

märklin



E

New Items for 2011



Dear Märklin Enthusiasts,

märklin

After an event period of time, we are all the more pleased to give you our Märklin New Items brochure for 2011. We are looking into the future with great expectations continue to be inspired by the fascination of model railroading and the Märklin brand with its rich tradition.

Be inspired when model and prototype blend together, when the naked eye can no longer tell the difference between reality and model. The model railroad enthusiasts who visited us last September on the open house day in Göppingen know what we're talking about: Our high quality, finely detailed models with their unique look and feel come into being step by step – from the idea to translating that idea into the finished model. Anyone among us on this weekend could feel the pride and the sense of responsibility that we feel day after day for our models.

It is precisely this passion, this love of detail and quality that brings our desirable models to life: Discover on the following 180 pages our long awaited new items for this year and enjoy the look of our perfect, true-to-the-prototype reproductions of mythic locomotives and trains.

In addition to new items for H0 Gauge, we naturally also have convincing, fascinating new items for Z and 1 Gauge on the following pages, and we want to present them to you also.

A special, pioneering innovation for this year deserves to be mentioned here and now: You can now also control your locomotives with your cell phone. How? See page 141!

A great event is taking place this year too: For the first time the International Model Railroad Show (IMA) will take place at Märklin in Göppingen in conjunction with the Model Railroad Meet. Enthusiasts, fans, and interested parties are cordially invited to this mega event September 16 – 18, 2011. Experience everything that model railroading has to offer: a large train show of historic originals, exhibitions of all the famous manufacturers in the model railroad industry, attractive layouts from different model railroad clubs, and an entertainment program for families. Enter into the world of Märklin Welt and enjoy page by page – or train by train.

We hope you have a lot of pleasure with our new items brochure. Let our new items for 2011 inspire you for your ideas.

Your Märklin Team



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One-Time Series for 2011



Starting in 2011, the Märklin-Händler-Initiative / Märklin Dealer Initiative (also known as the Märklin "Exclusiv" program) is turning into an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL). This will open up to dealers worldwide what has been a national association for the last 21 years.

Since 1990, the MHI has produced one-time special series for its members, which have been available exclusively through dealers in the group.

MHI special production runs are innovative products with special differences in their paint schemes, imprinting, and technical features for the experienced model railroaders or also replicas from earlier Märklin periods.

These products are identified with the pictogram .

MHI products for the Märklin and Trix brands are produced in one-time series and are only available in limited quantities.

The dealers in our international association are distinguished by carrying the entire Märklin/Trix assortment as well as having special qualifications for giving advice and service.

MHI dealers in your area can be found on the Internet at www.mhi.de.



EXCLUSIV

1/2011



Class 701 Powered Catenary Maintenance Car

HIGHLIGHTS

- Single-arm pantograph included.



39972 Powered Catenary Maintenance Rail Car.
Prototype: German Railroad, Inc. (DB AG) class 701 maintenance vehicle. Movable work platform and single arm pantograph included. Used for servicing and checking catenary.
Model: This model has an mfx digital decoder and extensive sound functions. It also has controlled, high-efficiency Softdrive Sine propulsion and a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The headlights (warm white LEDs) and the red marker lights are maintenance-free LEDs, they will work in conventional operation, and can be controlled digitally. The engineer's cab has interior details. Length over the buffers 16 cm / 6-5/16".

One-time series.
This model can be found in a DC version in the Trix H0 assortment under item no. 22972.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Surrounding sounds		x	x	x



EXCLUSIV 1/2011

Class 285 Diesel Locomotive

HIGHLIGHTS

- mfx decoder with controllable sound functions.
- Detailed, affordable beginner's model.



36653 Diesel Locomotive.

Prototype: CB Rail class 285 diesel electric locomotive, leased to the ITL Railroad Company, Inc., Dresden, Germany. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.

Model: The locomotive is constructed of metal with many cast-on details. It has an mfx digital decoder, a special can motor, and controllable sound functions. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs.

Length over the buffers 21.7 cm / 8-9/16".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22285.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x



47076

36653

 One-Time Series for 2011.

Freight Service

HIGHLIGHTS

- New tooling for the WoodTainer XS containers with a cover, with a container volume of 24 cubic meters / 858.15 cubic feet.
- These cars are ideal for unit trains.



47076 Container Flat Car Set with WoodTainer XS Containers.

Prototype: 2 German Railroad, Inc. (DB AG) type Sgns 691 four-axle flat cars for containers. "Traffic Red" basic paint scheme. Each car loaded with 4 WoodTainer XS Containers with covers, lettered for the Austrian firm Innofreight, A-8600 Bruck an der Mur, Austria. Container volume 24 cubic meters / 858.15 cubic feet for optimal

transport of bulk freight in terms of weight. The cars and containers look as they currently do in real life in 2010.

Model: The cars have type Y 25 trucks. The flat car floors are constructed of metal with striking fish belly side sills and are partially open as in the prototype. Each flat car is loaded with 4 removable WoodTainer XS containers with covers. Both flat cars have different car numbers and the containers have different registration numbers. Each car and its containers come individually packaged.

Total length over the buffers 45.6 cm / 17-15/16".
DC wheel set per car 4 x 700580.

One-time series.

This car set can be found in a DC version in the Trix H0 assortment under item no. 24110, but with different car numbers and container registration numbers.



USA



37629 Diesel Electric Locomotive.

Prototype: Union Pacific General Motors EMD type F 7. Three-unit locomotive consisting of an A unit, B unit, and a B unit.

Model: The locomotive comes with an mfx digital decoder mfx and extensive sound functions. There is 1 motor in the A unit and a B unit, a speaker in built into the other B unit. Each powered unit has 2 axles powered. Traction

tires. The headlights and lighted number boards will work in conventional operation and can be controlled digitally. The sound effects generator has diesel locomotive operating sounds. There is a permanent drawbar

between the locomotive units. A snowplow is included for installation on the locomotive.
Length 52 cm / 20-1/2" and 12,5 cm / 5".

One-time series.



EXCLUSIV

1/2011

 One-Time Series for 2011.

HIGHLIGHTS

- New tooling for the dumping hoppers.
- 2-part construction with hopper and a tarp cover.
- All of the dumping hoppers have different hopper numbers.
- Prototypical load.



47029 Low Side Car Set.

Prototype: 2 type Rens four-axle low side cars with stakes. Privately owned cars of the firm AAE Cargo AG, Zug, Switzerland, leased to the firm Awilog Transport GmbH, Oberriexingen. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with steel side walls and stakes that can be folded down. Each car has a hand wheel for brakes that can be set from the car floor. Each low side car is loaded with

7 dumping hoppers with tarps for the firm Awilog. The cars look as they did around 2009.

Model: The low side cars have type Y 25 trucks. They also have metal inserts for good running characteristics. The underbodies are specific to the cars, with center sills and trapezoidal shaped openings. The cars have many separately applied details. Each car is loaded with 7 dumping hoppers. The dumping hoppers have 2-part construction with a tarp cover. There are additional transport restraints for the dumping hoppers. Both cars have different car numbers. All of the dumping hop-

pers have different hopper numbers. Each car comes individually packaged with its hoppers. There is also a master package for both cars.

Total length over the buffers 45.9 cm / 18-1/16".

DC wheel set per car 4 x 700580.

One-time series.

This model can be found in a DC version in the Trix HO assortment under item no. 24111, but with green dumping hoppers and beige tarp covers.



HIGHLIGHTS

- 50 years of US models from Märklin.
- 3-unit F7 with a tin-plate caboose.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Operating sounds	x	x	x	x
Bell	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Low Pitch Horn		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Air		x	x	x
Sound of Couplers Engaging			x	x
Rail Joints			x	x
Cab Radio			x	x

"Tin-Plate" Freight Cars

HIGHLIGHTS

- 50 Years of American Models from Märklin.
- All of the cars individually packaged.



45644 Set with 10 "Tin-Plate" Freight Cars.

Prototype: 6 boxcars and 4 tank cars for different American railroads or companies for the period at the end of the Fifties.

Model: This is a set with 6 tin-plate boxcars and 4 tin-plate tank cars painted and lettered for different American railroads and companies. All of the cars have Relex couplers. All of the cars come individually packaged.

Length per boxcar 18.7 cm / 7-3/8".

Length per tank car 12.5 cm / 4-7/8".

One-time series.

This set is ideal to go with the EMD F7 diesel locomotive available under item no. 37629.



EXCLUSIV

1/2011



37629

One-time series for 2011.



45644

37629

One-time series for 2011.

Freight Service



EXCLUSIV

1/2011

 One-time series for 2011.

HIGHLIGHTS

- Fine detailing.
- Extensive paint scheme and lettering.



88698 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 100.20 lightweight general-purpose locomotive in a crimson paint scheme.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LEDs.

Length over the buffers 60 mm / 2-1/4".

One-time series for the Märklin "Exklusiv" program.

The 88698 locomotive can be added to the 82315 acid transport car set to make up a complete.



HIGHLIGHTS

- Mostly new tooling for this car type.



82315 Acid Transport Car Set.

Prototype: 5 acid transport cars painted and lettered for VTG (Vereinigte Tanklager und Transportmittel GmbH / United Tank Farm and Transport Services, Inc.), used on the German Federal Railroad (DB).

Model: 5 acid transport cars, each with 12 containers. 2 cars with brakeman's cabs, 3 cars with brakeman's platforms.

Total length over the buffers approximately 210 mm / 8-1/4".

One-time series for the Märklin "Exklusiv" program.

All of the cars come in a special edition and are not available separately.

The 88698 locomotive is the perfect motive power for the 82315 car set.



82315

88698

Märklin H0 – the Original

Thus year too we have prepared a broad palette of new items for you for what is probably the best know and most popular scale among model railroaders – H0 Scale with its ratio of 1:87. We want to present a few models as examples. We are sure that our new items for 2011 will win you over like they did us.

The DB class 50.40 is resplendent in a detailed, contemporary execution exclusively for our club members, with a new design high performance boiler, Franco-Crosti exhaust gas pre-heater, and Witte smoke deflectors. The new dump cars, which are new tooling, go well with this desirable Insider model and are available in 2 different car sets four our club members.

The prototype of another new item is the DB class 042 freight train steam locomotive with a tender and oil firing as the locomotive looked around 1972. This rebuilt version of the locomotive was equipped in real life with a new design high performance boiler, and the model comes in two versions in our assortment.

The legendary “Lollo” is joining the ranks of the Era IV models. This DB class 216 general-purpose diesel locomotive comes in the original crimson paint scheme and has different vent and window arrangements on the sides as in the prototype. The only thing lacking is for this model to be used on your model railroad layout.

The class Köf III small diesel locomotive as the DB class Köf 11 is an eye catcher. This two-axle switch engine will win you over not only because of its crimson paint scheme but also because of its different features such as the Telex couplers front and rear that can be operated separately as well as the prototypical headlight changeover function.

In the car area we would like to present different sliding roof gondolas from the DB type Kmmks 51 of Era III. These cars are being offered individually packaged in a display. The display has a total of 20 cars: 10 of them without a brakeman’s platform, 50 of them with a brakeman’s platform and 5 with a sheet metal brakeman’s cab. All of the roofs can be opened and all of the cars have different car numbers.

This year we have selected the Montan Union as a theme for H0 Scale. This economic association controlled chiefly access to coal and steel for its member states. Under the slogan “From Ore to Steel” we have assembled interesting new items starting on page 60.

The German State Railroad Company (DRG) class 39.0-2 is coming out as a tooling variation. The prototype of this highlight was first built in 1922 as the class P 10 der Royal Prussian State Railroad Administration. We are making this model as it looked around 1934 with short Wagner smoke deflectors and a type 2’2’ T 31,5 Prussian box-style tender. There are also suitable “Hechtwagen” / “Pike Cars” to go with this locomotive, and you can combine these cars with it in any fashion you desire.

Every period brings changes. Passenger service also changes with great rapidity. We have found this contrast for you in the following two prototypes: At one end of the time line is the class 601 TEE diesel powered rail car train, also known as the “Mediolanum”. This Trans Europe Express

ran between Munich and Milan represented the southern connection to Germany or Italy at that time. On the other end of the time line we see the present day Thalys PBKA (Paris – Brussels – Cologne – Amsterdam), a high speed train in cross border passenger service in the Benelux area. Naturally, both trains are a must in our new items collection. From our neighboring country of Austria comes our next tooling change: the Austrian Federal Railways (ÖBB) Era IV class 1018.0 electric locomotive in the so-called blood orange “Jaffa” paint scheme. It is coming out as a rebuilt version corresponding to the ÖBB standardization of this class starting in 1966 and looking as it did around 1984. By contrast our highlight from overseas is coming in cobalt blue: The impressive “Blue Bird” passenger train. This heavy Alco PA-1 diesel locomotive with six streamliner passenger cars for the WABASH Railroad ran in the Fifties between Chicago and St. Louis. The model comes in nostalgic packaging and is available in a very limited edition.

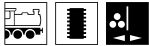
H0 Scale
Gauge 16.5 mm / 5/8”
Scale 1:87



"Construction Site" Starter Set

HIGHLIGHTS

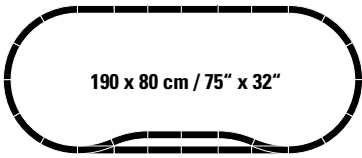
- Construction train includes a locomotive, crane car, and a removable power shovel.
- Locomotive has a warning light and headlights.



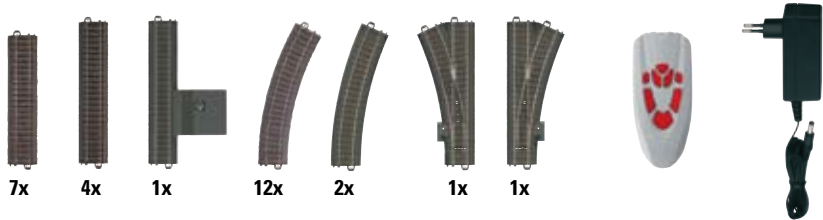
29182 "Construction Site" Starter Set. 230 Volts.
Prototype: Type DHG 700 industrial diesel locomotive. Krupp-Ardelt crane car with a crane tender car. Low side car for transporting a power shovel.
Model: The locomotive has a metal frame, a digital decoder, and a special motor. 1 axle powered. Traction tires. The headlights change over with the direction of travel and can be controlled digitally. There is a warning light on the roof of the engineer's cab. The crane car has a cab that can be turned, a boom that can be raised and lowered, and a hand crank for the crane line. The crane tender car has a boom support. The low side car comes with a metal model of a power shovel. All of the cars have Relex couplers.
Train length 48 cm / 18-7/8".

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 1 no. 24089 base station, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 no. 24612 right turnout and 1 no. 24611 left turnout. 230 volt / 36 VA switched mode power pack (18 VA transformer in North America) and a wireless infrared controller. This set can be expanded with the C Track extension sets and the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

The 78082 theme extension set makes a prototypically realistic addition to this train.



29182



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Flashing Warning Light	x	x	x	x
Direct control	x	x	x	x



"Construction Site" Extension Set

HIGHLIGHTS

- Track for expanding a C Track layout.
- All sorts of play value with the construction vehicle and the freight load.

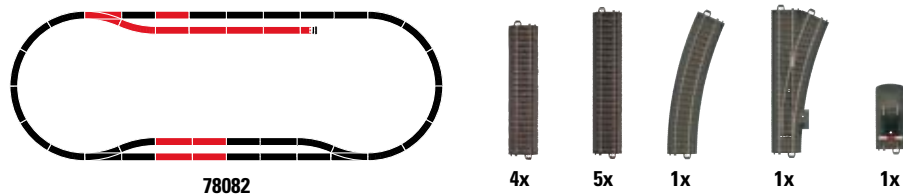
78082 "Construction Site" Track Extension Set.

Prototype: Low side car and a gondola painted and lettered for a construction train. Modern design construction vehicle.

Model: Both cars have Relex couplers. Freight car set length 34.5 cm / 13-9/16".

Contents: 5 no. 24188 straight track, 4 no. 24172 curved track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper. The construction vehicle is constructed of metal. The set includes a load of "gravel".

This extension set goes well with the 29182 "Construction Site" starter set.



Freight Service

HIGHLIGHTS

- Affordable beginners model with a built-in digital decoder.



36501 Diesel Locomotive.
Prototype: Henschel type DHG 500 diesel switch engine.
Model: The locomotive has a digital decoder and a special motor. 1 axle powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has coupler hooks. Length over the buffers 11.2 cm / 4-3/8".



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

VI

44203 Refrigerator Car.
Prototype: Privately owned car painted and lettered for the firm Ferrero MSC GmbH & Co. KG, Frankfurt am Main, Germany.

Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 700580.



VI

44202 Beer Car.
Prototype: Privately owned car painted and lettered for the brewery Weldebräu GmbH & Co. KG, Plankstadt, Germany.

Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 700580.





"Container Train" Starter Set

HIGHLIGHTS

- Mobile Station includes a pre-programmed locomotive card.
- Modern freight train with different loads for all kinds of fun and enjoyment.



29450 "Container Train" Starter Set. 230 Volts.

Prototype: Class E 186 general-purpose electric locomotive painted and lettered for Railpool, Inc., Munich, Germany and 3 German Railroad, Inc. (DB AG) low side cars loaded with different containers.

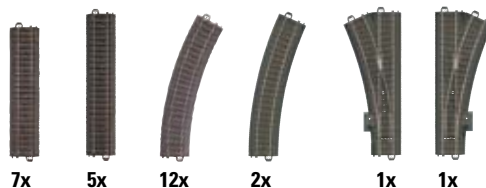
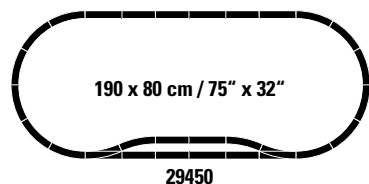
Model: The locomotive is constructed of metal and has a digital decoder and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 4 mechanically working pantographs (not wired to take current from catenary). The 3 low side cars come loaded with different types of containers (20 foot tank container, 20 foot container, and a 40 foot container).

Train length 69.7 cm / 27-7/16".

Contents: 12 no. 24130 curved track, 7 no. 24172 straight track, 5 no. 24188 straight track, 2 no. 24224 curved track, and 1 pair of 24612 and 24611 turnouts. A track connector box and a 230 volt / 36 VA switched mode power pack (18 VA transformer in North America) are included. A Mobile Station with a locomotive card is included. Also included is an illustrated instruction manual with many tips and ideas. This set can be expanded with the C Track extension sets and the entire C Track program.

The 78450 theme extension set makes a prototypically realistic addition to this starter set.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



"Container Terminal" Extension Set

HIGHLIGHTS

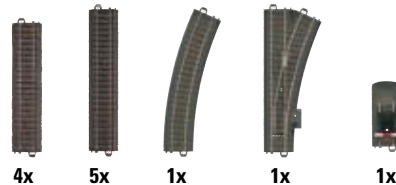
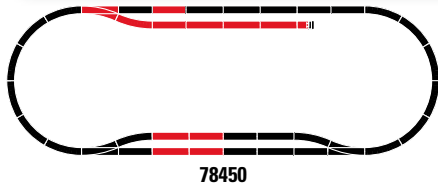
- Track for expanding a C Track layout.
- All sorts of play value with the kit and the removable loads.



78450 "Container Terminal" Theme Extension Set.
Prototype: 2 German Railroad, Inc. (DB AG) low side cars loaded with different containers.
Model: Both cars have close couplers. The low side cars come loaded with different types of containers (20-foot tank container, 20-foot container, and 40-foot container).

Contents: 5 no. 24188 straight track, 4 no. 24172 curved track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper. Plastic kit for a "container crane".
 Freight car set length 32 cm / 12-5/8".

This extension set goes well with the 29450 "Container Train" starter set.



78450

29450

"Era III" Starter Set

HIGHLIGHTS

- A complete digital railroad: 2 trains, a large track layout, 2 Mobile Stations, and 4 digital turnouts.



29094 "Era III" Starter Set. 230 Volts.

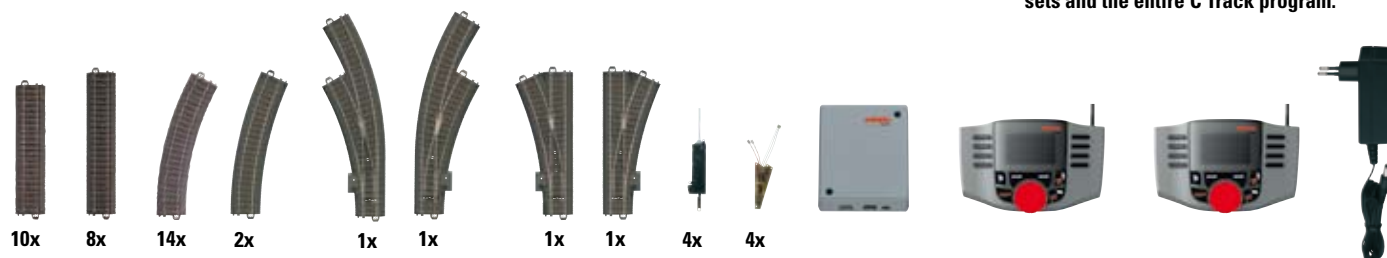
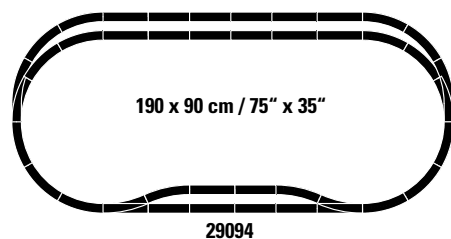
Prototype: German Federal Railroad (DB) freight train and passenger train. Class E 94 electric locomotive and a class 01.10 steam locomotive with a tender. Type Gms 30 boxcar, type V 23 livestock car, 2 type Rlmms 58 stake cars and a type Om 12 high side gondola. Type AB4üwe skirted passenger car, 1st/2nd class, and 2 type B4üwe skirted passenger car, 2nd class.

Model: The electric locomotive has an mfx digital decoder and a controllable warning sound. The steam locomotive has an mfx digital decoder and extensive sound functions. The locomotives have controlled high efficiency propulsion. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Total length of the freight train 84.3 cm / 33-3/16". Total length of the passenger train 101.2 cm / 39-7/8".

Contents: Large C Track layout with 34 pieces of track and 4 turnouts with electric mechanisms and decoders. 2 Mobile Stations. A track connector box and a 230 volt / 36 VA switched mode power pack (18 VA transformer in North America) are included. Extensive instructions for setup and operation are included.

One-time series.

This set can be expanded with the C Track extension sets and the entire C Track program.





Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Running gear lights		x	x	x
Whistle for switching maneuver		x	x	x
Air Pump		x	x	x



"Era III" Starter Set

HIGHLIGHTS

- A complete digital railroad: 2 trains, a large track layout, and a Central Station.
- Large radius C Track layout.
- 4 digital turnouts.



29440 "Era III" Starter Set. 230 Volts.

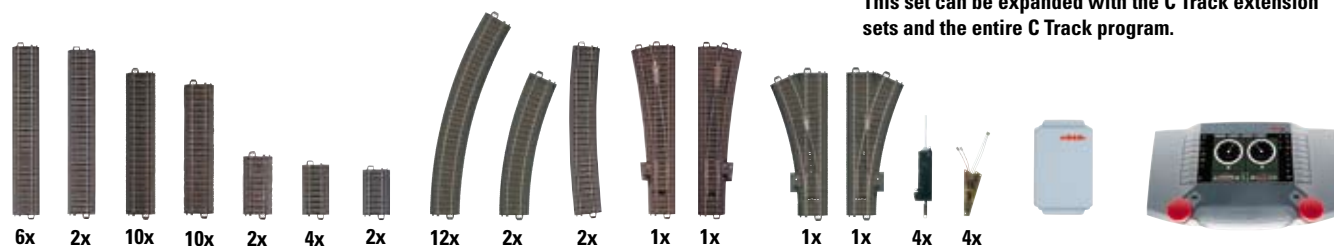
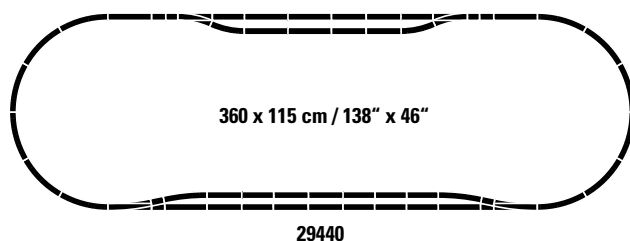
Prototype: German Federal Railroad (DB) freight train and passenger train. Class 44 steam locomotive with a tender and a class E 10.3 electric locomotive. 6 different standard design tank cars (4 with brakeman's platforms, 2 with a brakeman's cab). Type A4üm-61 passenger car, 1st class, 2 type B4üm-63 passenger cars, 2nd class, and a type BD4üm-61, 2nd class with a baggage compartment.

Model: The electric locomotive has an mfx digital decoder and factory-installed sound functions. The steam locomotive has an mfx digital decoder and extensive sound functions. The locomotives have controlled high efficiency propulsion. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Total length of the freight train 111.8 cm / 44". Total length of the passenger train 103.8 cm / 40-7/8".

Contents: Large C Track layout with 52 pieces of track and 4 turnouts with electric mechanisms and decoders. A Central Station is included. A 230 volt / 60 VA switched mode power pack (60 VA transformer in North America) for powering the Central Station and accessories are included. Wire, plugs, and sockets are connections are included. Extensive instructions for setup and operation are included.

One-time series.

This set can be expanded with the C Track extension sets and the entire C Track program.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Station Announcements	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Telex coupler(s)	x	x	x	x
Sound of squealing brakes off		x	x	x
Sound of coal being shoveled		x	x	x
Whistle for switching maneuver		x	x	x
Direct control		x	x	x
Air Pump			x	x
Grate Shaken			x	x
Letting off Steam			x	x

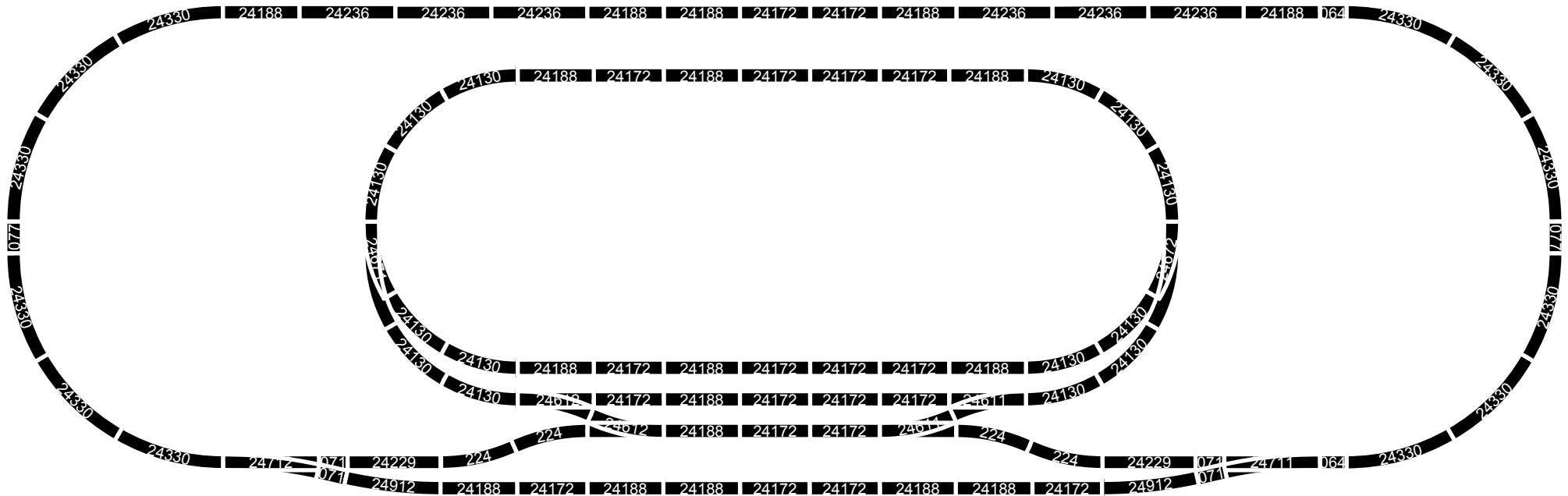


Possible Combinations for the “Era III” Starter Sets

Imagine a track layout 400 cm / 158 inches long and 130 cm / 52 inches wide! What a wide variety of possible variations for playing with trains, magnificent operating fun, and scenery possibilities you would have with such a breathtaking track layout!

Our combination of track from the “Era III” digital mega starter set (item no. 29094) and

from the "Era III" digital mega starter set (item no. 29440) has exactly these dimensions and we would like to present it to you: Two Mobile Stations and a Central Station connected to 86 sections of track and 8 digital turnouts offer you a large layout in this combination, just right for multi-train operations, extensive routes, and long trains.





Baden IVh – The Complicated Beauty

In 1915, the Grand Ducal Baden State Railways ordered 20 locomotives with a 4-6-2 wheel arrangement (Pacific) from Maffei in Munich in order to operate the Rhine Valley line more efficiently. This locomotive type was designated as the IVh and was planned mainly for use between Mannheim and Basle. The design was therefore laid out purely as an express locomotive for flat terrain. When the last class IVh locomotives were delivered by the builder in 1920, the Baden State Railways were already incorporated into the German State Railroad, which took all 20 locomotives into its roster as the class 18.3. These units were stationed at the maintenance facility in Offenburg and were the flagship express locomotive on the Rhine Valley line. They could often be seen pulling the German State Railroad's new luxury train, the Rheingold. Maffei designed four-cylinder compound running gear for the IVh, whose inner cylinders were positioned far to the front and gave the locomotive its unmistakable look. The tender also contributed to the characteristic look of the locomotive. It was unusually short with a truck and with two axles mounted close to one another in the frame of the tender. During its service life, the Baden IVh was not very popular with either the locomotive crews or the railroad's managers because of its complicated technology, and it was transferred in groups to North Germany until all 20 locomotives were stationed in Bremen in 1942. They were used primarily in the area of the North German flatlands, an area they were best suited for.



39022 Express Locomotive with a Tender.
Prototype: Grand Ducal Baden State Railways class IVh steam locomotive. The locomotive looks as it did in 1920. Use: Premium passenger service.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, extensive sound functions. 3 axles powered. Traction tires. The tender is constructed of metal. There is a close coupling between the locomotive and tender that can be adjusted for the radius of your curved track. A 72270 smoke generator can be installed in the locomotive. The LED dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can

be controlled digitally. There is a close coupler with an NEM pocket and a guide mechanism on the tender.
Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 26.7 cm / 10-1/2".

One-time series.

Express train passenger cars to go with the Baden IVh are available under item no. 42765.

HIGHLIGHTS

- Especially finely detailed metal construction.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Whistle for switching maneuver		x	x	x
Sound of squealing brakes off			x	x
Sound of coal being shoveled			x	x
Letting off Steam			x	x
Grate Shaken			x	x



HIGHLIGHTS

- Train composition for an historic D-Zug express train around 1920.
- Highly detailed models.



42765 Express Train Passenger Car Set.

Prototype: 4 different express train passenger cars from different railroads of the provincial railroad period. 1 Bavarian design type PPü baggage car, 2 Bavarian design type CCü day coaches, 3rd class, 1 Bavarian design type ABBü day coach, 1st/2nd class, and 1 MITROPA type WR6ü dining car. The cars look as they did around 1920.

Model: These are highly detailed models. All of the cars have interior details and close couplers with guide mechanisms. The dining car has built-in interior lighting. The baggage car has 4 sliding doors that can be opened. Total length over the buffers 109.2 cm / 43".

One-time series.

The Baden class IVh express locomotive with a tender is the right motive power for this car set and is available under item no. 39022 in the Märklin H0 assortment.



42765

39022

The Class 39 – A Powerful Locomotive in the Mittelgebirge Region

In 1919, development began at the firm of Borsig in Berlin for a passenger locomotive with a 2-8-2 "Mikado" wheel arrangement. Its job was chiefly to master heavy express train operation in the Mittelgebirge region. It could often be seen on the Main-Weser line, the Eifel line, the Schwarzwald or Black Forest line, the Gäu line, and in Saxony. Between 1922 and 1927, a total of

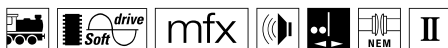
260 units of this locomotive with four driving axles left the builder's halls that the German State Railroad Company (DRG) designated as the class 39 and that were indispensable after World War II in both of the German states. These locomotives measured 22,890 mm / 75 feet 1-3/16 inches long and weighed 100.4 metric tons. They reached a maximum speed of 110 km/h / 68 mph with

their three-cylinder running gear and had an indexed performance of 1,620 horsepower. However, the class 39 exceeded the required axle load of 17 metric tons considerably so that several of these powerful locomotives could not be used until the rail lines had been improved. The P 10 was considered to be the most powerful passenger locomotive among the provincial

state railroads. On the German Federal Railroad most of these locomotives were equipped with Witte smoke deflectors and the type 2'2' T 34 tender, which replaced the type pr2'2' T 31,5 tender. The DB retired the class 39 in Stuttgart, where the last three units disappeared from service in 1967.

HIGHLIGHTS

- New tooling for the Prussian type 2'2' T 31,5 tender.
- Especially finely detailed metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- mfx decoder.
- A wide variety of operating and sound functions that can be controlled digitally.



39392 Passenger Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 39.0-2 passenger train steam locomotive. With short Wagner smoke deflectors and a Prussian type 2'2' T 31,5 tender. Built starting in 1922 as the class P 10 for the Prussian State Railways. The locomotive looks as it did around 1934.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free can motor. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The dual headlights

change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included. Length over the buffers 26.3 cm / 10-3/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Air Pump		x	x	x
Flickering Light in Fire Box		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of squealing brakes off			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x



Express train passenger cars to go with this locomotive, the so-called "Hechtwagen" or "Pike Cars", are also being offered in 2011 in the Märklin new items assortment under item numbers 42232, 42252, 42253, and 42262.



42253

42252

42232

42262

39392

Express Train Passenger Car



42262 Express Train Baggage Car.

Prototype: German State Railroad Company (DRG) type Pw4ü Hannover "Hechtwagen" / "Pike Cars" baggage car with a roof cupola. Standard design based on drawing designation Pw4ü-23. The car looks as it did around 1931.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the Prussian standard design trucks are specific

to this car. The car has additional ladders on the ends of the car. The car has 4 pet compartments. The car is made to look as it did in Era II with a brownish green paint scheme. The train destination sign is imprinted on the car. The 7319 current-conducting coupling or the 72020/72021 current-conducting close coupler, the 73400/73401 (2 per car) lighting kit, and the 73404 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 21.7 cm / 8-1/2". DC wheel set 4 x 700580.

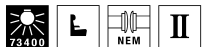


42232 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type AB4ü Halle "Hechtwagen" / "Pike Cars" compartment car, 1st/2nd class. Standard design based on drawing designation AB4ü-23a. The car looks as it did around 1931.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car.

The car has separately applied ladders on the car floor. There are also additional ladders on the ends of the car. The car is made to look as it did in Era II with a brownish green paint scheme. The train destination sign is imprinted on the car. The 7319 current-conducting coupling or the 72020/72021 current-conducting close coupler, the 73400/73401 (2 per car) lighting kit, and the 73404 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 23.7 cm / 9-5/16". DC wheel set 4 x 700580.



42252 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type C4ü Halle "Hechtwagen" / "Pike Cars" compartment car, 3rd class. Standard design based on drawing designation C4ü-23. The car looks as it did around 1931.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car has separately applied ladders on the car floor.

There are also additional ladders on the ends of the car. The car is made to look as it did in Era II with a brownish green paint scheme. The train destination sign is imprinted on the car. The 7319 current-conducting coupling or the 72020/72021 current-conducting close coupler, the 73400/73401 (2 per car) lighting kit, and the 73404 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 23.7 cm / 9-5/16". DC wheel set 4 x 700580.



42253 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type C4ü Halle "Hechtwagen" / "Pike Cars" compartment car, 3rd class. Standard design based on drawing designation C4ü-23. The car looks as it did around 1931.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car has separately applied ladders on the car floor.

There are also additional ladders on the ends of the car. The car is made to look as it did in Era II with a brownish green paint scheme. The train destination sign is imprinted on the car. The 7319 current-conducting coupling or the 72020/72021 current-conducting close coupler, the 73400/73401 (2 per car) lighting kit, and the 73404 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 23.7 cm / 9-5/16". DC wheel set 4 x 700580.



DR Streamlined Steam Locomotives



37912 Set with 2 Streamlined Steam Locomotives.
Prototype: 2 German State Railroad streamlined steam locomotives: Road number 03 1007 in black and road number 03 1009 in red. The locomotives look as they did around 1940.

Model: Both locomotives have digital decoders and controlled high efficiency propulsion. 3 axles powered. Traction tires. The 7226 smoke generator can be installed in both locomotives. The headlights and smoke generator contact will work in conventional operation and can be controlled digitally.
Length over the buffers for each locomotive 27.4 cm / 10-3/4".

One-time series.

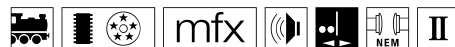
Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Direct control	x	x	x	x



DRG Class 18.4 Express Train Steam Locomotive

HIGHLIGHTS

- Metal locomotive frame and body.
- mfx decoder and extensive sound functions included.



37183 Express Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 18.4 express steam. Small Wagner smoke deflectors, smoke stack with a Caledonian rim and a red-white-red band. The locomotive looks as it did at the start of the Thirties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high efficiency propulsion. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally.

Length over the buffers 24.9 cm / 9-13/16".

One-time series.

The "Rheingold" express train passenger car set to go with this locomotive is also being offered in a one-time series in 2011 in the Märklin new items assortment under item no. 42283.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x



“Rheingold” Express Train Passenger Car Set

The legendary Nibelungen treasure was the inspiration for one of the most famous luxury trains in Europe. The first “Rheingold” undertook its first cross-border run on May 15, 1928 over the 662 kilometer / 414 miles route from Amsterdam/ Hook of Holland to Basle. It was pulled by a Bavarian S 3/6 Pacific locomotive. The design for the cream/violet painted salon cars was based on the famous American Pullman cars and offered luxurious open seating accommodations with or without a galley. Two cars were always served from

one galley. The arrangement of the interior spaces came from designs of famous artists and architects. These cars were also technically the newest that the railroad could offer at that time. At 23.5 meters / 77 feet 1-3/16 inches they exceeded the length of all the German passenger cars built up to that time. The 26 cars eventually built each weighed 50 to 57.2 metric tons, clearly more than normal express train passenger cars. The trucks for these cars were a special design. There were also three baggage cars, all in violet and 19.68

meters / 64 feet 6-7/8 inches long. The train had accommodations in first and second class. In the fall of 1939 the “Rheingold” disappeared from the schedules. The German Federal Railroad brought back the tradition in 1951. For three decades this train was the figurehead of the German Federal Railroad. With the beginning of the summer schedule in 1987 the “Rheingold” disappeared from German.





42283 "Rheingold" Express Train Passenger Car Set.

Prototype: 6 different German State Railroad Company (DRG) long distance express train passenger cars.

2 type SPw4ü-28 baggage cars. 1 type SB4ü-28 salon car, 2nd class, without a galley. 1 type SA4ük-28 salon car, 1st class, with a galley. 1 type SA4ü-28, 1st class, without a galley. 1 type SB4ük-28, 2nd class, with a

galley. The cars look as they did at the beginning of the Thirties.

Model: The cars have interior details with lighted table lamps. Maintenance-free LEDs are used for the lighting. The cars have continuous current-conducting connections by means of special fixed drawbar couplings that can be plugged into the cars. The baggage cars each

have 4 sliding doors that can be opened. All of the cars have imprinted train order numbers and destination signs. 1 baggage car has factory-installed LED marker lights.

Total length over the buffers 154 cm / 60-5/8".

One-time series.

The class 18.4 is the right "Rheingold" express train locomotive for this car set and is also being offered under item no. 37183 as a one-time series in 2011 in the Märklin new items assortment.



42283

37183

DRG Freight Car Set

HIGHLIGHTS

- New tooling for the type R(r) Stuttgart stake car.
- Some of the cars with grayish white buffer cladding for Russian wide gauge track.



46401 Freight Car Set.

Prototype: 3 German State Railroad Company (DRG) freight cars of different types. Type R(r) Stuttgart two-axle stake car, interchange design, with wood stakes, without a hand brake. One of the cars could be re-gauged for Russian wide gauge track, 1 car could not be re-gauged. 1 type Gltr Dresden high volume boxcar, interchange design, with a low end wall door at one end of the car, could be re-gauged for Russian wide gauge track. The cars look as they did around 1932.

Model: All of the cars have truss rods and the boxcar also has separately applied step boards. Both of the stake cars come loaded with a stack of real wood. Stakes that can be installed on the cars are included. One of the stake cars and the boxcar has grayish white buffer cladding, an indication that these cars could be re-gauged for Russian wide gauge track. Total length over the buffers 41.9 cm / 16-1/2". DC wheel set for each car 2 x 700580.



DB Class 23 Steam Locomotive

HIGHLIGHTS

- Reproduction of a Märklin classic from the Sixties.
- A good locomotive to go with the "Tin-Plate" passenger cars from the 00796 display.
- The packaging has a colored representation of the locomotive borrowed from the historic packaging for the class 23.



30050 Passenger Train Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 23 passenger train steam locomotive. Version with silver-colored boiler bands. The locomotive looks as it did around 1960.

Model: This locomotive is a reproduction of a Märklin classic based on item number 3005. The locomotive has an mfx digital decoder. It also has controlled high efficiency propulsion. 3 axles powered. Traction tires. The dual headlights at the front of the locomotive will work in conventional operation and can be controlled digitally. The locomotive body and frame are constructed of metal. The locomotive has raised "Märklin" lettering, a raised road number, and a raised item number on the engineer's cab. Like the old prototype, the wheels and valve gear are bright nickel plated. The locomotive has a coupler hook on the front; the tender has a Relex coupler on the rear.

Length over the buffers 24 cm / 9-7/16".

One-time series.

The class 23 passenger train steam locomotive is a good locomotive to use with the go with the "Tin-Plate" passenger cars from the 00796 display.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



Insider Model for 2011

HIGHLIGHTS

- Completely new tooling.
- Very finely detailed metal construction.
- High efficiency propulsion motor with a bell-shaped armature in the boiler.
- Franco-Crosti pre-heater boiler included under the normal boiler.
- A wide variety of operating and sound functions that can be controlled digitally.
- Rebuilt version of the tender with coal bunker hatches.
- Suitable freight car additions under item nos. 46350, 46351, and 46982.



37040 Freight Train Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 50.40 freight train steam locomotive. Converted version with a new design high performance boiler and a Franco-Crosti exhaust gas pre-heater, Witte smoke deflectors, DB reflex glass lamps, sand boxes located on the running boards, a smoke stack located on the side of the locomotive, and a rebuilt type 2'2'T 26 tender with coal bunker hatches. Road number 50 4005. The locomotive looks as it did around 1962.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has a controlled high efficiency propulsion motor with a bell-shaped armature and a flywheel, located in the boiler. 5 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 7226 smoke generator can be installed in the normal smoke stack. When the locomotive is running, the smoke stack can be closed with a hatch. The triple headlights that change over with the direction of travel and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The head-

lights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the back of the tender has a close coupler in an NEM pocket with a guide mechanism. The coal bunker hatches can be opened and closed by hand. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors are included.

Length over the buffers 26.4 cm / 10-3/8".

The 37040 freight train steam locomotive is being produced in 2011 in a one-time series only for Insider members.

This model can be found in a DC version in the Trix H0 assortment under item no. 22051 exclusively for Trix Club members.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x

Suitable dump car sets are also being offered exclusively only for Insider members under item nos. 46350 and 46351. When and only when you buy both of these freight cars, the 46982 freight train baggage car is also available free.



After intensive experiments with the two class 42.90 Franco-Crosti locomotives, the German Federal Railroad decided to convert several class 50 locomotives in the same manner. A Franco Crosti boiler is a conventional locomotive tank with a second boiler connected in the steam lines. It heats feed water with the assistance of smoke exhaust gases passing over the

water. This second boiler is therefore called an exhaust gas pre-heater. The Italian designers Franco and Crosti built their first test units with this technology as early as the Thirties. The savings in coal were approximately 20 % with the improved efficiency. The flat smokestack for operation projects from one side of the boiler, which results in a rather striking appearance. The standard

smokestack no longer serves to discharge smoke exhaust gases during operation, but is only required for firing up the locomotive. Relatively high operating costs resulted despite the increased efficiency, since the pre-heater boiler was easily subject to corrosion. A total of 31 locomotives were delivered to the German Federal Railroad by Henschel in 1954 and 1958, and

were designated as the class 50.40. These two-cylinder, 90.6 metric tons heavy locomotives had a maximum speed of 80 km/h / 50 mph in both directions and an indexed performance of 1,540 pounds per square inch. They were used in the Münsterland area and in the Rhine area in freight train service until they were retired in 1967 and then scrapped.



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Insider model for 2011

HIGHLIGHTS

- Dump cars are completely new tooling.
- Very finely detailed construction.
- Separately applied track tongs on the car frame.
- All of the cars have different car numbers.
- Ideal cars for the class 50.40 freight train steam locomotive (Insider model for 2011).



46350 Dump Car Set 1.

Prototype: 6 different German Federal Railroad (DB) freight cars of different types. 2 type F-v-51 (later Ommi 51) dump cars with hand brakes and brakeman's platforms. 2 type F-z-51 (later Ommi 51) dump cars without hand brakes and without brakeman's platforms. 1 type Gms 30 boxcar, welded design (former type Gs "Oppeln"), with a short frame, without hand brakes and without brakeman's platforms. 1 acid transport car with a hand brake and a brakeman's platform. One privately owned car painted and lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH, Hamburg / United Tank Farm and Transport Service, Inc, Hamburg, Germany. The cars look as they did around 1962.

Model: The dump cars are finely detailed with partially open frames, separately applied track tongs, and separately applied dump hoppers. The cars have either a separately applied brakeman's platform or no brakeman's platform. All of the dump cars have different car numbers. The hoppers are loaded with real scale sized ballast. The "Oppeln" design boxcar has a short frame. The acid transport car has finely detailed frame pieces for holding the acid containers in place. Total length over the buffers 63.5 cm / 25". DC wheel set for each freight car 2 x 700580.

The 46350 dump car set is being produced in 2011 in a one-time series only for Insider members.

The 46350 dump car set can be lengthened to a prototypical freight train with the 46351 dump car set. If and only if you buy both of these freight car sets, the freight train can be completed with the 46982 freight train baggage car available free for this purpose. The class 50.40 freight train steam locomotive to go with this is also being offered exclusively for Insider member only under item no. 37040.

This model can be found in a DC version in the Trix H0 assortment under item no. 24091 exclusively for Trix Club members.



HIGHLIGHTS

- Dump cars are completely new tooling.
- Very finely detailed construction.
- Separately applied track tongs on the car frame.
- All of the cars have different car numbers.
- Ideal cars for the class 50.40 freight train steam locomotive (Insider model for 2011).



46351 Dump Car Set 2.

Prototype: 6 different German Federal Railroad (DB) freight cars of different types. 2 type F-v-51 (later Ommi 51) dump cars with hand brakes and brakeman's platforms. 2 type F-z-51 (later Ommi 51) dump cars without hand brakes and without brakeman's platforms. 1 type G 10 boxcar with a built-on brakeman's cab. 1 tank car with a brakeman's platform. One privately owned car painted and lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH, Hamburg / United Tank Farm and Transport Service, Inc, Hamburg, Germany. The cars look as they did around 1962.

Model: The dump cars are finely detailed with partially open frames, separately applied track tongs, and

separately applied dump hoppers. The cars have either a separately applied brakeman's platform or no brakeman's platform. All of the dump cars have different car numbers. The hoppers are loaded with real scale sized ballast. The type G 10 boxcar has sliding doors that can be opened. The tank car has a separately applied brakeman's platform and a ladder going up to the filling platform. It has a reproduction of a partially open car body.

Total length over the buffers 63 cm / 24-13/16".
DC wheel set for each dump car 2 x 700580, for the boxcar 2 x 700270, for the tank car 2 x 32376004.

The 46351 dump car set is being produced in 2011 in a one-time series only for Insider members.

The 46351 dump car set can be lengthened to a prototypical freight train with the 46350 dump car set. If and only if you buy both of these freight car sets, the freight train can be completed with the 46982 freight train baggage car available free for this purpose. The class 50.40 freight train steam locomotive to go with this is also being offered exclusively for Insider member only under item no. 37040.

This model can be found in a DC version in the Trix H0 assortment under item no. 24094 exclusively for Trix Club members.



37040

46982

46351

46350

Insider Model for 2011

Type Ommi 51 Dump Cars

Between 1951 and 1970 the DB purchased a total of 3,905 dump cars which had already turned in excellent results on the Westphalian Provincial Railroad (WLE). They were designated as the type Ommi 51. This designation had the following meanings O = an open car that can be tipped or that has self-unloading equipment, mm = a load limit of more than 21 metric tons, i = dump hoppers, and 51 = type number (new cars were given type numbers in the range of 50 to 99 from 1951 on). The type Ommi 51 had five hoppers that could be tipped on both sides, thus allowing the freight load to be unloaded directly into road vehicles (such as trucks),

over bunker walls, etc. The hoppers were fabricated of steel, welded together, and reinforced with hollow supports. The car's underbody was a latticework design with rolled steel shapes and supported the vertical roller guides, on which the hoppers, with their cradles equipped with guide pins, roll for dumping. The hoppers could be unloaded partially or completely. The hopper was locked in place in the selected dumping position. After the return lock was released the emptied hopper rolled back to its normal position and the hopper restraint locked into place. The roll process for dumping was very well thought out in kinematic terms and, in

conjunction with the admittedly less advantageous high center of gravity for the hoppers, allowed direct transfer of the load into trucks without any aids. The simplicity and quickness of the process could hardly be improved on in principle. Since the cars were inclined to tip over during the unloading process, they had to be safeguarded in advance with special track clamps. Despite all of this these dump cars were very much in demand, mostly for the transport of specifically heavy bulk freight such as sand, gravel, ballast, and stones.



46982 Freight Train Baggage Car.

Prototype: German Federal Railroad (DB) type Pwgs 41. Version without a roof cupola. The car looks as it did around 1962.

Model: The underbody has separately applied brake rigging.

Length over the buffers 11.9 cm / 4-11/16".

DC wheel set 2 x 700580.

The 46982 freight train baggage car is being produced in 2011 in a one-time series only for Insider members.

If and only if you buy both the 46350 and 46351 dump car sets, the freight train can be completed with the 46982 freight train baggage car available free for this purpose. The class 50.40 freight train steam locomotive to go with this is also being offered exclusively for Insider member only under item no. 37040.

This freight train baggage car can be found in a DC version in the Trix H0 assortment under item no. 24095 exclusively for Trix Club members.





Köf with Freight Cars

The Köf III
Starting in the mid-Fifties it was evident that the small locomotives Performance Group II were no longer able to meet expectations. For that reason development was begun starting in 1958 for more powerful small locomotives in Performance Group III with more than 150 horsepower because there was a need on the German Federal Railroad (DB) for more powerful small locomotives that could also be used to pull heavy freight trains in transfer service. Power was transmitted from the motor via universal joint shafts to a hydraulic transmission and further by means of roller chains to the wheel sets.

Between 1962 and 1966 a total of 312 units as road numbers Köf 11 006-317 were delivered with 240 horsepower motors and Voith transmissions. These units consisted of a frame with an engineer's cab arranged facing the rear. The frame consisted of box-shaped sheet metal members welded together with connecting sheet metal cross member pieces welded into the structure which ensured the necessary rigidity for the design. The interchangeable buffer beams were mounted on prefabricated plank-shaped metal members. The engineer's cab was supposed to give a good view in all directions and was therefore set as low as possible.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the rear	x	x	x	x
Telex coupler on the front	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x



HIGHLIGHTS

- The Köf III is completely new tooling.
- Telex couplers front and rear.
- Warm white LEDs for the headlights.



26340 Train Set.
Prototype: Köf III small diesel locomotive as the German Federal Railroad (DB) class Köf 11 in Era III. Crimson paint scheme. One type E-52 Omm gondola and one type Gmhs 55 boxcar, both painted and lettered for the German Federal Railroad (DB).
Model: The locomotive has an mfx digital decoder and controlled high efficiency propulsion. Both axles powered. The triple headlights and dual red marker

lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The headlights / marker lights can be turned off at both ends. The Telex couplers at the front and the rear can be controlled separately. There is an open view in the engineer's cab, and the grab irons are separately applied. Length over the buffers for the locomotive 9 cm / 3-1/2". Total length over the buffers 32.4 cm / 12-3/4".

This model can be found in a DC version in the Trix H0 assortment under item no. 21340.



Stake Car Set

HIGHLIGHTS

- New tooling for the interchange design of the type Rr 20 stake car.
- Version with stamped metal stakes.



46400 Stake Car Set.

Prototype: 3 German Federal Railroad (DB) type Rr 20 two-axle stake cars, interchange design. Version with stamped metal stakes, without a hand brake. All of the cars could be re-gauged for Russian wide gauge track. The cars look as they did in the Fifties.

Model: All of the cars have truss rods and each car comes loaded with parts for Lanz tractors. The parts are in load frames. All of the cars have different car numbers. Stakes that can be installed on the cars are included.

Total length over the buffers 41.9 cm / 16-1/2".

DC wheel set for each car 2 x 700580.

One-time series.



Beer Car Set

HIGHLIGHTS

- Tooling change: first time for high-mounted brakeman's stands on these cars.



48771 Beer Car Set.

Prototype: 3 different privately owned beer cars painted and lettered for these Kulmbach breweries: "Reichelbräu Kulmbach", "Kulmbacher Mönchshof-Bräu", and "Sandlerbräu Kulmbach". All of the cars were used on the German Federal Railroad (DB).

Model: The ends of the cars are different from each other. 2 cars have high-mounted brakeman's stands; the brakeman's stand has been removed on 1 car. The cars have NEM coupler pockets with close coupler guide mechanisms.

Total length over the buffers 30.3 cm / 11-15/16".
DC wheel set 6 x 700580.

One-time series.



Diesel Locomotives

HIGHLIGHTS

- **Metal construction.**
- **Remote controlled uncoupling with Telex.**
- **Switching with a fine touch with direct control.**
- **Controllable double "A" headlights.**



37655 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 60 switch engine. Diesel hydraulic propulsion with a jackshaft. The locomotive looks as it originally did around 1960.

Model: The locomotive has an mfx digital decoder, con-

trolled high efficiency propulsion, and Telex couplers. 3 axles and a jackshaft powered. Traction tire. The headlights will work in conventional operation and can be controlled digitally. The handrails are made of metal. Length over the buffers 12 cm / 4-3/4".



Reissued!

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
"Switcher Double-A-Light"	x	x	x	x
Telex coupler on the front	x	x	x	x
Telex coupler on the rear	x	x	x	x
Direct control	x	x	x	x

HIGHLIGHTS

- **mfx decoder with diesel locomotive sounds.**
- **Model constructed mostly of metal.**
- **All axles powered.**
- **Telex couplers for remote-controlled uncoupling from cars.**
- **Warm white LEDs for headlights.**



37906 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 90 heavy switch engine. Crimson basic paint scheme. Original version without hand rails on the sides. The locomotive looks as it did around 1967.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conven-

tional operation, and can be controlled digitally. The headlights on Locomotive End 2 and 1 can be turned off separately in digital operation. If the headlights at both ends of the locomotive are turned off, then the "double A" light function is on at both ends. The headlights are maintenance-free, warm white LEDs and the marker

lights are maintenance-free, red LEDs. The engineer's cab has interior details in relief. The locomotive has separately applied metal grab irons and railings. Additional steps can be installed under the engineer's cab for larger radius curves. Length over the buffers 16.4 cm / 6-7/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22290.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

Freight Cars

HIGHLIGHTS

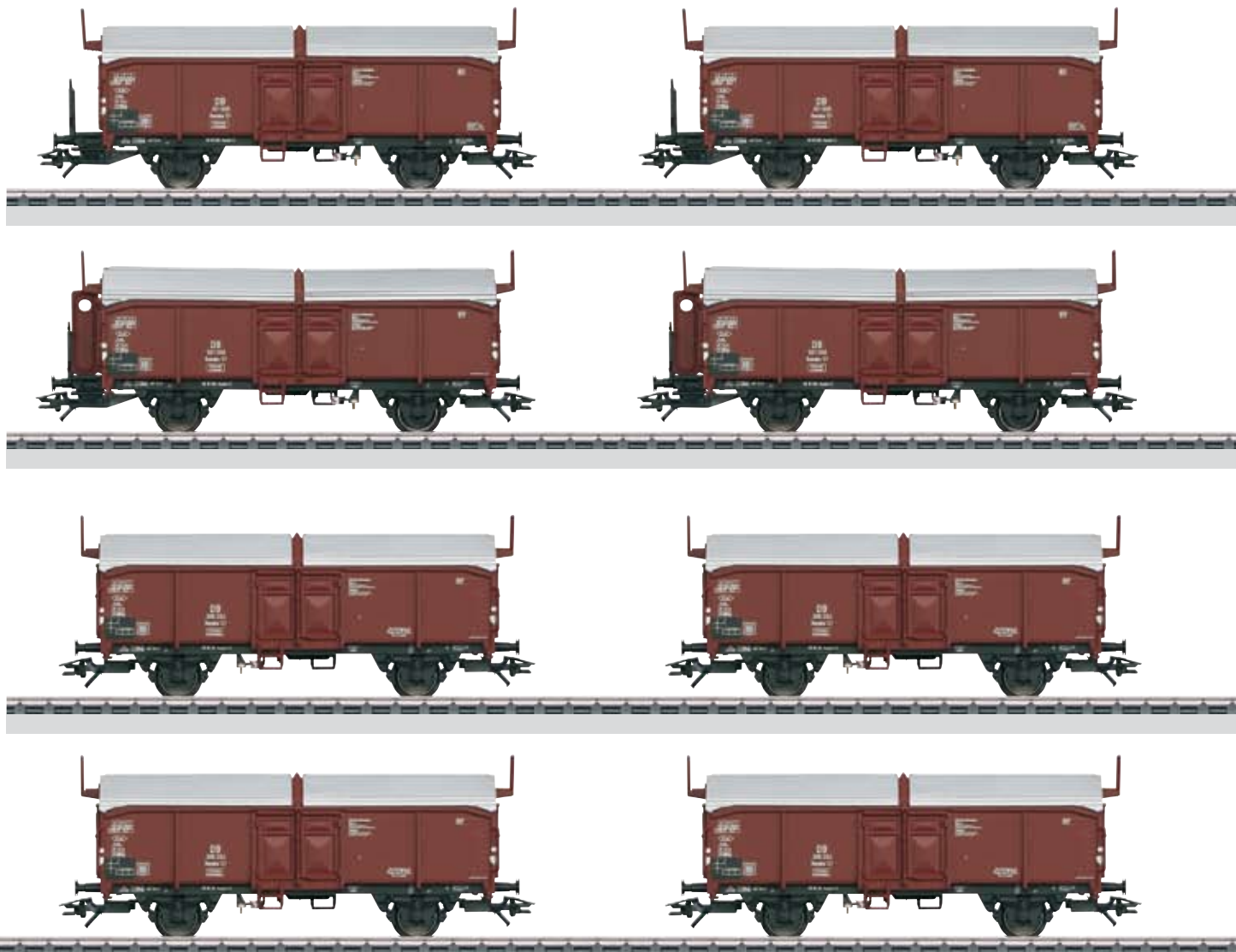
- Mostly new tooling for the type Kmmks 51 sliding roof gondola.
- Available separately at your authorized dealer in an easy to see display.
- Different car numbers for long trains.



00765 Display with 20 Type Kmmks 51 Freight Cars.
Prototype: Different versions of the German Federal Railroad (DB) type Kmmks 51 sliding roof gondola. Short version without a brakeman's platform and without a brakeman's cab. As well as a long version with a brakeman's platform or with a brakeman's cab. The cars look as they did around 1960.

Model: Ten each of the of the short version without a brakeman's platform or cab, 5 each of the version with a brakeman's platform, and 5 each of the version with a sheet metal brakeman's cab are included in an attractive display. All of the cars have different car numbers. The roofs can be opened on all of the cars. Each car comes individually packaged in a marked box.
Length over the buffers for each car 11.5 cm / 4-1/2" or 12.2 cm / 4-13/16".
DC wheel set for each car 2 x 700580.

One-time series.





00765

37906

District Inspector's Gang Car

HIGHLIGHTS

- Superstructure constructed of metal. Prototypical paint scheme and lettering.
- Multi-colored wheels.
- Numerous separately applied details included.



46775 District Inspector's Class KLV 04 Gang Car.
Prototype: 3-seat class KLV 04 "enclosed" district inspector's gang car. Production of different versions of these vehicles as successors to the class KLV 01 was started in the Forties. The class KLV 04 was available as the type C3 (with a relatively large storage area) with a permanent superstructure and with a hinged roof, i.e. as a convertible, which was later rebuilt in part to a permanent superstructure due to the limited life span of the folding roof. The class KLV 04 was equipped with a 2-cylinder, 2-cycle motor and often had a 10 liter / approximately 2.5 gallon gasoline tank.
Model: This model is the class KLV 04 district inspector's gang car. The superstructure is constructed of metal. The model has many separately applied details. It has a prototypical paint scheme and lettering. The

model also has interior details. It is not powered but can be rolled.
Length approximately 2.8 cm / 1-1/8".

This item is being produced in this version in a one-time series in 2011.



37074 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 78 fast passenger locomotive. Version before 1955 with dual headlights.

Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. 3 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The locomotive has numerous separately applied details. Length over the buffers 16.9 cm / 6-5/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



Reissued!

Steam Locomotives



37140 Tank Locomotive.

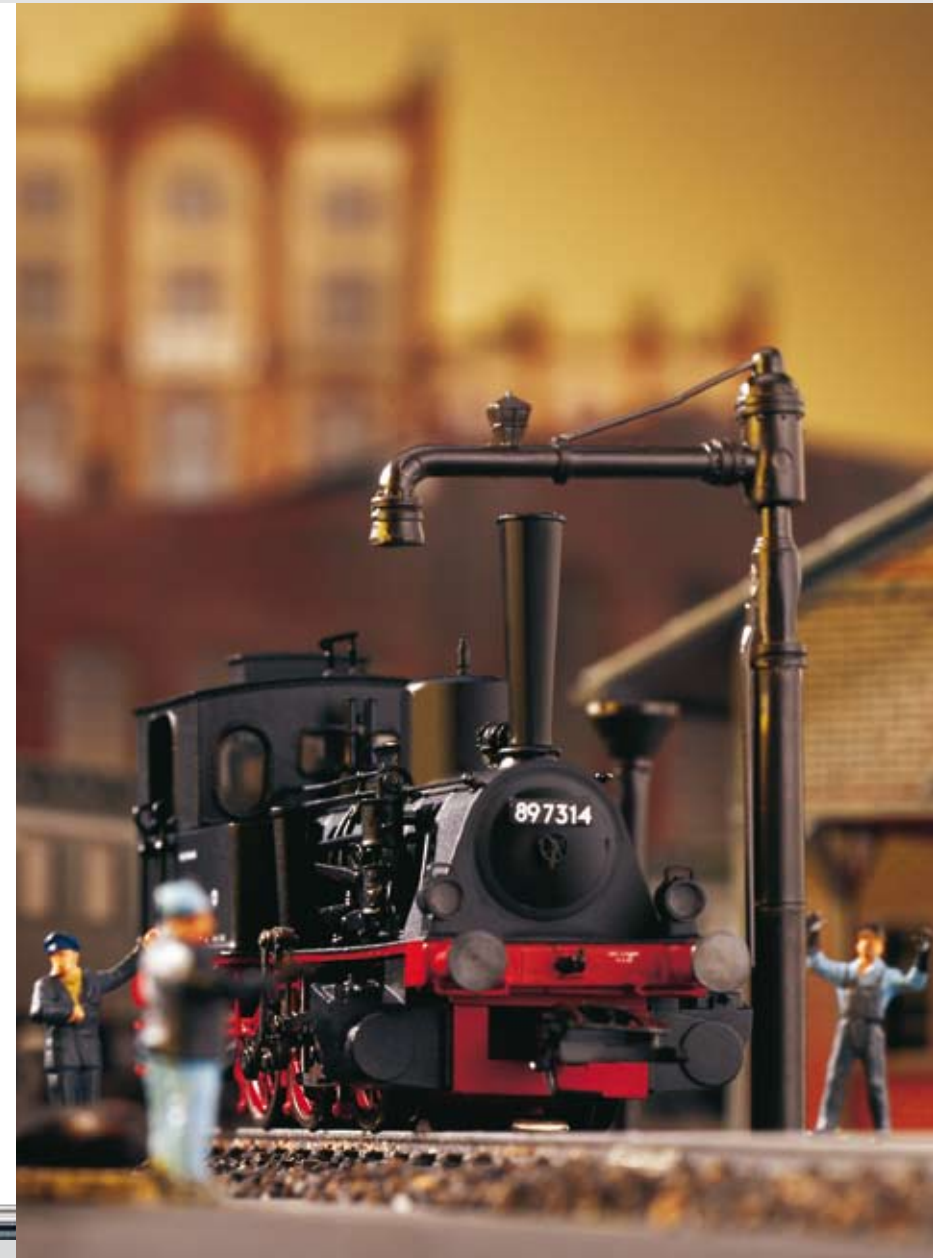
Prototype: German Federal Railroad (DB) class 89.70-75 tank locomotive. Former Prussian T 3 branch line locomotive.

Model: The locomotive comes with a digital decoder and controlled propulsion. It has a miniature can motor in the boiler. 3 powered axles. Traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The headlights will work in conventional operation and can be controlled digitally. There is an unobstructed view through the engineer's cab. The locomotive has many separately applied details.

Length over the buffers 9.9 cm / 3-7/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

Reissued!



“Commuter Service” Train Set

HIGHLIGHTS

- New tooling for the type Pwif-41/52 passenger train baggage car with an engineer’s cab.

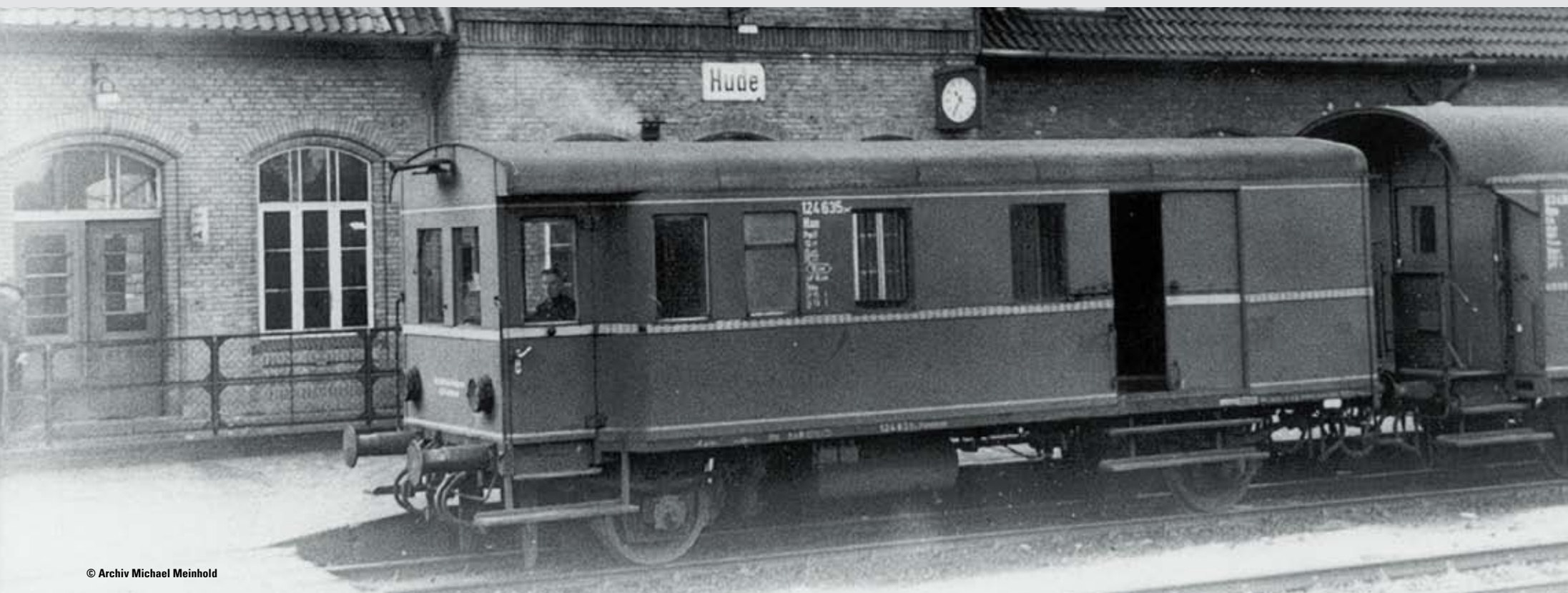


26577 “Commuter Service” Train Set.
Prototype: German Federal Railroad (DB) commuter train consisting of a class V 36.2 diesel locomotive, 2 type Bi “Donnerbüchse” / “Thunder Box” standard design cars, 2nd class, 1 type ABi “Donnerbüchse” / “Thunder Box” standard design car, 1st and 2nd class, and a type Pwif-41/52 passenger train baggage car with an engineer’s cab.
Model: The locomotive has an mfx digital decoder and controlled high efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab control car has triple headlights and dual red marker lights that change over with the direction of travel. The cars have couplers in NEM coupler pockets with guide mechanisms. Total length over the buffers 70.5 cm / 27-3/4”.

One-time series.
The cars are available as a passenger car set in the Trix H0 assortment under item no. 23476.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x





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“Glass Train” Electric Powered Observation Car

HIGHLIGHTS

- Prototypical tooling changes for Era III.
- Scale 1:87 reproduction.
- Factory-installed interior lights.
- Warm white LEDs for lighting.
- Special additional announcement for excursion run.



37581 Powered Observation Rail Car.
Prototype: German Federal Railroad (DB) class ET 91 “Glass Train” electric powered observation car. Crimson / beige paint scheme. The car has simple lamps on the ends, an air whistle on the roof instead of a horn, no railroad radio, and 2 double-arm pantographs. The car looks as it did around 1965.
Model: The car has an mfx digital decoder and factory-installed, controllable sound functions. It also has controlled high-efficiency propulsion. 2 axles in one truck powered. Traction tires. The car has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-

free, warm white LEDs and the marker lights are maintenance-free, red LEDs. The interior lighting can be dimmed as a digital auxiliary function. The trucks have different wheelbases like the prototype. The car has built-in interior details. The panorama windows are inset. This car is the version with 2 double-arm pantographs.
Length over the buffers 23.7 cm / 9-5/16”.

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22192.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Surrounding sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Light Function1		x	x	x





“East German Commuter Service” Train Set

HIGHLIGHTS

- Typical train composition in East German commuter service around 1962.
- Locomotive has a digital decoder.



26586 “East German Commuter Service” Train Set.
Prototype: German State Railroad (DR) class 74.10 tank locomotive, 2 type Bi “Donnerbüchse / Thunder Box” passenger cars, 2nd class, and 1 type X05 low side car with a brakeman’s cab.
Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the

direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details.
Total length over the buffers 56.4 cm / 22-3/16”.

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x





Steam Powered Rotary Snowplow

HIGHLIGHTS

- Extensive digitally controlled light and sound functions on the locomotive and on the steam powered rotary snow plow.
- The rotary snow plow wheel can be rotated.
- The work lights and the track headlights can be controlled digitally.
- Prominent warning markings on the side wings.



26833 Snow Clearing Train with a Steam Powered Rotary Snowplow.

Prototype: German Federal Railroad (DB) class 55 freight train steam locomotive with a tender and a Henschel design steam powered rotary snowplow and a tender. The train looks as it did around 1970.

Model: The steam locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high efficiency propulsion with a bell-shaped armature and a flywheel, in the boiler. 4 driving axles powered. Traction tires. The locomotive and tender are constructed chiefly of metal. The 72270 smoke generator can be installed in the locomotive. The triple headlights and the smoke generator that can be installed will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. The engineer's cab has interior details. There is a permanent close coupling between the locomotive and tender. Protective piston rod sleeves and brake hoses detail parts are included.

The steam powered rotary snow plow has an mfx digital decoder and light and sound functions that can be controlled digitally. The 7226 smoke generator can be installed in the snow plow. The work lights and the snowplow blade wheel as well as the smoke generator that can be installed will work in conventional operation and can be controlled digitally. You can also switch digitally between work lights and track headlights. Maintenance-free warm white LEDs are used for the work lights and track headlights. The snowplow blade wheel can be turned to the right or the left depending on how the direction has been set. The snowplow superstructure is constructed of metal. There is a detailed reproduction of the rotary snowplow's front housing. The side wings and guide blade are movable. There is a separate motor to power the snowplow blade wheel and this motor is on when the power in the track is on. The hatches on the tender can be opened.

Total length 45.4 cm / 17-7/8".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 21833.

Digital Functions Class 55	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Bell			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x

Digital Functions Steam Powered Rotary Snowplow	Control Unit	Mobile Station	Mobile Station 2	Central Station
Light Function1	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x





DB Class 042 Freight Train Steam Locomotive

HIGHLIGHTS

- Completely new tooling.
- Especially finely detailed construction.
- Partially open bar frame and many separately applied details.
- High efficiency propulsion system with a bell-shaped armature, in the boiler.
- A wide variety of operating and sound functions that can be controlled digitally.



37925 Freight Train Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 042 oil-fired freight train steam locomotive with a tender. Rebuilt version with a new design, high-performance boiler, Witte smoke deflectors, DB reflex glass lamps, inductive magnets on both sides, buffer plate warning strips, and rebuilt tender with an oil bunker. Road number 042 096-8. The locomotive looks as it did around 1972.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive,

will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender and the front of the locomotive has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included. Length over the buffers 27.5 cm / 10-13/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22374.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Bell		x	x	x
Letting off Steam		x	x	x
Injectors			x	x
Operating Sounds 1			x	x



The Class 042

The locomotive industry developed the class 41 2-8-2 locomotive for fast freight trains as part of the DRG's standardization program. Schwartzkopff delivered the two sample prototype units in 1936. The running gear was a new development; the boiler was the same for the class 03, but it was rated for 290 pounds per square inch on the class 41. The axle load could be set at 18 or 20 metric tons. In the class 41 the railroad had a general-purpose locomotive for the first time that could be used anywhere. The two sample prototype units were followed by 364 regular production locomotives that were improved slightly and that were delivered by almost all of the German locomotive builders up to 1941. These locomotives could do 90 km/h / 56 mph and had around 1,900 horsepower. They were used in almost all areas of the railroad.

The DB acquired 216 of these locomotives after World War II, and 116 remained with the DR in East Germany. Since neither of the state railroads could do without the class 41, numerous units were equipped with new boilers. Between 1957 and 1961 a total of 102 units of the class 41 were given this new boiler at the maintenance facility in Braunschweig. This new boiler combined with the removal of the front skirting clearly altered the look of these locomotives. Oil firing was also applied to 40 of these rebuilt locomotives.

The units that were not rebuilt were retired in the Sixties for the most part. The coal-fired rebuilt units followed by 1971; they had been newly designated as the class 041 from 1968 on. The oil-fired class 41 units (from 1968 on: 042) were in use until the end of steam locomotive motive power on the DB in 1977 and were based in Rheine.

HIGHLIGHTS

- Completely new tooling.
- Especially finely detailed construction.
- Partially open bar frame and many separately applied details.
- High efficiency propulsion system with a bell-shaped armature, in the boiler.
- A different road number from that for 37925.



37926 Freight Train Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 042 oil-fired freight train steam locomotive with a tender. Rebuilt version with a new design, high-performance boiler, Witte smoke deflectors, DB reflex glass lamps, inductive magnets on both sides, buffer plate warning strip, and rebuilt tender with an oil bunker. Road number 042 186-7. The locomotive looks as it did around 1972.

Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, in the boiler.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Direct control	x	x	x	x

4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender and the front of the

locomotive has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included.

Length over the buffers 27.5 cm / 10-13/16".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22372.



From Ore to Steel



In 1951, Belgium, the Federal Republic of Germany, France, Italy, Luxembourg, and the Netherlands concluded a treaty that laid the foundation stone for the European Community for Coal and Steel (EGKS). This European economic association set itself the task to monitor the coal and steel industry in all member states and in particular to give all members customs free access to coal and steel.

"From Ore to Steel"

This important predecessor of the EU, from then on also known as the Montanunion, gave us a wide variety of prototypes for the world of model railroading. Iron ore is extracted from the earth's crust. The iron ore is transformed in a steel plant's blast furnace with the extreme force of the fire into molten crude iron. Different processes are utilized in this large industry for the production of steel. The most widely used process today is the oxygen blast process. The molten crude iron

is refined with technically pure oxygen in the oxygen steel converter system. This removes undesirable components from the crude iron such as carbon or sulfur.

Water transport facilitates the quick delivery and removal of the different substances.

Ships were not the only method of transport.

The railroad also played a central role in smooth delivery of raw materials. All kinds of different shapes and sizes of railroad models were used in long distance service and service around the plants. Fireless steam locomotives, crude iron cars, or torpedo ladle cars (also known as "bottle cars" in the USA) are examples of fast, safe transport of materials in the coal and steel industry, and they became indispensable means of transport.

We are presenting selected models on the following pages for 2011 on the occasion of the founding of the Montanunion exactly 60 years ago.



To go with the European Coal and Steel Community theme the NOCH program is offering the "Victoria" small mine with a track loading feature. The mine can be expanded with the separately available pit head. Loading can then be done on up to three tracks.
www.noch.com

HIGHLIGHTS

- Telex coupler.
- Headlights can be turned off separately.



36827 Small Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 323.
Version with an enclosed engineer's cab.

Model: The locomotive has an mfx digital decoder and a Telex coupler. 2 axles powered. The locomotive has track adhesion magnets for better pulling power. It also has separately applied metal grab irons. The headlights

will work in conventional operation and can be controlled digitally.
Length over the buffers 7.4 cm / 2-7/8".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the rear	x	x	x	x
Telex coupler on the front	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x



46098 Freight Car Set.

Prototype: 3 different gondolas for loads of scrap.

Model: All of the cars have loads of scrap and also have close couplers with guide mechanisms.

Total length over the buffers approximately 34.5 cm / 13-9/16".

DC wheel set per car 2 x 700580.

One-time series.



46098

36827

From Ore to Steel

HIGHLIGHTS

- mfx decoder with extensive sound functions.

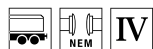


37259 Fireless Steam Locomotive.
Prototype: Industrial railroad switch engine.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high efficiency propulsion. 4 axles powered. Traction tires. The ladders on the boiler are constructed of metal. The locomotive has numerous separately applied details. The headlights will work in conventional operation and can be controlled digitally.
Length over the buffers 12.8 cm / 5-1/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Locomotive operating sounds	x	x	x	x
Whistle for switching maneuver	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x





46143 Crude Iron Car Set.

Prototype: 3 special cars for transporting molten crude iron. Privately owned car based on prototypes from the steel industry.

Model: The frames are constructed of die-cast metal. The ladles can be tipped to the side and are removable. The cars have different car numbers. They also have matte paint schemes with authentic weathering. Total length over the buffers 30.6 cm / 12-1/16".

One-time series.



46142 Slag Car Set.

Prototype: 3 special cars for transporting slag. Privately owned car based on prototypes from the steel industry.

Model: The frames are constructed of die-cast metal. The ladles can be tipped to the side and are removable. The cars have different car numbers. They also have matte paint schemes with authentic weathering. Total length over the buffers 32.4 cm / 12-3/4".

One-time series.



From Ore to Steel

HIGHLIGHTS

- Heavy metal construction.
- Locomotive is weathered.



37820 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 221 heavy diesel locomotive. Former class V 200.1.

Model: The locomotive has an mfx digital decoder, controlled high efficiency propulsion system, and extensive sound functions. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional

operation, and can be controlled digitally. The couplers can be replaced with closed end skirting pieces. Length over the buffers 21 cm / 8-1/4".

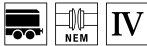
One-time series.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Rear Headlights off	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Letting off Air		x	x	x

HIGHLIGHTS

- Heavy metal construction.
- Car is weathered.



48294 Torpedo Ladle Car.

Prototype: Krupp, Inc. type DB P torpedo ladle car (also called "bottle car" in North America), used on the German Federal Railroad (DB). Special car used to transport molten crude iron.

Model: The torpedo and the truck bridge assemblies are constructed of metal. The handrails are finely reproduced. The torpedo ladle can be turned. This model comes weathered. Length over the buffers 39.0 cm / 15-3/8".

One-time series.



48294

37820



37404 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 140. Freight train locomotive in a green paint scheme. The locomotive looks as it did around 1989.
Model: The locomotive has an mfx digital decoder and comes with factory-installed, controllable sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axes powered through cardan shafts. Traction tires. The triple headlights (maintenance-free, warm white LEDs) and dual red marker lights (maintenance-free red LEDs) will work in conventional operation, and can be controlled digitally. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details including a separately applied speed control wheel. Length over the buffers 18.9 cm / 7-7/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Blower motors	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x



From Ore to Steel



46260 Hopper Car Set.

Prototype: German Federal Railroad (DB) type Fad 167 hopper car, used to transport coal. Version with "Minden-Dortfeld" design trucks.

Model: The frames and end platforms are constructed of metal. The cars have different car numbers. The load inserts have a layer of real coal. The cars are authentically weathered. Each car comes individually packaged. Length over the buffers for each car 13.3 cm / 5-1/4", total length 53.2 cm / 20-15/16". DC wheel set 16 x 700580.

One-time series.





47030 Flat Car Set.

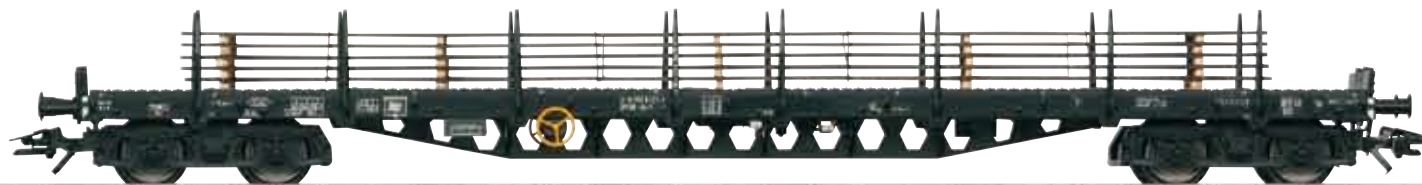
Prototype: One each German Federal Railroad (DB) type Rs 683 and type Rs 684 flat car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with stakes, a hand brake, and round buffers.

Model: The trucks are Minden-Siegen designs. The cars have metal inserts for good running characteristics. The stakes can be folded down. The underbodies are specific to the cars. The cars have many separately applied details. Sheet steel is the load for the cars.

Total length over the buffers 45.8 cm / 18".

DC wheel set 8 x 700580.

One-time series.



From Ore to Steel

V 160 Pre-Production Series

In 1956 the German Federal Railroad's central office in Munich contracted with the locomotive builder Krupp in Essen to develop a single-motor, general-purpose diesel locomotive. Originally, the plan was for a unit with a nominal power output of 1,600 horsepower and a class designation of V 160 in keeping with the conventions of that time. The plan for the locomotive was for two engineer's cabs, two two-axle trucks, a maximum speed of 120 km/h / 75 mph, a maximum length over the buffers of around 16,000 mm / 52 feet 6 inches as

well as sufficient train heating for an express train of ten cars. A maximum axle load of 18 metric tons was planned to enable operation on expanded branch lines. Hydraulic fluid transmissions were planned for transmitting power to the wheels. It was planned that the new V 160 would replace the provincial steam locomotives with the class numbers 38.10, 39, 55.25, 56.20, and 57.10 as well as the standard design locomotive with the class numbers 03 and 50. During the development phase of the V 160 it was possible to increase the motor performance to 1,900 horsepower with improved supercharging and forced air cooling.

In 1960/61 the firm of Krupp delivered six prototypes as the road numbers V 160 001-006, which were equipped with different 1,900 horsepower motors and gear drives. In 1962/63 four additional units followed (V 160 007-010) from Henschel. The first nine locomotives had fully rounded ends beneath the windshields which quickly gave them the nickname "Lollo" (after the Italian film star Gina Lollobrigida). The tenth locomotive by contrast had the angled look taken from the V 320 001, that was to become the typical characteristic of the entire V 160 family. The frame and the superstructure were of lightweight steel construction, completely welded.

Between the two engineer's cabs insulated against sound was the engine room with its propulsion layout, cooling equipment, and oil-fired forced-flow boiler for train heating. It was accessible by a side corridor. The power transmission was done with a Voith fluid transmission that had to be developed from scratch for motors of the performance class. In addition, road numbers V 160 001-009 also had equipment for shuttle train operation and multiple unit lashups.



37740 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 216 "Lollo" general-purpose locomotive as a pre-production version. Standard paint scheme with a crimson red locomotive body. Different vent and window arrangements on the sides as with the prototype. The locomotive looks as it did around 1975.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered through cardan shafts. Traction

tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free, red LEDs. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams. Brake hoses are included that can be installed on the locomotive. Length over the buffers 18.4 cm / 7-1/4".

This model can be found in a DC version in the Trix H0 assortment under item no. 22174.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

HIGHLIGHTS

- New tooling for the pre-production series "Lollo" V 160 locomotive.
- Frame and body constructed of metal.
- mfx decoder with extensive light and sound functions.





From Ore to Steel



48742 Heavy-Duty Flat Car Set.

Prototype: 3 German Federal Railroad (DB) type SSy 45 heavy-duty flat cars, design with a brakeman's platform. Loaded with steel slabs. The cars look as they did in the Seventies.

Model: The car frames are constructed of metal. Stakes that can be installed on the cars are included. Steel slabs are included as loads. The cars have different car numbers. The cars come individually packaged. Total length over the buffers 37.2 cm / 14-5/8". DC wheel set 12 x 700780.

One-time series.





48685 Heavy-Duty Flat Car Set.

Prototype: 2 type Sa 705 heavy-duty flat cars for transporting ingot moulds. Used on the German Federal Railroad (DB).

Model: The car bodies are constructed of metal. Each car is loaded with 3 metal ingot moulds. Total length over the buffers 30.6 cm / 12-1/16". DC wheel set 12 x 700580.

One-time series.



37041 Tank Locomotive.

Prototype: Klöckner-Werke AG switch engine, road number 5, used for switching work on the property of this firm's mine. Former German Federal Railroad (DB) road number 80 014. The locomotive looks as it did around 1970.

Model: The locomotive has an mfx digital decoder and controlled high efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details. Length over the buffers 11.1 cm / 4-3/8".

One-time series.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

From Ore to Steel



48273 Set with 2 Container Cars.

Prototype: Flat cars for containers, used on the German Federal Railroad (DB). Coal tubs with 12 cubic meters / 423.78 cubic feet capacity.

Model: The car floors are partially open and have a finely detailed load surface. The brakeman's platforms are separately applied. Each car comes with 3 removable containers that can be opened by hinges. They are loaded with real coal.

Total length over the buffers 17.6 cm / 6-15/16".

DC wheel set 4 x 700580.

One-time series.



48274 Set with 2 Container Cars.

Prototype: Flat cars for containers, used on the German Federal Railroad (DB). Coal tubs with 24 cubic meters / 847.55 cubic feet capacity.

Model: The car floors are partially open and have a finely detailed load surface. The brakeman's platforms are separately applied. Each car comes with 3 removable containers that can be opened by hinges. They are loaded with real coking coal.

Total length over the buffers 17.6 cm / 6-15/16".

DC wheel set 4 x 700580.

One-time series.



HIGHLIGHTS

- Tooling change: first time for high-mounted brakeman's stands on these cars.



48773 Beer Car Set.

Prototype: 3 different privately owned beer cars painted and lettered for these breweries: "Dortmunder Actien-Bier", "König-Pilsener" und "Schlegel-Scharpenseel Brauerei AG Bochum". All of the cars were used on the German Federal Railroad (DB).

Model: The ends of the cars are different from each other. 1 car has a high-mounted brakeman's stand; the brakeman's stand has been removed on 2 cars. The cars have NEM coupler pockets with close coupler guide mechanisms.

Total length over the buffers 30.3 cm / 11-15/16".
DC wheel set 6 x 700580.

One-time series.



HIGHLIGHTS

- 6 special functions.
- Miniature motors to power the mechanical functions.
- Work lights that can be turned on and off.
- Connections for an electro-magnet and an electro-magnetically operated shovel.
- Conventional and digital operation are both possible.



76501 Gantry Crane.

Prototype: Typical gantry crane, mainly used at industrial, harbor and other freight loading/unloading locations.

Model: The gantry crane comes with digital operating functions. It has a plastic base and superstructure. There is also a second base plate included for extending the crane's running rails. Power supply comes through the base plate. The mechanical functions are powered by miniature motors. The crane bridge can be driven forwards and backwards, the crane cab can move back and forth smoothly on the crane tracks, and the crane cab can be turned 360°. The metal hook can be raised and lowered by means of a pulley. Work lights on the crane boom can be turned on and off. There are connections for an electro-magnet and an electro-magnetic shovel. The crane's functions can be controlled with the 6021 Control Unit, Mobile Stations, and Central Stations. The spacing between the crane structure's vertical supports is designed for C Track.

Base plate dimensions for each base plate 360 x 360 mm / 14-3/16" x 14-3/16",
Height approximately 270 mm / 10-5/8".



The Class 64 – The “Bubikopf” as a Jack-of-all-Trades (almost)

Between 1928 and 1940, many famous locomotive builders in Germany participated in creating the class 64. As part of the standard design program for the German State Railroad Company, the class 64 was also closely related to other locomotive classes, in particular the class 24, which supplied the boiler and the frame for the driving wheels. A total of 520 units were built of this 12.4 meter / 40 foot 8-3/16 inch long standard

design passenger tank locomotive with a 2-6-2T wheel arrangement. Due to its lower axle load and maximum speed of 90 km/h / 56 mph, it could be used on almost all routes, and its successful design allowed a broad range of applications. Its home base was passenger train service, but lightweight fast passenger trains and many a freight train were also among its tasks, which it mastered with bravura. World War II and the division

of Germany left behind deep traces in the case of the class 64. The German Federal Railroad acquired 278 locomotives; 115 went to the German State Railroad of East Germany and one locomotive remained in Austria. Like many other classes, the class 64 also acquired a nickname. A modern lady's hairstyle of the time (bobbed hair) was the inspiration for this sturdy, compact locomotive. To what extent this was flattering to

the world of women or to the profession of hairstylists is debatable, but to the German Federal Railroad the class 64 was a reliable partner for crews and passengers right up to its retirement in 1974. The museum locomotives that have been preserved enjoy endless popularity.

HIGHLIGHTS

- Compact design Softdrive propulsion.
- mfx decoder.
- A variety of operating and sound functions can be controlled.



39643 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 064 steam locomotive. The locomotive looks as it did around 1972. Version with welded water tanks.

Model: The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and extensive sound functions. It also has a compact design, maintenance-free motor. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The triple LED headlights change over with the direction of travel. They and the smoke generator

contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. Brake hose detail parts piston rod protective sleeves are included with the locomotive. Length over the buffers 14.3 cm / 5-5/8".

One-time series.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Bell		x	x	x
Sound of squealing brakes off			x	x
Sound of coal being shoveled			x	x
Letting off Steam			x	x
Grate Shaken			x	x
Air Pump			x	x

DB Class 118 Express Locomotive

HIGHLIGHTS

- Warm white LEDs.
- Locomotive whistle sound.



37682 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 118 express locomotive. Cobalt blue paint scheme, as the locomotive looked around 1979.

Model: The locomotive has an mfx digital decoder and a controllable locomotive whistle sound. 2 axles powered. Traction tires. The engineer's cabs and engine room have interior details. The locomotive has metal grab irons and other separately applied details. The triple headlights are maintenance-free, warm white LEDs. They change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

Length over the buffers 19.5 cm / 7-11/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x



TEE Diesel Powered Rail Car Train

HIGHLIGHTS

- The powered end cars and the intermediate cars are constructed chiefly of metal.
- mfx decoder with extensive sound functions.
- Warm white LEDs for the lighting.



37607 TEE Diesel Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class 601 TEE diesel powered rail car train. 2 type Dü powered end cars with a baggage compartment and 2 type Aü compartment cars, 1st class. In the classic crimson/beige TEE paint scheme. Train route: Munich – Kufstein – Innsbruck – Brenner – Bozen – Trento – Verona – Milan, as TEE 85 “Mediolanum”. The train looks as it did around 1971.

Model: This is a 4 unit train. It has an mfx digital decoder and extensive sound functions. Each powered end car has controlled high efficiency propulsion. 1 truck powered on both axles powered for each powered end car. Traction tires. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The interior lighting and the headlights are maintenance-free warm white LEDs. The power is picked up in

the front powered end car, depending on the direction of travel. There are special multi-conductor current-conducting couplings and tightly fitting diaphragms with guide mechanisms between the cars. A reproduction of the closed Scharfenberg coupler (non-working) is at both ends of the train.

Train length over the couplers 88 cm / 34-5/8”.

One-time series.

The 37607 basic set can extended to a prototypical 7 part train with the 43117 add-on car set.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Surrounding sounds		x	x	x
Doors Closing		x	x	x
Conductor's Whistle		x	x	x
Operating Sounds 1			x	x
Blower motors			x	x
Brake Compressor			x	x
Operating Sounds 2			x	x
Operating Sounds 3			x	x



VT 11.5, 601, 602

Many European railroads purchased powered rail cars for Trans-Europ-Express-service (TEE) that fulfilled the highest demands for comfort and that offered 1st class seating only. The DB decided on a powered rail car train based on the "Kruckenberg"-VT 137 155 and the successful V 200. The basic configuration consisted of two powered end cars as well as five intermediate cars. This train could be expanded to a ten-unit consist by adding additional intermediate cars. The drive gear came from the V 200: Each powered end car was equipped with a 1,100 horsepower motor that transmitted propulsion to the wheel sets in the power truck by means of a hydraulic transmission and universal joint shafts. A 296 horsepower auxiliary diesel motor with a generator connected directly to it ensured electrical power exclusively for the galley and the air conditioning. More and more TEE trains were converted to locomotive-hauled trains with the increase

in electrification. The last of the TEE trains to be converted was the "Mediolanum" on August 20, 1972. From 1971 on the TEE sets, designated as the class 601/901 from 1968 on, found new activity in the Intercity network. Between 1971 and 1973 four powered end cars were equipped with gas turbine propulsion to increase performance and were then given the road numbers 602 001-004. With the introduction of 2nd class seating in IC service the class 601 powered rail car trains were again without work during the summer schedule of 1979. Most of these units were now used in tourist service starting in the summer of 1980. These beautifully shaped units ran as the "Alpen-See-Express" from Hamburg and Dortmund to different South German and Austrian vacation areas, sometimes coupled together in pairs on some parts of the routes. April 9, 1988 was the date of the last use of the former TEE powered rail car trains as the "Alpen-See-Express".



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TEE Add-On Car Set

HIGHLIGHTS

- Intermediate cars constructed largely of metal.
- Factory-installed interior lighting with warm white LEDs.
- Also, lighted table lamps in the dining area.



43117 TEE Add-On Car Set.

Prototype: 3 intermediate cars for the German Federal Railroad (DB) class 601 TEE diesel powered rail car train "Mediolanum". 1 type Ay open seating car, 1st class. 1 type Aü compartment car, 1st class. 1 type WRy galley car with a dining area. In the classic crimson/beige TEE paint scheme. The cars look as they did around 1971.

Model: This is a 3 part car set is for lengthening the 37607 TEE diesel powered rail car train to a 7 car train. All of the cars have factory-installed interior lighting. Maintenance-free warm white LEDs are used for the lighting. The dining area in the galley car also has lighted table lamps. A continuous electrical connection through the entire train supplies the interior lighting and the table lamps with power. There are special multi-conductor current-conducting couplings and tightly fitting diaphragms with guide mechanisms between the cars.

This set lengthens the train by 62.9 cm / 24-3/4".

One-time series.

The 37607 basic set can extended to a prototypical 7 part train with the 43117 add-on car set.





IC 511 “van Beethoven”

HIGHLIGHTS

- Train route IC 511 “van Beethoven” from Dortmund to Munich.



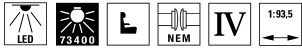
37573 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 103.1 express locomotive. Regular production unit in the crimson red / beige TEE paint scheme, with double side ventilation grills, without end skirting, with buffer cladding, and single-arm pantographs. Used in IC service. The locomotive looks it did around the mid-Eighties.
Model: The locomotive has an mfx decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free red LEDs. The engineer’s cabs have interior details. The locomotive has separately applied metal grab irons. It also has detailed roof equipment. Length over the buffers 21.9 cm / 8-5/8”.

The class 103.1 is the ideal motive power for the new IC express passenger cars available under item nos. 43851, 43858, 43927, and 43922.

This model can be found in a DC version in the Trix H0 assortment under item no. 22772.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Station Announcements		x	x	x
Headlight(s): Cab2 End		x	x	x
Conductor’s Whistle		x	x	x
Headlight(s): Cab1 End		x	x	x
Sound of squealing brakes off			x	x





43927 IC Express Train Passenger Car Set.

Prototype: 3 different German Federal Railroad (DB) express train passenger cars of different designs. 2 type Bm 235 compartment cars, 2nd class, 1 type Bpmz 291.2 open seating car, 2nd class. Ocean blue / ivory paint scheme. The cars come with fold-up steps, roofs with rounded and perpendicular ends, and trucks prototypical for compartment and open seating cars. Supplement to the InterCity 511 "van Beethoven" for the route Dortmund – Mannheim – Stuttgart – Munich. The cars look as they did in the summer of 1985.

Model: Minimum radius for operation 360 mm / 14-3/16". The underbody and skirting are specific to the types of cars. The trucks have disk brakes, magnetic rail brakes,

and roll stabilizers. The trucks for the type Bpmz are new tooling. The cars are ready for installation of the 7319 current-conducting car coupling or the 72020/72021

current-conducting close coupler, the 73400/73401 (2 per car) interior lighting, the 73406 pickup shoe, and the 73407 marker lights. The train route signs and the

sequence number for the cars are imprinted on the cars. Total length over the buffers 85 cm / 33-1/2". DC wheel set per car 4 x 700580.



HIGHLIGHTS

- The type Bpmz 291 open seating car is new tooling.
- Prototypical changes with fold-up steps and trucks with a roll stabilizer.
- Roofs with rounded and perpendicular ends.
- Train route IC 511 "van Beethoven" from Dortmund to Munich.

The class 103.1 is the ideal motive power for the new IC express train passenger cars available under item nos. 43851, 43858, 43927, and 43922.

This car set can be found in a DC version in the Trix H0 assortment under item no. 23481.



43858

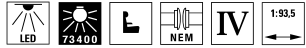
43858

43851

43858

37573

IC 511 “van Beethoven”



43858 IC Express Train Passenger Car Set.

Prototype: 3 different German Federal Railroad (DB) express train passenger cars of different designs. 1 type Avmz 111.0 compartment car, 1st class, 1 type Apmz 121.2 open seating car, 1st class, 1 type WRmh 132 dining car. Crimson red / ivory paint scheme. The cars come with roofs with rounded and perpendicular ends, and trucks with roll stabilizers. Supplement to the InterCity 511 “van Beethoven” for the route Dortmund – Mannheim – Stuttgart – Munich. The cars look as they did in the summer of 1985.

Model: Minimum radius for operation 360 mm / 14-3/16". The underbody and skirting are specific to the types of cars. The trucks have disk brakes, magnetic rail brakes, and roll stabilizers. The cars are ready for installation of the 7319 current-conducting car coupler or the

72020/72021 current-conducting close coupler, the 73400/73401 (2 per car) interior lighting, the 73406 pickup shoe, and the 73407 marker lights. The train route signs and the sequence number for the cars are imprinted on the cars.

Total length over the buffers 85 cm / 33-1/2". DC wheel set per car 4 x 700580.



HIGHLIGHTS

- Trucks with and without a roll stabilizer.
- Roofs with rounded and perpendicular ends.
- Train route IC 511 “van Beethoven” from Dortmund to Munich.

The class 103.1 is the ideal motive power for the new IC express train passenger cars available under item nos. 43851, 43858, 43927, and 43922.

This car set can be found in a DC version in the Trix H0 assortment under item no. 23480.



HIGHLIGHTS

- Trucks with a roll stabilizer.
- Train route IC 511 "van Beethoven" from Dortmund to Munich.



43851 IC Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type Avmz 111.2 compartment car, 1st class. Crimson red / ivory paint scheme. The car has perpendicular roof ends. Supplement to the InterCity 511 "van Beethoven" for the route Dortmund – Mannheim – Stuttgart – Munich. The car looks as it did in the summer of 1985.

Model: Minimum radius for operation 360 mm / 14-3/16". The underbody and skirting are specific to this type of car. The trucks have disk brakes, magnetic rail brakes, and roll stabilizers. The car is ready for installation of the 7319 current-conducting car coupler or the 72020/72021 current-conducting close coupler, the 73400/73401 (2 per car) interior lighting, the 73406 pickup shoe, and

the 73407 marker lights. The train route signs and the sequence number for the car are imprinted on the car. Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.



The class 103.1 is the ideal motive power for the new IC express train passenger cars available under item nos. 43851, 43858, 43927, and 43922.

This model can be found in a DC version in the Trix HO assortment under item no. 23478.

HIGHLIGHTS

- Prototypical changes with fold-up steps and trucks with a roll stabilizer.
- Train route IC 511 "van Beethoven" from Dortmund to Munich.
- Factory-installed marker lights.



43922 IC Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type Bm 235 compartment car, 2nd class. Ocean blue / ivory paint scheme. The car has fold-up steps, rounded roof ends, and trucks with roll stabilizers. Supplement to the InterCity 511 "van Beethoven" for the route Dortmund – Mannheim – Stuttgart – Munich. The car looks as it did in the summer of 1985.

Model: Minimum radius for operation 360 mm / 14-3/16". The underbody is specific to this type of car. The trucks have disk brakes, magnetic rail brakes, and roll stabilizers. The car is ready for installation of the 7319 current-conducting car coupler or the 72020/72021 current-conducting close coupler, the 73406 pickup

shoe, and the 73400/73401 (2 per car) interior lighting. The car has factory-installed marker lights. The train route signs and the sequence number for the car are imprinted on the car. Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.



The class 103.1 is the ideal motive power for the new IC express train passenger cars available under item nos. 43851, 43858, 43927, and 43922.

This model can be found in a DC version in the Trix HO assortment under item no. 23482.

Passenger Service

HIGHLIGHTS

- Metal construction.
- mfx digital decoder.
- Extensive light and sound functions.



37745 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. The locomotive looks as it did around 1990. Diesel hydraulic locomotive with electric train heating.
Model: The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and extensive sound functions. It also has a compact design motor, centrally mounted. All 4 axles powered through cardan

shafts. Traction tires. The headlights are maintenance-free warm white LEDs, will work in conventional operation, and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams. Length over the buffers 18.9 cm / 7-5/16".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

This model can be found in a DC version in the Trix H0 assortment under item no. 22237.

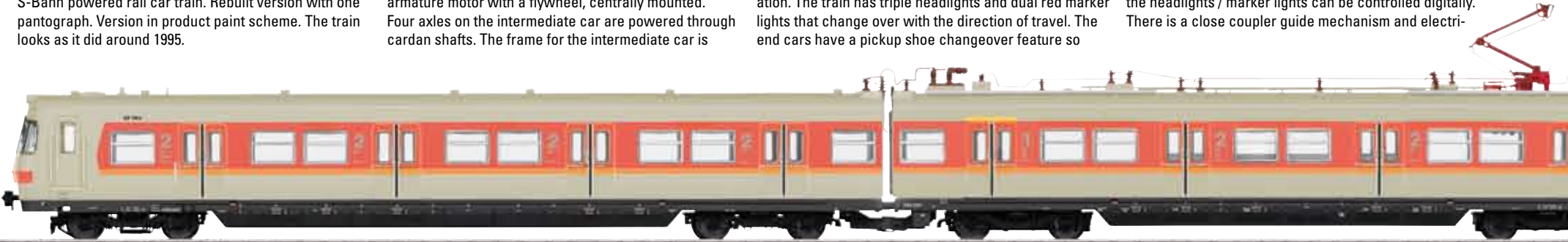


37505 S-Bahn Powered Rail Car Train.
Prototype: German Railroad, Inc. (DB AG) class 420 S-Bahn powered rail car train. Rebuilt version with one pantograph. Version in product paint scheme. The train looks as it did around 1995.

Model: The train has an mfx digital decoder and extensive sound functions. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. Four axles on the intermediate car are powered through cardan shafts. The frame for the intermediate car is

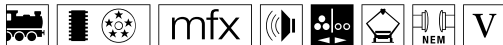
constructed of die-cast metal. The lighting is done with warm white LEDs, and it will work in conventional operation. The train has triple headlights and dual red marker lights that change over with the direction of travel. The end cars have a pickup shoe changeover feature so

that the pickup shoe at the front of the train is the one picking up power. Lighted destination signs along with the headlights / marker lights can be controlled digitally. There is a close coupler guide mechanism and electri-



HIGHLIGHTS

- Rebuilt version with Klatte vents.
- Square engine room windows.
- No continuous rain gutter.
- No skirting or buffer streamlining.



37011 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 110.3. Express locomotive with aerodynamic ends, with the co-called "Pants Crease". Crimson/beige TEE paint scheme. Rebuilt version with square Klatte vents, square engine room windows, without a continuous rain gutter, without skirting, and without buffer streamlining. The locomotive looks as it did around 1997.

Model: The locomotive has an mfx digital decoder and factory-installed controllable sound functions. It has controlled high efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights and marker lights are maintenance-free,

warm white and red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details and separately applied control wheels. The roof walks are separately applied. Length over the buffers 18.9 cm / 7-7/16".



The passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item nos. 43801, 43811, and 43830.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Station Announcements	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

cal connections between the cars. The special coupling included with the train allows it to be coupled to other ET 420 units for prototypical operation. The train has factory-installed interior lighting. The bodies for the train

are made of highly detailed plastic with many separately applied details such as grab irons, electrical connections, windshield wipers, antennas, whistles, and horns. The train has a multi-color interior. The ends of the train have a detailed representation of the Scharfenberg

coupler (a dummy coupler). Different authentic destination signage is included with the train. Length over the couplers 77.5 cm / 30-1/2".



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Operating sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Rear Headlights off		x	x	x
Doors Closing		x	x	x
Front Headlights off		x	x	x

metronom

HIGHLIGHTS

- Locomotive is constructed of metal.
- The right locomotive to go with the 43475 bi-level car set.



36612 Electric Locomotive.
Prototype: LNVG Lower Saxony class 146.2 electric locomotive painted and lettered for metronom Railroad Company, Inc., Uelzen, Germany. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.
Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (not wired for catenary operation).
Length over the buffers 21.7 cm / 8-9/16".

A bi-level car set to go with this locomotive is offered in the Märklin H0 assortment under item no. 43475.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x





43475 "metronom" Bi-level Car Set.

Prototype: 2 type DBpza bi-level cars, 2nd class, one type DABpza bi-level car, 1st/2nd class, and one type DABpbzkfa bi-level cab control car, 1st/2nd class owned by LNVG Niedersachsen, painted and lettered for the metronom Railroad Company, Inc., Uelzen, Germany.

Model: Current-conducting connections can be installed on all of the cars, either the 7319 coupling or 72020/72021 close couplers that can be uncoupled. The cab control car has a detailed buffer beam and separately applied end streamlining. It also has a lighted train destination sign. The engineer's cab has interior details. Total length over the buffers 107.7 cm / 42-3/8".

One-time series.

The LNVG Niedersachsen class 146.2 electric locomotive is the right motive power for this car set. It is available under item no. 36612 in the Märklin H0 assortment.



MaK in Multiple Unit Lashup

HIGHLIGHTS

- MaK type DE 1002 with sound for the first time.
- Impressive double motive power.



37630 2 Diesel Locomotives.
Prototype: Type DE 1002 general-purpose locomotive as double motive power. Locomotives used on the Cologne Harbors and Freight Service, Inc. (HGK).
Model: The locomotives have an mfx digital decoder mfx and extensive sound functions. One locomotive has controlled high efficiency propulsion. It also has a powerful motor with a bell-shaped armature and a flywheel. 4 axles powered. Traction tires. The triple headlights (maintenance-free warm white LEDs) and dual marker lights (maintenance-free red LEDs) on both locomotives will work in conventional operation and can be controlled digitally. The locomotives are connected by a current-conducting close coupling. Length over the buffers 33 cm / 13".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x



ICE 1

HIGHLIGHTS

- 20 Years of the ICE.
- Warm white LEDs for the lighting.
- Factory-installed interior lighting.
- mfx digital decoder.
- Extensive sound functions.



37702 Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) class 401 ICE 1 InterCityExpress high speed train. The train looks as it currently does in real life.

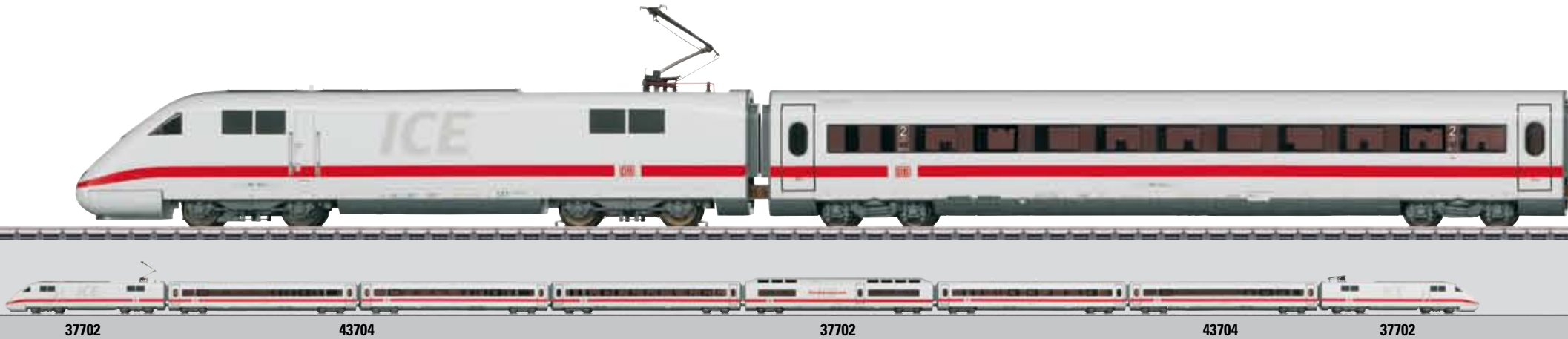
Model: This is a five car version. The train has an mfx digital decoder, high efficiency propulsion, and extensive sound functions. 2 axles powered. Traction tires. The train has factory-installed interior lighting. The headlights and the interior lighting are maintenance-free warm white LEDs. The frames for the powered end cars are constructed of metal. The headlights and the interior lighting will work in conventional operation, and can be controlled digitally.

Train length 123,5 cm / 48-3/5".

One-time series.

The 37702 basic set can be expanded to an 8 car train with the 43704 add-on car set.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Conductor's Whistle	x	x	x	x
Locomotive operating sounds	x	x	x	x
Horn blast 1	x	x	x	x
Direct control	x	x	x	x
Doors Closing		x	x	x
Station Announcements		x	x	x
Horn blast 2		x	x	x
Stat. Announce. - Engl.		x	x	x
Sound of squealing brakes off			x	x





ICE 1-Add-On Car Set

HIGHLIGHTS

- 20 Years of the ICE.
- Factory-installed interior lighting with warm white LEDs.



43704 Add-On Car Set.

Prototype: 2 each type Bvmz, 2nd class, and 1 type Avmz, 1st class. Intermediate cars for the ICE 1.

Model: These 3 intermediate cars are an add-on for the 37702 ICE train. The cars have special close couplers

with a guide mechanism. The interior lighting is powered by a continuous electrical connection through the entire train.

Total length over the buffers 79.2 cm / 31-3/16".

One-time series.

The 37702 basic set can be expanded to an 8 car train with the 43704 add-on car set.





Diesel Powered Commuter Cars

HIGHLIGHTS

- Prototypical double train set.
- Factory-installed interior lighting included.
- mfx decoder with a sound generator.
- Lighted train destination signs.



37733 Diesel Powered Commuter Cars.

Prototype: Bavarian Regional Railroad (Regiobahn) class 648.2 diesel powered commuter rail cars, 2 sets operated as one train. Used on the Augsburg – Ingolstadt route.

Model: The train has a powered unit and a non-powered dummy unit. The train has an mfx digital decoder and extensive sound functions. It also has controlled high efficiency propulsion. The train has a powerful motor with

a bell-shaped armature and a flywheel, mounted in the Jakobs truck. 2 axles powered. Traction tires. The train has factory-installed interior lighting. The headlights and the interior lighting are maintenance-free warm white LEDs. The headlights and marker lights change with the direction of travel on both units. The train destination sign has prototypical yellow LEDs. The headlights, train destination sign, and dual red marker lights will work in conventional operation and can be controlled digitally.

The frame and bodies have detailed construction and there is a free view through the windows. The train has interior details, closed diaphragm connections, and a guide mechanism on the Jakobs truck between the rail car halves. There is a 5-conductor coupling to connect the rail cars.

Total length approximately 96.4 cm / 38".



HIGHLIGHTS

- Factory-installed interior lighting included.
- mfx decoder with extensive sound functions.
- Lighted train destination signs.



37734 Diesel Powered Commuter Cars.

Prototype: NordWestBahn NWB class 648.2 diesel powered commuter rail cars. Current version with low platform entries.

Model: The train has an mfx digital decoder and extensive sound functions. It also has controlled high

efficiency propulsion. The train has a powerful motor with a bell-shaped armature and a flywheel, mounted in the Jakobs truck. 2 axles powered. Traction tires. The train has factory-installed interior lighting. The headlights and the interior lighting are maintenance-free warm white LEDs. The headlights and marker lights

change with the direction of travel on both units. The train destination sign has prototypical yellow LEDs. The headlights, train destination sign, and dual red marker lights will work in conventional operation and can be controlled digitally. The frame and bodies have detailed construction and there is a free view through the win-



One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Doors Closing		x	x	x
Headlight(s): Cab1 End			x	x
Station Announcements			x	x



dows. The train has interior details, closed diaphragm connections, and a guide mechanism on the Jakobs truck between the rail car halves. There is a representation of the center buffer coupling at the ends of the train. Total length 48.1 cm / 18-15/16".

One-time series.


Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Doors Closing		x	x	x
Headlight(s): Cab1 End		x	x	x
Station Announcements			x	x

“HVLE/VTG” Train Set



26571 “HVLE/VTG” Train Set.

Prototype: Havelland Railroad, Inc. AG, Berlin, Germany (HVLE) class 185.5 electric locomotive and 5 type Falns hopper cars painted and lettered for VTG Inc., Hamburg, Germany. The cars are leased to the Cologne Harbor and Freight Service, Inc. (HGK) and have authorization to operate in the Netherlands.

Model: The locomotive is constructed of metal, and has a digital decoder, and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. All of the cars have type Y 25 welded trucks. Total length over the buffers 88.2 cm / 34-3/4“.

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x





36604 Electric Locomotive.

Prototype: Class 185.6 electric locomotive painted and lettered for Locomotion – Company for Rail Motive Power, Inc., Munich, Germany. Dual system locomotive built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.

Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (not wired for catenary operation).

Length over the buffers 21.7 cm / 8-9/16".

One-time series.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



"ALEX" Train Set

HIGHLIGHTS

- The special run of November 17, 2009 (Hof – Schwandorf) to present the ALEX bi-level cars can be modeled by combining this set with the 43474 bi-level car set.



26572 "ALEX" Train Set.

Prototype: "ALEX" (Arriva-Länderbahn-Express) Bavarian commuter train, used on the Vogtland Railroad, Inc., Neumark, Germany. Class 223 (ER 20) diesel locomotive and 3 type DBpza bi-level cars, 2nd class painted and lettered for the Arriva-Länderbahn-Express.

Model: The locomotive is constructed of metal with many cast-in details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The bi-level cars have tinted side windows and close couplers.

Total length over the buffers 102.1 cm / 40-3/16".

One-time series.

The 43474 bi-level car set is the ideal add-on for this set.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



43474

26572

HIGHLIGHTS

- The special run of November 17, 2009 (Hof – Schwandorf) to present the ALEX bi-level cars can be modeled by combining this set with the 26572 train set.



43474 "ALEX" Bi-Level Car Set.

Prototype: 3 Arriva-Länderbahn-Express "ALEX" type DBpza bi-level cars, 2nd class, used on the Vogtland Railroad, Inc., Neumark, Germany.

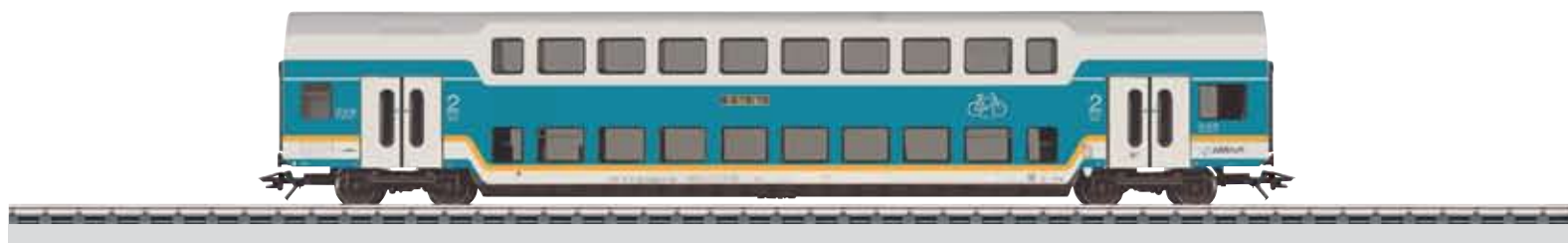
Model: All of the cars have tinted side windows and close couplers.

Total length over the buffers 80.4 cm / 31-5/8".

DC wheel set 12 x 700580.

One-time series.

This bi-level car set is an ideal add-on for the 26572 train set.



"Swiss Freight Train" Starter Set

HIGHLIGHTS

- Getting started in the digital world of Märklin.
- The turnouts are already converted for digital operation from the Mobile Station.
- mfx digital decoder installed.

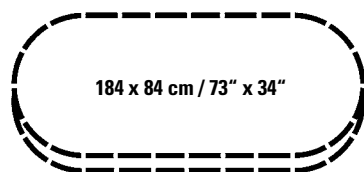


29483 "Swiss Freight Train" Starter Set. 230 Volts.
Prototype: Swiss Federal Railways, freight area (SBB Cargo), class 421. Four different Swiss freight cars: 1 type Eaos four-axle gondola, 1 four-axle tank car, 1 two-axle stake car, and 1 two-axle sliding door boxcar. All of the cars are used on the Swiss Federal Railways (SBB/CFF/FFS).

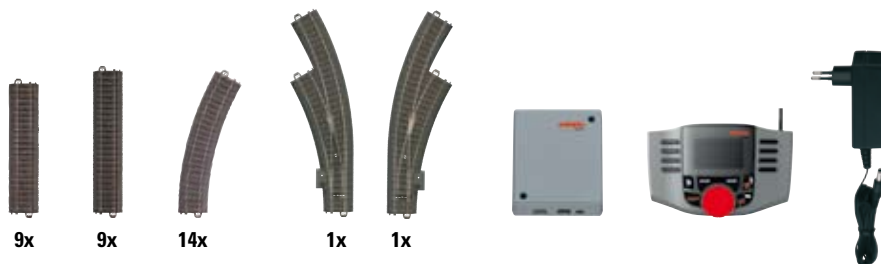
Model: The locomotive is constructed of metal and has an mfx digital decoder and high efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and 1 white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers. Train length 84.7 cm / 33-3/8".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 9 no. 24172 straight track, and 1 pair of 24671 and 24672 curved turnouts. The turnouts already have turnout decoders and turnout mechanisms. A track connector box and a 230 volt / 36 VA switched mode power pack (18 VA transformer in North America) are included. A Mobile Station with a locomotive card is included. Also included is an illustrated instruction manual with many tips and ideas. This set can be expanded with the C Track extension sets and the entire C Track program.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Direct control	x	x	x	x



29483





Switzerland

HIGHLIGHTS

- Warm white LEDs for headlights / marker lights.
- LED headlights / marker lights can be switched over: running "light" or with a train.
- Heavy metal construction.
- Compact design Softdrive Sine propulsion.
- mfx decoder with electric locomotive sounds.



39565 "Crocodile" Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 III freight locomotive. Dark brown basic paint scheme. Design with diagonal side rod drive. The locomotive looks as it did around 1930.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has high-efficiency Softdrive Sine propulsion and a maintenance-free, compact-design motor. 3 axles and a jackshaft powered. Traction tires. The headlights and marker lights (Swiss triple headlight / one marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lights are maintenance-free warm white LEDs. The locomotive has

articulated running gear to enable it to negotiate sharp curves. It has a 3-part metal body with end hoods that can swing out on curves. The locomotive has detailed roof equipment. Length over the buffers 23 cm / 9-1/16".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22777.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Marker light(s)	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Whistle for switching maneuver		x	x	x
Sound of Couplers Engaging		x	x	x
Stat. Announce. - Swiss		x	x	x
Letting off steam / air			x	x
Blower motors			x	x
Brake Compressor			x	x
Pantograph Sounds			x	x



The “Habersack” / “Haversack” – Only a few Swiss locomotives achieved such a high degree of popularity that they were given a name. The Eb 3/5 tank locomotive was designed intentionally with a particular shape and got its nickname “Habersack” from the field pack long familiar to Swiss men, when they did their military service. From 1911 to 1916 SLM built a total of 34 of this locomotive with a power output of almost 1,000 horsepower / 735 kilowatts. It was initially intended for passenger

service and could run at 75 km/h / 47 mph in both directions. After being equipped with an additional braking system, these locomotives were also quite suitable with their 74 metric ton service weight for freight service. Starting in 1930 they were assigned mostly to this latter service. Regular use of this attractively shaped veteran of the Swiss steam locomotive era decreased as the Swiss rail network was completely electrified. Between 1950 and 1965 these locomotives were gradually put into storage or sold.

HIGHLIGHTS

- Locomotive constructed of metal.
- Motor with a flywheel.
- mfx decoder with steam locomotive sounds.



37137 Tank Locomotive.

Prototype: Swiss Federal Railways (SBB) class Eb 3/5 “Habersack” / “Haversack” tank locomotive. The locomotive looks as it did in the Fifties.

Model: The locomotive has an mfx decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be

controlled digitally. The locomotive has separately applied rail guards. It also has separately applied metal grab irons and lines.

Length over the buffers 14.6 cm / 5-3/4“.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x



Switzerland

Four prototypes of the Re 6/6 were initially built, of which two were equipped with divided locomotive bodies that move vertically thus adapting to conditions in an optimal manner. Test runs showed that this was not necessary for the regular production locomotive and all 85 regular units built from 1975 to 1980 were equipped with a one piece locomotive body. The engineer's cabs on the Re 6/6 borrowed heavily from the

design for the Re 4/4 II as did the electrical equipment for the transformers, of which the Re 6/6 has two. These locomotives are 19,310 mm / 63 feet 4-3/16 inches long, weigh 120 metric tons, and have a maximum speed of 140 km/h / 87 mph; their performance is 7,850 kilowatts / 10,527 horsepower. One particular technical feature is the locomotives' acceleration under optimal conditions: From 0 to 100 km/h / 63 mph in 5.8 seconds.

The Re 6/6 locomotives have had to undergo several paint variations and overhauls. Thirty locomotives were equipped with remote radio control starting in 2000; these units are used with the designation Re 6/6 f. The UIC designation for the class Re 6/6 is the class 620, which can be seen with increasing frequency on the locomotives. The 88 units still in service all belong to the SBB Cargo business area and haul heavy freight

trains to all corners of Switzerland, also over the Gotthard route with a Re 4/4 II or Re 4/4 III in tandem motive power consists. The class Re 6/6 locomotives were even an alternative to a Re 4/4 II double motive power combination in heavy passenger service. After the modern class 460 was mainly assigned to passenger service, the impressive Re 6/6 with its three trucks once again dominates freight service on the Gotthard.

HIGHLIGHTS

- Heavy metal construction for the frame and body.
- Extensive sound functions that can be controlled digitally.



37322 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class Re 6/6 f. Version in the fire red basic paint scheme, road number 11666, with the coat-of-arms for the city of "Stein am Rhein". Rebuilt version with rectangular lower headlights, UIC receptacles, diagonal end grab irons, additional step plates and entry steps, and antennas. The locomotive looks as it did around 2000.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights change over with the direction of travel.

have the Swiss headlight / marker light code (triple headlights / 1 white marker light), will work in conventional operation, and can be controlled digitally. The lighting is maintenance-free, warm white LEDs. The locomotive has separately applied metal grab irons. The couplers can be replaced by detailed end skirting. Minimum radius for operation 360 mm / 14-3/16". Total length over the buffers 22.2 cm / 8-3/4"

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Whistle for switching maneuver		x	x	x
Headlight(s): Cab1 End		x	x	x
Main Relay			x	x
Compressor			x	x



HIGHLIGHTS

- Heavy metal construction.
- Reinforced metal hand rails on all four sides of the locomotive.
- Maintenance-free LEDs for headlights / marker light.
- "Double A" light function present if the headlights at both ends of the locomotive are turned off.



37627 Diesel Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Am 842 general-purpose locomotive with SBB Cargo lettering. Vossloh Schienenfahrzeugtechnik GmbH (VSFT) type G 800 BB diesel hydraulic further developed from the standard design locomotives of the former firm of MaK. The locomotive looks as it did around 2003.

Model: The locomotive has an mfx decoder. It also has controlled high efficiency propulsion. It has a special can motor with a bell-shaped armature, and a flywheel. 4 axles powered. Traction tires. The triple headlights / white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights on Locomotive End 2 and 1 can be turned off separately in digital operation. If the headlights at both ends of the locomotive are turned off, then the "double A" light function is on at both ends. The headlights are maintenance-free warm white LEDs. The locomotive has metal hand rails on all 4 sides. Length over the buffers 16.5 cm / 6-1/2".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x



48026

37627

Switzerland



48026 Sliding Wall Boxcar Set.

Prototype: 3 Swiss Federal Railways (SBB/CFF/FFS) high capacity boxcars. Standard type Hbbillns with high sliding walls.

Model: The frame has fish belly style side sills and separately applied details. All of the cars come individually packaged.

Total length over the buffers 53.7 cm / 21-1/8".

DC wheel set 6 x 700580.



46095 Freight Car Set.

Prototype: 4 different modern freight cars, used on the Swiss Federal Railways (SBB/CFF/FFS). 1 type Eaos gondola, 1 type Snps double stake car, 1 type Zans tank car, and 1 type Ucs powdered freight silo container car.

Model: These are detailed models with many separately applied parts. The double stake car has finely detailed, fixed stakes. It has a load of pipe. All of the cars have close couplers with guide mechanisms.

Total length over the buffers 68 cm / 26-3/4".

DC wheel set 14 x 700580.

One-time series.

The class 482 electric locomotive is the right motive power for this car set and is available under item no. 36606 in the Märklin H0 assortment.



46095

37322



Switzerland



42164 Express Train Passenger Car Set for Shuttle Trains.

Prototype: 4 different Swiss Federal Railways (SBB/CFF/FFS) Mark IV express train passenger cars. 1 type Mark IV A express train passenger car, 1st class. 2 type Mark IV B express train passenger cars, 2nd class. 1 type Mark IV Bt express train cab control car, 2nd class, with

an engineer's cab for shuttle train operations. The cars are in the current InterCity paint scheme.

Model: The engineer's cab in the cab control car has interior details. The headlights and the marker light are maintenance-free LEDs. All of the cars have adjustable buffers. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers can be installed on these cars. The cars come individually packaged.

Total length over the buffers 107 cm / 42-1/8".
DC wheel set per car 4 x 700580.

One-time series.

The class 460 is the right electric locomotive for these cars and can be found in the Märklin H0 assortment under item no. 37460.

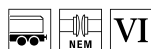


HIGHLIGHTS

- The right cars to go with models of the SBB class 460 locomotive, example: item no. 37460.
- All of the cars have new car numbers.

HIGHLIGHTS

- High capacity WoodTainer XXL containers with covers.
- These cars are ideal for unit trains.



47078 Container Flat Car Set with WoodTainer XXL Containers.

Prototype: 3 Swiss Federal Railways (SBB/CFF/FFS) type Sgnss four-axle flat cars for containers, "SBB Cargo" business area. "Traffic Gray" basic paint scheme. Each car loaded with 3 WoodTainer XXL Containers with

covers, lettered for the Austrian firm InnoFreight, A-8600 Bruck an der Mur, Austria. High capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. The cars and containers look as they currently do in real life in 2010.

Model: The cars have type Y 25 trucks. The flat car floors are constructed of metal with striking fish belly side sills and are partially open as in the prototype. Each flat car is loaded with 3 removable WoodTainer





containers with separately applied covers. All of the flat cars have different car numbers and all of the containers have different registration numbers. Each car and its containers come individually packaged. There is also a

master package for all of the units. Total length over the buffers 68.5 cm / 27". DC wheel set per car 4 x 700580.



47078



37461 Electric Locomotive.

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) class 465.

Model: The locomotive has an mfx digital decoder and high-efficiency propulsion. 2 axles powered. Traction tires. The engineer's cabs have interior details. The locomotive has separately applied horns and handrails. The locomotive has the European white headlight / red marker light changeover that will work in conventional operation and can be controlled digitally. The long distance headlights

change over with the direction of travel. They and the changeover between the Swiss headlight / marker light code and the European headlight / marker light code with red marker lights, as well as a low speed switching range without acceleration and braking delay can be controlled digitally. Length over the buffers 21.3 cm / 8-3/8".

One-time series.

HIGHLIGHTS

- European and Swiss headlight / marker light changeover.
- mfx decoder with extensive sound functions.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Light Function1		x	x	x
Headlight(s): Cab1 End		x	x	x



37461

Austria



37227 Heavy Freight Train Electric Locomotive. **One-time series.**
Prototype: Austrian Federal Railways (ÖBB) class 1020 (former E 94). Version in a pine green paint scheme. The locomotive looks as it did in the mid-Sixties.
Model: The locomotive has an mfx digital decoder and factory-installed, controllable sound functions. It has controlled high efficiency propulsion. 3 axles powered. Traction tires. The locomotive has an articulated frame to allow it to negotiate curves better. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are red LEDs. The locomotive has separately applied grab irons.
Length over the buffers 21 cm / 8-1/4".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x





Austria

ÖBB Class 1018

In the mid-Thirties the first concrete plans were made for electrification of the West Railroad from Salzburg to Vienna. The Austrian State Railways BBÖ of that time awarded a development contract to the industry for a locomotive with 3,500 to 4,000 horsepower and a speed of 120 km/h / 75 mph for this electrification project. The designs presented in 1935 by the industry differed greatly and made use of quite different technologies,

but as a whole were not satisfactory. A look over the fence at the German neighbor was very close and a solution was found with the outstanding German E 18. The contract stipulated the delivery of eight locomotives starting in the summer of 1939. The mechanical part was taken to a large extent from the E 18 while the electrical equipment was adapted to meet Austrian requirements. The locomotive had to reach its best performance at a speed of 90 to 100 km/h / 56 to 63 mph; a maximum speed of 130 km/h / 81 mph appeared

appropriate. The takeover of the BBÖ in the course of the annexation of Austria in March of 1938 delayed the design work, since the German State Railroad now adapted the plans again as much as possible to the German E 18. Only the traction motors and transformers that were already being built remained as Austrian elements. The eight units, now designated as the class E 18.2, were finally delivered between February and August of 1940 to the German State Railroad. Seven units remaining the end of World War II reached

the roster of the Austrian Federal Railways (ÖBB) and were used from 1953 on under road numbers 1018.01-05, 07, and 08. With their 5,160 horsepower they were the most powerful express locomotives in Austria until the appearance of the ÖBB class 1010 and exceeded by far the German E 18 with its 4,000 horsepower. Since these units were still indispensable in the mid-Sixties, the ÖBB decided to carry out a modernization program on them with new wiring as part of a major overhaul. Four units were still in use until 1992.

HIGHLIGHTS

- ÖBB rebuilt version as partially new tooling.
- Highly detailed metal body.
- mfx decoder with a locomotive whistle sound.
- Lighting with warm white and red LEDs.



37683 Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1018.0 electric locomotive in the so-called blood orange "Jaffa" paint scheme. Rebuilt version corresponding to the ÖBB standardization of this class starting in 1966. The locomotive looks as it did around 1984.
Model: The locomotive has an mfx digital decoder and a controllable locomotive whistle sound. It also has controlled high efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and 1 red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are the so-called "Stielaugen" or

"Telescope Eyes" headlights. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free LEDs. The engineer's cabs and engine room have interior details. The body has numerous separately applied details. The locomotive has prototypical double-arm pantographs. It also has a finely detailed frame with a prototypical reproduction of the quill type driving wheels. The buffers are metal, separately applied, and come in both a convex and a flat version. Length over the buffers 19.5 cm / 7-11/16".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

The class 1018.0 is the right locomotive to go with the 43205 passenger car set that is also coming out in 2011.

This model can be found in a DC version in the Trix H0 assortment under item no. 22683.





43205 Express Train Passenger Car Set.

Prototype: 5 different design Austrian Federal Railways (ÖBB) express train passenger cars in the so-called blood orange "Jaffa" paint scheme. 1 type A express train passenger car (former type AB4ü-38 skirted passenger car), 1st class. 1 type AB express train passenger car (former type C4ü-38 skirted passenger car), 1st/2nd class. 3 type B express train passenger cars (former types C4ü-38 and C4ü-40 skirted passenger cars), 2nd class. The cars look as they did around 1984.

Model: All of the cars are full scale length, have underbodies specific to the different cars, have different car numbers, rubber diaphragm connections, and have center bars on the side windows. All of the cars are individually packaged and have a master package. The 7319 current-conducting couplers or the 72020/72021

current-conducting close couplers can be installed on these cars. The 73150 lighting kit or alternatively the 73400/73401 lighting kits (2 per car) with the 73405 pickup shoe can be installed on these cars. Total length over the buffers 123.1 cm / 48-1/2". DC wheel set per car 4 x 700580.

The class 1018.0 electric locomotive, item no. 37683, is the right locomotive for the 43205 express train passenger car set.

This model can be found in a DC version in the Trix H0 assortment under item no. 23455.



Austria



42727 Express Train Passenger Car Set.

Prototype: Austrian Federal Railways (ÖBB) type Z1 Eurofima cars. 2 type A9 cars, 1st class. 3 type B11 cars, 2nd class.

Model: The 7319 current-conducting couplings can be installed on these cars.

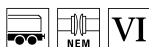
Total length over the buffers 132.5 cm / 52-3/16".

DC wheel set 20 x 700580.



HIGHLIGHTS

- High capacity WoodTainer XXL containers with open tops.
- These cars are ideal for unit trains.



47079 Container Flat Car Set with WoodTainer XXL Containers.

Prototype: 3 Austrian Federal Railways (ÖBB) type Sgnss four-axle flat cars for containers. Mahogany brown basic paint scheme. Each car loaded with 3 WoodTainer XXL Containers lettered for the Austrian firm Inno freight, A-8600 Bruck an der Mur, Austria. High capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. The cars and containers look as they currently do in real life in 2010.

Model: The cars have type Y 25 trucks. The flat car floors are constructed of metal with striking fish belly

side sills and are partially open as in the prototype. Each flat car is loaded with 3 removable containers. All of the flat cars have different car numbers and all of the containers have different registration numbers. Each car

and its containers come individually packaged. There is also a master package for all of the units.

Total length over the buffers 68.5 cm / 27".

DC wheel set per car 4 x 700580.





France



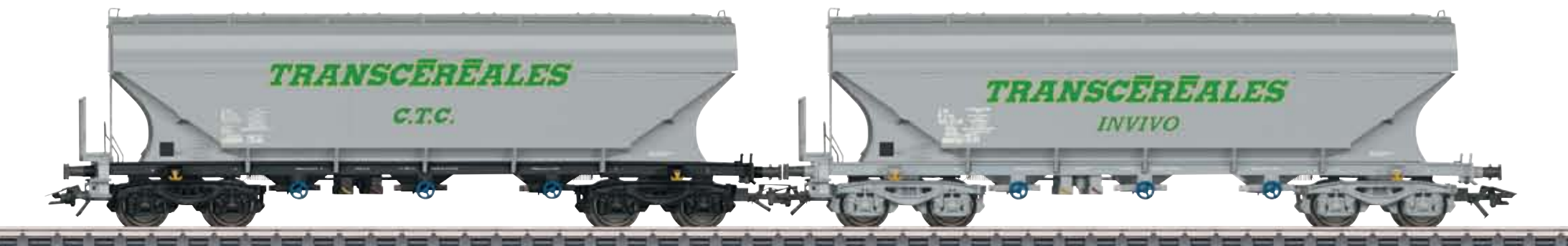
46343 Grain Hopper Car Set.

Prototype: 5 high capacity hopper cars with smooth side walls for transporting grain (Céréalier), used on the French State Railways (SNCF). Privately owned cars in the standard design and in different paint and lettering schemes.

Model: The cars have a metal insert for a low center of gravity and smooth running. They also have many separately applied details. The cars have different car numbers and come individually packaged and marked. Total length over the buffers 85.8 cm / 33-3/4".

DC wheel set 20 x 700580.

One-time series.



HIGHLIGHTS

- Heavy metal construction.
- Attractive paint scheme for the Ferrovie Emilia Romagna.



37804 Diesel Locomotive.

Prototype: Italian Ferrovie Emilia Romagna (FER) class D 220 heavy diesel hydraulic locomotive. Former German Federal Railroad (DB) class 220, was sold to Italy after being retired in Germany. Used chiefly for heavy freight trains.

Model: The locomotive has an mfx digital decoder, controlled high efficiency propulsion system, and extensive sound functions. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has metal hand rails on the sides and ends. The couplers can be replaced with closed end skirting pieces. Length over the buffers 21 cm / 8-1/4".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Rear Headlights off	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Letting off Air		x	x	x





Luxembourg



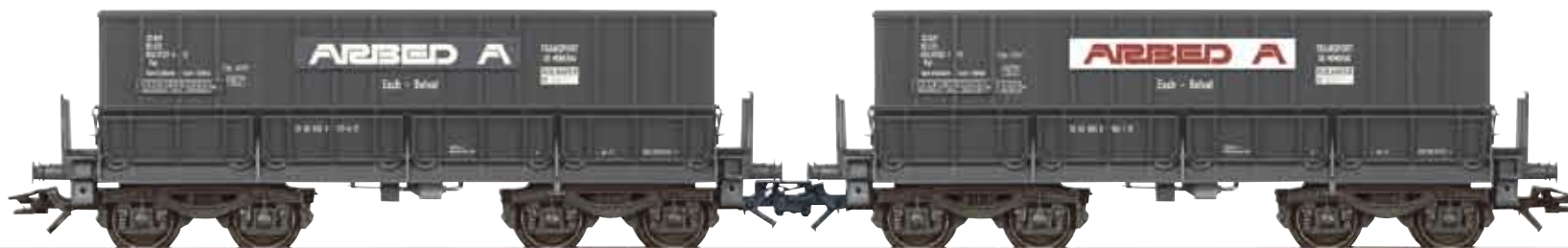
48432 Ore Car Set.

Prototype: 5 ore cars (Minéraliers) painted and lettered for Aciéries Réunies de Burbach-Eich-Dudelange (ARBED), used on the Luxembourg State Railways (CFL). Type Falls.

Model: The cars have 2 end platforms. They also have different car numbers and come individually packaged and marked.

Total length over the buffers 63.8 cm / 25-1/8".
DC wheel set 20 x 700580.

One-time series.



Belgium

HIGHLIGHTS

- Tooling change to the body form, with different roof equipment.
- Detailed, affordable beginner's model.



36608 Electric Locomotive.

Prototype: Angel Trains Cargo class 28 general-purpose locomotive, leased to the Belgian State Railways (SNCB/NMBS). Dual system locomotive with 4 pantographs. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.

Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change

over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 4 mechanically working pantographs (not wired for catenary operation).
Length over the buffers 21.7 cm / 8-9/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x





Belgium





Belgium

HIGHLIGHTS

- Scale 1:87 reproduction.
- Factory-installed interior lighting.
- Extensive sound functions.
- Warm white LEDs for lighting.
- The latest paint scheme.
- Both end cars powered.



37791 High Speed Train.

Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 2 powered end cars (TK1 and TK2), 1 transition car (R1), 1st/2nd class, 1 transition car (R8), 2nd class. The newest paint scheme. The train looks as it currently does in real life in 2010.

Model: The train is a 4-part set. Both end cars (TK1 and TK2) are powered. The train has an mfx digital decoder and extensive sound functions. It has controlled, high-efficiency propulsion in both powered end cars, centrally mounted. 4 axles powered through cardan shafts in each end car. Traction tires. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The third headlight for the French headlight code can be turned off separately in digital operation. The headlights and interior lighting are maintenance-free, warm white LEDs and the marker lights are maintenance-free red LEDs. The train has separately applied metal grab irons. It also has inset windshield wipers. The engineer's cabs in

the powered end cars have interior details. A powered end car and a transition car are permanently coupled together in pairs and have special close couplings with a guide mechanism. There is an additional guide mechanism in the Jakobs truck. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. The interior lighting is powered through a continuous electrical connection through the entire train. Each powered end car has 2 SNCF design single-arm pantographs. The pantographs work mechanically but are not wired to take power. The train is a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the 4-part set 101 cm / 39-3/4".

The 37791 basic set can be expanded with the 43421, 43431, and 43441 extension sets to a prototypical 10-car unit.

This model can be found in a DC version in the Trix H0 assortment under item no. 22371.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Light Function1	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Doors Closing		x	x	x
Whistle for switching maneuver		x	x	x
Conductor's Whistle		x	x	x
Station Announcements			x	x
Stat. Announce. - Fren.			x	x
Stat. Announce. - Dutch			x	x



THALYS PBKA

In June of 1992 the participating SNCF, SNCB, DB, and NS railroads agreed on a common vehicle for the high speed service between Paris, Brussels, Cologne, and Amsterdam (PBKA). These four-current PBKA high speed trains with their characteristic paint scheme in Bordeaux red and gray metallic are a further development of the TGV and are marketed under the product name "THALYS". These trains have been running since December 14, 1997 from Paris to Brussels and then further to Amsterdam or Cologne.

Externally, the Thalys PBKA with its rounded ends resembles the TGV-Duplex, but technically it related to the TGV-Réseau, the third generation of the TGV. The Thalys PBKA was around 50% more expensive to buy than the TGV-Réseau because it must handle four different current systems and seven different signaling systems, which its on-board computer recognizes automatically. The Thalys is designed for both left and right hand running. For that reason the engineer's control panel

was arranged in the middle. The most important operating elements are present on both sides. The pressure of the pantograph against the catenary is automatically regulated depending on the speed, direction, and power network. This allows it to adapt to all kinds of catenary designs. The power and the operating speed depend on the current system.

A train set consists of two powered end cars and eight intermediate cars. The intermediate cars are connected with each other by means of Jakobs trucks and thereby form an operational unit. Five intermediate cars (one with a bar) are for passengers traveling 2nd class and three intermediate cars are set up for 1st class. There are a total of 377 seats in the approximately 200 meter / 65 foot 7 inch long Thalys. Since their introduction these trains have undergone an intensive program of updating with the following innovations: a new interior and a new look in flaming red and silver – borrowed from the previous Thalys colors but with new graphic elements.



Belgium

HIGHLIGHTS

- Factory-installed interior lighting.
- Warm white LEDs for lighting.



43421 Add-On Car Set 1 for the THALYS PBKA.

Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R2), 1st class, and 1 intermediate car (R3), 1st class. The newest paint scheme. The cars look as they currently do in real life in 2010.

Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 37791, to

a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the pair of cars 43 cm / 16-15/16".

The 37791 basic set can be expanded with the 43421, 43431, and 43441 extension sets to a prototypical 10-car unit.

This model can be found in a DC version in the Trix H0 assortment under item no. 23466.

HIGHLIGHTS

- Factory-installed interior lighting.
- Warm white LEDs for lighting.



43431 Add-On Car Set 2 for the THALYS PBKA.

Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R6), 2nd class, and 1 intermediate car (R7), 2nd class. The newest paint scheme. The cars look as they currently do in real life in 2010.

Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 37791, to

a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the pair of cars 43 cm / 16-15/16".

The 37791 basic set can be expanded with the 43421, 43431, and 43441 extension sets to a prototypical 10-car unit.

This model can be found in a DC version in the Trix H0 assortment under item no. 23467.

HIGHLIGHTS

- Factory-installed interior lighting.
- Warm white LEDs for lighting.



43441 Add-On Car Set 3 for the THALYS PBKA.

Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R4), bar car 2nd class, and 1 intermediate car (R5), 2nd class. The newest paint scheme. The cars look as they currently do in real life in 2010.

Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 37791, to

a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the pair of cars 43 cm / 16-15/16".

The 37791 basic set can be expanded with the 43421, 43431, and 43441 extension sets to a prototypical 10-car unit.

This model can be found in a DC version in the Trix H0 assortment under item no. 23468.



37791

43431

43441



43421

37791

Denmark



46096 Set with 5 Freight Cars.
Prototype: 5 Danish State Railways (DSB) high side gondolas for transporting coal and coking coal. UIC standard design, type P.

Model: The 5 cars have different car lettering. They have load inserts with layers of real coal and coking coal.
Total length over the buffers 57.9 cm / 22-13/16".
DC wheel set 10 x 700580.

One-time series.



37676 Diesel Locomotive.
Prototype: Danish State Railways (DSB) class MV 1134. Diesel electric NOHAB general-purpose unit in an Era III brownish red paint scheme.
Model: The locomotive has controlled high efficiency propulsion with an mfx digital decoder and extensive sound functions. 3 axles powered. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.
Length over the buffers 20.5 cm / 8-1/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Letting off Air		x	x	x
Sound of squealing brakes off		x	x	x



42816

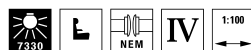
42816

37676



HIGHLIGHTS

- New car numbers.



42816 Passenger Car Set.

Prototype: 2 Danish State Railways (DSB) type litra B passenger cars, 2nd class. Red basic paint scheme.

Model: The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers can be installed on both of these cars.

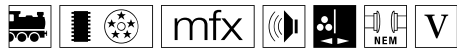
Total length over the buffers 52.8 cm / 20-3/4".

DC wheel set per car 4 x 700580.

One-time series.



Denmark



37677 Diesel Locomotive.
Prototype: Danish State Railways (DSB) class MY 1100. Diesel electric NOHAB general-purpose unit in an Era V black/red paint scheme with snow plows.
Model: The locomotive has controlled high efficiency propulsion with an mfx digital decoder and extensive sound functions. 3 axles powered. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.
Length over the buffers 20.5 cm / 8-1/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Letting off Air		x	x	x
Sound of squealing brakes off		x	x	x





36610 Electric Locomotive.
Prototype: Swedish State Railways (SJ) class Re 14 electric locomotive, used for the Green Cargo freight service area. Dual system locomotive with 2 pantographs. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.
Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The

headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (not wired for catenary operation).
Length over the buffers 21.7 cm / 8-9/16".

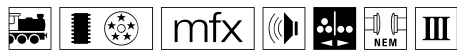
One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22807.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



Norway



37158 Steam Locomotive with a Tender.

Prototype: Norwegian State Railways (NSB) class 63a (former class 52) freight train steam locomotive. Version with a tub-style tender, enclosed engineer's cab, and Witte smoke deflectors. The locomotive looks as it did in the Fifties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-

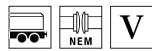
efficiency propulsion. The motor is in the locomotive's boiler. 5 axles powered. Traction tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. The triple headlights on the front of the locomotive and the dual white marker lights on the rear of the tender change over with the direction of travel, will work in conventional operation and can be controlled digitally. The 7226 smoke generator can be

installed in the locomotive. Protective sleeves for the piston rods can be installed on the locomotive. Length over the buffers 26.7 cm / 10-1/2".

One-time series.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x



46099 Freight Car Set.

Prototype: 3 different types of freight cars used on the Norwegian State Railways (NSB). 1 type Habbilns four-axle high capacity sliding wall boxcar, a privately owned car painted and lettered for AAE. 1 type Lgs two-axle flat car for containers, loaded with a 40 foot container, and 1 four-axle petroleum oil tank car.

Model: The high capacity sliding wall boxcar has adjustable buffers and trucks. The flat car for containers has side truss rods and separately applied lettering boards. The container is removable. The petroleum oil tank car has a partially open frame and separately applied side ladders. All of the cars come individually packaged.

Total length over the buffers 62.2 cm / 24-1/2". DC wheel set per car 2 x or 4 x 700580.

One-time series.





36611 Electric Locomotive.

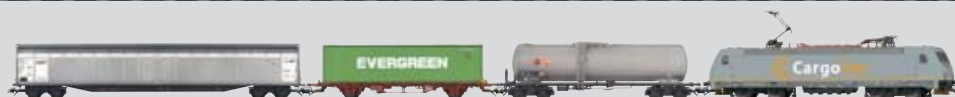
Prototype: General-purpose locomotive painted and lettered for the firm Angel Trains Cargo (ATC), used as Litra 119 on the CargoNet Group, Norway. Dual system locomotive with 2 pantographs. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.

Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (not wired for catenary operation).

Length over the buffers 21.7 cm / 8-9/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22808. One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



46099

36611

HIGHLIGHTS

- 50 years of American models from Märklin.
- Limited worldwide to 999 pieces!



26490 "Blue Bird" Passenger Train.

Prototype: WABASH Railroad Alco PA-1 heavy diesel locomotive with 6 streamliner passenger cars. The train ran in the Fifties under the name "Blue Bird" between Chicago and St. Louis.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high efficiency propulsion. 2 axles powered. Traction tires. The headlight is a warm white LED. All of the cars have factory-installed interior lighting. The observation car has a red marker light. The cars receive current from the

locomotive by means of a current-conducting close coupler. The headlight and the interior lighting will work in conventional operation and can be controlled digitally. Total train length approximately 176 cm / 69-1/4".

One-time series.



26490



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Mars Light		x	x	x
Bell		x	x	x
Sound of Couplers Engaging		x	x	x
Rail Joints		x	x	x
Cab Radio		x	x	x



USA





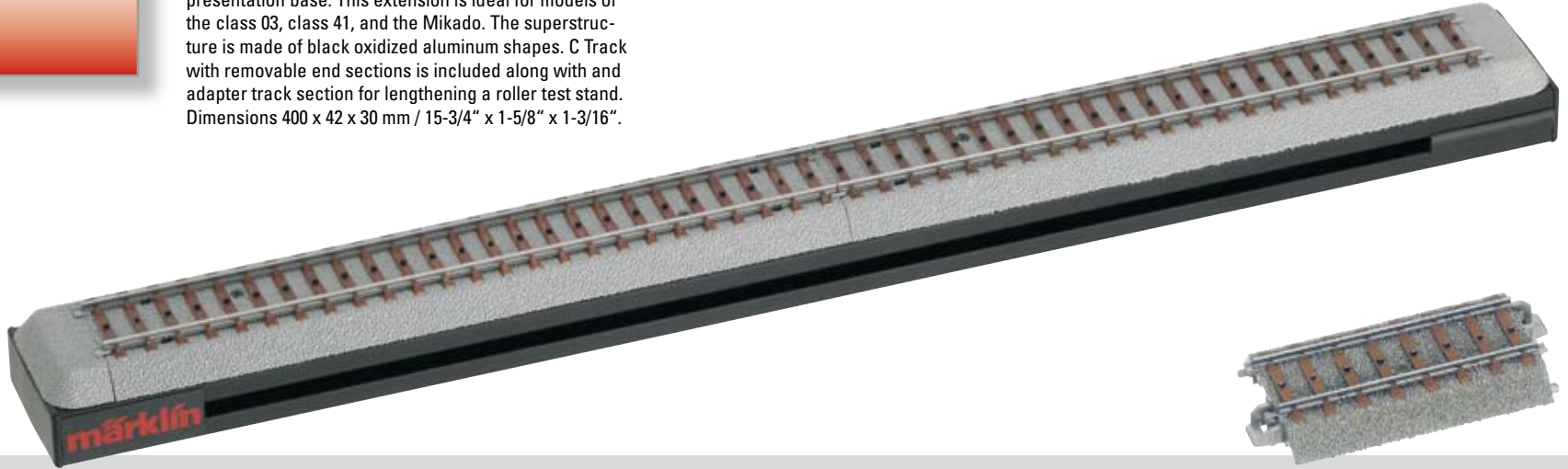
Accessories

HIGHLIGHTS

- Attractive design in black.

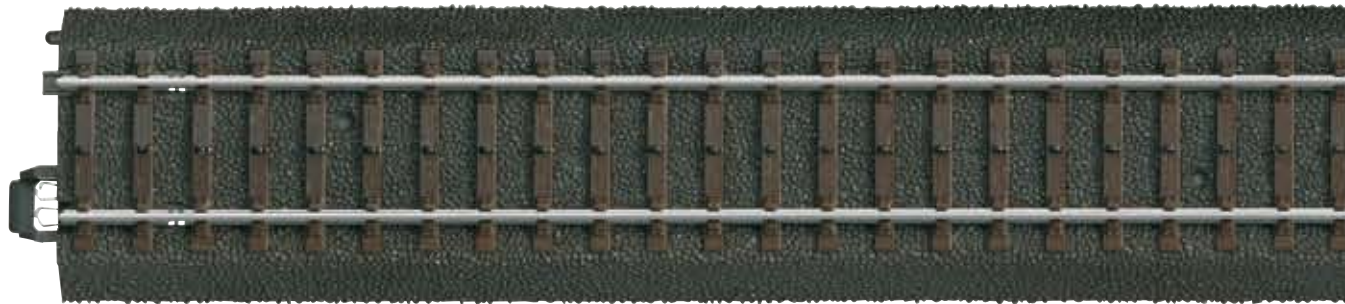
78157 Extension for the Roller Test Stand.

This is for lengthening the Märklin roller test stand by 40 cm / 15-3/4". This can also be used by itself as a presentation base. This extension is ideal for models of the class 03, class 41, and the Mikado. The superstructure is made of black oxidized aluminum shapes. C Track with removable end sections is included along with and adapter track section for lengthening a roller test stand. Dimensions 400 x 42 x 30 mm / 15-3/4" x 1-5/8" x 1-3/16".



24360 Straight Track.

360 mm / 14-3/16".





60130 Converter.

This unit is a current inverter for the 66361 and 60061 switched mode power packs to change the voltage from DC to AC or for connections with accessories using DC voltage. The AC voltage can be used for solenoid accessories that must be operated with alternating current, for crossing gates, and for supplying power to control units that only work with AC voltage (such as 6021, 6015, 6017). The DC voltage can be used to supply power to the layout lighting or for accessories or control units that use direct current. The front side of this converter has a hollow socket (for 66361) and a 4-conductor Mini-DIN high current plug (for 60061), and the rear side has one each DC and AC sockets.

Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".



60101 100 VA, 230 Volt Switched Mode Power Pack.

This switched mode power pack is for connecting to and for powering the 60214/60215 Central Station and the 60174 Booster. The input is 230 volts / 50 Hertz, and the output is 19 volts / 100 watts DC voltage. Tabletop switched mode power pack in a plastic housing with mounting tabs.

Dimensions 190 x 96 x 65 mm / 7-1/2" x 3-3/4" x 2-9/16".

Connections: 4-pin mini DIN high current plug.

The 60101 switched mode power pack is designed for use in dry areas.



Accessories

HIGHLIGHTS

- Märklin Digital multiple protocol controller for Motorola, mfx, DCC.
- Large color touch screen.
- 2 built-in locomotive controllers.
- Built-in Märklin Digital locomotive database.
- Housing with a central stop button and built-in stylus.
- Up to 16 controllable locomotive functions.
- 2 built-in locomotive card readers.
- Powerful built-in booster.
- 5.0 amp maximum output power.
- 20 (DCC: 128) Keyboards for up to 320 (DCC: 2,048) solenoid accessories.
- Built-in track diagram control board.
- Built-in route control (including shuttle train control).
- Built-in USB host for a mouse, keyboard, USB stick, etc.
- Direct connections for 2 Mobile Stations and 1 Booster.
- Expansions can be connected by means of the Märklin Bus
- Can be used in multiples.
- Network connection.

60215 Central Station.

In addition to the widely used protocols Motorola, mfx, and DCC, the Central Station combines 2 locomotive controllers for easy, convenient control of locomotives, in addition to a large color touch screen. The representation of locomotives can be done with color images. Furthermore, the Central Station has a built-in Märklin Digital locomotive database as well as 2 built-in locomotive card readers (for saving locomotive data on a locomotive card or for quickly calling up a locomotive by inserting its card in the reader). mfx locomotives are

automatically recognized and taken into the locomotive list with all of their characteristics. There is also a powerful booster for providing power to the layout for train and accessory current, 20 Keyboards (DCC: 128) for controlling up to 320 (DCC: 2,048) solenoid accessories, a track diagram control board as well as a route controller (including shuttle train control), all of this built into the Central Station. The Central Station can be used in multiples, i.e. with the optional cable (60123) several Central Stations (60213, 60214, and/or 60215)

can be operated together on a layout, whereby joint and separated configurations can be maintained in the CS2 for the layout areas to be controlled. The Central Station has a built-in USB host (for a mouse, keyboard, or USB stick) as well as a network connection for communication with a personal computer. Maximum load at the feeder track: 5 amps, maximum load at the programming track: 1.2 amps, total maximum load: 5.0 amps when used with the 60101 switched mode power pack. Dimensions 320 x 190 x 80 mm / 12-5/8" x 7-1/2" x 3-1/8".



74491 Electric Turnout Mechanism.

This is a kit for converting C Track turnouts to electric and digital operation. It has a double solenoid mechanism with end shut-off contacts. It can be operated from an accessory controller or by means of a digital decoder. A feedback function is possible with the 7271/72710 accessory controllers.

This electric mechanism can be installed and connected on turnouts very easily without special tools. The mechanism sits hidden in the roadbed; below-baseboard mounting is not required. It is encapsulated against dirt and is protected against overloads with the end shut-off contacts. The mechanism can be controlled by means of a normal accessory controller, an accessory controller with a feedback function, or a digital decoder. The hand lever can be left on the turnout for manual control.

Note: The 24624 double slip switch already has a special mechanism built in.



“Märklin Mobile Station” App

Starting this year you can control your Märklin layout even from your own iPod touch® or iPhone®. How does this work? Get yourself the “Märklin Mobile Station” App (English abbreviation for application) in the App StoreSM and install this application on your controller.

Then connect your Central Station to your WLAN router. You're ready to go and start controlling locomotives and solenoid accessories on you layout by means of iPod touch® or iPhone®.



Apple, the Apple logo, iPhone and iPod touch are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc.

Mini-Club – the Finest

1:220 – this unbelievably small but extremely handy ratio offers you Z Scale with a gauge of just 6.5 mm / 1/4 inch and a radius starting at 145 mm / 5-3/4 inches. These dimensions offer you the freedom to do things when designing your model railroad layout that are not possible or that would be possible in larger gauges only with a large number of limitations. Z Gauge is a world unto itself that leaves hardly any wishes open and that sets no limits on your imagination. In suitcases and aquariums, in display cases and drawers, on hats and records – a Z Gauge layout can be put almost everywhere. In our smallest gauge we also have a several beautiful new items ready for you in 2011.

We are filling another gap in the diesel locomotive program with our German Federal Railroad (DB) class 216 diesel locomotive. This completely new piece of tooling is our

Insider model for 2011 and is only for our club members. This diesel locomotive is somewhat more angular than its big brother, the V 200, and is coming out in an elegant “old red” paint scheme. After World War II the DB gradually replaced its inefficient steam locomotives with diesel locomotives. The class 216 with its 1,900 horsepower was used in passenger and freight service starting at the end of the Sixties. This diesel locomotive differed from its predecessor, the V 200, in being lighter in weight and quickly established itself on main lines all over the West German area. The “old red” paint scheme is the original paint scheme for this locomotive. In the Seventies this paint scheme was replaced by ocean blue / beige, in the Eighties by a vivid Chinese red with white bands at both ends, and finally in the Nineties by a striking “traffic red” scheme.

Starting next year a five-part express train passenger car set will also be available among other things to go with this new tooling design. This set includes three express train passenger cars, 2nd class, and a baggage car in addition to an express train passenger car, 1st class.

Another new item for 2011 is our “Light Freight Train”: A German State Railroad Company (DRG) class 86 with two “Leig-Einheit” pairs of cars, the type GII Dresden. The prototype of these cars was also in use in freight service for a long time after World War II. The increase in freight service made it necessary for the German State Railroad to act quickly: The goal was an attractive, simultaneously fast form of freight transport, most of all in the less-than-car load-lot. The DRG found the solution to this problem in the introduction of “light freight trains”. These so-called “Leig-Einheiten” consisted mostly

of two 2-axle boxcars that were connected to each other by a diaphragm. The advantage of these freight trains was in the sorting of freight during the trains’ trip.

The German Federal Railroad also made use of these „Leig-Einheiten“ and soon purchased new double cars that were authorized for a maximum speed of 100 km/h / 63 mph. After many years of service the last units of these well-known freight trains disappeared in 1978.

Z Scale
Gauge 6.5 mm / 1/4“
Scale 1:220



Starting with Freight Service



81569 Starter Set for 230 Volts. Freight Train with an Oval of Track and Appropriate Power Supplies.

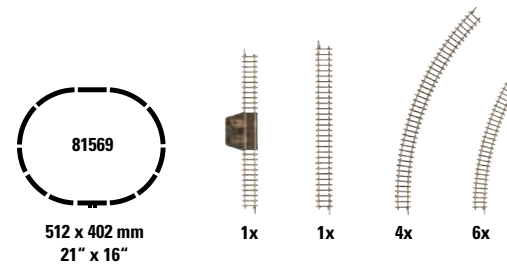
Prototype: 1 each German Federal Railroad (DB) class 89 steam locomotive. 1 each DB low side car. 1 each "Wulle" refrigerator car.

Model: The locomotive is constructed of metal and has a 5-pole motor. All of the driving wheels are powered. The refrigerator car is painted and lettered for the brewery "Dinkelacker-Schwabenbräu-GmbH, Stuttgart".

2 each straight track, 10 each curved track, and a rerailer are included. A 230 volt / 8 VA switched mode power pack with a suitable locomotive controller is included. Also included is a track plan brochure.

Train length approximately 160 mm / 6-5/16".

This starter set can be expanded with the SET track extension sets, item nos. 8190 or 8191, 8192, 8193, and 8194 or according to your own plans.



The increase in freight traffic by road caused the German State Railroad Company to accelerate freight service and to make it more attractive. This was achieved by the introduction of "lightweight freight trains" for less-than-carload-lot service. These so-called "Leig

Units" usually consisted of two 2-axle boxcars that were connected by a diaphragm. The advantage to this was the sorting of freight in route. The German Federal Railroad also needed these fast freight trains and even purchased new double cars authorized for a maximum

speed of 100 km/h / 63 mph. These well known freight trains did not disappear from the German rail system until 1978.





81564 Gift Set in a Cube Format for 230 Volts. Freight Train with an Oval of Track and a Plug-In Wall Power Pack with a Suitable Locomotive Controller with Smooth Speed Control.

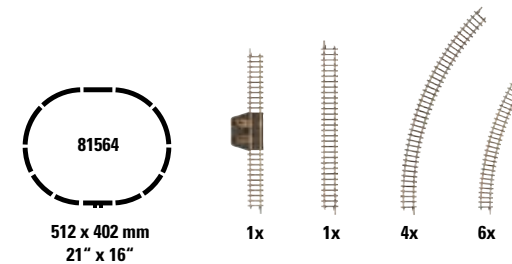
Prototype: 1 each German Federal Railroad (DB) class V 60 diesel locomotive. 1 each gondola. 1 each refrigerator car.

Model: The locomotive has a 5-pole motor. All of the driving wheels are powered. The gondola has a gift

for a load. The refrigerator car comes in an exclusive "Märklin Mini-Club" design. 2 each straight track, 10 each curved track, and a rerailer are included. A 230 volt / 8 VA switched mode power pack with a suitable locomotive controller is included. Also included is a track plan brochure.

Train length approximately 160 mm / 6-5/16".

This starter set can be expanded with the SET track extension sets, item nos. 8190 or 8191, 8192, 8193, and 8194 or according to your own plans.



HIGHLIGHTS

- Leig-Einheit cars are partially new tooling.



81001 "Lightweight Freight Train" Train Set.

Prototype: German State Railroad Company (DRG) class 86 steam locomotive. 2 so-called type GII Dresden "Leig-Einheit" pairs of cars.

Model: All of the driving wheels on the locomotive are powered. The headlights change over with the direction of travel. The locomotive body and frame are constructed of metal. 2 pairs of Leig-Einheit boxcars make up the train. Both cars in each pair are permanently coupled together and have a diaphragm between them. Length over the buffers approximately 281 mm / 11-1/16".

Important: Due to their design the Leig-Einheit cars cannot be run on the 145 mm / 5-3/4" radius curved track.



Freight Service



88942 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 94.

Model: The locomotive has a 5-pole motor. All of the driving wheels are powered. The wheels and the valve gear are dark nickel plated.

Length over the buffers 62 mm / 2-7/16".



HIGHLIGHTS

- Load of real ballast.
- All of the cars have different lettering.

II

86244 Talbot Ballast Car Car Set.

Model: 5 Talbot self-unloading cars, each car loaded with an insert with real ballast.

All of the cars have different lettering.

Length approximately 165 mm / 6-1/2".



86244

88942

mini-club

Commuter Service Train Set



81191 Commuter Service Train Set.

Prototype: 1 each German Federal Railroad (DB) class 78 steam locomotive, road number 78 128. 1 each type PW3PR three-axle baggage car, 1 each type C3PR04 three-axle compartment car, 3rd class without a brakeman's cab, 1 each type BC3PR03 three-axle compartment car, 2nd/3rd class without a brakeman's cab, 1 each type C3PR04 three-axle compartment car, 3rd class with a brakeman's cab.

Model: The locomotive has a 5-pole motor. The body is constructed of metal. 3 axles powered.

Train length over the buffers approximately 306 mm / 12-1/16".

The locomotive and cars come in a special edition and are not available separately.



81191

Insider Model for 2011

After World War II the German Federal Railroad had to replace worn out, inefficient steam locomotives with diesel units because electrification had still not expanded very much and low fuel prices favored diesel motive power. The lightweight class 216 (former V 160) with its 1,900 horsepower, its speed of up to 120 km/h / 75 mph in high gear and up to 80 km/h / 50 mph in low gear distinguished itself from the V 200 and thereby was established as motive power on main lines. The initial tractive effort for the locomotive was 24 metric tons. With continuous tractive effort of 16 metric tons the class 216 was able to haul up to 1,200 metric tons on a 1.2% grade. Locomotive engineers also liked this locomotive because of its pleasantly low noise level.

HIGHLIGHTS

- Completely new tooling.
- Maintenance-free LEDs for the headlights and marker lights.



88783 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 216 diesel locomotive in the "old red" paint scheme.

Model: Both trucks are powered. The headlights and red marker lights change over with the direction of travel. They are maintenance-free warm white and red LEDs. Length over the buffers approximately 75 mm / 2-15/16".



The 88783 diesel locomotive is being produced in a one-time series exclusively for Insider members.



© Andreas Tscharn



mini-club

87400

88783

Express Train Passenger Car Set

IV

87400 Express Train Passenger Car Set.

Prototype: German Federal Railroad (DB) type Aüm 203 express train compartment car, 1st class, DB type Büm 234 express train compartment car, 2nd class, and DB type Düm 902 express train baggage car.

Model: This is a five-part express train passenger car set consisting of a 1st class express train passenger car, three 2nd class express train passenger cars, and a baggage car.

Total length over the buffers approximately 611 mm / 24-1/16".

All of the cars come in a special edition and are not available separately.



USA



mini-club



88190 American Diesel Electric Locomotive as a Three Unit Motive Power Combination.

Prototype: Atchison, Topeka & Santa Fe Railway as triple unit motive power consisting of an A-B-A combination. General Motors EMD F 7 in the unmistakable yellow "Warbonnet Design".

Model: Both A units have a 5-pole motor powering both trucks in each unit. The B unit is unpowered. The number boards are lighted. The front and rear regular Z coupler on the A units can be replaced with pilot skirting pieces that come with the locomotive. All 3 locomotive units are permanently coupled to each other with drawbars.

Total length 227 mm / 8-15/16".



USA

HIGHLIGHTS

- The right cars to go with the 88190 locomotive, etc.
- The possibility to make up prototypically long trains.

III IV

82499 Display with 18 American Freight Cars.

Model: This is a freight car display with 18 different freight cars. All of the cars are individually imprinted. There are 3 each of the following 6 car types in the display: flat car, hopper car, gondola, boxcar, tank car, and caboose. Each car comes individually packaged.







81301 ÖBB Freight Transport Train Set.

Prototype: 1 each ÖBB class 1020 electric locomotive. 1 each ÖBB acid transport car, 1 each ÖBB bulk freight silo container car painted and lettered for EZMM, 1 each ÖMV four-axle tank car with a brakeman's cab, used on the ÖBB, 1 each ÖBB type 0a gondola with a brakeman's platform, and 1 each "Kronenöl" four-axle tank car used on the ÖBB.

Model: The locomotive has a 5-pole motor. Both end hoods are constructed of metal. Both trucks are powered.

Train length over the buffers approximately 335 mm / 13-3/16".

The locomotive and cars come in a special edition and are not available separately.



© Otto Blaschke



Märklin 1 – the True Size

The scale of 1:32 has a special meaning for Märklin, because Märklin's discovery of a system railroad in 1891 exactly 120 years ago can be traced back to this scale. Märklin 1 brought this large gauge back to life in the past with all the possibilities of modern technology. With its high requirement for detailing and function Märklin 1 is a model railroad system for connoisseurs. And, where you don't have enough room for long routes for running trains, the individual model with its movements and functions becomes the focal point.

This large scale requires fewer compromises when designing models. All of the details can be designed to scale in prototypical proportions. The lettering is readily legible with the naked eye, the windows fit in place correctly, and numerous details such as doors, hatches, and levers are functional. The large bodies offer enough room for the drive

system and the electronics. Interior details can also be reproduced in detail.

The royal class for Märklin model railroading offers particularly realistic running characteristics thanks to the above attributes. Analog to its impressive appearance we are presenting selected, impressive new items for 2011.

The Prussian compartment cars with a baggage car are completely new tooling and are another highlight that we would like to present to you. Royal Prussian State Railroad (KPEV) compartment cars are the prototype for the passenger car set. Like the prototype the 2nd class part of the cars comes in the typical green color and the 3rd class part has a brown paint scheme. The 1st class part also has a green paint scheme and is identified by a sign and by a yellow band around the edges of the car.

The German State Railroad Company (DRG) class 64 tank locomotive is also part of our new items parade for 2011. There are five cars in different versions to go with this general-purpose steam locomotive. These cars are all available individually. A compartment car, 2nd and 3rd class, a compartment car, 2nd class, two compartment cars, 3rd class, and a baggage car.

In addition, we would like to present the "European Coal and Steel Community Express" of 1954 as a new item. Once used in passenger service between the important economic centers in the Fifties, this DB class SVT 04 express diesel powered rail car will find its way to your house. With its prototypical tooling changes and drive system powering the central Jakobs truck, we are very excited about this model from the period of the "Flying Trains".

The next locomotive can soon be running on your layout as a tooling change with Witte smoke deflectors. The DB class 24 steam locomotive with a tender, also popularly known as the "Steppenpferd" / "Prairie Pony", is coming out with four different passenger cars that are available separately.

1 Scale

Gauge 45 mm / 1-3/4"

Scale 1:32

Prussian Passenger Cars

HIGHLIGHTS

- New tooling.
- Digital decoders for controlling the interior lighting.

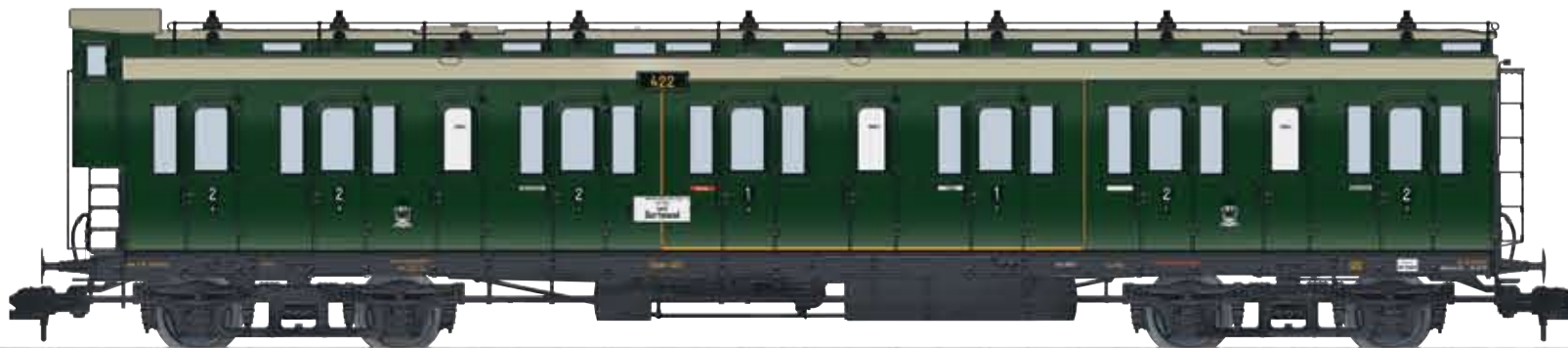


58026 Prussian Passenger Car Set.

Prototype: Type ABC compartment car, 1st/2nd/3rd class, based on Design Sheet I b 2, type AB compartment car, 1st/2nd class, based on Design Sheet I b 1, and type C compartment car, 3rd class, based on Design Sheet I b 4, all of the design sheets from the Royal Prussian State Railways (K.P.E.V.).

Model: The cars' bodies have finely detailed plastic construction with complete interiors and many separately applied details. The cars' floors are also detailed. Each car has built-in interior lighting with a factory-installed digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Total length over the buffers 235 cm / 92-1/2".

One-time series.





Prussian Baggage Car



58025 Baggage Car.

One-time series.

Prototype: Type P baggage car based on Design Sheet II a 11 of the Royal Prussian State Railways (K.P.E.V.).

Model: The car's body has detailed plastic construction with many separately applied details. The car has built-in interior lighting with a factory-installed digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16".

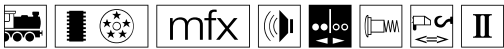
Length over the buffers 39.1 cm / 15-3/8".



58026

58025

Class 64 – Tank Locomotive



55642 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 64 general-purpose steam locomotive. Version with riveted water tanks.

Model: The locomotive’s body and frame constructed chiefly of metal. The engineer’s cab and separately applied parts are made of plastic. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with extensive sound functions. It can be operated with DC power, AC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit. The dual headlights change

over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The claw couplers on the locomotive can be replaced with reproductions of prototype couplers that are included with the locomotive. A figure of a locomotive engineer and a fireman are included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 38.5 cm / 15-1/8".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Engineer’s cab lighting		x	x	x
Water Pump		x	x	x
Bell		x	x	x
Whistle for switching maneuver		x	x	x
Sound of squealing brakes off			x	x
Letting off Steam			x	x
Brake Compressor			x	x
Sound of coal being shoveled			x	x
Generator Sounds			x	x
Injectors			x	x
Grate Shaken			x	x



Passenger Car

HIGHLIGHTS

- New tooling.
- Digital decoder for controlling the interior lighting.



58081 Passenger Car.

Prototype: German State Railroad Company (DRG) type BC4 Pr 04 compartment car, 2nd/3rd class.

Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting with a factory-installed

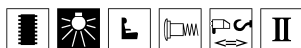
digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-7/8".



One-time series.

HIGHLIGHTS

- New tooling.
- Digital decoder for controlling the interior lighting.



58082 Passenger Car.

Prototype: German State Railroad Company (DRG) type B4 Pr 04 compartment car, 2nd class.

Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting with a factory-installed

digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-7/8".



One-time series.



55642

58085

58084

58083

58082

58081

HIGHLIGHTS

- New tooling.
- Digital decoder for controlling the interior lighting.



58083 Passenger Car.

Prototype: German State Railroad Company (DRG) type C4 Pr 04 compartment car, 3rd class.

Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting with a factory-installed

digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-7/8".



One-time series.

HIGHLIGHTS

- New tooling.
- Digital decoder for controlling the interior lighting.



58084 Passenger Car.

Prototype: German State Railroad Company (DRG) type C4 Pr 04 compartment car, 3rd class.

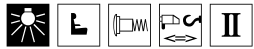
Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting with a factory-installed

digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-7/8".



One-time series.

Baggage Car



58085 Baggage Car.

Prototype: German State Railroad Company (DRG) type Pw3 Pr 02 baggage car.

Model: The car's body has detailed plastic construction with many separately applied details. The car has built-in interior lighting with a factory-installed digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 39.1 cm / 15-3/8".

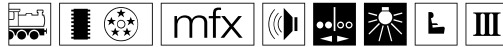




The “Montan Express” of 1954

HIGHLIGHTS

- Prototypical tooling changes.
- Model based on the famous powered rail cars from the period of the “Flying Trains”.
- mfx decoder for AC power, DC power, Märklin Digital, and DCC.
- Sophisticated sound circuit with 2 speakers for reproducing two separated systems as in the prototype.
- Prototypical drive gear on the central Jakobs truck.
- Detailed interior details and interior lighting built in.



55138 Diesel Powered Express Rail Car.

Prototype: German Federal Railroad (DB) class SVT 04 powered express rail car. German State Railroad class SVT 137 “Hamburg”. Two-unit design with a Jakobs truck. Version as “Montan Express” FT 231 from 1954.

Model: The rail car has an mfx digital decoder and extensive sound functions. The rail car can be run on AC power, DC power, Märklin Digital, and DCC. It has controlled high-efficiency propulsion with a powerful motor in the Jakobs truck. 2 axles powered. The rail car

has continuous side skirting with covers with side play over the wheel cutouts. It has a coupling with a guide mechanism and a diaphragm between the car halves. Maintenance-free LEDs are used for the lighting. The headlights / marker lights change over with the direction of travel. They and the engineer’s cab lighting will work in conventional operation and can be controlled digitally. The roof parts have separately applied details. The rail car has reproductions (non-working) of Scharfenberg couplers at the ends. Minimum radius for operation 1,020 mm / 40-3/16”. Length over the couplers 140.4 cm / 55-1/4”.

One-time series.



Hamburg – Frankfurt – Luxembourg.

The path was set in 1952 for the European economic miracle with the Montanunion, the European Community for Coal and Steel. A demand for commercial travel between the economic centers developed out of the European integration of heavy industry and the rebuilding of the infrastructure. The DB placed the F-Zug express trains into service as “Business Class” for this network.

The banking centers of Frankfurt and Luxembourg were linked with trains F231/F232, which were given the descriptive name of “Montan Express”. This train was in the schedules until 1956; the goals of European integration had spread much further by then.

This route was served by the “Hamburg” design diesel powered express rail car train – in a thoroughly modernized version. The diesel electric drive in the Jakobs truck was replaced by two diesel hydraulic drives on the outer trucks. This made the train run quieter, easier and more economically. The former SVT 137 thereby became the VT 04.5 in a crimson paint scheme, the new look at that time for DB diesel locomotives and powered rail cars.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Station Announcements		x	x	x
Conductor's Whistle		x	x	x
Warning Sound		x	x	x
Doors Closing			x	x
Sound of squealing brakes off			x	x
Rail Joints			x	x
Brake Compressor			x	x
Prelubrication			x	x



Skirted Passenger Car

From 1939 on the German State Railroad purchased two variations of skirted passenger cars, which were practically identical. The only difference was that the type ABC 4ü-39 cars had a 1st class compartment instead of the third 2nd class compartment of the type BC 4ü-39 cars. The compartment lengths were the same for

both classes, so that the same window pattern could be used. Externally, the ABC car was identified by the additional "1" underneath the respective compartment window. Naturally, the car was a lot more comfortable than its third class sibling. The walls were clad in plywood and to some extent veneer. The German

State Railroad selected Linoleum as a floor covering. Modern Görlitz type III trucks ensured a quiet ride in the car. In addition to steam heating, the German State Railroad also installed electric heating. The cars, built by Zypen & Charlier in Cologne-Deutz, provided excellent service. When 3rd class was done away with, the

German Federal Railroad designated all of the cars as 1st and 2nd class cars. Existing 3rd class compartments were rebuilt. These 21,250 mm / 69 foot 8 inch cars had to make way for the 26.4 meter / 86 foot 7 inch standard design cars.



58141 Skirted Passenger Car.

Prototype: German Federal Railroad (DB) type AB4üwe express train passenger car. 1st/2nd class. Görlitz design trucks.

Model: This is a four-axle compartment car with interior details. It has built-in interior lighting. The car has separately applied vents and marker signal holders. It has diaphragms and ladders. The car has close couplers

mounted in a guide mechanism.
Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 66.3 cm / 26-3/16".



58142 Skirted Passenger Car.

Prototype: German Federal Railroad (DB) type B4üwe express train passenger car. 2nd class. Görlitz design trucks.

Model: This is a four-axle compartment car with interior details. It has built-in interior lighting. The car has separately applied vents and marker signal holders. It has diaphragms and ladders. The car has close couplers mounted in a guide mechanism.

Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 66.3 cm / 26-3/16".



Dining Car Classics in German Federal Railroad Long Distance Service.

Mitropa was once responsible for the catering in trains and had comfortable dining cars built for the DRG's streamlined express train passenger cars ("Schürzen-

wagen"). These cars were placed into service starting in 1939 and had a dining area divided into a smoking and non-smoking compartment. The trucks on the cars were originally "Görlitz type III design" heavy trucks, which provided a high level of riding comfort. These cars had a galley with a coal-fired cook stove when

first placed into service. After World War II the stove was converted to oil firing. Later electric heating was installed and the trucks were replaced by Minden-Deutz designs. These cars were adapted several times to changing requirements and were in service well into the German Federal Railroad period.



58143 Skirted Passenger Car.

Prototype: DSG type WR4ü(e) "Schürzenwagen" dining car. Görlitz type III design heavy trucks. Used on the German Federal Railroad (DB).

Model: This car is a four-axle dining car with detailed interiors of the dining area, galley, and personnel compartment. The car has built-in interior lighting. The car roof has separately applied vents, T-formed galley stove pipe, and indentations for marker signal brackets. The

car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

This car can be combined with the skirted passenger car models, item nos. 58131, 58132, and 58134 to make up a correct DB express train passenger car composition for early Era III.



58144 Skirted Passenger Car.

Prototype: German Federal Railroad (DB) type B4üwe express train passenger car. 2nd class. Görlitz design trucks.

Model: This is a four-axle compartment car with interior details. It has built-in interior lighting. The car has separately applied vents and marker signal holders. It has diaphragms and ladders. The car has close couplers mounted in a guide mechanism. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 66.3 cm / 26-3/16".



Class 24 Steam Locomotive with a Tender

HIGHLIGHTS

- Tooling change with Witte smoke deflectors.
- Operating sounds synchronized with the motion of the wheels.
- mfx decoder for operation with DC power, AC power, Märklin Digital, or DCC.



55246 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 24 "Steppenpferd" / "Prairie Pony" passenger locomotive. Version with Witte smoke deflectors.
Model: The locomotive has a frame, running boards, boiler, and cab floor constructed of metal. The remaining parts are made of high quality plastic. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and extensive sound functions. It can be operated with DC power, AC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit. The headlights change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The engineer's cab has interior details.

The locomotive has many separately applied details. The locomotive has a reproduction of the prototype coupler on the front and a claw coupler on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 53 cm / 20-7/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Engineer's cab lighting		x	x	x
Water Pump		x	x	x
Bell		x	x	x
Whistle for switching maneuver			x	x
Sound of squealing brakes off			x	x
Letting off Steam			x	x
Brake Compressor			x	x
Sound of coal being shoveled			x	x
Generator Sounds			x	x
Injectors			x	x
Grate Shaken			x	x





"Umbauwagen" / "Rebuild Car"

HIGHLIGHTS

- Digital decoder for controlling the interior lighting and the marker lights.



58161 Passenger Car.

Prototype: German Federal Railroad (DB) type BPw4yg "Umbauwagen" / "Rebuild Car". 2nd class with a baggage compartment.

Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting and marker lights with a

factory-installed digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 61 cm / 24".



HIGHLIGHTS

- Digital decoder for controlling the interior lighting and the marker lights.



58162 Passenger Car.

Prototype: German Federal Railroad (DB) type B4yge "Umbauwagen" / "Rebuild Car". 2nd class.

Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting and marker lights with a

factory-installed digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 61 cm / 24".



58164

58163

58162

58161

55246

HIGHLIGHTS

- Digital decoder for controlling the interior lighting and the marker lights.



58163 Passenger Car.

Prototype: German Federal Railroad (DB) type AB4yge "Umbauwagen" / "Rebuild Car". 1st and 2nd class.

Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting and marker lights with a

factory-installed digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 61 cm / 24".



HIGHLIGHTS

- Digital decoder for controlling the interior lighting and the marker lights.



58164 Passenger Car.

Prototype: German Federal Railroad (DB) type B4yge "Umbauwagen" / "Rebuild Car". 2nd class.

Model: The car's body has finely detailed plastic construction with a complete interior and many separately applied details. The car's floor is also detailed. The car has built-in interior lighting and marker lights with a

factory-installed digital decoder that can be controlled digitally and that will work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 61 cm / 24".



Freight Service



58659 Heavy Duty Flat Car.

Prototype: German Federal Railroad (DB) type Ssy45 heavy duty flat car. Fuchs model 301 general purpose power shovel, version with a lattice work boom and a coal shovel.

Model: The flat car has sturdy side sills and a textured load surface. It comes loaded with a Fuchs model F301 power shovel. The model of the power shovel comes in a in pigeon blue paint scheme with a flame red two-axle chassis and superstructure constructed of metal. The interior details and the representation of the motor are made of plastic. The power shovel superstructure can be turned 360°. The front axle on the power shovel can be steered. The hood for the motor can be opened. Length approximately 30 cm / 11-13/16". The flat car comes with stakes that can be installed on the car. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 33.5 cm / 13-3/16".

One-time series.



58685 Boxcar.

Prototype: German Federal Railroad (DB) type Gms 30 boxcar with a brakeman's platform.

Model: The main frame is constructed of metal. The car body and numerous separately applied parts such as hand rails, steps, and sliding door guides are made of high quality plastic. The doors can be opened. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 30.6 cm / 12".





58471 Flat Car with Containers.

Prototype: German Federal Railroad (DB) type BT 10 flat car for containers, with a brakeman's platform, loaded with type Eokrt 011 "pa" containers and 1 type Edkrt 201 "pa" container.

Model: The car frame is constructed of metal. It has many separately applied details made of high quality plastic. The car comes loaded with 3 removable containers. The containers have separately applied details and different registration numbers. All of the containers are held in place with diagonal braces.

Minimum radius for operation 600 mm / 23-5/8".

Length over the buffers 30.6 cm / 12-1/16".

One-time series.



The track cleaning car is a car that will make itself useful when you put it in your train. Two flexible cleaning blocks are mounted between the wheel axles; they wipe dust and grit from the rails. Keep the track cleaning car running in your train so that your track remains clean and thus ensures good electrical contact for locomotives.



58268 Freight Car with Track Cleaning Equipment.

Prototype: German Federal Railroad (DB) type Gmhs 53 boxcar.

Model: This is a two-axle boxcar with built-in track cleaning equipment. The rails on the track are cleaned by two cleaning blocks installed parallel to each other on the underside of the car. The two cleaning blocks are mounted separately. Minimum radius for operation 600 mm / 23-5/8".

Length over the buffers 31.5 cm / 12-3/8".



Class 260 Switch Engine

HIGHLIGHTS

- Version with sprung buffers.



54325 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 260 switch engine. Heavy version of the former class V 60.
Model: The locomotive is constructed of metal with applied plastic parts. It has an mfx digital decoder, controlled high efficiency propulsion, and extensive sound functions. It can be operated with DC power, AC power, Märklin Digital, or DCC. 3 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The engineer's cab has interior details and doors that can be opened. It also has separately applied metal hand rails. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 32.5 cm / 12-13/16".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Telex coupler(s)	x	x	x	x
Direct control		x	x	x
Air Pump		x	x	x
Sound of Couplers Engaging		x	x	x
Sound of squealing brakes off		x	x	x



58516 58515 54325

Dump Car



58515 Dump Car.

Prototype: German Federal Railroad (DB) type F-z 120 dump car.

Model: The main frame and the upper side member with side support are constructed of metal. The remaining parts are made of high quality plastic. The car has a prototypical reproduction of the lattice work. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 28.5 cm / 11-1/4".



58516 Dump Car.

Prototype: German Federal Railroad (DB) type F-z 120 dump car with a brakeman's platform.

Model: The main frame and the upper side member with side support are constructed of metal. The remaining parts are made of high quality plastic. The car has a prototypical reproduction of the lattice work. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 28.5 cm / 11-1/4".



Märklin Insider Club

Get on board and get in on the action faster as a **Märklin Insider**. Benefit from the many advantages and extras we give our club members. All of the club services included in the annual membership dues for the Märklin Insider Club are described on this page. In addition, Märklin brings out exclusive models

that are reserved for club members only.

It's very easy to become a member in the Märklin Insider Club:

Just fill out the membership form (for example: at our web site www.maerklin.com) and send it to us.

The Club services at a glance:

Insider Club Card

Your personal club card (it has a new design every year) identifies you as a club member and gives you many advantages. You'll receive savings on tickets to enter many museums, shows, and musicals (in Germany and certain other parts of Europe) among other things.

With the membership card (it has a new design every year) you'll identify yourself as an Insider.



All 6 issues of the Märklin Magazine

The leading magazine for model railroaders! Existing subscriptions can be carried over. The current subscription price of Euro 30.00 is included in your membership dues.



The Insider Club News 6 Times a Year

Exclusive Insider tips and information about all topics related to the hobby of model railroading as well as with current information about the club and club activities.

Exclusive Club Models

Your membership in the Insider Club entitles you to purchase exclusive models specially developed and produced for you. The lasting value of these Club models is underscored with a certificate.

Annual Club Car

The attractive annual car, either in H0 Gauge or Z Gauge, is only available for you as a Club member. You can look forward to different models every year.

The Annual Chronicle

The high points of the previous Märklin year in model railroading are captured on film and pre-served on two DVD so that you can experience them again.

The Catalog

Club members receive free the main catalog that comes out every year. It can be picked up at your authorized dealer by giving him a coupon sent to you.

The services listed here are for 2011. We reserve the right to make changes.



48161 H0 Insider Annual Car for 2011.

Prototype: Former interchange type G1 Dresden boxcar as a type G1mrs 38 without doors on the ends of the car. Short version with a length of 12,100 mm / 39 feet 8-3/8 inches, without a hand brake and a brakeman's platform. Privately owned car painted and lettered for the firm Kuba-Imperial, Wolfenbüttel, Germany, German Federal Railroad (DB). The car has the advertising "Kuba-Imperial Radio-Fernsehen millionenfach bewährt" / "Kuba-Imperial Radio-Television proven over a million times". The car looks as it did around 1965.

Model: The car has truss rods and additional step boards.

Length over the buffers 13.9 cm / 5-1/2".

DC wheel set 2 x 700580.

The 48161 car is being produced in 2011 in a one-time series only for Insider members.



Foto: Fritz Willke / Sammlung Märklin

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80321 Z Gauge Insider Annual Car for 2011.

Prototype: German Federal Railroad (DB) type 00tz 43 hopper car.

Model: This car is partially new tooling from the type 00tz hopper car. The car body is made of plastic and is lettered prototypically.

Length over the buffers approximately 47 mm / 18-1/2".

One-time series only for Märklin Insider members.



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III

80022 Z Gauge Museum Car Set for 2011.

Prototype: Privately owned boxcar painted and lettered for the firm Leder Bader GmbH + Co.KG, Göppingen, Germany, used on the German Federal Railroad (DB). Forklift for unloading the boxcar.

Model: Length over the buffers 54 mm / 2-1/8".

The forklift is constructed of metal and has a realistic paint scheme.

One-time series.

Available only at the Märklin World of Adventure in Göppingen.

This car set comes packaged in an extensively imprinted tin container.



III

48111 H0 Museum Car Set for 2011.

Prototype: Interchange type Gms 30 "Oppeln" boxcar with a brakeman's cab. Privately owned car painted and lettered for the leather firm Gebr. Bader GmbH, Göppingen, Germany, used on the German Federal Railroad (DB). The car looks as it did around 1959. Magirus

curved hood truck with a flat bed and drying racks with leather.

Model: This boxcar has truss rods and additional step boards and is painted and lettered for the firm of Bader, Göppingen, Germany. It is based on a historical theme. Length over the buffers 11.3 cm / 4-7/16".

The truck model is constructed of a combination of metal and plastic. It is painted and lettered as a factory truck for the firm of Bader, Göppingen, Germany. It has a load of 2 drying racks made of real wood. Each drying rack has a triple layer of half leather cow hides made of real split leather.

Truck length 8.2 cm / 3-1/4".

DC wheel set 2 x 700580.

One-time series.

Available only at the Märklin World of Adventure in Göppingen, Germany.



Museum Car



58683 1 Gauge Museum Car for 2011.

Prototype: Type Gms 30 "Oppeln" boxcar with a brakeman's cab, use on the German Federal Railroad (DB), privately owned car painted and lettered for the firm Gebr. Bader GmbH + Co.KG, Göppingen, Germany.

Model: The car is painted and lettered for the firm Bader, Göppingen, Germany, based on an historical theme. The main frame is constructed of metal. The car body and numerous separately applied parts such as hand rails, steps, and sliding door guides are made of high quality plastic. The doors can be opened. Included with the car is a drying rack made of real wood, with triple layers of half leather cow hides made of real split leather. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 30.6 cm / 12".

One-time series.

Available only in the Märklin World of Adventure in Göppingen.



Repair Service / Warranty

Märklin Direct Service.

The authorized Märklin dealer is your contact for repairs and conversions from analog to digital. We can do conversions in our repair department in Göppingen for dealers without their own service department as well as for consumers. Since the amount of labor varies for each model, we recommend that you first contact the Märklin address below. After the model has been examined, you will receive a cost quotation including details of the work to be done and the cost for reliable shipping. If you would personally like to drop off and pick up models in Göppingen, please see our Service Point at the Märklin World of Adventure.

Gebr. Märklin & Cie. GmbH

Reparatur-Service

Stuttgarter Straße 55-57

D-73033 Göppingen

Germany

Telephone: +49 (0) 7161/608-222

E-mail: service@maerklin.de

Manufacturer's Warranty.

The firm of Gebr. Märklin & Cie. gives a manufacturer's warranty for different products via the legal guarantee rights available to you vis-à-vis your authorized Märklin dealer as your contractual partner. The extent and terms of this warranty can be found in the instructions or the warranty documentation accompanying the product or they can be found on our regional Internet pages.

Hours of operation at the Service Point

in the Märklin World of Adventure,
Reutlinger Straße 2, Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

General Notes

General Notes.

Märklin products adhere to the European Safety Guidelines (EC Standards) for toys. If you are going to enjoy these products with the highest possible level of safety, it is assumed that you will use the individual products in accordance with these guidelines. Instructions for the correct hookup and handling are therefore given in the instruction manuals accompanying the products. These instructions must be followed. We recommend that parents discuss the operating instructions with their children before the products are used for the first time. This will guarantee many years of safe enjoyment with your model railroad.

Some important items of general importance are summarized below.

Connections for Track Layouts.

Use only Märklin switched mode power packs for operating our model trains (applies only to Europe;

normal transformers are still sold in North America). Use only switched mode power packs from the current product program, since these switched mode power packs conform to the current safety standards and approval guidelines. Please install additional feeder wires every 2-3 meters / approximately 6 - 10 feet. Pay close attention to the guidelines in the instructions for use.

Switched mode power packs are not toys. They are used to supply power to a model railroad layout.

In addition to these general notes, you should pay close attention to the instructions for use, which accompany Märklin products in order to maintain operating safety.



Please note the information about age limits and warnings in the index to the item numbers.

Explanation of Symbols



Metal locomotive frame.



Metal frame and mostly metal locomotive body.



Locomotive body chiefly made of metal.



Metal frame and locomotive body.



Metal car frame.



Metal car frame and body.



Car body chiefly made of metal.



Märklin close couplers with pivot point.



Märklin close couplers in standard pocket with pivot point.



Märklin close couplers in standard pocket with guide mechanism.



Lokomotive/car has sprung buffers.



Automatic claw couplers can be replaced with reproduction prototype couplers.



Plug-in base for easy installation and removal.



Built-in interior details.



Power supply can be switched to operate from catenary.



Universal locomotive with a Delta electronic circuit. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.



Digital locomotives or digital device for the Märklin Digital System (Motorola format).



Digital locomotive with high-efficiency propulsion. Adjustable maximum speed and acceleration/braking delay. Special motor with electronically supported load compensation or compact can motor with a bell-shaped armature. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems. 1 controllable auxiliary function (function) in digital operation.



Digital decoder with additional, digitally controlled functions (f1, f2, f3 or f4) when operated with the **6021 Control Unit**. The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.



Digital decoder with up to 9 digitally controlled functions when operated with the **60652 Mobile Station**. Up to 5 functions when operated with the **6021 Control Unit**. Up to 16 functions when operated with the **60212/60213/60214 Central Station**. The functions depend on how the locomotive is equipped.



Locomotive with controlled, adjustable C Sine propulsion. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.



Locomotive with controlled, adjustable Softdrive Sine propulsion. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.



Locomotive with 5-pole motor.



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 the travel.



Triple white headlights in front, dual lights at the rear, each change 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 two red marker lights that change over with the direction of travel.



Triple headlights and a red marker light that change over with the direction of travel.



Triple headlights and a white marker light that change over with the direction of travel.



Built-in interior lighting.



Interior lighting can be installed (example: with 7330).



Built-in LED interior lighting.



LED interior lighting can be installed.



Märklin exclusive special model – produced in a one-time series. The Märklin-Händler-Initiative / Märklin Dealer Initiative is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).



Era I (1835 to 1925)



Era II (1925 to 1945)



Era III (1945 to 1970)



Era IV (1970 to 1990)



Era V (1990-2006)



Era VI (2006 to the present)

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26833 ▲	56	37581 ▲	52	42252 ▲	29	46350 ▲	38	58083 ■	161	80022 ■	177
29094 ▲	20	37607 ▲	76	42253 ▲	29	46351 ▲	39	58084 ■	161	80321 ■	176
29182 ■	14	37627 ▲	105	42262 ▲	29	46400 ▲	43	58085 ■	162	81001 ■	144
29440 ▲	22	37629 ▲	6	42283 ▲	32	46401 ▲	34	58141 ■	166	81191 ■	147
29450 ▲	18	37630 ▲	88	42727 ▲	114	46775 ▲	48	58142 ■	166	81301 ■	154
29483 ▲	100	37655 ▲	45	42765 ▲	27	46982 ▲	40	58143 ■	167	81564 ■	145
30050 ▲	35	37676 ▲	128	42816 ▲	129	47029 ▲	7	58144 ■	167	81569 ■	144
36501 ▲	16	37677 ▲	130	43117 ▲	78	47030 ▲	67	58161 ■	170	82315 ■	11
36604 ▲	97	37682 ▲	75	43205 ▲	113	47076 ▲	6	58162 ■	170	82499 ■	152
36608 ▲	120	37683 ▲	112	43421 ▲	126	47078 ▲	108	58163 ■	171	86244 ■	146
36610 ▲	131	37702 ▲	90	43431 ▲	126	47079 ▲	114	58164 ■	171	87400 ■	149
36611 ▲	133	37733 ▲	94	43441 ▲	126	48026 ▲	106	58268 ■	173	88190 ■	151
36612 ▲	86	37734 ▲	94	43474 ▲	99	48111 ■	177	58471 ■	173	88698 ■	11
36653 ▲	5	37740 ▲	68	43475 ▲	87	48161 ▲	176	58515 ■	175	88783 ■	148
36827 ▲	61	37745 ▲	84	43704 ▲	92	48273 ▲	72	58516 ■	175	88942 ■	146
37011 ▲	85	37791 ▲	124	43851 ▲	83	48274 ▲	72	58659 ■	172		
37040 ▲	36	37804 ▲	117	43858 ▲	82	48294 ▲	64	58683 ■	178		
37041 ▲	71	37820 ▲	64	43922 ▲	83	48432 ▲	118	58685 ■	172		
37074 ▲	48	37851 ▲	89	43927 ▲	81	48685 ▲	71				
37137 ▲	103	37906 ▲	45	44202 ▲	16	48742 ▲	70				
37140 ▲	49	37912 ▲	30	44203 ▲	16	48771 ▲	44				
37158 ▲	132	37925 ▲	58	45644 ■	8	48773 ▲	73				



▲ Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



■ For adults only.

For the first time: Märklin Days jointly with the International Model Railroad Show (IMA) in September 2011 in Göppingen

3 days, September 16-18, 2011



Staufer Park / Hangar

The Staufer Park will be the center of the model railroad days and the International Model Railroad Show (IMA). Famous manufacturers will be displaying their model railroad products in an area of over 6,000 square meters / approximately 60,000 square feet. In addition to lovingly designed and built model railroad layouts, you can see the newest products from all of the Märklin brands and gauges. Our little railroad fans can enjoy themselves in a play area of over 8,000 square meters / 80,000 square feet.

Station

The Göppingen station will become a magnet again for railroad fans from around the world during Märklin Days. Rare steam locomotives, locomotive legends, and current high-performance units will rendezvous there. Different attractions are also planned for visitors during this event. Among other things, there will be the popular cab rides and push-pull runs again.

Leonhard Weiss Grounds

The track laying firm of Leonhard Weiss offers visitors unusual insights: In the pit of the assembly hall you can look at locomotives from below, and you can't get any closer to the locomotive's powerful wheels. In addition, this firm also has several powered units on display, among them track laying machines and construction machines. The rail bus can bring you from the station to the Leonhard Weiss grounds in push/pull service.

World of Adventure / Museum

Experience Märklin's history and admire unique treasures from Märklin's past. In addition to great display layouts, all kinds of play and enjoyment for both big folks and little folks await you. You can also look forward to the special display of stationary steam engines.

Important Information:

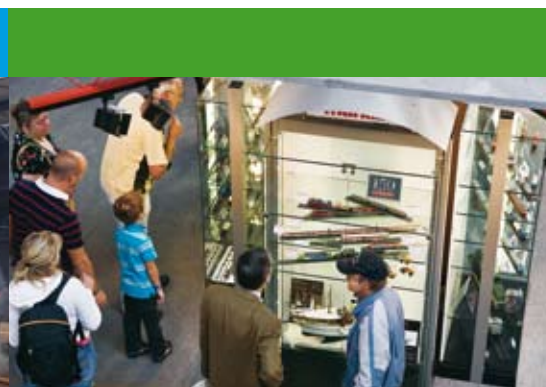
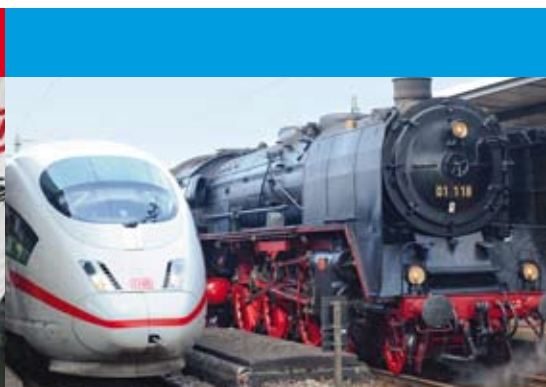
Date: September 16–18, 2011

Hours of operation:

Friday and Saturday 9:00 AM–6:00 PM
Sunday 9:00 AM–5:00 PM

- Everything about railroading in an area of 38,000 square meters / approximately 380,000 square feet
- Free parking at Staufer Park
- Free shuttle bus service
- Something to play with and enjoy at all the event locations
- Different special displays
- Special cars

Current information is available at:
www.maerklin.de



märklin

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