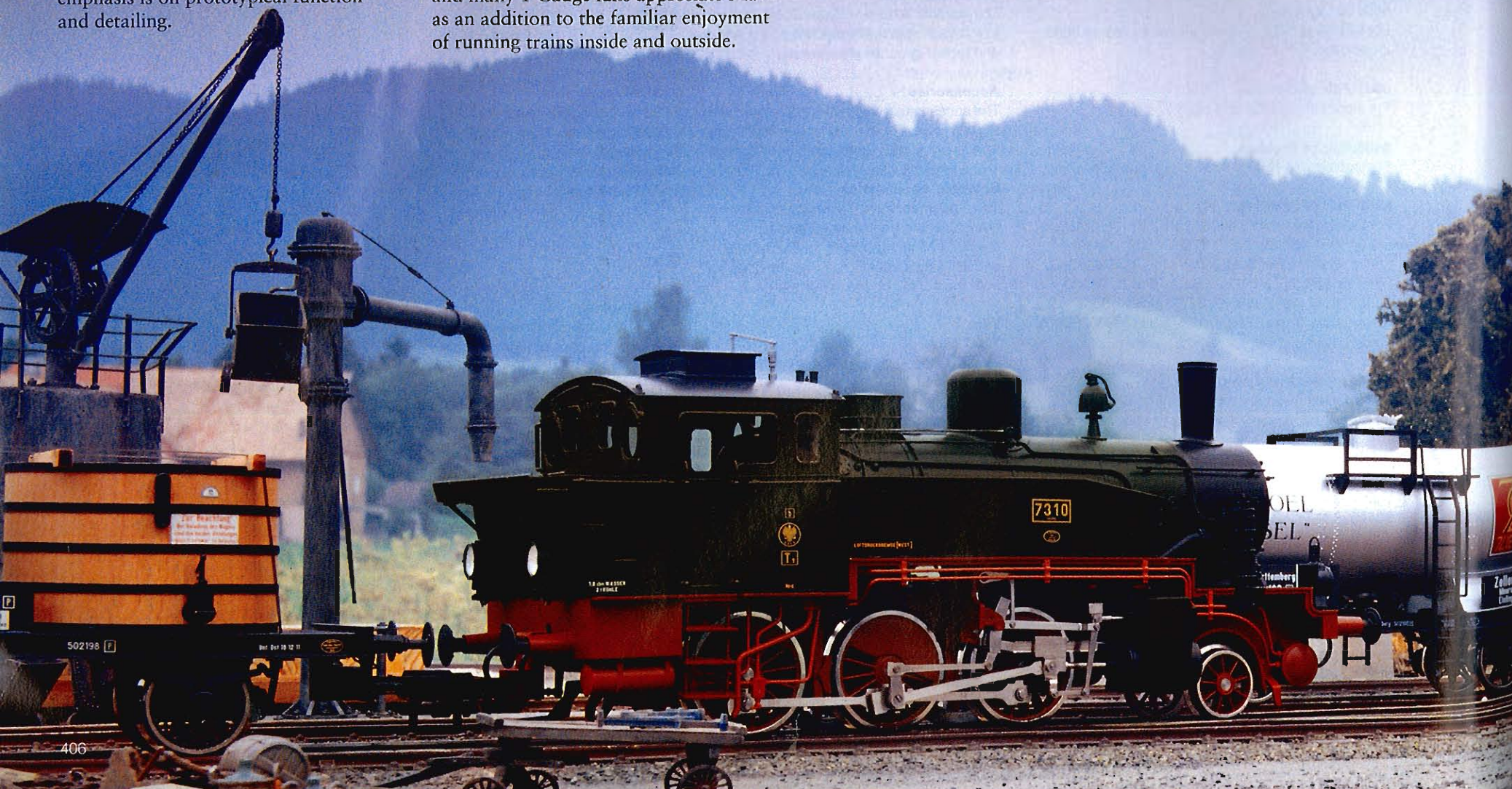
03221 Book "25 Jahre mini-club" ("25 Years of mini-club") by Thomas Rietig and Thomas Hornung.
The development of the smallest, mass-produced electric train in the world is documented from 1972 to the present. The spectrum ranges from the introduction of individual products, curious layouts to the perfect 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.

Joining the 1st League.

Size, weight, construction, and technology puts Märklin 1 Gauge in a league all its own among Märklin's models. Here you have a choice between Maxi and standard 1 Gauge. Maxi is designed for adventurous play with sturdy, weather-resistant models on small radius curves in the playroom or on garden layouts. By contrast, with the standard 1 Gauge program the emphasis is on prototypical function and detailing.

The fact that Maxi and the standard 1 Gauge program are compatible with one another makes the decision simpler, because they don't have to be an end in themselves. A Maxi entry level railroad system can become a standard 1 Gauge layout in the future; the standard 1 Gauge models can also run on the garden railway (as long as the curves are not too sharp); and many 1 Gauge fans appreciate Maxi as an addition to the familiar enjoyment of running trains inside and outside.

Model Size 1
Gauge 45 mm (1-3/4")
Scale 1:32



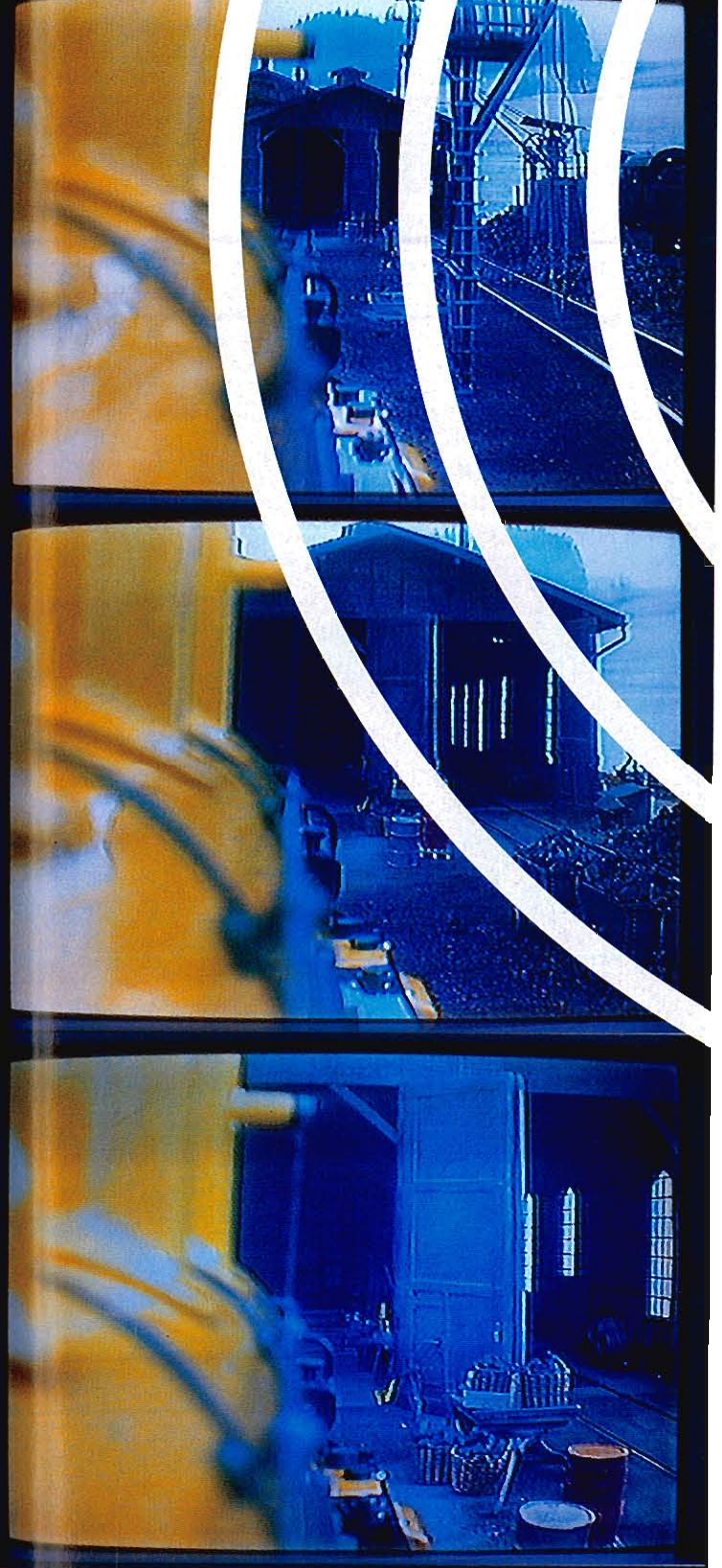

3647
C4
Alter Fritz
3

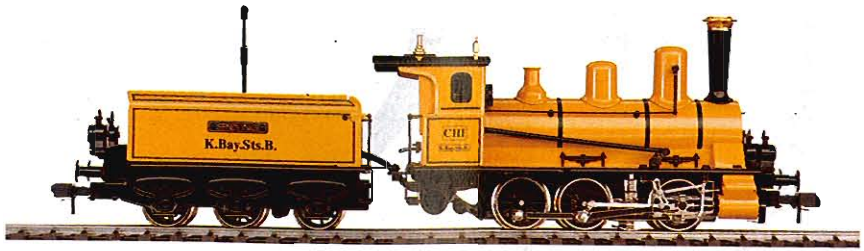
The Most Exciting Television Serie

Locomotive cab rides are popular videos and a successful evening program for many television organizations in Germany. With the Märklin video locomotive you can experience the camera cab ride on your own layout – not just as an evening program, but as a continuous series for the entire family. At the same time you can also control your locomotive by means of the television screen – by sight, as your own locomotive engineer, and from the perspective of the 1:32 inhabitants of your model railroad landscape.

The system consists of a mini color video camera (in the locomotive cab), a transmitter with antenna (in the tender), a rechargeable battery (also in the tender) to supply power to the camera and the transmitter as well as a video receiver with a power supply for connections to your TV or video player. The rechargeable battery makes the system independent of the track current, works accordingly with any mode of operation and at any speed, even when the locomotive is standing still. The range of the transmitter can be as long as 30 meters / 98 feet, as long as there are not concrete walls or metal obstacles in the way. This will allow you to watch the progress of the train even in the remotest corner of the playroom or a garden. As the locomotive engineer, you control the operation of the locomotive in comfort from your chair. The most fascinating part of the whole thing is without a doubt the visual leap into the small scale that enables you to experience your layout from a totally new perspective.

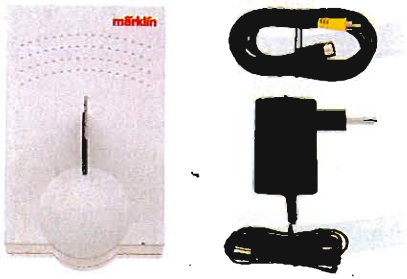






54524 "Sendling" Bavarian Locomotive with Tender and Video Camera and Sender.
Three-axle steam locomotive with tender in the typical colors for the Bavarian King's locomotive with built-in video camera and sender. 3 axles powered through side rods. 2 traction tires. Built-in high-efficiency electronic 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 30 meters (98 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.

Different and Out of the Ordinary: Maxi

In a few years Maxi has taken over a special place in model railroading. Because nothing else is like Maxi: Metal construction with the unmistakable charm of sturdy, sheet metal toys. With curves small enough for inside. Large enough and weather-resistant for operation outdoors. Also, multi-train and digital possibilities with the DELTA electronic circuit that is built in at the factory. But also suitable for conventional alternating or direct current operation. With the great railroads of the world as its prototypes. And fully compatible with the standard 1 Gauge program's technology and accessories.





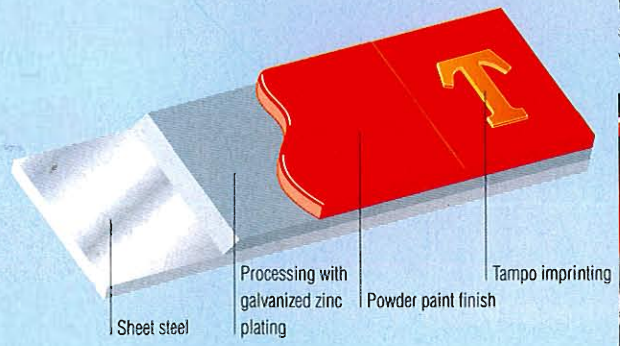
Everything speaks for Maxi.

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:



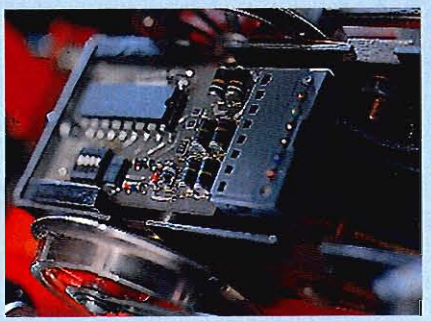
Metal construction:
The locomotives and cars consist of metal - the bodies are made of heavy, precisely formed sheet metal, the wheel set are of nickel-plated zinc castings.

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".

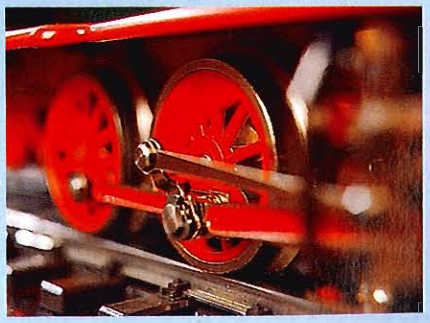


The manufacturing process:
The high-quality sheet steel is processed in several steps like modern automobile car body building. The final step is the color-fast powder paint finish; scratches on this finish can be quickly repaired with a paint kit from an autoparts store. Tampo printing is used to produce sharp striping and lettering.

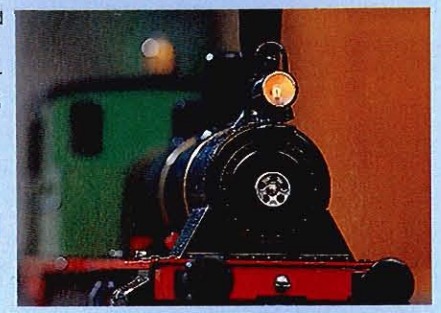
Technology: The sturdy mechanism is located in a protected position in the locomotive and is designed for many years of service. The electronic circuit plate allows operation with AC power, Märklin DELTA or Digital and simply plugs into the locomotive wiring circuit; a second circuit plate is included 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.

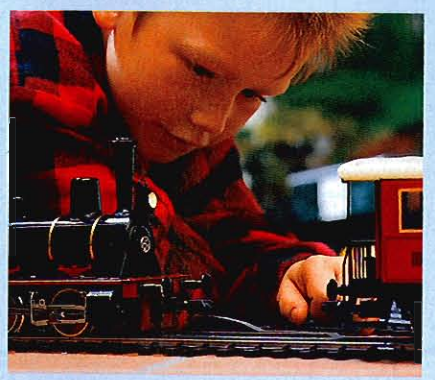
Play value:
The car bodies are screwed on the frames and are equipped for experimental discoveries. Doors can be opened, roofs can be removed, and different working models along with the handy size of the models increase the play value.



The 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.



The sound effects circuit:
The "Union Pacific" steam locomotive with a tender and the "Santa Fe" diesel locomotive have a sound effects circuit that can be turned on and off. They simulate realistic steam or diesel locomotive sounds when starting, stopping and at regular speeds out on the main line, independent of the locomotive's speed.



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.

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.

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.

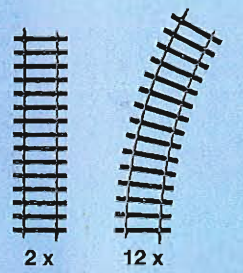
Everything revolves around Maxi.

Anywhere 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, anyone 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.

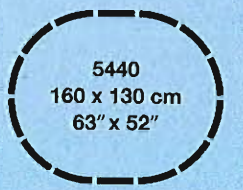




5440 230 Volts
5441 110 Volts USA
"Maxi" Starter Set.
Contents: 1 Swabian tank locomotive, 1 passenger car 3rd class, 1 low side car, 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA / 2 amp transformer, 1 figure of an engineer, 1 figure of a fireman, 1 no. 5654 feeder clip set. 1 no. 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.

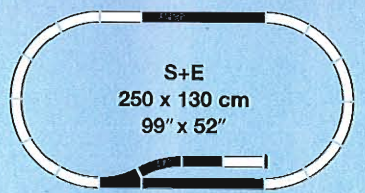


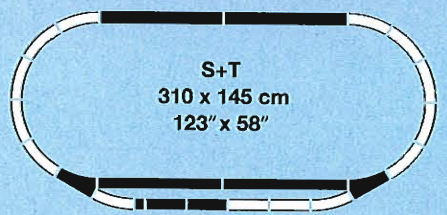


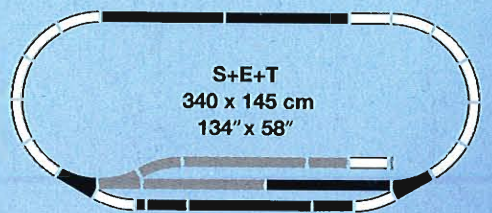




The 5440/5441 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see page 506) and the entire 1 Gauge assortment.





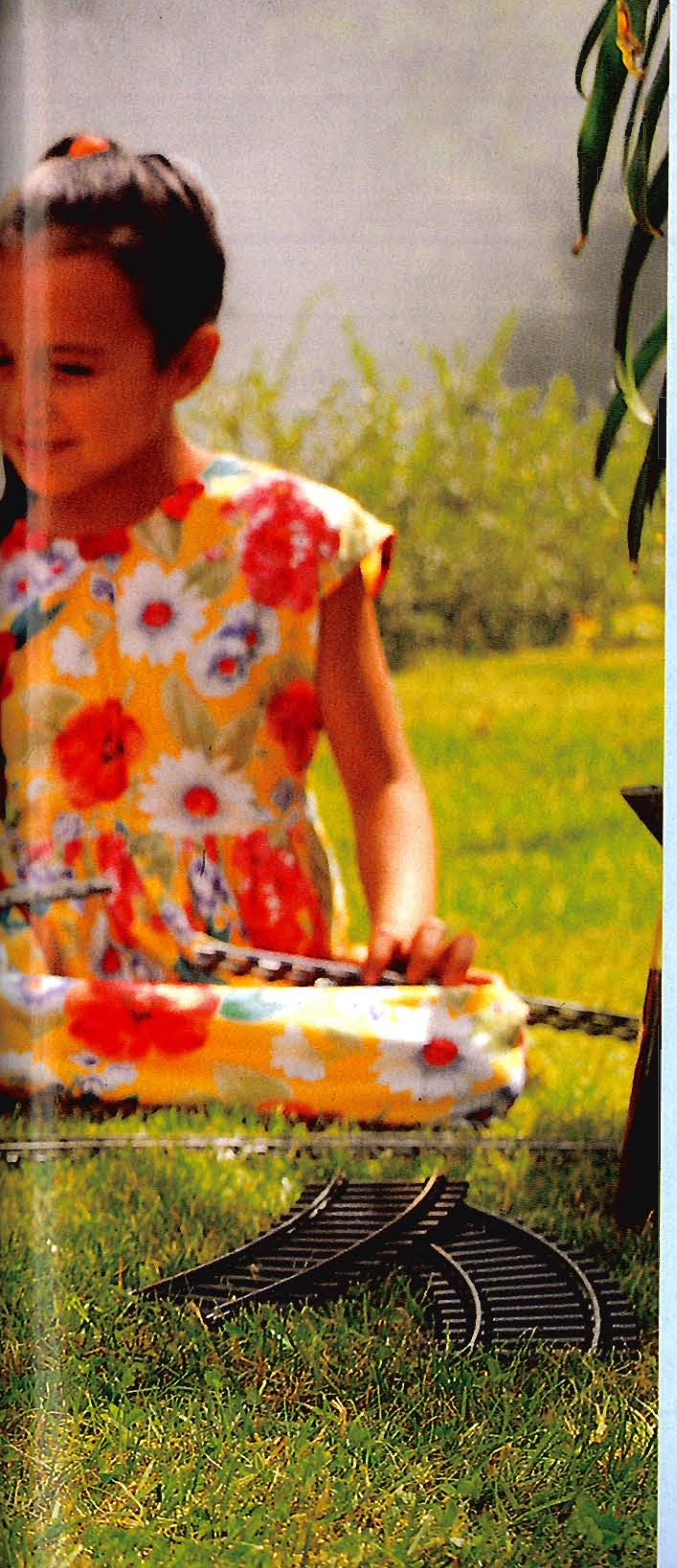


MAXI

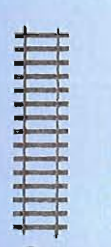
The small Maxi start.

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.

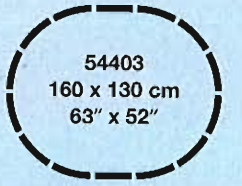




54403 230 Volts
54404 110 Volts USA
"Emma" Starter Set.
Contents: 1 tank locomotive, 1 dump car, 1 low side car loaded with lumber, 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA / 2 amp transformer, 1 figure of an engineer, 1 no. 5654 feeder clip set. 1 no. 56031 track clip set. Can 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.

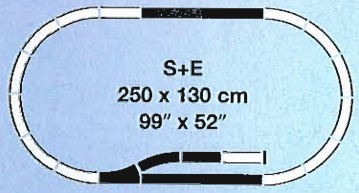


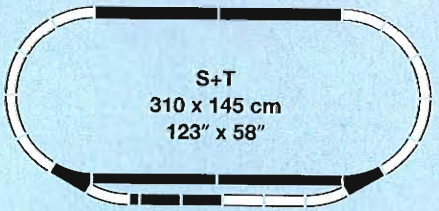


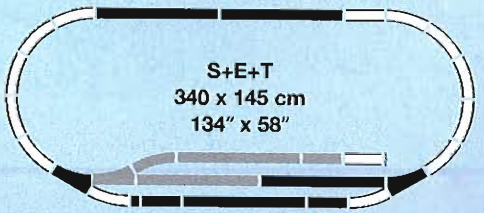




The 54403/54404 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see page 506) and the entire 1 Gauge assortment.







MAXI

Maxi in the New World.

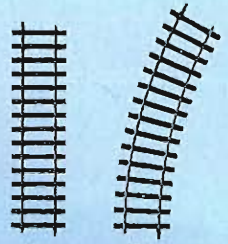
To roam playfully in foreign countries, to explore other cultures, to overcome borders, to wander through history. Everything is allowed in a fantasy – colorfully supported by the Maxi starter set with a tank locomotive and two cars lettered for the „Western & Atlantic R.R.“.

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.

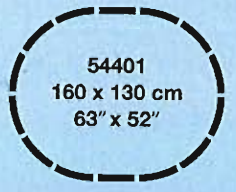




54401 230 Volts
54402 110 Volts USA
"American" Starter Set.
Contents: 1 American tank locomotive, 1 low side car, 1 caboose. All three models painted and lettered for the Western & Atlantic Railroad. 12 no. 5922 curved track, 2 no. 5903 straight track, 1 each 32 VA / 2 amp transformer, 1 figure of an 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.

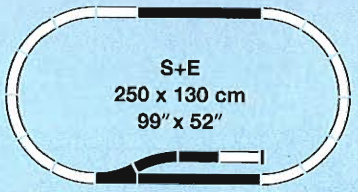




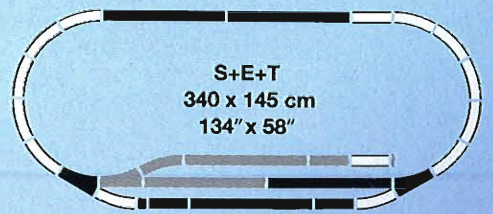




The 54401/54402 Maxi starter set can be expanded with the E 59850 and T 59851 track extension sets (see page 506) and the entire 1 Gauge assortment.







MAXI

Rugged but with heart.

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.

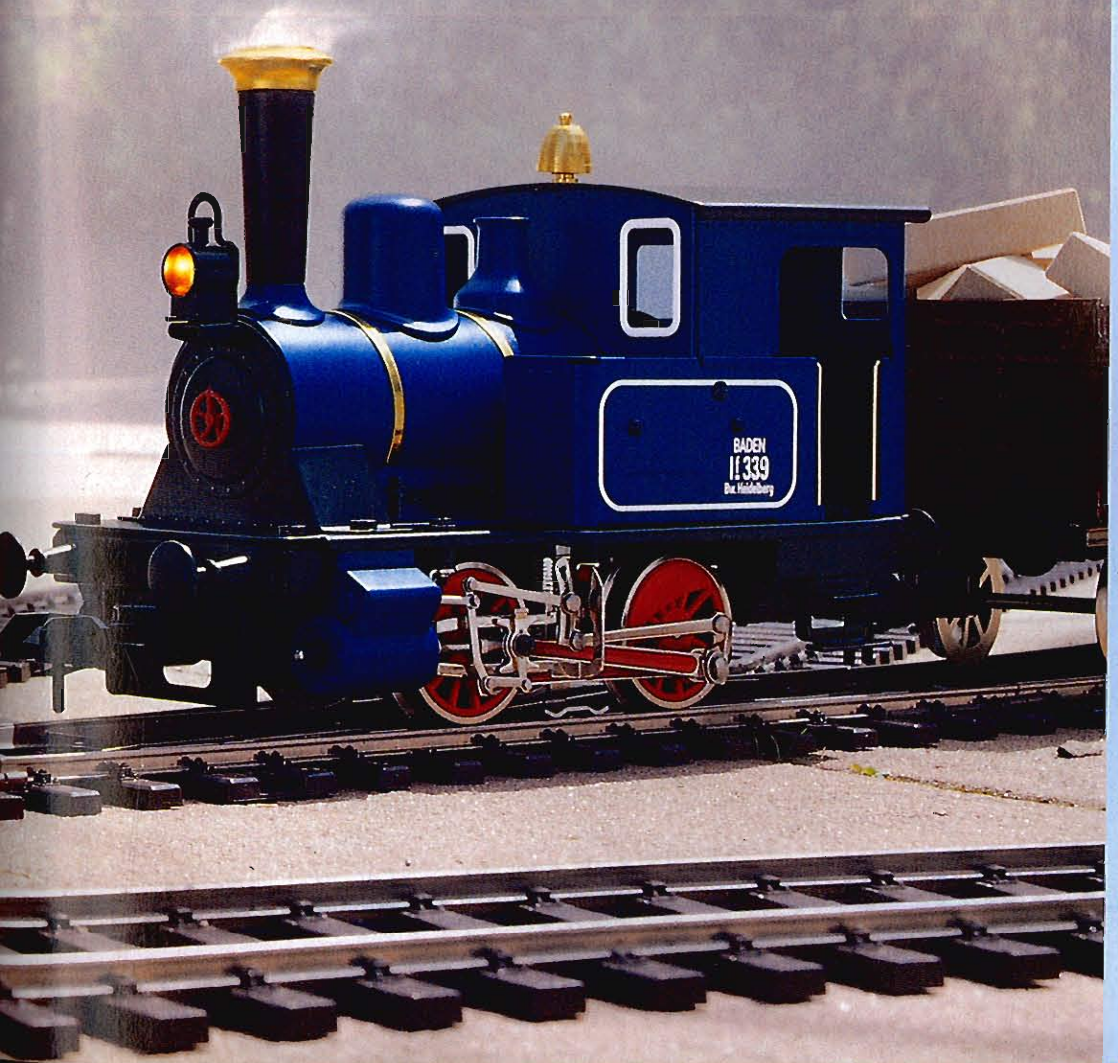
Electronic circuit plate included in the set for operating the locomotive with DC power. Headlights front and rear that change with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 26.8 cm (10-1/2").

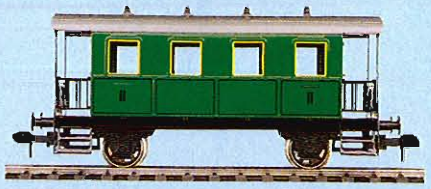


54510 Baden Tank Locomotive.
Two-axle tank locomotive in the typical colors of a Baden locomotive. 2 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for optional operation with AC power or Märklin DELTA and Digital.

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").

MAXI

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").

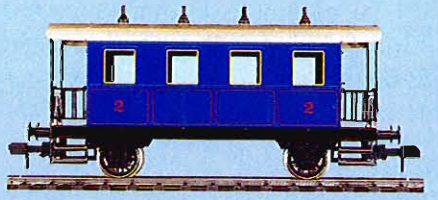


These models will run on curved track with a radius 600 mm (23-5/8") and larger.

54523 "Lilly Stierlen" 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").







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.



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").

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″).

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.





N

54833 Boxcar.
Two-axle boxcar lettered "König Ludwig" ("King Ludwig"). Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16″).



554851 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 will run on curved track with a radius 600 mm (23-5/8″) and larger.

MAXI

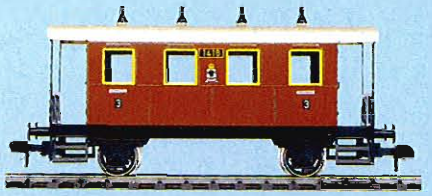
Noblesse oblige.

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").

This model will run on curved track with a radius 600 mm (23-5/8") and larger.

MAXI

A Glass Palace With Steam Power.

Seldom do the prototype and the model come together so successfully as with the "Glaskasten" and Maxi. The lovely whimsicality of the original class 98[3] was made for Maxi's nostalgic metal look, in which all of the typical details are reproduced with great care, of course.

The Volkswagen was born 60 years ago and was built and rebuilt in many variations. The Beetle railcar is something special just for fun, a vehicle that brings us much enjoyment. Now as a model it will enrich your layout, too.

54312 Rail Beetle.
VW automobile on rails. Fine reproduction of the Volkswagen, Inc.'s world famous automobile. 1 axle (rear axle) powered. Interior details. Headlights front and tail lights rear. Built-in electronic circuit plate for operation with AC power or Märklin DELTA, Digital and DC power. Length 11.5 cm (4-17/32"). Scale is 1:32.

This model can be run on curved track with a minimum radius of 600 mm (23-5/8").



Photo: Volkswagen AutoMuseum Foundation

MAXI

54504 "Glaskasten" Light Weight Tank Locomotive.
Two-axle tank locomotive in a German Federal Railroad (DB) paint scheme. 1 axle 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 22.0 cm (8-11/16").

This model can be run on curved track with a minimum radius of 600 mm (23-5/8").



All in black.

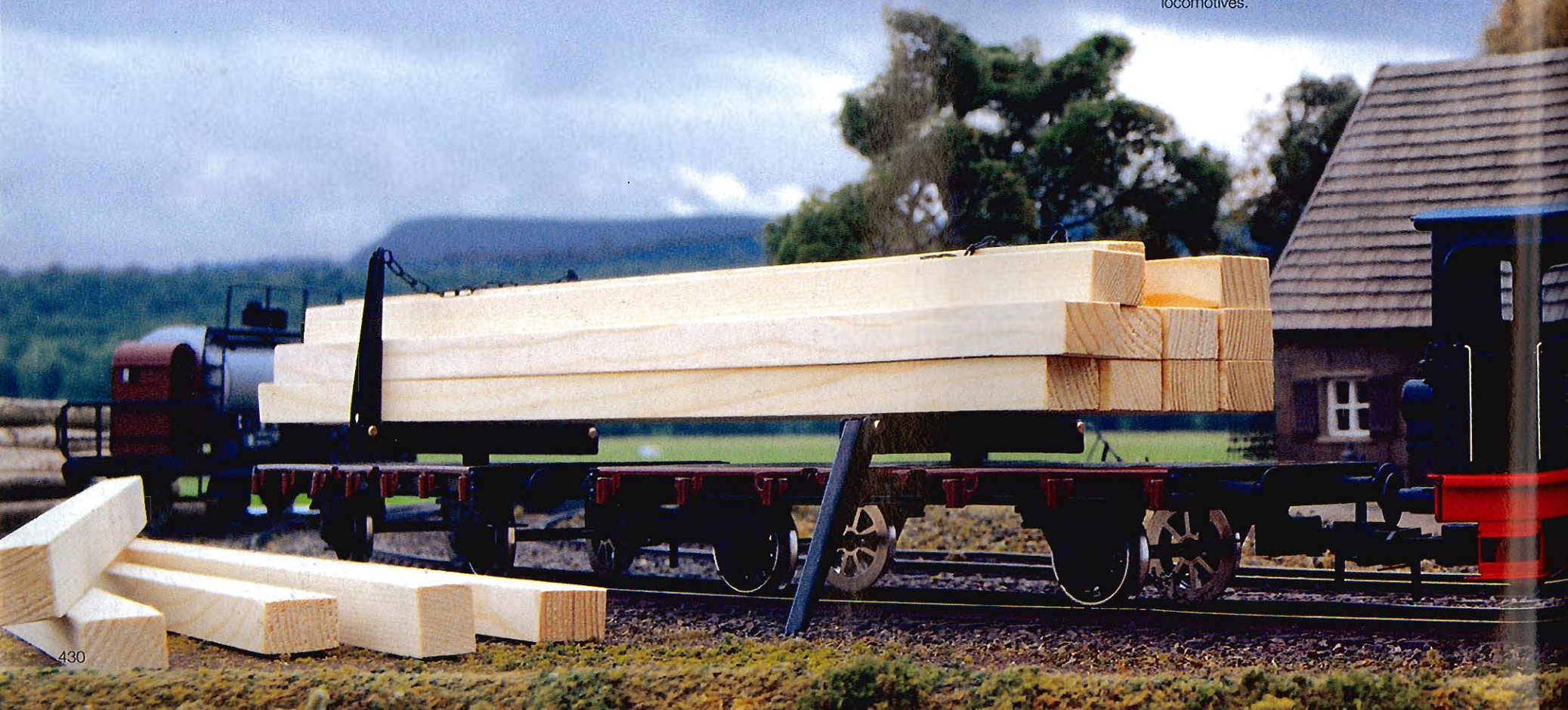
Black became the standard color for all steam locomotives with the merging of the provincial railroads into the German State Railroad. The flat black powder paint finish looks good on our little tank locomotive, especially with the gold colored lettering, the hand rails and the red painted frame – a 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.





märklin

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″).

MAXI

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.





märklin 1

54212 Electric Locomotive.
Class 110 4-axle electric locomotive in the German Federal Railroad (DB) 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, Digital, and DC power. 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

Fill 'er up please.

The large scale, the sturdy construction and working details make Maxi freight cars a real "toy", the tank car too:
The doors on the brakeman's cab can be opened, the car can be filled at the hatch on the top and emptied at the valve on the bottom of the car. An inner liner makes the tank car leakproof, but is, of course, not for solvents or flammable liquids. The modern, four-axle flat car can be used to transport containers, flatbed trucks with tarps or semi rigs.

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 valve on the side of the car. Length over buffers 27.5 cm (10-13/16").



54961 Tank Car.
Two-axle tank car with brakeman's cab. Lettered for OLEX, Gas and Petroleum Oil Company, Inc., Berlin-Wilmersdorf, Germany. Tank can be filled through a hatch on the top and emptied from a valve on the side of the car. Length over buffers 27.5 cm (10-13/16").

This model can be run on curved track with a minimum radius of 600 mm (23-5/8").



54760 Piggy Back Car.
Four-axle flat car 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").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

N

59950 Mechanically Activated Railroad Grade Crossing.
With full gates. With built-in section of 1 Gauge track for single track routes. Rocker frame is pressed down by locomotive and cars passing over it and closes the gates. Metal base and superstructure. With crossbuck warning signs on the sides. Base size 30 x 30 cm (11-13/16" x 11-13/16").

All Sorts of Operation in the Freight Yard.

You can really make total use of Maxi's size with freight cars. With Maxi it's easy to load, switch and handle freight. Since everything is sturdy and solid: the cranks on the crane car are made to be turned, the side walls on the low side car are made to be removed, the hopper is made to be tipped. Suitable freight such as the tractor or farm wagon are already included. Or Nature provides what you need, such as pieces of wood, rocks and bulk material freight of all kinds.

54757 Dump Car.
Two-axle dump car with imprinted car floor. Hopper can be tipped to either side. Length over buffers 23.0 cm (9-1/16").



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").

This model can be run on curved track with a minimum radius of 600 mm (23-5/8").



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″).

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″).

As If Moved By Magic.

With this crane car set Maxi shows what Märklin Digital can do. Because all of the functions on the crane car are digitally remote controlled: The crane cab turns to the left or right, the boom rises and lowers, and even the hook is raised and lowered by a motor. The digital control of this process allows quite gentle, precise movements. Hinged support struts with spindle levelers stabilize the crane, and the boom can be lowered on the boom support car to enable the crane car to be moved to its work site. Whether as a support crane in the maintenance facility, as a loading crane or to support the track laying crew – the digital crane car will bring action to your layout – as if by magic.

MAXI



N

54991 Crane Car Set with Digital Functions.
Set consist of a three-axle crane car and a two-axle crane boom support car. Power supply, 3 motors, and a special version digital decoder for remote control with the 6021 Control Unit. On the crane car individual functions such as the rotating cab, movable boom, and the raising and lowering of the crane hook are digitally controlled. Hinged support struts with spindle levelers at the 4 corners of the crane car. Crane boom support car with support cradle for boom. Total length over buffers 54.0 cm (21-1/4").



This model can be run on curved track with a minimum radius of 600 mm (23-5/8").

The Happiness of this World.

The two sets for horse transport form a beautiful theme for fans of the iron horse and other horses. The different freight cars offer room for horses and their baggage – and there's a lot of it. Horse stalls, crates, loading ramps, hurdles, and barrels all made of wood, as well as the kit for a stable. The figures of horses and grooms complete these attractive sets.



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").

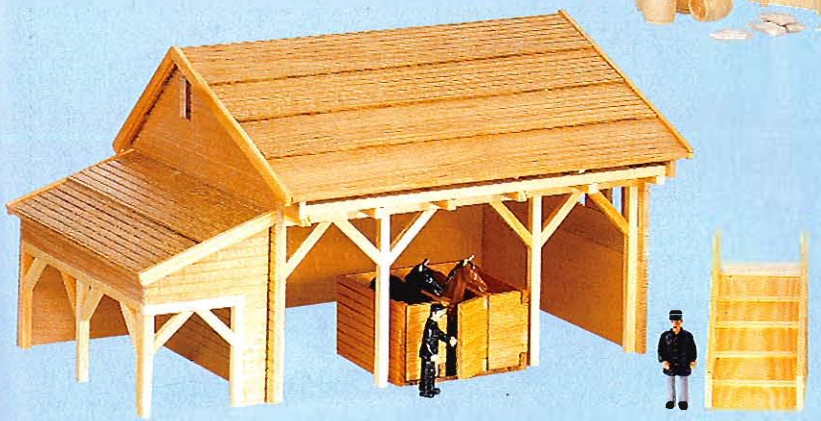


Low side car for the transport of the horse stalls, with side walls on the car that can be removed. Length over buffers 27.5 cm (10-13/16").

All parts in a special version. Not available separately.







These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

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").



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").



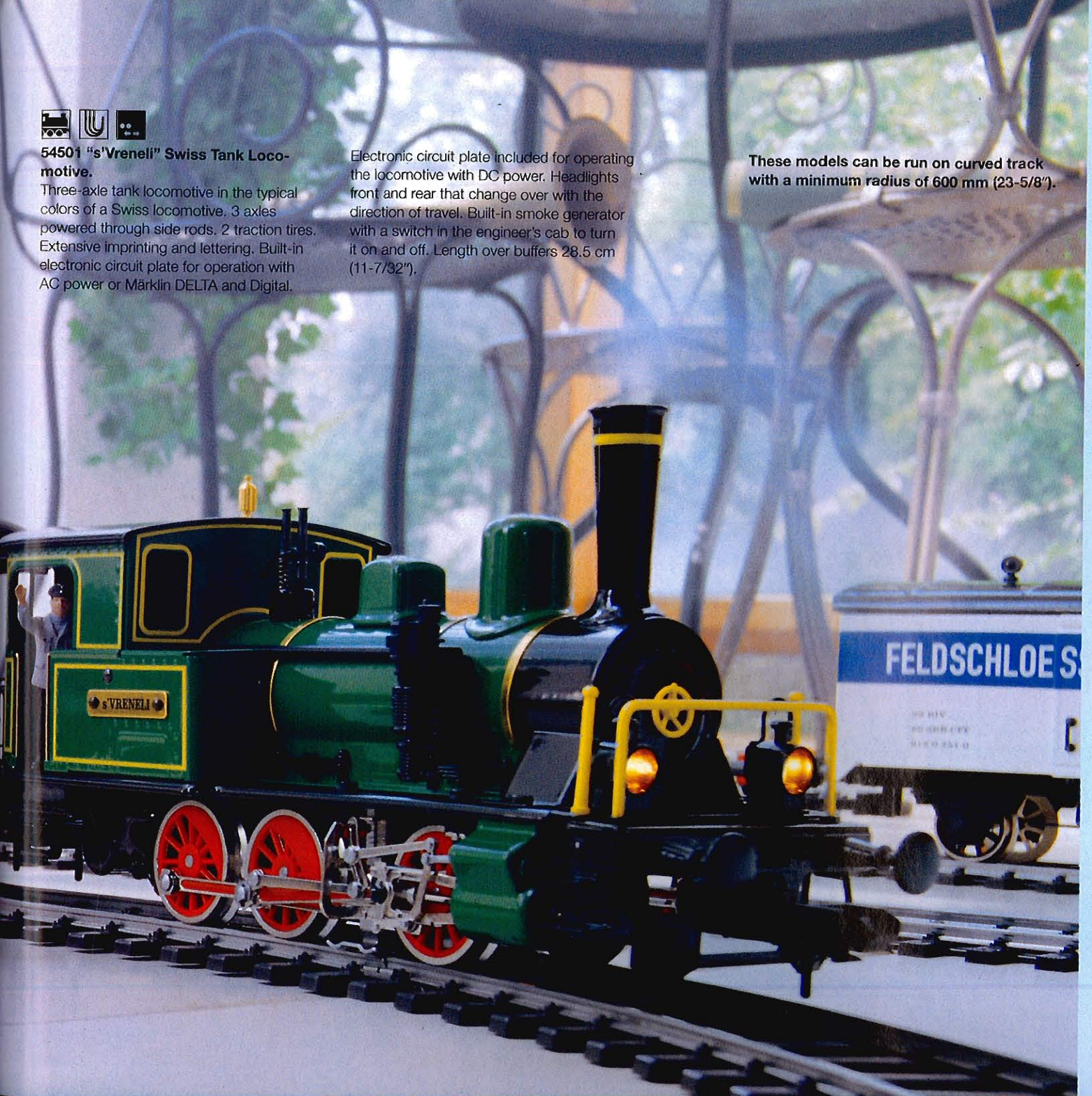
MAXI

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

54501 "s'Vreneli" Swiss Tank Locomotive.
Three-axle tank locomotive in the typical colors of a Swiss locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power or Märklin DELTA and Digital.

Electronic circuit plate included for operating the locomotive with DC power. Headlights front and rear that change over with the direction of travel. Built-in smoke generator with a switch in the engineer's cab to turn it on and off. Length over buffers 28.5 cm (11-7/32").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").





N

54707 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").



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").



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").

Typically American.

The land of unlimited possibilities also provides unusual railroad prototypes. The three-axle "Jenny" with its black-silver-golden appearance is quite attractive. And the "Fulton" strikes you as downright exotic with its permanently attached tender mounted on a truck. Typically American are also the tarp car (from early American railroading) and the boxcar.

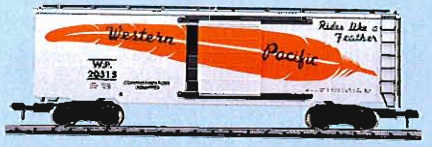
54511 "Fulton" Steam Locomotive with Tender.
Two-axle steam locomotive with permanently attached tender mounted on a truck. In the colors of the Western & Atlantic Railroad. 2 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit board for 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").





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

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 imprinting and 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").

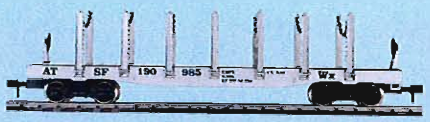
This model can be run on curved track with a minimum radius of 600 mm (23-5/8").



These models can be run on curved track with a minimum radius of 600 mm (23-5/8″).



54940 Gondola.
Four-axle gondola painted and lettered for the Pennsylvania Railroad. 2 trucks. Length 40.5 cm (15-15/16″).



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″).



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 fan. If you didn't have the money for the trip in one of the long passenger cars, then you hopped a freight train illegally, as seen in many Western movies. 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: the blue locomotive with a tender, lantern headlight, cow catcher, and gold painted boiler rings. The four-axle passenger car with end platforms for entering the car and doors that can be opened. The long box-cars with sliding doors on the sides. And, typical for freight cars, the caboose with a cupola.

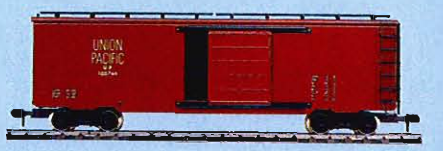


54530 "Washington" Union Pacific Locomotive.
Four-axle Western American steam locomotive with tender in the typical colors of the Union Pacific Railroad. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power 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″).



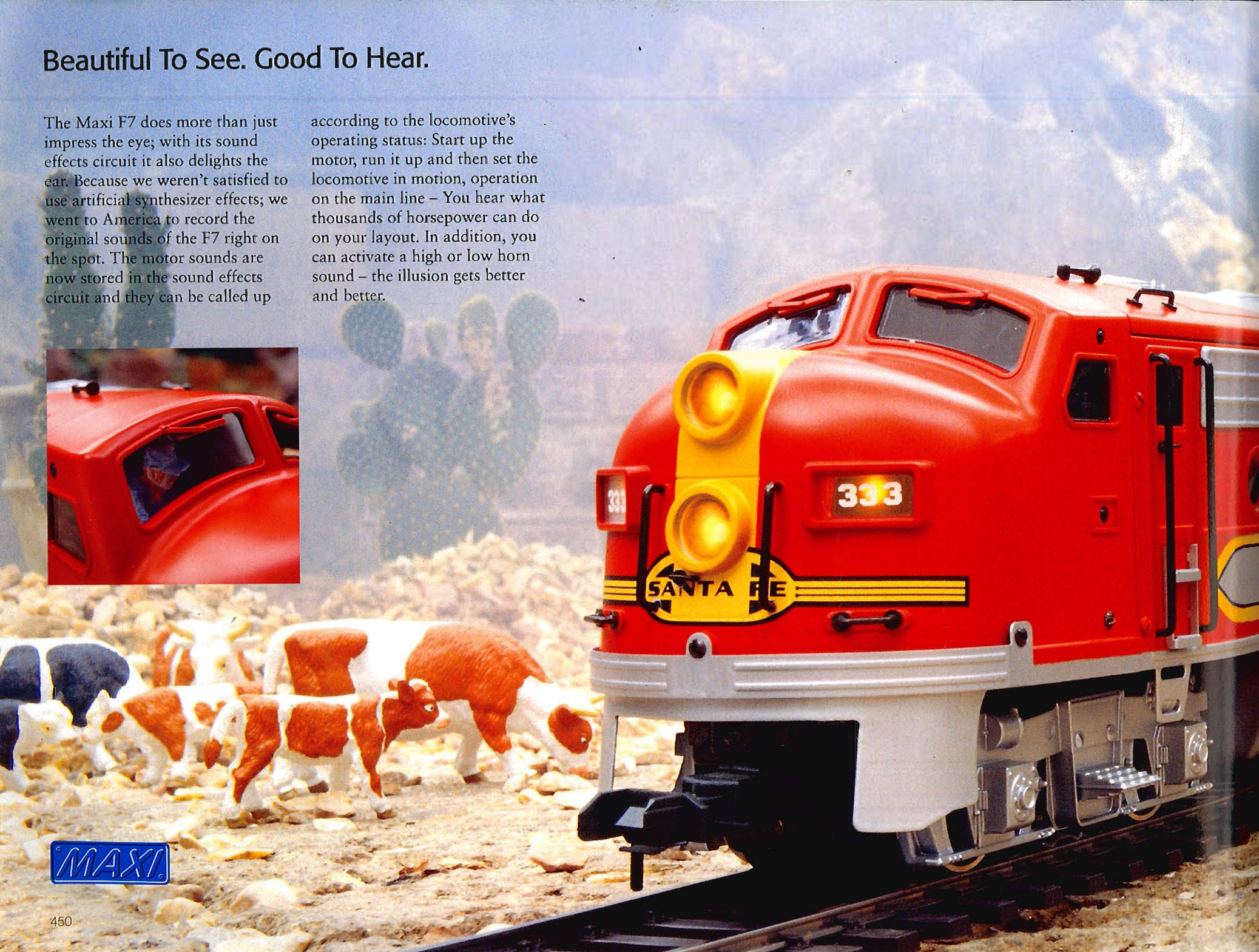
54860 Caboose.
Four-axle caboose painted and lettered for the Union Pacific Railroad. 2 trucks. Doors at both ends that can be opened. Length 25.0 cm (9-13/16″).

These models can be run on curved track with a minimum radius of 600 mm (23-5/8″).

MAXI

Beautiful To See. Good To Hear.

The Maxi F7 does more than just impress the eye; with its sound effects circuit it also delights the ear. Because we weren't satisfied to use artificial synthesizer effects; we went to America to record the original sounds of the F7 right on the spot. The motor sounds are now stored in the sound effects circuit and they can be called up according to the locomotive's operating status: Start up the motor, run it up and then set the locomotive in motion, operation on the main line – You hear what thousands of horsepower can do on your layout. In addition, you can activate a high or low horn sound – the illusion gets better and better.



54307 Diesel Electric Locomotive (A Unit).
General Motors EMD F 7 four-axle diesel locomotive in the colors of the Atchison, Topeka & Santa Fe Railway. 2 Motors. 2 axles powered. 4 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for operation with AC power, or Märklin DELTA, Digital and DC power. **Built-in sound effects circuit with the sounds of the original's motor.** Headlight at the front. Lighted number boards. Couplers at both ends. Length 48.0 cm (18-7/8").

54308 Diesel Electric Locomotive (Unpowered A Unit)
for the Atchison, Topeka & Santa Fe Railway. Complements the 54307 locomotive to form a prototypical two unit locomotive. Headlight at the front. Lighted number boards. Couplers at both ends. Length 48.0 cm (18-7/8").

These models can be run on curved track with a minimum radius of 600 mm (23-5/8").

Pure Maxi Power.

The romance of American railroading in its purest form: The superstructure painted entirely in gleaming yellow make this F 7 particularly impressive to the eye. Even standing still it has a powerful effect – specially so when two locomotives are coupled together as in the prototype. Since the two motors in the Maxi F 7 generate enough tractive effort, the add-on A unit is not powered. The headlights and number boards light up on both models.

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 Märklin DELTA, Digital, and DC power. 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″).



Variety with Great Names

While a somber, standard black predominated in Europe, in the USA the private companies attracted customers with colors and lettering typical of their names. Just the sound of such names as Union Pacific, Santa Fe or Bangor & Aroostook evokes the romance of railroading. Ideal prototypes for Maxi whose powder painted superstructures translate the colors and imprinting into a rich, poster-like effect.

54731 American Passenger Car.
Atchison, Topeka & Santa Fe Railway four-axle passenger car. Two trucks. Doors at the ends that can be opened. Removable roof. 10 different figures in typical American clothing included. Length 41.0 cm (16-1/8").



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").







MAXI

54872 Boxcar.
Bangor & Aroostook Railroad four-axle boxcar. Sliding doors that can be opened. Length over buffers 36.0 cm (14-3/16″).

This model 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″).



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″).



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″).

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 520/521).

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.

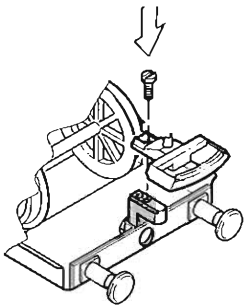
5640 Set of Figures.
This set consists of 10 different standing, painted figures. 10 pieces of each figure are included in the set. All of these figures are available separately. These figures can be used in passenger cars and for a station scene on a Maxi metal railroad or a Märklin 1 model railroad layout. Height of an adult figure is approximately 6 cm (2-23/64"). Scale is 1:32.



67202 67209 67201 67210 67206 67204 67205 67208 67207 67203



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.



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.



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").



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").



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 6647/6646 Märklin transformer is used to control the Maxi toy railroad.

6645 100 volts Japan. 32 VA
6646 120 volts USA. 32 VA. UL/CSA tested.
6647 230 volts. 32 VA
76648 240 volts. 32 VA
Transformer 32 VA / 2 Amps
Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 140 x 120 x 80 cm (5-1/2" x 4-3/4" 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").

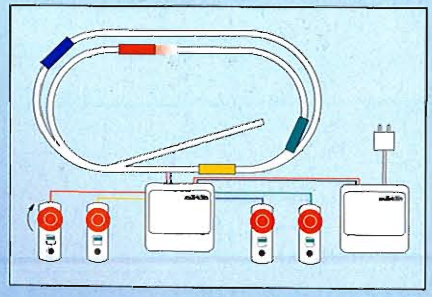


DELTA
6608 DELTA Mobil.
Hand controller for use with the DELTA Station (6607). The 4 different addresses for the DELTA Station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. Emergency stop button with LED indicator. Dimensions 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 300/301.

The Maxi railroad system can be expanded with the entire track system and accessory program of the standard 1 Gauge program (see pages 502–515).

Nature Gives Us Ideas and Material.

The special character and large scale of Maxi give a wide amount of "room to play" in the truest since of the word when you are building a layout. Childhood imagination makes a world of fairy tales or science fiction out of everyday objects and natural materials.

But Maxi is not limited to the playroom, it expands the hobby to the entire year: Small enough for inside, large enough for outside. Outdoor layouts on the terrace, patio or in the garden or yard offer their own special attraction. The building material and even the freight loads are provided by Nature in abundance. At little expense and with a good eye and talented hands you can build the most beautiful of railroad landscapes.



MAXI



Coming Closer Together.

This meeting of a Maxi class 110 and the standard 1 Gauge class 220 shows how well Maxi and the standard 1 Gauge complement each other. Compatible technology such as track, couplers, and multi-train capabilities with DELTA or Digital make for complete harmony between the two. In addition, single-motor Maxi locomotives can be retrofitted with a digital high-efficiency propulsion system that allows you to set its operating characteristics to be as prototypical as the settings you can do with its standard 1 Gauge siblings. You'll be pleased to see how Maxi remains true to the typical character of its sturdy sheet metal construction. In contrast to this the standard 1 Gauge models are striking for their reproduction of the finest of every individual detail.




220 007-9
DB

An Everyday Star in the Spotlight.

With the T9³ you have a model whose prototype was an everyday star built in the thousands. In regular, everyday service the T9³ demonstrated its abilities at the head of freight trains and in mixed service on branch lines.
Our model is a further milestone for Märklin 1. Unusual for a regular production model is the all metal body made of finely detailed diecast zinc. Together with numerous, separately applied details, a carefully applied paint scheme, and lettering, this model is an eyeful that 1 Gauge fans can hardly get enough of even when it's standing still. The enjoyment will be even greater when you see the precision valve gear in operation. The controllable digital functions such as smoke generator, headlights, TELEX coupler, steam sound effects, and a whistle contribute to the authenticity of the model.

The model shown is a handmade sample that is simplified in many of its details.





55910 Freight Tank Locomotive.
Royal Prussian State Railroad Administration (KPEV) class T9³. 3 axles powered through side rods. 2 powered wheels equipped with traction tires. Built-in high-efficiency propulsion for operation with AC power, DC power or Märklin Digital. Headlights and built-in smoke generator can be turned on/off in digital operation. The intensity of the headlights and the smoke generator depends on the voltage in the track when operating with AC or DC power. **Built-in sound effects circuit for digital operation with steam sound effects and locomotive whistle that can be turned on and off.** With TELEX coupler in the rear, can be turned on/off only in digital operation. Figure of locomotive engineer included. Length over buffers 33.5 cm (13-3/16″).

As delivered from the factory this model can only be run on curved track with a minimum radius of 1,020 mm (40-3/16″). After the conversion parts included with the locomotive are added to the model, it can also be run on curved track with a minimum radius of 600 mm (23-5/8″).

Our engineers have gone all out with the latest design and production methods for the Märklin 1 Gauge model of the T9³. Examples are the diecast zinc frame and body, or the sound effects circuit: We did more than just digitally record the prototype's steam sounds; we designed the body for optimal, realistic, outstanding sound. The digitally controlled TELEX coupler offers additional operating possibilities.

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 482/483) 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 Baden 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.



67202 67209 67201 67210 67206 67204 67205 67208 67207 67203

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 456 you will find the 56401 set with seated figures.

Steam locomotive with universal features.

The conversion has been good for it: The longer side view with a pilot truck and altered boiler has transformed the proven but somewhat plump Prussian G8 into a sprightly looking, general purpose machine with the name class 56. In 1 Gauge the result has been a marvelous, finely detailed model that you can use for either freight or passenger trains.

This model will only run on curves with a minimum radius of 1,020 mm (40-5/32").

DB 56$^{2\text{-}8}$







55280 Freight Locomotive with Tender. German Federal Railroad (DB) class 56²⁻⁸. 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 G8¹ locomotives were rebuilt as the class 56²⁻⁸. 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.





märklin

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").

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



märklin

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.

2,500 Horsepower in Ocean Blue / Cream.

The era of the class 218 began in 1968, when the German Federal Railroad ordered the first prototypes of this new road engine. The V 12 diesel motor produced 2,500 horsepower, enough for the tractive effort to pull the train and also for the new electric car heating.
Our model shows the class 218 in the attractive ocean blue / cream paint scheme with Märklin 1's perfect finish and letter perfect lettering – prototypical with a different design for the roof and trucks. Our model is also impressive acoustically with its factory installed sound effects circuit; it allows the 2,500 horsepower to be heard independent of the speed, simulates the start-up and shut-off sounds and the high or low tone of the locomotive horn.
As with the real life prototype, the propulsion for the locomotive is a centrally mounted motor with cardan shafts to all four axles on the two trucks. The operating characteristics such as maximum speed, acceleration and braking behavior can be set prototypically as with all Märklin 1 Gauge locomotives.





DB 218

This model requires curved track with a minimum radius of 1,020 mm (40-5/32").

55712 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. 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. **Built-in sound effects circuit with motor sound effects and choice of activation of a high or low pitch locomotive horn; sound effects circuit can be turned on only in digital operation.** Built-in figure of locomotive engineer. Various details parts included with model such as additional brake lines, etc. that can be mounted on the model when it is used for display. Length over buffers 51.5 cm (20-1/4").

Probably the best known paint scheme for the class 218 is the ocean blue/cream livery that has been applied to this model. The color scheme is typically associated with Era IV.

Despite the standard classification, there have been different versions of the class 218. In comparison to the previous versions of the class 218 (Märklin models 5571, 55711), experts will be impressed by the prototypically correct changes to the roof and the trucks that have been made to this model.

Family Reunion.

Over 400 units of the class 218 were built between 1968 and 1981; this makes it the diesel road engine built in the largest numbers by the DB. The 140 km/h / 88 mph fast class 218 has been seen for decades pulling express, regional passenger, and freight trains all over Germany. It can also be used in push/pull or in multi-unit operation.

This versatility makes the class 218 an ideal model that you can use over the entire period of Eras IV and V. The different color schemes for this class such as the classic older red/gray or ocean blue/cream (see previous page) underscores this. The variant in TEE red/cream remained the only one of the class to be painted this way and later joined the railroad's museum rolling stock.



55711 Diesel Locomotive.
German Railroad, Inc. (DB) class 218. Same technical features as 5571, but in a red/cream paint scheme. Figure of locomotive engineer in one engineer's cab.

Special one-time series.

DB 218

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. Prototypical pair of exhaust stacks installed parallel to one another. Length over buffers 51.5 cm (20-1/4").

At the start of the 1970s the first models of the class 218 were still being painted in the "old" red scheme prescribed at that time. Locomotive 218 217 was later repainted experimentally in the IC red/cream livery. Although this locomotive was the only one of its kind painted this way, it was taken into the German Railroad, Inc.'s museum inventory precisely because of its special appearance.

These models require curved track with a minimum radius of 1,020 mm (40-5/32").

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.

The Modern Legend.

The V 200 is the diesel locomotive bar none for many railroad fans. The striking V shaped end design of this locomotive could be seen at the front of prestigious D and F express trains and molded the new DB's image in the 1950s. Later the V 200 took on additional tasks from standard passenger train service to long freight trains in multi-unit operation.

Even the 1 Gauge fan without main lines worthy of D express trains will find enjoyment with our model. Because the perfect appearance as well as the controllable, auxiliary functions can also be seen to their full effect on a small layout such as a maintenance facility. For example, the headlights and cab lights that can be turned on and off. Or the sound effects circuit that reproduces the sounds of starting up, accelerating to normal speeds, and standing at idle for one or both motors as well as the locomotive horn.





DB 220

This model can be run on curved track with a minimum radius of 1,020 mm (40-3/16").

55800 Heavy Duty Diesel Hydraulic Locomotive.
German Federal Railroad (DB) class 220 (V 200). All 4 axles powered by means of cardan shafts with 1 main transmission and 4 gearboxes. 2 wheels equipped with traction tires. Built-in high-efficiency propulsion for operation with AC power, DC power or Märklin Digital. Headlights and cab lighting can be turned on/off in digital operation. The intensity of the headlights depends on the voltage in the track when operating with AC or DC power. **Built-in sound effects circuit for digital operation with motor sound effects and locomotive horn that can be turned on and off.** Depending on the switch setting, you can have the sound of one motor or both motors in operation. Figure of locomotive engineer in front cab. One of the most powerful locomotives in the Märklin 1 assortment. Length over buffers 57.7 cm (22-11/16").

We recorded and converted to digital the sounds of the original V 200 007 just for this model: the noise it makes starting up, the working sounds of the appliances on the locomotive, the swelling of the sound as the locomotive begins to move, the sounds of the motors when the locomotive is on the main line. Many of these sounds are not permanent, just as with the prototype; they are built into the sound picture to be sporadic. In addition, the sounds of only one or both motors can be turned on. These features make the sound effects circuit on the V 200 one of the finest that is offered in model railroading.

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.

Car Set

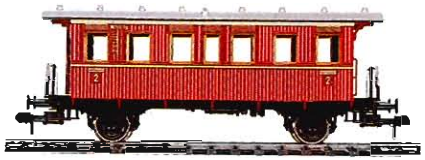
Baden State Railways

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 466/467).







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 456 for illustration.

On page 467 you will find the 5640 set with standing figures.

Passenger Cars

German Federal Railroad (DB)

The three-axle rebuild cars are among the most beloved and sought after 1 Gauge models from the past. These models are being offered again in limited numbers with different lettering.

58111 Passenger Car.
Type BD3yg 766. 2nd class. Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber corridor connections. Sliding jalousie doors at the ends of the car. Length over buffers 41.6 cm (16-3/8").





N 5605 IV

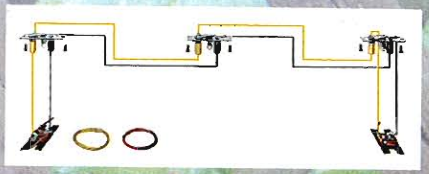
58092 Passenger Car.
Type B3yg 761. 2nd class. Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber corridor connections. Sliding jalousie doors at the ends of the car. Length over buffers 41.6 cm (16-3/8″).

These cars can be run on curved track with a minimum radius of 1,020 mm (40-3/16″).

N 5605 IV

58101 Passenger Car.
Type AB3yg 756. 1st and 2nd class. Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber corridor connections. Sliding jalousie doors at the ends of the car. Length over buffers 41.6 cm (16-3/8″).

5605 Interior Lighting Kit.
Suitable for the 58092, 58101, 58111 and 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

Loading Allowed.

In this section we would like to refer to the models' high operational value as representative of all Märklin 1 Gauge cars. The large scale enables countless, working details. All of the models have sprung buffers, doors that can be opened, or stakes that can be removed, and standard automatic couplers that can be replaced with prototypical reproduction couplers. The large gauge also offers something special for loading freight, such as carefully selected machines and vehicles, or bulk and piece freight made of natural materials.

Royal Prussian State Railroad Administration (KPEV)

N I

58971 Sanitary Waste Transport Car.
Special barrel car. Barrels made of wood. Detailed mounting for the barrels. Length over buffers 27.5 cm (10-13/16").

The industrialization in the 19th century presented the constantly growing cities with problems of handling waste. Since most still did not have sewers, and the surrounding countryside could not handle the quantities of waste, special barrel cars were used to take care of this problem. In principle this was our great great grandfathers' version of the "wandering garbage trains" in search of a place to dump their loads.

Grand Ducal Oldenburg State Railroad

I

58361 Gondola with Brakeman's Cab.
Type X car loaded with a moving wagon lettered for Balke Company, Holzminden, Germany. Moving wagon made of wood, metal and plastic. Length over buffers 27.5 cm (10-13/16"). Length of the moving wagon (without shafts) 17.5 cm (6-7/8").

This moving wagon on a flatcar was developed exclusively for the Märklin 1 assortment. The use of materials such as wood for the side walls and metal for the wagon frame results in a very realistic model. The prototype of this horse drawn wagon dates back to the 19th century.



These cars require curved track with a minimum radius of 600 mm (23-5/8").



Insider Model for 1998

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

58062 Tank Car.
Privately owned by Zeller & Gmelin Company, Eislingen/Fils, Germany, used on the Royal Württemberg State Railways (K.W.St.E.). With brakeman's cab. Authentic version with older design buffers and spoked wheels. Length over buffers 27.5 cm (10-13/16").



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

58313 Beer Car.
Privately owned by Jaenisch Brewery, Kaiserslautern, Germany, used on the Royal Bavarian State Railroad. Extensive imprinting and lettering. Detailed car frame. Length over buffers 30.0 cm (11-13/16").

This car can be run on curved track with a minimum radius of 600 mm (23-5/8").

The 58313 beer car is being produced in a one-time series only for Insider members and will be delivered starting in the 1st quarter of 1999.

Please note the information on the Märklin Insider Club on page 65. Additional Insider models for 1998 in H0 and Z, and a reproduction can be found on pages 66/67, 326, and 12/13 respectively.

Freight Cars

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").

This car requires curved track with a minimum radius of 600 mm (23-5/8").

N III

58491 Stake Car.
Type Ro 10 loaded with 2 stacks of boards made of real wood. 18 removable stakes included. Metal car floor. Length over buffers 37.5 cm (14-3/4").

The prototype of this car dates back to the provincial railroad period. As an Era III version this car now has only a brakeman's platform instead of a brakeman's cab. The original spoked wheels and older design buffers were replaced in the 1930s with solid wheels and a newer, heavier design buffer.

This car requires curved track with a minimum radius of 1,020 mm (40-5/32").

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").

This car requires curved track with a minimum radius of 600 mm (23-5/8").

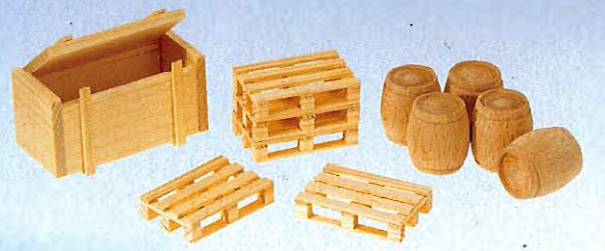


58232 Stake Car.
Type Rimms 58 loaded with 2 lettered tanks. Both tanks come with a wooden shipping frame. Tanks made of diecast zinc. 18 stakes included that can be installed on the car. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8").

This car requires curved track with a minimum radius of 600 mm (23-5/8").

Freight Cars

German Federal Railroad (DB)

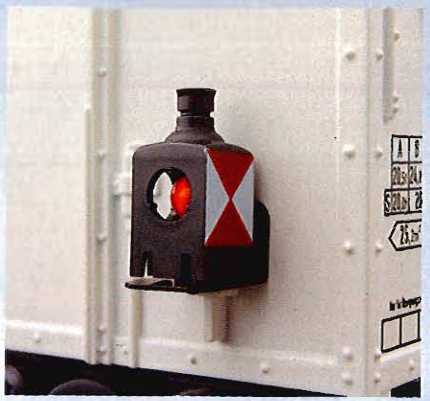


56600 Load.
5 Europa pallets, 5 barrels and 1 transport crate. All made of wood. Pieces not available separately.

IV

58951 Boxcar.
Type 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").

This car can be run on curved track with a minimum radius of 600 mm (23-5/8").



N ■ IV

58265 Boxcar.
Privately owned by Point S Company, used on the German Federal Railroad (DB). With built-in marker light. Doors that can be opened. Length over buffers 31.5 cm (12-3/8″).

The Point S Company is a union of several medium size specialty tire dealers that are located in countries bordering Germany as well as in Germany itself. Race car fans are familiar with this name from its sponsorship activities in different racing categories.

The 58265 car has wheel pickups and a marker light like the former 5826 boxcar. This marker light works in all modes of operation. Digital operators have the possibility of retrofitting this model with the c 96 (60960) function decoder for turning the marker light on and off.

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″).

These cars can be run on curved track with a minimum radius of 600 mm (23-5/8″).

Freight Cars

German Federal Railroad (DB)

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").

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

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").

This car requires curved track with a minimum radius of 600 mm (23-5/8").

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.

N IV

58654 Heavy Duty Flat Car.
Type Rlmmp 700 flat car. With different lettering. Imitation wood floor. Stakes included. Length over buffers 33.5 cm (13-3/16").

This car can be run on curved track with a minimum radius of 1,020 mm (40-3/16").



Car Set

German Railroad, Inc. (DB)

58291 "Ballast Transport" Car Set.
Set consists of 3 two-axle dump cars in the red "DB Cargo" paint scheme. Rotary hatches can be opened. All cars in special version. Not available separately. Total length over buffers 93.0 cm (36-5/8″).

These cars can be run on curved track with a minimum radius of 1,020 mm (40-3/16″).





The load area of this dump car has the shape of two funnels standing next to one another. The weight of the load is sufficient to cause it to exit the car.

An example of a suitable locomotive for this car set is the class 213 in the "new red" paint scheme (Märklin model 55722, see pages 472/473).

Freight Cars

German Federal Railroad (DB)

IV

558652 "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").





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").

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 shovel 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)



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").



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

Southeast Railroad (SOB)



5844 Boxcar.
With brakeman's platform. Sliding doors that can be opened. Extensive prototypical lettering. Numerous, separately applied details. Detailed frame. One of the costliest models in the Märklin 1 assortment. Length over buffers 31.0 cm (12-1/4").

The prototype of this model, a former SBB K 3, is used by the Swiss Southeast Railroad as a storage car.

This car requires curved track with a minimum radius of 600 mm (23-5/8").

Swiss Federal Railways (SBB)

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").

Austrian Federal Railways (ÖBB)



5426 Boxcar.
Special car for transporting bicycles. Doors that can be opened. Standard Märklin 1 Gauge frame. Length over buffers 31.5 cm (12-3/8″).

These cars require curved track with a minimum radius of 600 mm (23-5/8″).

Danish State Railways (DSB)



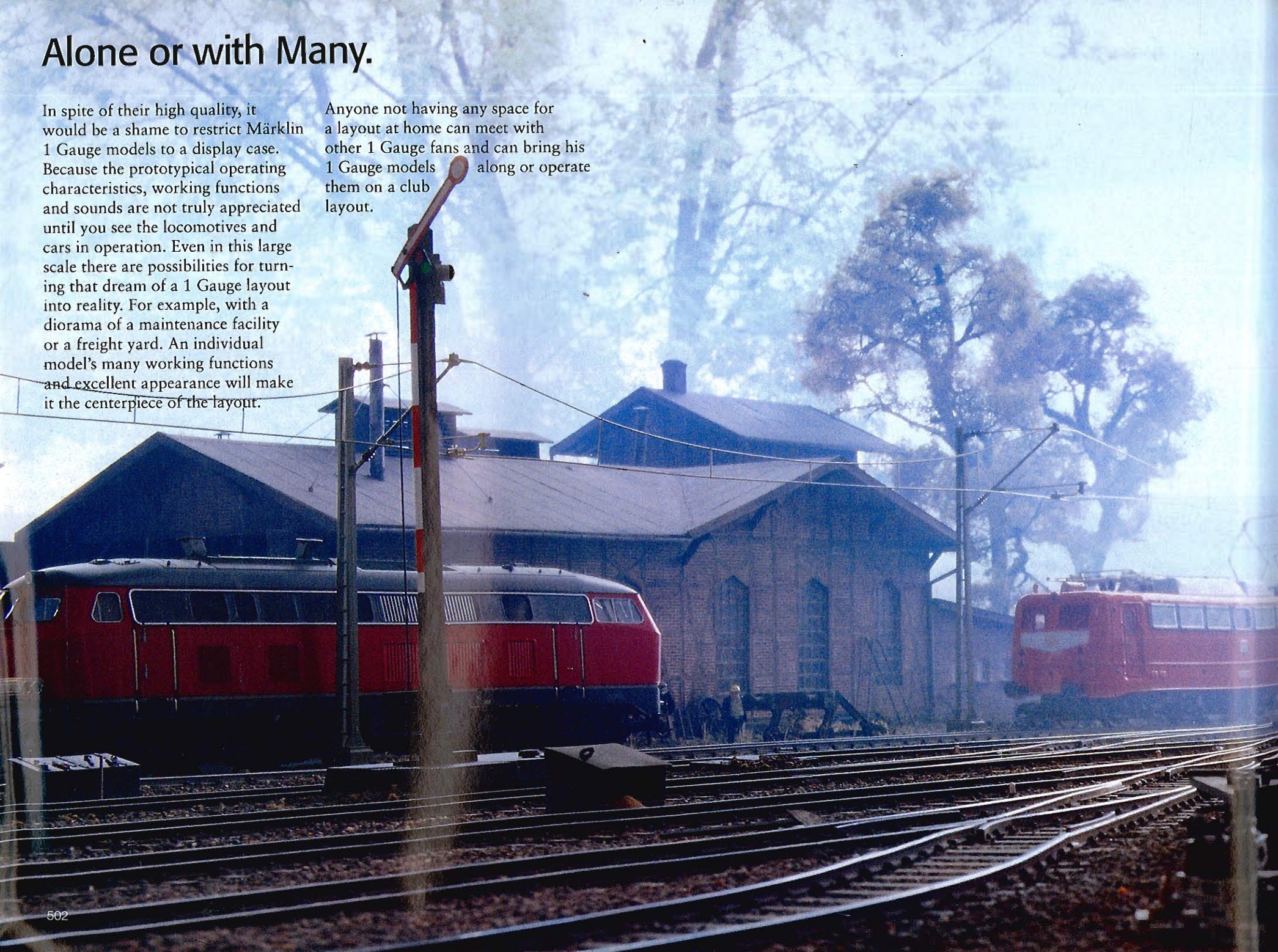
5425 Boxcar.
Color scheme as a design study. Doors that can be opened. Standard Märklin 1 frame with truss rods. Length over buffers 31.5 cm (12-3/8″).



Alone or with Many.

In spite of their high quality, it would be a shame to restrict Märklin 1 Gauge models to a display case. Because the prototypical operating characteristics, working functions and sounds are not truly appreciated until you see the locomotives and cars in operation. Even in this large scale there are possibilities for turning that dream of a 1 Gauge layout into reality. For example, with a diorama of a maintenance facility or a freight yard. An individual model's many working functions and excellent appearance will make it the centerpiece of the layout.

Anyone not having any space for a layout at home can meet with other 1 Gauge fans and can bring his 1 Gauge models along or operate them on a club layout.





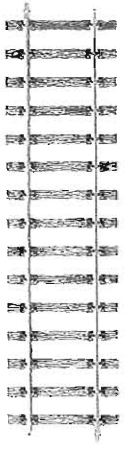
Model Track with All-Weather Qualities.



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.



5903



5904



5905

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'.

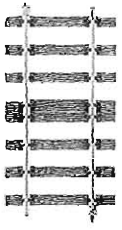
All Maxi locomotives and cars can be used on the 5965 and 5966 turnouts as well as the 5922 curved track with a radius of 600 mm (23-5/8"). Some of the other Märklin 1 locomotives require a minimum radius of 1,020 mm (40-5/32"). Please note the appropriate information about these products in the Märklin full-line catalog or in the instructions.

The 59230 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.

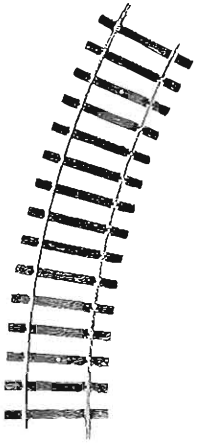
The 5936 track has a spacing of 156 mm (6-1/8") with the 5935 track. This is the same track spacing as when two 5976 or 5977 turnouts are put together to make a crossover or when a 5976 or 5977 turnout and a 5935 curved track are combined



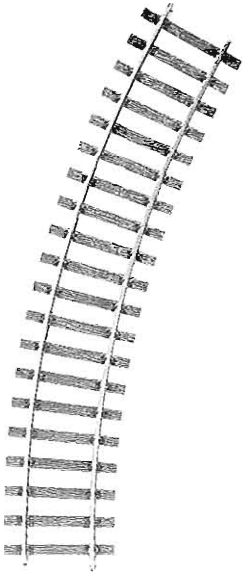
5916



5917



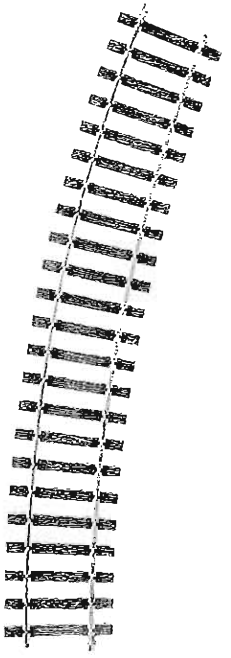
5922



59230



5935



5936

Turnouts

5965 Left Turnout

5966 Right Turnout

With hand lever. Sprung switch rails. 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 switch rails. 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.

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″).

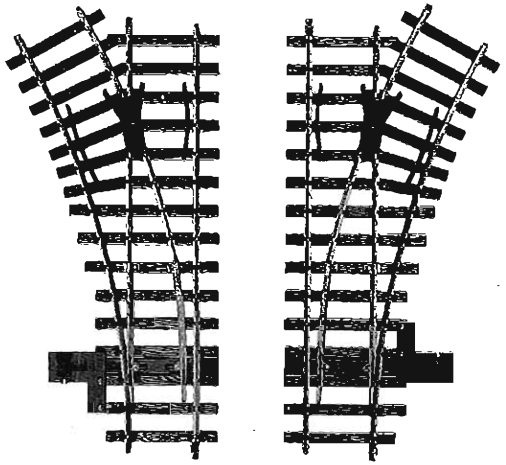
5994 Uncoupler Module.

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).



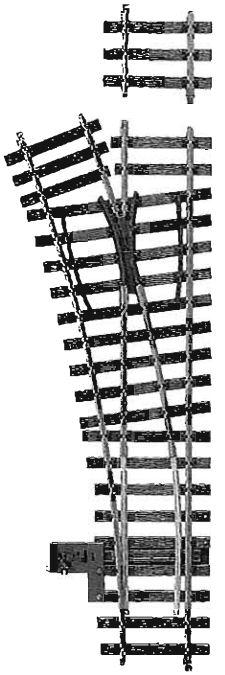
5602 Track Bumper.

Reproduction of a bolted steel design. Can be slid over the rails. Length 98 mm (3-7/8″).

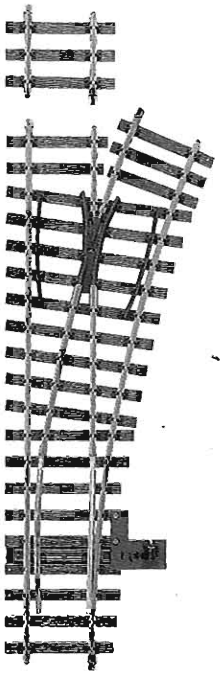


5965

5966



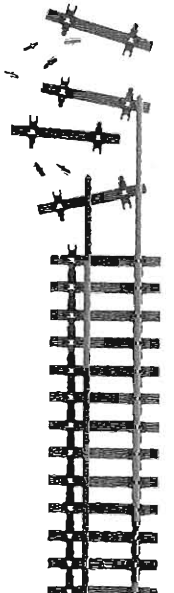
5976



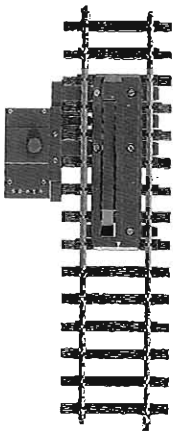
5977



5625



5998



5994

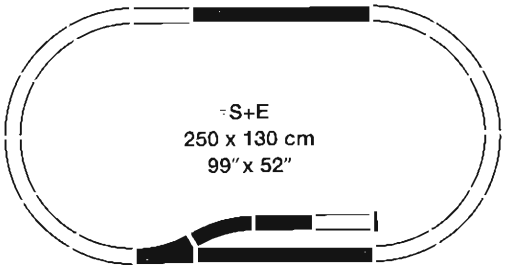


5602

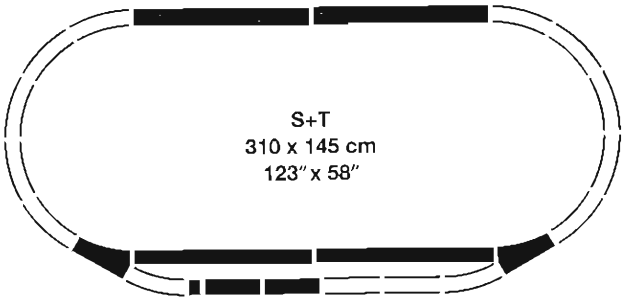
It's easier with a set.

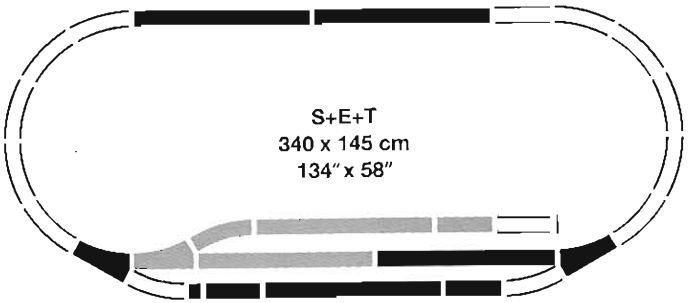
You can expand your Maxi starter set with two track extension sets – for switching cars or storing cars, for a small loading area or a passing siding. The turnouts can be converted to electric operation with the 5625 electric turnout mechanism. The entire 1 Gauge track assortment is available for further expansion with parallel tracks, large curves and wide radius turnouts.

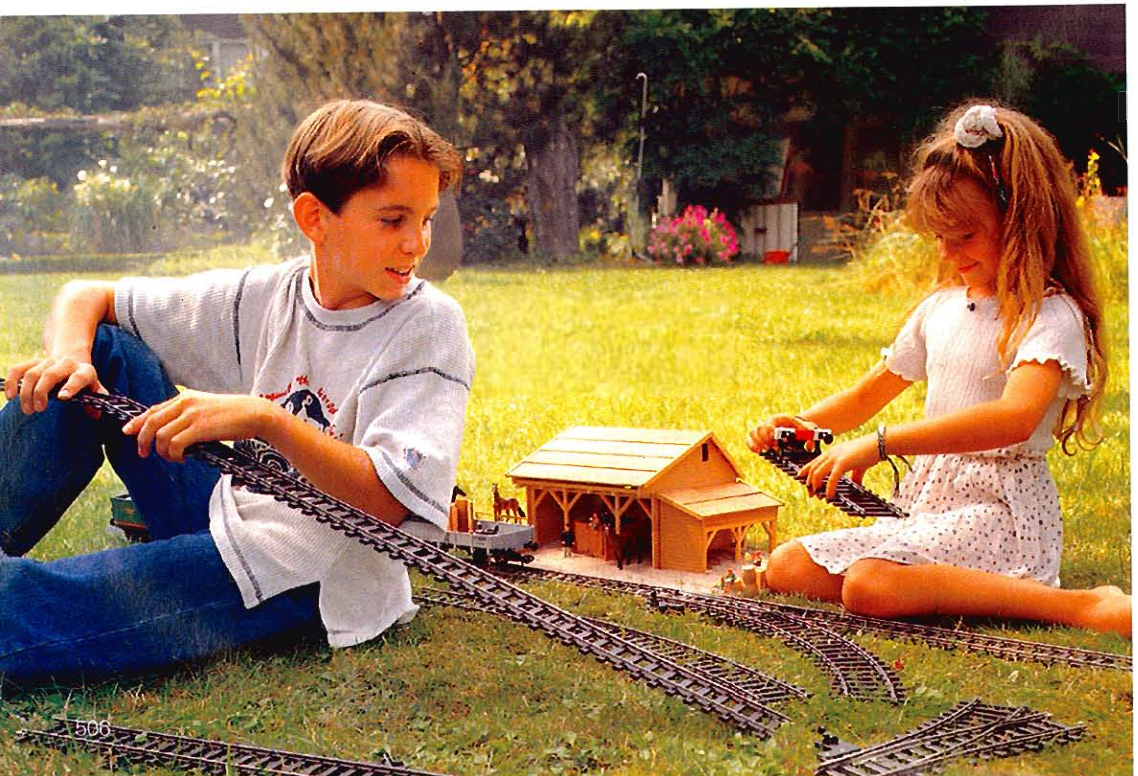
59850 E Track Extension Set.
Track extension set to expand all Maxi starter sets with a storage or a loading siding. Contents: 1 section 5903 straight track, 2 sections 59033 straight track, 1 section 5922 curved track, 1 each 5965 manual turnout, 1 each 5602 track bumper, 1 feeder wire set, track clips 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.







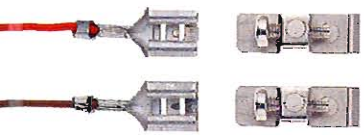
These two track extension sets can be used to expand the three Maxi starter sets (see pages 414-419) in steps.

5654 Feeder Clip Set.
For supplying power to any spot on a track layout. Reliable contact with set screw connections.

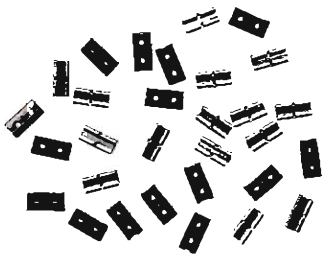
56031 Track Clips.
Replaces 5603 track clips. This design of track clip improves electrical conductivity in the rails in addition to safeguarding track joint connections for 1 Gauge track. Bag with 30 pieces.

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.

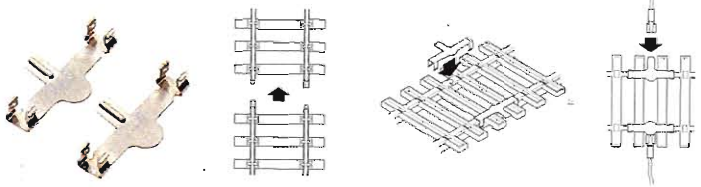
03200 Supplement II to the Märklin 1 Handbook.
Second supplement to the 0323 Märklin 1 Handbook. Focal points are track planning, making loads and ongoing product information. German text.



5654



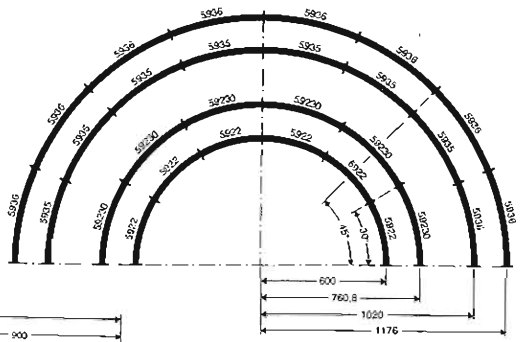
56091

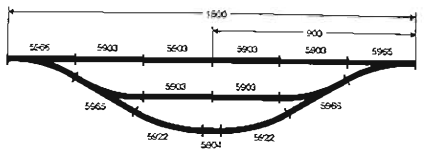


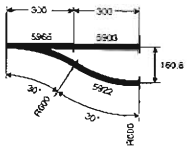
56031

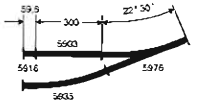
Track Geometry

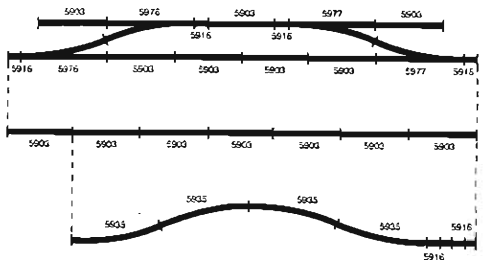
The 4 track radii
5936 circle = 16 sections
5935 circle = 16 sections
59230 circle = 12 sections
5922 circle = 12 sections

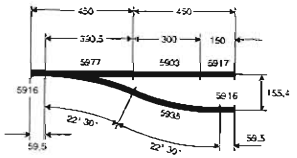


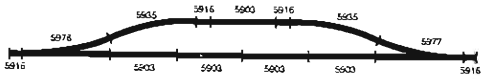


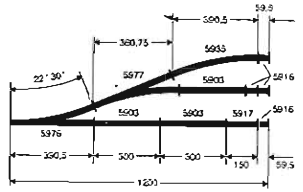


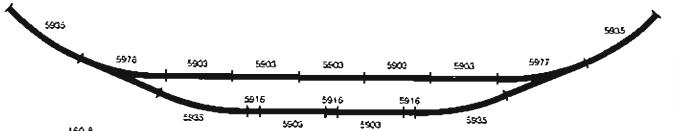


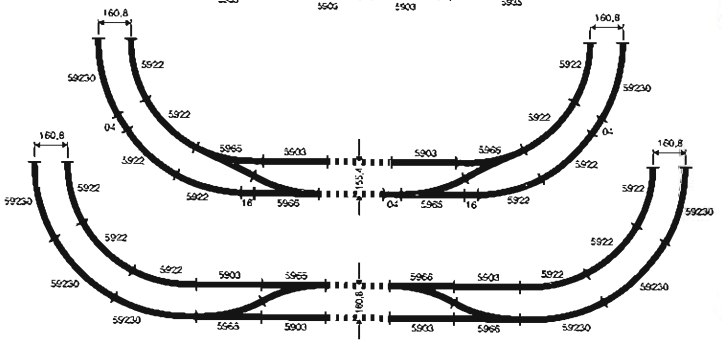


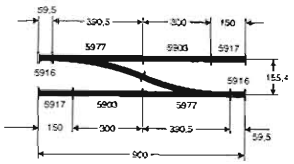










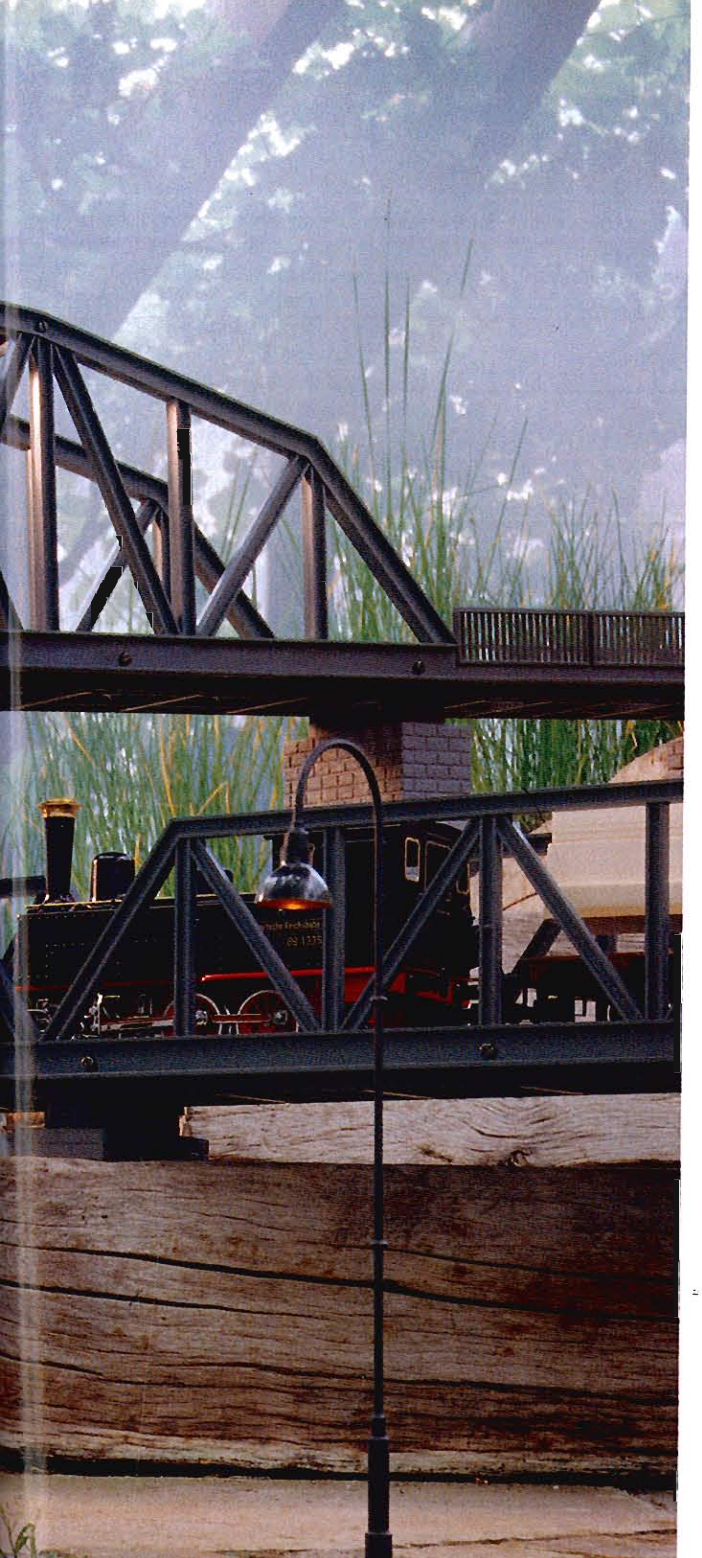


The magic of bridges

What does a model railroader 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.

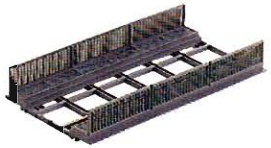
Our bridges are designed for the track curves and weight of the Maxi and standard 1 Gauge models.







56291 Arched Bridge.
Design with straight deck 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 230 mm (9-1/16").



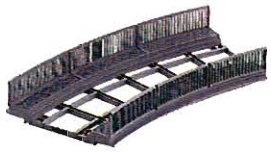
56293 Straight Ramp.
Ramp with straight deck in a reproduction of metal construction. Safety railing on the left and right sides of the ramp. Takes 1 each 5903 straight track. Ramp length 300 mm (11-13/16").



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.



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").



56294 Curved Ramp.
Ramp with curved deck 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.



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.

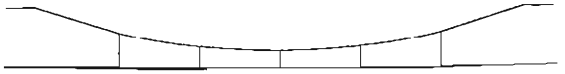


Catenary

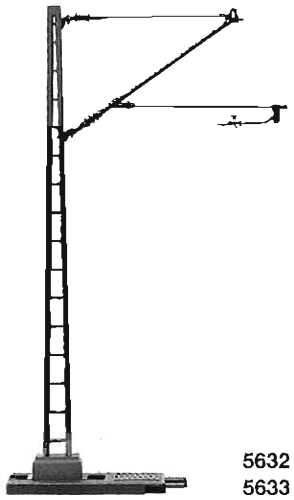
The 1 Gauge catenary is designed by virtue of its geometry for a minimum radius of 1,020 mm (40-5/32"). The masts and wires for the catenary are weather-proof and, like the complete 1 Gauge track assortment, they are also suitable for outdoor use.



5635



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5632
5633

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").

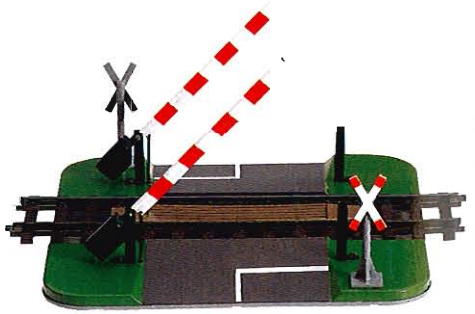
5633 Feeder Mast for Power Supply.
DB version. 25.5 cm (10").

5635 Catenary Wire.
Length 67 cm (26-3/8").

5636 Catenary Wire.
Length 45 cm (17-3/4").

N

59950 Mechanically Activated Railroad Grade Crossing.
With full gates. With built-in section of 1 Gauge track for single track routes. Rocker frame is pressed down by locomotive and cars passing over it and closes the gates. Metal base and superstructure. With cross-buck warning signs on the sides. Base size 30 x 30 cm (11-13/16" x 11-13/16").



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.

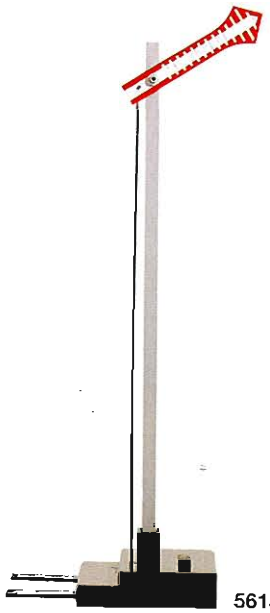
56131 Bavarian Semaphore Signal.
Bavarian prototype manual semaphore signal with train control feature. Can be mounted at the track joint of two straight sections of track. Height 20.0 cm (7-7/8").

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.

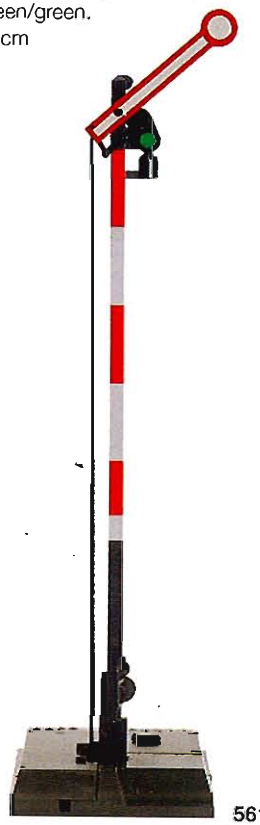
5613 Home Signal.
With a semaphore arm. Solenoid mechanism with end position shutoff and feedback contacts. Can be used to control train movements. Light changes from red to green. Can be operated by remote control using the 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (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").

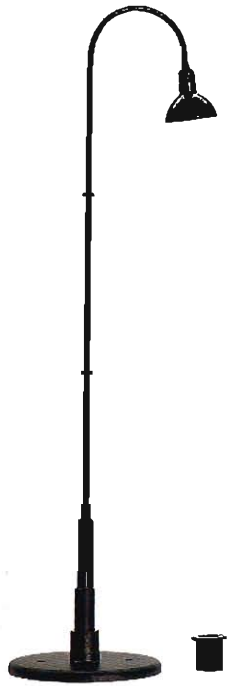
56610 Curved Street Light.
For operation with 16 volts AC. Metal mast. 2 different mounting bases for installing the light on a permanent layout or for setting it up on the floor. Height 24 cm (9-7/16").


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").

Additional accessories such as sets of figures and freight loads to liven up your 1 Gauge layout can be found on pages 456/457, 467, 483, and 491.



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 you need 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

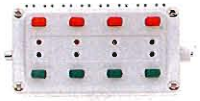


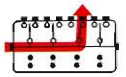
6645 100 volts Japan. 32 VA
6646 120 volts USA. 32 VA. UL/CSA tested.
6647 230 volts. 32 VA
76648 240 volts. 32 VA
Transformer 32 VA.
Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/2").

The 32 VA transformer (6646/6647) is only suitable for operation of a Märklin 1 layout indoors.



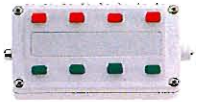
7209 Distribution Strip.
Has 11 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 1-1/16").

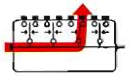




7271 Control Box with Feedback Function.
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LEDs when used with 5625 turnout mechanism. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

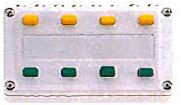
Schematic of 7271 (Button 3 pushed)

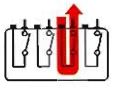




7272 Control Box.
For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

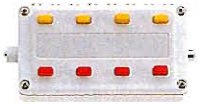
Schematic of 7272 (Button 3 pushed)



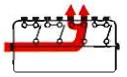


7273 Control Box.
For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Dimensions 80 mm x 40 mm (3-1/8" x 1-9/16").

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



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603026 Automatic Wire Stripper.
For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters in size. Wire stripper mechanism automatically adjusts itself to the size of the wire. Length of wire insulation to be stripped can be adjusted from 5 to 12 mm. Side cutter integrated into the wire stripper.



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.) 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. LEDs 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 314) 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 310 and 313.



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").

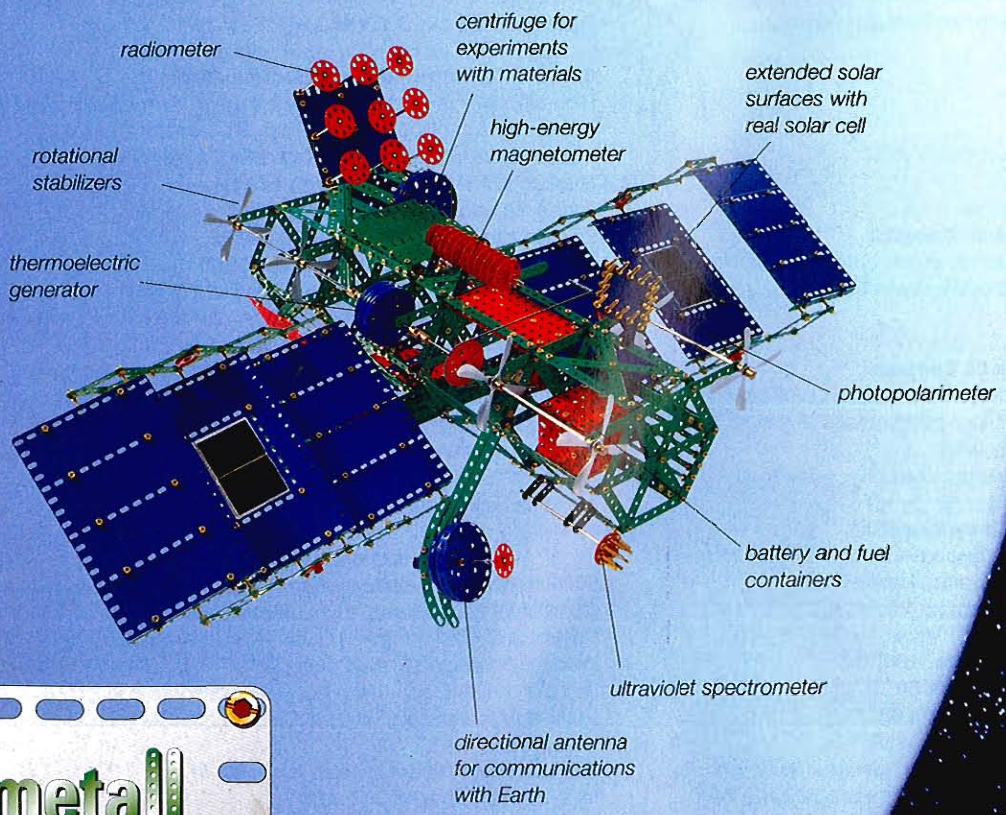
60955 Maxi High-Efficiency Electronic Circuit.
High-efficiency decoder for converting single-motor Maxi locomotives to high-efficiency propulsion. This electronic circuit has 4 controllable functions. The "function" output is intended for headlights. The "f1" and "f2" outputs can be used for other functions 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").

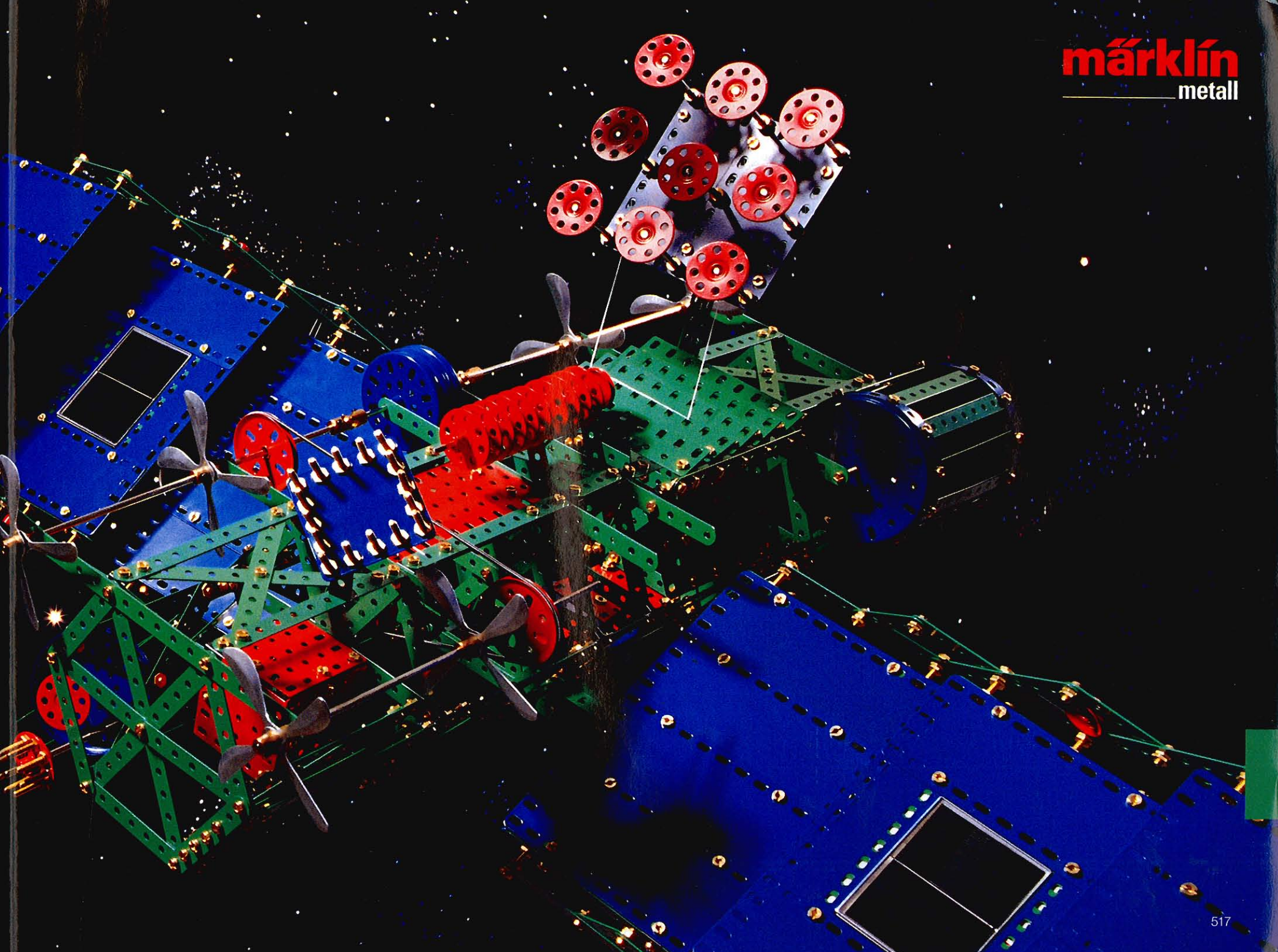
60960 c 96 Function Decoder.
Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021) or from a Control 80 f locomotive controller or Interface connected to the Control Unit. This function decoder can be installed in addition to the locomotive decoder in locomotives or as an individual decoder in cars. Can be coded for 80 addresses.

The complete Digital system is shown in its entirety on pages 302–315.

After the Homework off into the Universe.

In the next decades when the international community of nations sends the new space station into orbit module by module, the Märklin module will have been ready for a long time. With all of the refinements that you will need in the universe: from motors powered by solar cells, centrifuges for the materials lab, antennae, measuring tools of all types and docking stations for shuttles or supply modules. The rotational stabilizers will remind you a little of Jules Verne and look appropriately futuristic.
The best of this is that no one has to wait for the next shuttle; each day after your homework is done you can get started on new ideas and projects. The right stuff for this can be found in the Märklin metal construction set program.

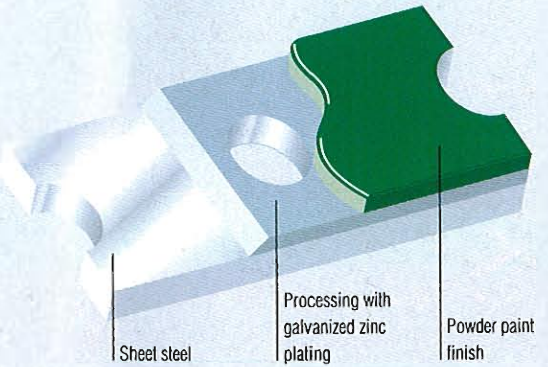




It has educational value.

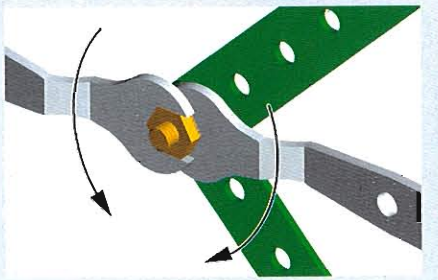
Teaching methods that are fun for the students are rare. Equally rare are toys that teach a lot. The Märklin metal construction sets combine both in one package. The world can be discovered anew with it – from simple static structures such as towers and bridges to complicated mechanical designs such 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.

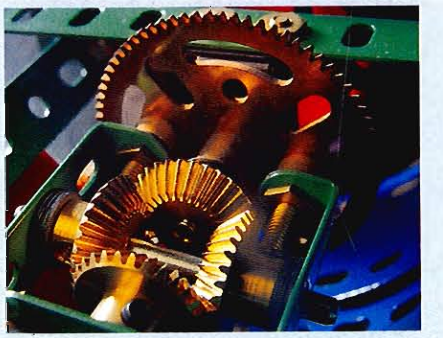


Everything in its place.
It's hard to believe, but the Märklin metal construction set is a "teaching medium" in the area of orderliness. Anyone who has to search most of the time for a part will develop his own system at some point, so that he can find his parts again quickly. The Märklin metal construction sets support the orderliness of the different small parts by having different compartments for them in the set packaging.

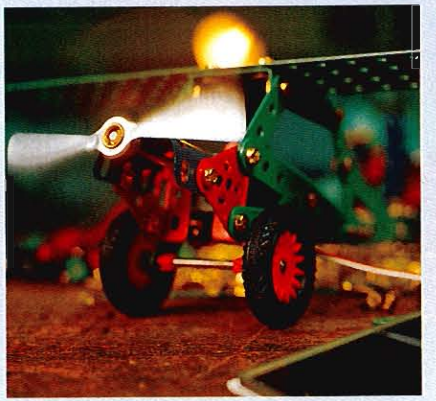




Everything is easy to understand.
How do you screw parts together that are supposed to remain movable? How do you make the sturdiest connection? How do you transform rotational movement into lifting motion? How do you build a steering mechanism? The instructions from Märklin take you step by step through 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.

1080 m 100
Large set with 1,469 parts

for children 10 and above



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



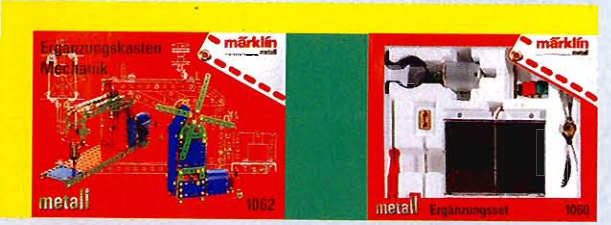
1016 E 30
Extension set

1003 m 10
Basic set with 208 parts



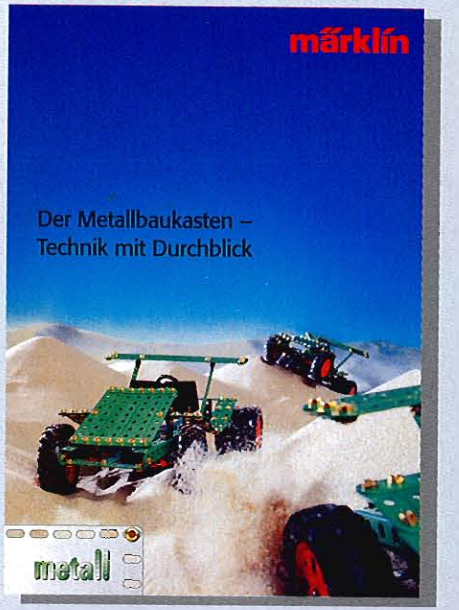
for children 6 and above

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

The Perfect Symbiosis.

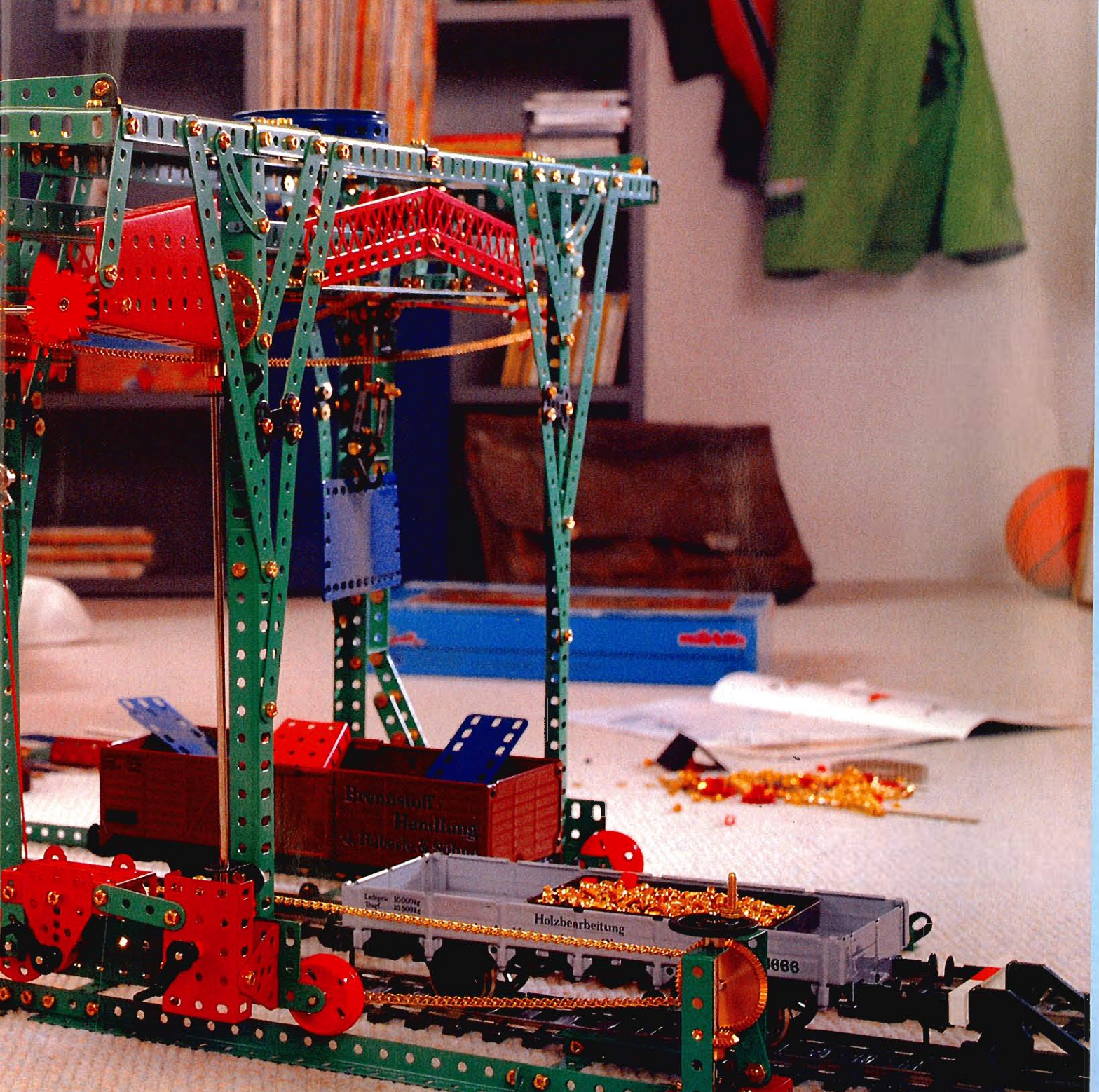
On an automobile assembly line the technicians speak of a "marriage" when the body and the motor of an automobile are brought together for assembly. We have done something similar with Maxi and Märklin metall. Because both go together excellently in terms of style and material and add to each other in their functions.

The theme set "1 Gauge Freight Car" is based on a Maxi frame with 1 Gauge claw couplers and wheel sets. Different types of superstructures, such as a crane car with a movable boom and hand crank for the hook, can be assembled with the parts included in this set. There are almost no limits to what the clever builder can do with this.

The second theme set is a bridge from the Märklin metall program. Two different types of bridges can be assembled from the parts in this set, and both are designed to carry the heavy weight of the Maxi locomotives.

Also, both of these theme sets make ideal gifts.





märklin
metall

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

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

Different working models close in scale to the Maxi metal railroad system such as container crane, rotary crane and different carnival rides can be built with the Märklin metal construction set system. Any one of these models can be constructed with the contents of the m 100 basic set (item no. 1080).

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

MAXI

First Class Adventure.

Bavaria's sights are not limited to King Ludwig and his castles. It's worth a family outing to Bavaria in the small scale too – to one of the most beautiful display layouts in Europe.
The Ruhpolding model railroad show is an attraction for every model railroader. On a 32.5 meter / 106 foot long Märklin H0 layout with extensive yards and sweeping main line curves, you'll be fascinated by the train operations with prototypically long trains such as the Rheingold, ICE, Rollende Landstraße, and other passenger or freight trains. In addition to this large layout, there are other, constantly changing display layouts in operation. And there are four layouts to play with at no charge from the wooden train to Märklin Maxi.

Ruhpolding Model Railroad Show
Rathausplatz 5,
83324 Ruhpolding, Germany
Telephone: 08663/5613

Before you start off on a trip, we recommend calling up first to see if the dates this show is open are still valid. The show is open on these days from 10:30 AM to 5:30 PM, also on holidays:

May 18 – November 8, 1998	Monday – Sunday
November 9 – December 20, 1998	Saturday and Sunday
December 21, 1998 – March 14, 1999	Monday – Sunday
March 15 – March 28, 1999	Saturday and Sunday
March 29 – April 18, 1999	Monday – Sunday
April 19 – May 16, 1999	Saturday and Sunday
May 17 – November 7, 1999	Monday – Sunday



Maxi in a Paradise of Flowers.

märklin

Mainau, the isle of flowers on Lake Constance, without a doubt makes the heart of every flower and botanical enthusiast beat faster. All year round 70 gardeners keep up a sumptuous display of flowers and plants under 6,000 square meters / 64,583 square feet of glass and on 32,000 square meters / 344,445 square feet of grounds. With exhibitions and concerts, children's festivals and barbecue parties, culinary festivals, and botanical shows, Mainau offers a challenging as well as colorful program. Hence, Mainau calls itself the "isle with five seasons in the year".

Model railroaders can also feel their hearts beat faster here. Because a Maxi garden railway goes right through this sea of flowers: 6 trains on 200 meters / 656 feet of track with stations and buildings, valleys and tunnels, bridges and lakes.
The fact that the outdoor pros on the Isle of Mainau in their search for a suitable model railroad decided on Maxi speaks for Maxi's extraordinary qualities. And the powder paint finish on the metal models make colorful accents even in a paradise of flowers.

MAINAU

THE LAKE CONSTANCE ISLE WITH 5 SEASONS IN THE YEAR

Mainau is open all year around.

MAXI

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We would like to thank the Busch, Gebr. Faller, Heidi Kittler, Pola, Preiser, and Vollmer companies as well as the Weil der Stadt Model Railroad Club, the private model railroader's organization at Winnenden, and the Habermann Family in Sindelfingen for their friendly support.

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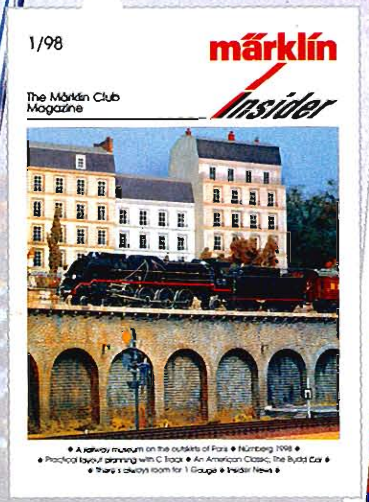
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The Märklin Club Of North America



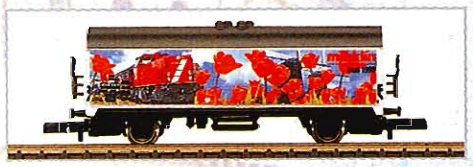
All Aboard The Märklin Club!
Besides getting your hobby started on the right track with valuable technical and product information, a Märklin Club membership gives you many other exclusive benefits.



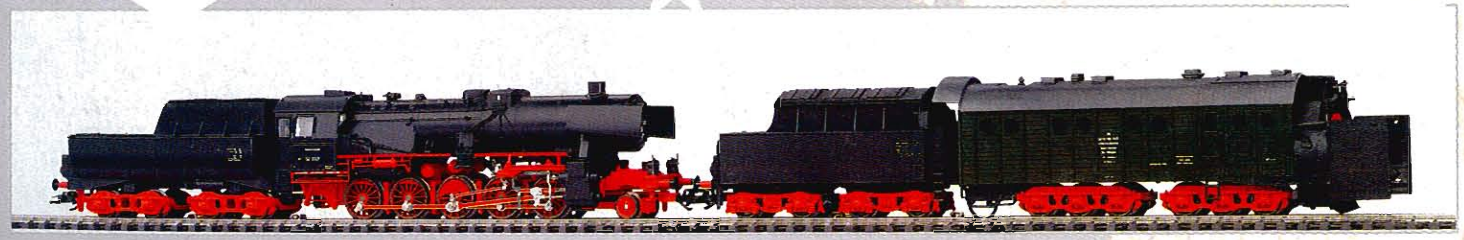


***Insider* – The Club Newsletter**
The club newsletter, Insider, provides full-color detailed help with building layouts; maintaining your trains, new product updates, historical perspectives and many other topics to make training with Märklin more enjoyable. In addition to Insider, the *Märklin Depot* 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.







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.

Other Services and Benefits

***Märklin Magazin* Subscription Service**
Club members may subscribe to the German language *Märklin Magazin* through the Märklin Club.

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.

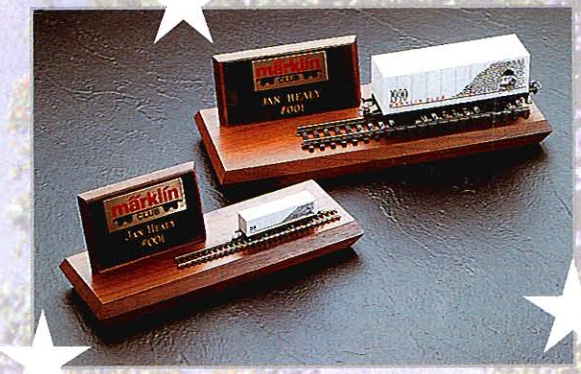
To find out how to join the Märklin Club, call or write us at: Märklin, Inc., P.O. Box 510851,





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.



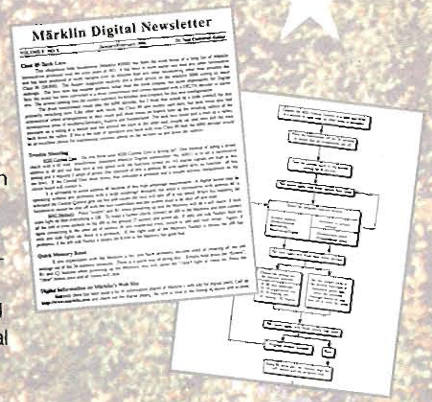


Display Cases
Display the detail and beauty of your Märklin train collection in a high-quality custom oak display case. Cases may be purchased through the Club in your choice of H0 or Z gauge.

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 1998

Hobby Assortment

Multi-train operation

Metal locomotive frame

Metal frame and mostly metal locomotive body

Metal frame and locomotive body

Metal car frame

Metal car frame and body

Universal locomotive with DELTA electronic circuit. For operation with Märklin transformers, in the Märklin DELTA system and in the Märklin Digital system (Motorola format).

Digital locomotive or digital control unit for the Märklin Digital system (Motorola format).

Digital locomotive with controlled, adjustable high-efficiency propulsion: For operation with Märklin transformers, in the Märklin DELTA system and in the Märklin Digital system (Motorola format).

Built-in sound effects circuit

Single headlight at the front

Single headlights that change over with the direction of travel

Dual headlights at the front

Dual headlights front and rear

Dual headlights that change over with the direction of travel

Triple headlights at the front

Triple headlights front and rear

Triple headlights that change over with the direction of travel

Four-light headlights that change over with the direction of travel

One red marker light

Dual red marker lights

Dual headlights and dual red marker lights that change over with the direction of travel

Triple headlights and dual red marker lights that change over with the direction of travel

Triple headlights and a white marker light that change over with the direction of travel

Märklin close couplers with pivot point

Märklin close couplers in standard coupler pocket with pivot 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 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 188/189.


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