



Summer New Items for 2015



Editorial

Dear Märklin Fans,

Märklin is bringing out more fascinating new items for 2015 and for your model railroad with these summer new items. For now you can bring back to the life the shift to electric train operations in the Twenties. Or, make the fascination of 90 years of the class 01 express steam locomotive seem real on your layout.

Many model highlights in H0, Z, and 1 Gauge are waiting to be discovered by you.

Regardless of which Märklin model you choose, it will always be the right decision. For our products have not only a price; they also have a value. This value even climbs frequently over the years.

We hope you will have a lot of fun discovering our summer new items for 2015.

Your Märklin Team

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Fascination that Comes from Perfection

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What Does Märklin Quality Really Mean?

Märklin products were and are technical tours de force before which engineers and other experts tip their hats. They are unique in their kind. They are proof of the highest level of technical ability and of technical perfection that their peers seek. The creative standard is high and combines a wealth of detail and sturdiness into one.

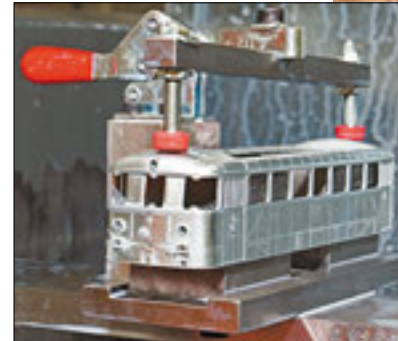
Every model thus becomes a valuable example for you, because the models appear as expressive as their prototypes. Locomotives from Märklin have grown over the years. They stand for living emotion and pure passion.

They are realized with much love for precision and the bodies are usually produced from die-casting methods out of solid metal, thus guaranteeing the best running characteristics. The demands we place on our imprinting and painting are no less stringent. We achieve high levels of readability even on the smallest lettering in a special printing process that was refined by Märklin for model railroad imprinting. We thus attain that prototypical looks the customers of Märklin can expect. All Märklin locomotives have their own, contemporary inner life with running behavior true to the original. The special motor and power transmission concepts thus allow smooth running, even with a large trainload and steep grades.

Märklin products exude an unlimited fascination in the highest level of quality. Whether as a unique model railroad or later as an investment, you are investing in an enduring success story that has been going on for over 150 years.

Once again, we extend best wishes to you for much enjoyment with the fresh summer new items for 2015. We are sure that they will thrill you.

Your Märklin Team



Change to Electric Train Operations

37069 – Bavarian EP 3/6 20104 (Starting in 1926: E 36 04)

The route Salzburg – Freilassing – Berchtesgaden was also part of the first electrification program in Bavaria, and an electric test operation was possible starting April 15, 1914. In 1912, the Bavarian State Railroad ordered four locomotives with a 2-6-4 wheel arrangement for passenger service on this route with its many grades and curves from Krauss in Munich (mechanical parts) and SSW (electrical parts). They were taken into operation in April and June of 1914 as road numbers EP 3/6 20101-20104...

The entire report can be found on our Internet site.



At <http://www.maerklin.de> you will find additional information and images for this item.

37069 Electric Locomotive.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class EP 3/6. Original version with a steam heat boiler for passenger trains. Road number 20104. The locomotive looks as it did around 1915.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles and a jackshaft powered. Traction tires. The locomotive has a factory-installed 72270 smoke unit. 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. When the headlights are turned off at both ends of the locomotive, then both ends have the double "A" light on. Maintenance-free warm white and red LEDs are used for the lighting. The older style pantographs are asymmetrically arranged. The locomotive has a reproduction of the steam heat boiler. Current-conducting, operating close couplers are mounted on both ends of the locomotive to provide power for the interior lighting in the 43320 passenger car set that goes with this locomotive. The interior lighting in the passenger cars can be turned on and off in digital operation by means of the current-conducting couplers. A eppfigure of a locomotive engineer is included. Length over the buffers 14.3 cm / 5-5/8".



A passenger car set to go with this locomotive is offered as item number 43320 exclusively for the MHI in the Märklin assortment.

This model can be found in a DC version in the Trix H0 assortment as item number 22609.

One-time series.

Highlights:

- **Headlight / marker light changeover now with warm white and red LEDs.**
- **Factory-installed smoke unit included.**
- **Figure of a locomotive engineer included.**
- **Current-conducting, operating close couplers included on both ends, for supplying power for the interior lighting in the 43320 passenger car set that goes with this locomotive.**
- **mfx+ World of Operation decoder and extensive operational and sound functions included.**
- **For still more operating enjoyment in the Märklin "World of Operation".**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Interior lights	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Direct control			•	•
Station Announcements			•	•
Conductor's Whistle			•	•
Rail Joints			•	•
Letting off Steam			•	•
Sound of coal being shoveled			•	•

⚙️ This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 39 for warranty terms. See Page 39 for an explanation of the symbols and age information.

43320 Passenger Car Set.



Prototype: 3 different design Royal Bavarian State Railroad (K.Bay.Sts.B.) 3-axle passenger cars, for use on the route Salzburg-Freilassing-Berchtesgaden. 1 type ABü three-axle passenger car, 1st/2nd class. 1 type Cü three-axle passenger car, 3rd class. 1 type Pü three-axle baggage car. The cars look as they did around 1915.

Model: All of the cars have factory-installed interior lighting with maintenance-free LEDs. Each car has factory-installed current-conducting operating close couplers at both ends. The entire car set can be supplied with power from the EP 3/6 electric locomotive (item number 37069) by means of the built-in current-conducting close couplers. The interior lighting can be controlled digitally from the locomotive. All of the cars are individually packaged and have a master package. Total length over the buffers 47.2 cm / 18-9/16".

The class EP 3/6 electric locomotive goes well with the 43320 passenger car set. It is also being offered exclusively for the MHI in the Märklin assortment as item number 37069.

This passenger car set can be found in a DC version in the Trix H0 assortment under item number 24609.

One-time series.

Highlights:

- Used on the route Salzburg – Freilassing – Berchtesgaden.
- All of the cars include factory-installed LED interior lighting.
- Current-conducting close couplers between the individual cars.
- The interior lighting for the car set can be controlled digitally from the 37069 locomotive.

All of the cars include factory-installed LED interior lighting



43320

37069

The Rebuilt Prussian G 8.1

37516 Steam Freight Locomotive.

Prototype: German State Railroad Company (DRG) class 56.2-8 steam freight locomotive. Rebuilt Prussian G 8.1 with a pilot truck. German State Railroad lanterns and bell. Type 3T 16,5 coal tender. Road number 56 569. The locomotive looks as it did around 1938.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed 72270 smoke unit. The dual headlights change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. Warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a Telex coupler that can be controlled in digital operation. The front of the locomotive has a close coupler with an NEM pocket. The locomotive has many separately applied details such as piping and sand pipes. Protective piston sleeves, brake lines, imitation prototype couplers, and figures of a locomotive engineer and a fireman are included. Length over the buffers 21.1 cm / 8-5/16".

A freight car set to go with this locomotive is being produced under item number 46088 also exclusively for the MHI in the Märklin assortment.

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). The fourth locomotive of a series of 5 locomotives with traces of authentic weathering.

Highlights:

- Authentic signs of weathering.
- Presentation board included.
- mfx+ digital decoder and extensive operational and sound functions included.
- For still more operating enjoyment in the Märklin "World of Operation".
- Figures of a locomotive engineer and a fireman included.
- Factory-installed smoke unit included.
- Telex coupler on the tender.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Telex coupler on the rear		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Letting off Steam			•	•
Air Pump			•	•
Injectors			•	•
"Switcher Double "A" Light"			•	•



Authentic signs of weathering



See Page 39 for an explanation of the symbols and age information.

The Perfect Five

MHI Exclusiv

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HO

We are expanding this five-part series further from year to year. Now comes Part 4. The class 56.2-8 (37516) steam freight locomotive. The class 41 steam freight locomotive (37922), the class 44 steam locomotive with a tender (37895), and the class 191 older design electric locomotive (37294) from the last few years completes your collection.



⚙️ This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 39 for warranty terms.

Freight Service in the Thirties

46088 Freight Car Set.



Prototype: 6 different design German State Railroad Company (DRG) freight cars. 1 type Gltr Dresden Interchange Design high capacity boxcar. 1 type Om Königsberg Interchange Design gondola with a brakeman's cab. 1 type O Nürnberg Association Design gondola for coal. 1 beer refrigerator car with a high mounted brakeman's cab, privately owned car painted and lettered for the brewery Erlanger Erichbräu. 1 type K Wuppertal Association Design gondola with hatches and a brakeman's cab. 1 type Rr Stuttgart stake car, Interchange Design with wood stakes. The cars look as they did in the mid-Thirties.

Model: The Om Königsberg and O Nürnberg gondolas are loaded with real coal. The stake car has a load of wood. All of the cars are authentically weathered and have different car numbers. They are individually packaged.

Total length over the buffers approximately 66.5 cm / 26-3/16".

DC wheel set for the beer car 2 x 700270,

for all of the other cars, per car 2 x 700580.

Cars include traces of authentic weathering
Different car numbers
Loads of real coal and wood included


The class 56 steam freight locomotive as item number 37516 goes ideally with the 46088 freight car set. Both items are being offered exclusively for the MHI in the Märklin assortment.

One-time series.

Highlights:

- All of the cars include authentic weathering and different car numbers.



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 39 for warranty terms. See Page 39 for an explanation of the symbols and age information.

Special freight cars were purchased in Bavaria for milk traffic, above all for the transport of milk cans. The railroad transported the milk cans in this manner from Bavarian dairy farmers who brought their products by wagon or tractor to the nearest station. The railroad cars ran in scheduled passenger trains, which in the past enabled the fastest transport of the perishable milk to the dairies in the city.

The light paint scheme was typical for the cars and was supposed to keep temperatures within limits in the summer. Another typical feature were the narrow, opposed sliding doors on both

sides. Since the cars were not loaded by forklift or hand truck, narrow doors worked out well. A load conductor on the train, or local personnel, or even the farmer delivering the milk did the manual loading of the 40 liter / 10.5 gallon milk cans. Several load restraints inside the railroad cars served to secure the milk cans. The loading work at the short stops for the passenger trains could be taken care of relatively quickly through the two doors on both sides of the cars. In addition, the milk cans to be unloaded could be pre-sorted during the trip and be placed ready for unloading at one of the doors. Since the milk transport car was run in passen-

ger trains as a rule, it had a Westinghouse design air brake as well as electrical and steam heating lines. This allowed passenger cars running behind the milk car to be heated too. The wooden boards on the ends of the car had slots in them to allow wind to whistle into the car's interior in order to keep the milk somewhat cool during the trip. Riding in a milk transport car thus developed into a drafty experience.

48817 Milk Car Set.

Prototype: 2 German State Railroad Company (DRG) type Gh "Hannover" (Bavarian design) boxcars. Cars from the first production run with flat roofs. Used as milk cars to ship "fresh milk to Nürnberg Main Station". Grayish white basic paint scheme. Both cars look as they did around 1930.

Model: Each of the boxcars has 6 Grove design vents on the roof. Each car with continuous running board on each side of the car below the sliding doors. The cars have steps at one end. Both boxcars have different car numbers.

Total length over the buffers 22.2 cm / 8-3/4".
DC wheel set per car 2 x 700580.

One-time series.



Highlights:

- New tooling for the Bavarian design two-axle milk cars with a flat roof.
- Interesting car type for transporting "fresh milk to Nürnberg Main Station".



In the Style of the Fifties

Diesel-Hydraulic Trail Blazer.

The class V 80 rang in a new era in German locomotive design. Starting in 1952, these locomotives were the first units placed into service with hydraulic power transmission. Other technical innovations were the welding technology used on the frame and superstructure as well as on the trucks. The propulsion system was equipped with 1,100 horsepower motors from MTU and an equally, fundamentally new universal shaft power transmission, both of these features constituting trail-blazing new developments. These units were also delivered for their planned service with multiple unit control for m.u. operation and shuttle train service. The railroad followed the aesthetics of the 1950s with a flowing, rounded locomotive body. The V 80 was used with commuter and fast passenger trains. It was also used for light freight trains.

36082 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 80 with diesel hydraulic drive and universal joint drive shaft power transmission. Era III, B-B wheel arrangement. The locomotive looks as it did around 1957.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor with a flywheel. 4 axles power. 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 at Locomotive End 2 and 1 can be turned on/off separately in digital operation. When the headlights are off at both ends of the locomotive, the double "A" light is on at both ends. The cab lighting can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has current-conducting couplers that can be controlled digitally. The locomotive has a representation of the cab interior. A locomotive figure is included. Length over the buffers 14.7 cm / 5-3/4".



The car set to go with this locomotive can be found in the Märklin MHI H0 assortment under item number 43131.

One-time series.

Highlights:

- Locomotive includes metal construction.
- mfx digital decoder.
- Extensive sound functions.
- Triple headlights and dual red marker lights.
- Double "A" light can be turned on/off.
- Cab lighting.
- Current-conducting couplers.
- Locomotive engineer figure included.

Extensive light and sound functions



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
On/off function	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Sound of squealing brakes off			•	•
Blower motors			•	•
Brake Compressor			•	•
Letting off Air			•	•
Rail Joints			•	•
Switching maneuver			•	•

“Donnerbüchsen” / “Thunder Boxes”

MHI Exclusiv

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H0

43131 Set with 3 Standard Design Passenger Cars.

Prototype: German Federal Railroad (DB) standard design “Donnerbüchsen” / “Thunder Box” passenger cars. Type Abi, 1st and 2nd class, type Bi, 2nd class, and type Pwi baggage car. Bottle green paint scheme. The cars look as they did around 1957.

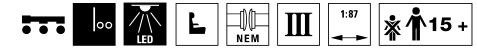
Model: All of the cars have factory-installed LED interior lighting and current-conducting couplers. The baggage car has built-in marker lights and a pickup shoe installed. The passenger cars have open platforms and crossovers. The baggage car has sliding doors that can be opened. Total length over the buffers 48.3 cm / 19”.

The diesel locomotive to go with this car set can be found in the Märklin MHI H0 assortment under item number 36082.

One-time series.

Highlights:

- ✓ Factory-installed LED interior lighting.
- ✓ Baggage car has built-in marker lights.
- ✓ New lanterns on the baggage car.
- ✓ Current-conducting couplers.



*All of the cars include factory-installed LED interior lighting
New lanterns on the baggage car.*



The prototypical marker lights in use



Diva Robed in Black

The Bavarian Class S 2/6 Steam Express Locomotive

At the start of the 20th century, experiments by different German state railroads in fast running attracted attention to their systems. The Bavarian State Railroad (K.Bay.Sts.B.) also contracted in 1905 for a fast locomotive as part of this "intoxication with speed". As early as a year later Maffei delivered the S 2/6 with the road number 3201 as designed under the close supervision of chief designer Anton Hammel. The S 2/6 was a 4-4-4- hot steam compound locomotive with a bar frame, 150 km/h / 94 mph maximum speed and 16 metric tons axle load. The running gear was a new concept with the pilot and trailing trucks for guiding the locomotive and the development of the water tank in the tender as a self-supporting design. Although the locomotive did not have a completely streamlined sheathing, there were several elements to the locomotive's appearance intended to reduce wind resistance. In front of the cylinders was a curved sheathing. The smoke box door was conical in shape and the smoke stack and steam dome both had shapes to reduce wind resistance. The cab was also designed to be streamlined, and it transitioned seamlessly into the boiler sheathing. In July of 1907, the locomotive reached the maximum speed of 154.5 km/h / 96 mph with a 150 metric ton experimental train on the route Munich – Augsburg and thereby set a world speed record...

The entire report can be found on our Internet site.

At <http://www.maerklin.de> you will find additional information and images for this item.

Extensive light and sound functions included and the DRG road number 15 001

37016 Steam Express Locomotive with a Tender.

Prototype: Bavarian class S 2/6 steam express locomotive in a black/red basic paint scheme as the German State Railroad Company (DRG) class 15. Locomotive road number 15 001. The locomotive looks as it did around 1925.

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 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlight for oncoming trains and the cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. The locomotive has detailed running gear with a partially open bar frame. The locomotive is modeled to show streamlined sheathing of the smoke box, smoke stack, dome, and cylinder group as well as the streamlined cab. There is a close coupling between the locomotive and tender. A close coupler with a guide mechanism and an NEM pocket is mounted on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods are included separately. Length over the buffers 25.1 cm / 9-7/8".

This model can be found in a DC version in the Trix H0 assortment as item number 22065.

One-time series.



Highlights:

- Completely new tooling for the class S 2/6.
- Very finely detailed construction.
- Prototypical detail changes.
- Locomotive and tender constructed mostly of metal.
- mfx decoder with extensive light and sound functions.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Light(s) for Oncoming Train		•	•	•
Whistle for switching maneuver		•	•	•
Engineer's cab lighting		•	•	•
Letting off Steam			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•
Switching maneuver			•	•



Steam Locomotive with a Tender

37920 Steam Freight Locomotive with a Tender.

Prototype: Class 41 steam freight locomotive with a tender. German Federal Railroad (DB) older design version, with Wagner smoke deflectors, older design boiler, type 2'2'T34 standard design box-style tender, German State Railroad lanterns, without inductive magnets and with buffer plate warning stripes. Road number 41 255. The locomotive looks as it did around 1951.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender that can be adjusted for the track curves. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses are included. Length over the buffers 27.5 cm / 10-13/16".

Typical freight transport: small wheels powered by means of 4 axles for the greatest possible tractive adhesion

Highlights:

- **mfx+ World of Operation decoder included.**
- **A wide variety of operational and sound functions that can be controlled digitally.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Air pump / compressor			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Injectors			•	•

37950 Express Steam Locomotive with a Tender.

Prototype: Class 03 express steam locomotive with a tender. German Federal Railroad (DB) older design version, with Wagner smoke deflectors, older design boiler, type 2'2'T34 standard design box-style tender, German State Railroad lanterns, inductive magnet on one side and buffer plate warning stripes. Road number 03 266. The locomotive looks as it did around 1954.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a close coupler with an NEM pocket and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses are included. Length over the buffers 27.5 cm / 10-13/16".

Typical passenger express train: large wheels powered by means of 3 axles for high speeds

Highlights:

- **mfx+ World of Operation decoder included.**
- **A wide variety of operational and sound functions that can be controlled digitally.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Air Pump		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Injectors			•	•

Indispensable in Passenger Service

39007 Express Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 01 express steam locomotive with a type 2'2'T34 coal tender. Large Wagner smoke deflectors, silver boiler bands, buffer plate warning stripes. Road number 01 126. The locomotive looks as it did around 1950.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed 7226 smoke unit. The dual headlights change over with the direction of travel. They and the smoke unit will work in conventional operation and can be controlled digitally. The locomotive has firebox flickering. Maintenance-free warm white LEDs are used for the lighting.



There is a permanent close coupling with a guide mechanism between the locomotive and tender that can be adjusted for track curves. The rear of the tender has a close coupler with an NEM pocket and a guide mechanism. Protective piston sleeves, brake hoses, and figures of a locomotive engineer and a fireman are included. The minimum radius for operation is 360 mm / 14-3/16".

The model comes in an attractive wooden case with a certificate of authenticity. Length over the buffers 7.5 cm / 10-13/16".

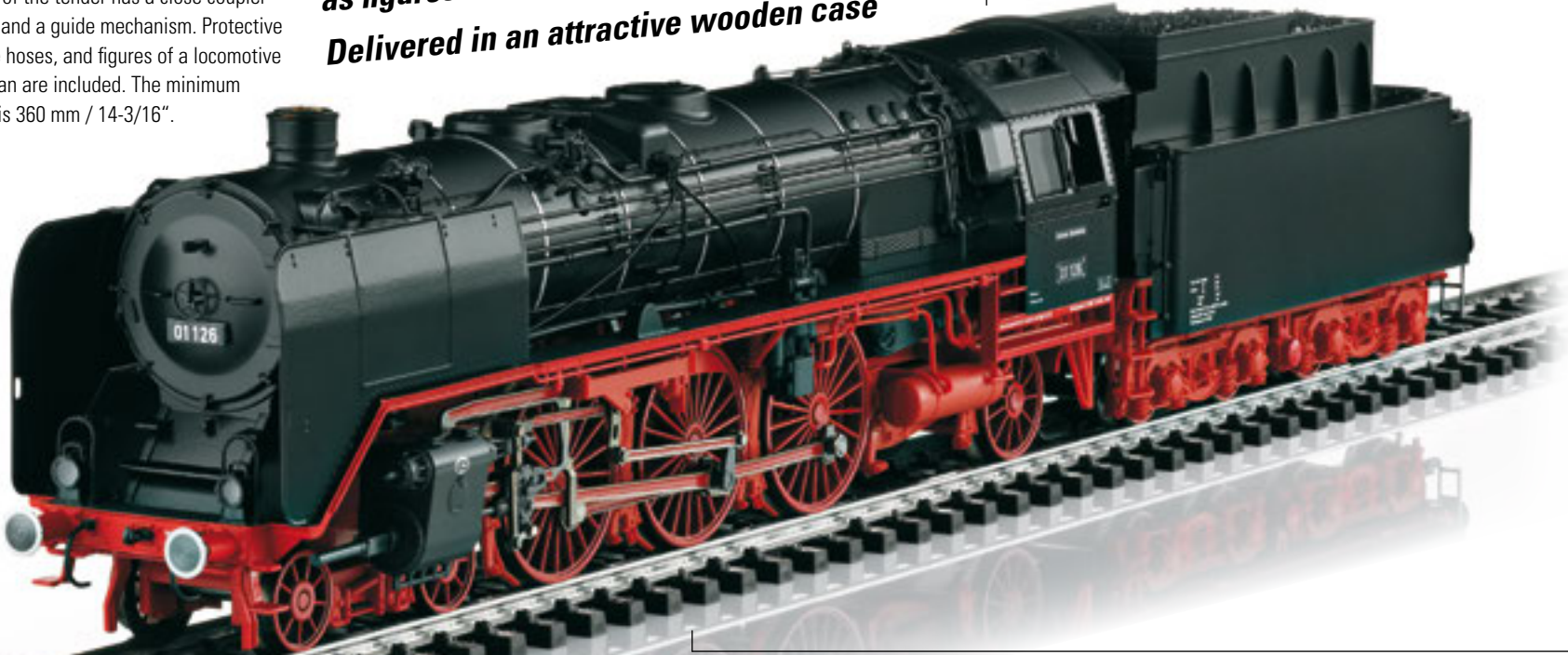
- Highlights:**
- **mfx+ digital decoder included.**
 - **Firebox flickering.**
 - **Certificate of authenticity.**

One-time limited series.

Locomotive engineer and fireman included as figures
Delivered in an attractive wooden case



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Flickering Light in Fire Box		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Grate Shaken			•	•
Air Pump			•	•
Conductor's Whistle			•	•
Switching maneuver			•	•



Anniversary model: 90 years of the class 01

The class 01 was the epitome of German express steam locomotives for many years almost up to the end of steam motive power in both German states. Neither lay people nor experts could escape the fascination of these locomotives and the manner in which they delivered power, elegance, and speed. A two-cylinder and a four-cylinder compound express locomotive was included in the first type plan for the DRG established in 1920. These units were identical in all other parts. Starting in 1926 exhaustive comparison runs were done with ten each of the two classes that ended

up in favor of the two-cylinder units. Regular production of the twin locomotives began with road number 01 012 starting in 1927. Procurement of them did not end until 1938. They were built over a period of more than twelve years which almost inevitably resulted in different design changes.

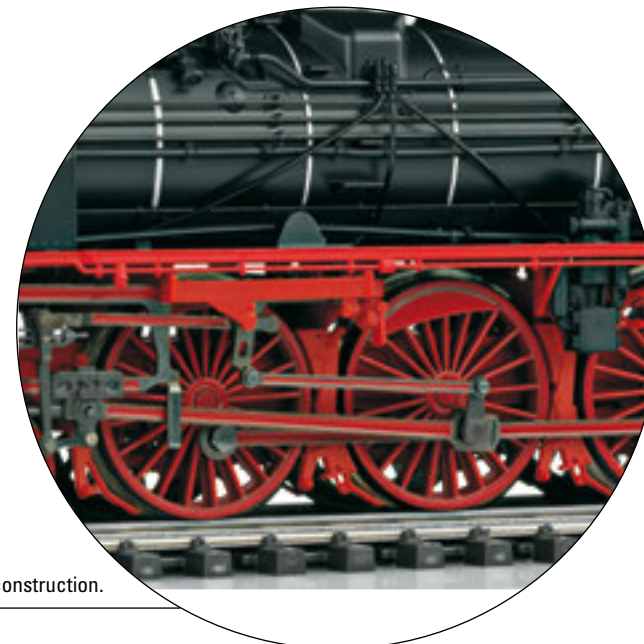
After World War II 171 units remained with the later DB and 70 came to the later DR. Five DB units were equipped in 1950/51 with Henschel mixed preheaters and all of the DB 01 units gave up their large smoke deflectors in favor of the small Witte units.

Both German state railroads decided at the end of the Fifties to update or rebuild part of their 01 locomotives. On the DB 50 units were equipped starting in 1957 with new welded high-efficiency boilers. The DR's rebuilding program changed 35 locomotives fundamentally as the new class 01.5. Numerous locomotives remain preserved and at least one example of each class are even operational.

Realistic detailed and refined superstructure on and in the engineer's cab.



Limited worldwide to 999 pieces!



Authentic appearance and especially finely detailed metal construction.

A Successful Design

37835 Steam Freight Locomotive with a Cabin Tender.

Prototype: German Federal Railroad (DB) class 50 steam freight locomotive with a cabin tender. Witte smoke deflectors, 4 boiler domes, shortened running boards, DB Reflex glass lamps, and without inductive magnets. Road number 50 1581. 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 with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses are included. Length over the buffers 26.5 cm / 10-7/16".

A tank car set to go with this steam freight locomotive can be found under item number 46536.

Highlights:

- **Newly developed cabin tender.**
- **Prototypical design changes to the locomotive, shortened running boards included.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **mfx+ World of Operation decoder and extensive operational and sound functions included.**
- **For still more operating enjoyment in the Märklin "World of Operation".**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Air Pump		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Water Pump			•	•
Injectors			•	•
Bell			•	•
Switching maneuver			•	•



Finely detailed design with partially open bar frame

This model can be found in a DC version in the Trix H0 assortment under item number 22785.

Cabin tenders as new tooling and shortened running boards included



Class 50 Steam Freight Locomotive

The class 50 locomotive came into being shortly before the start of World War II as the last of the so-called "standard design steam locomotives". From April to July of 1939 Henschel built the first twelve locomotives which was soon destined to become the German State Railroad's most successful design, because this 2-10-0 locomotive with its approximately 1,600 horsepower and 80 km/h / 50 mph speed quickly became a general-purpose, sturdy, reliable unit. The outbreak of war on September 1, 1939 caused a leap in the demand for freight locomotives, and the twelve pre-production locomotives were followed by another 3,152 units over the course of the next few years. After the end of the war the DB had more than 2,000 units, which were gradually equipped with the small Witte in place of the large Wagner smoke deflectors, and which mostly lost the running board skirting.

The so-called freight train baggage cars were not available in sufficient quantities and formed a big problem on freight trains in the Fifties. Finally, the idea came about of installing a cabin on the 751 tenders of the class 50 units for the train crews. Two large windows ensured a good view to the rear of the train and inside the cabins, there was still room for large work surfaces with table lamps, upholstered folding seats, two emergency seats, a folding washbasin, a ceiling light, two shelves, steam heating, hot plates for heating meals, a water container, and clothing hooks. The class 50 units with or without cabin tenders remained "the" all-round steam locomotives for freight and passenger trains on main and branch lines right up to the end of the steam locomotive era in 1977.



46536

37835

Impressive Unit Train

46536 Standard Design Tank Car Set.



Prototype: Standard design tank cars, used on the German Federal Railroad (DB). Older design with pressed metal trucks and brakeman's platforms. Privately owned cars painted and lettered for VTG United Tank Storage and Transportation, Inc., Hamburg, and BP Gasoline and Petroleum, Inc., Hamburg. The cars look as they did at the start of the Sixties.

Model: The cars have special quiet-running trucks. They also have separately applied ladders and catwalks. The cars have separately applied tank signs. All of the cars have different car numbers, are individually packaged and marked.

Length over the buffers per car 14.2 cm / 5-5/8".

DC wheel set per car 4 x 32376004.

This tank car set is the right add-on for the class 50 steam freight locomotive with a cabin tender that can be found under item number 37835.

One-time series.

Highlights:

- Different car numbers.
- Separately applied tank signs.
- Each car individually packaged.

*Separately applied tank signs
Each car packaged individually
Different car numbers*



See Page 39 for an explanation of the symbols and age information.

For Heavy Loads

37864 Diesel Locomotive.

Prototype: DB Schenker Rail Deutschland AG class 363 diesel switch engine as a DB Cargo version. Diesel hydraulic propulsion with a jackshaft. Road number 363 241. The locomotive looks as it did around 2014.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles and a jackshaft powered. Traction tires. The triple headlights will work in conventional operation and can be controlled digitally. The locomotive has a Telex coupler front and rear, and they can be controlled separately in digital operation. The handrails are constructed of metal. Length over the buffers 12.0 cm / 4-3/4".

One-time series.

Highlights:

- **Telex couplers for remote-controlled uncoupling from cars.**
- **Extensive sound functions.**
- **Double "A" light can be controlled.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Telex coupler on the rear	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Telex coupler on the front	•	•	•	•
Direct control		•	•	•
Rear Headlights off		•	•	•
Warning Sound		•	•	•
Front Headlights off		•	•	•
Sound of squealing brakes off			•	•
Switching maneuver			•	•
Brake Compressor			•	•
Operating sounds			•	•
Cab Radio			•	•
Rail Joints			•	•

37338 Electric Locomotive.

Prototype: Luxembourg State Railways (CFL) class 3600. Version in a grayish blue basic paint scheme. The locomotive looks as it did in Era IV.

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 dual headlights and dual red marker lights will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the headlights. The pantographs are mounted on free-standing frames. The locomotive has numerous separately applied grab irons. Brake hoses and reproduction prototype couplers can be installed on the buffer beams. Length over the buffers 17.5 cm / 6-7/8".

One-time series.

Highlights:

- **Extensive sound functions included for the first time.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sanding	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
High Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Low Pitch Horn		•	•	•
Front Headlights off		•	•	•
Brake Compressor			•	•
Letting off Air			•	•

The Ideal Way to Get Started in Era IV

29290 "Era IV Freight Train" Digital Starter Set. 230 Volts.

Prototype: German Federal Railroad (DB) freight train. Class 290 diesel locomotive. Type Tdgs 930 covered dump car, Eva standard design light-weight tank car, type Eaos 106 gondola, and a type Hbis 297 sliding wall boxcar.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered by means of 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 at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends of the locomotive, then both ends have the double "A" light on.

Train length 74.6 cm / 29-3/8".

Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, 1 pair of no. 24611 and 24612 turnouts. A track connector box, a 230 volt / 36 VA switched mode power pack, and a Mobile Station are included. An illustrated instruction book with many tips and ideas is included in this set. The set can be expanded with the C Track extension sets and the entire C Track program.

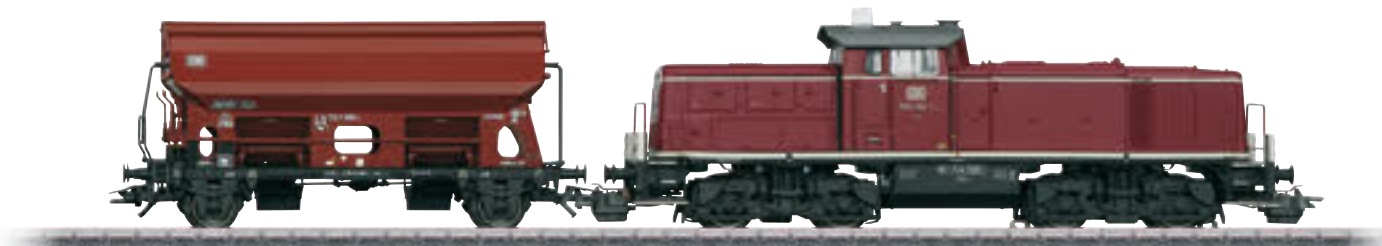
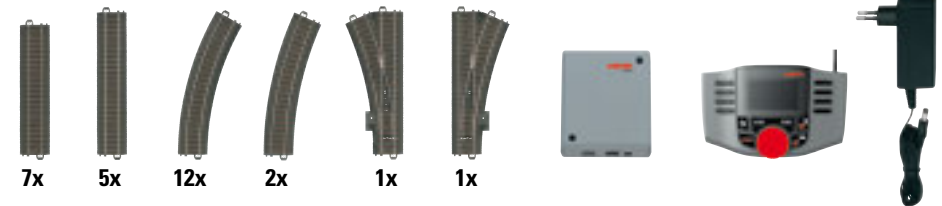
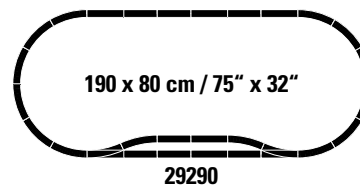
Highlights:

- **This is the ideal way to get started in the digital world of Märklin H0.**
- **The locomotive has a built-in mfx digital decoder with extensive sound functions.**
- **It registers automatically in the Mobile Station.**
- **The C Track layout is easy to set up.**

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Telex coupler on the front	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Telex coupler on the rear	•	•	•	•
Direct control		•	•	•
Headlight(s): Cab2 End		•	•	•
Low Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Switching maneuver			•	•
Brake Compressor			•	•
Sound of Couplers Engaging			•	•
Rail Joints			•	•
Sound of squealing brakes off			•	•



29012 "Era IV Express Train" Digital Starter Set. 230 Volts.



Prototype: German Federal Railroad (DB) passenger train. Class 012 steam locomotive, oil-fired. 1 type ABüe 334 skirted passenger car ("Schürzenwagen"), 1st/2nd class, and 2 type Büe 366 skirted passenger cars ("Schürzenwagen"), 2nd class.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The locomotive has Witte smoke deflectors. The 7226 smoke unit can be installed in the locomotive. The triple head-lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has running gear lights.

Train length 101.3 cm / 39-7/8".

Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, 1 pair of no. 24611 and

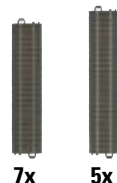
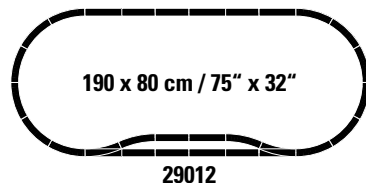
24612 turnouts. A track connector box, a 230 volt / 36 VA switched mode power pack, and a Mobile Station are included. An illustrated instruction book with many tips and ideas is included in this set. The set can be expanded with the C Track extension sets and the entire C Track program.

Highlights:

- **This is the ideal way to get started in the digital world of Märklin H0.**
- **The locomotive has a built-in mfx digital decoder with extensive sound functions.**
- **It registers automatically in the Mobile Station.**
- **The C Track layout is easy to set up.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Running gear lights		•	•	•
Whistle for switching maneuver		•	•	•
Air Pump		•	•	•
Letting off Steam			•	•
Operating sounds			•	•
Water Pump			•	•
Injectors			•	•



7x



5x



12x



2x



1x



1x



At Home in All Playrooms

märklin
START UP H0

44113 Boxcar.

Prototype: German Federal Railroad (DB) type Gmms 40. One-time series.

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



44250 Low Side Car.

Prototype: German Federal Railroad (DB) type X-05. One-time series.

Model: The car has Relex couplers.
Length over the buffers 10.7 cm / 4-1/4".
DC wheel set 2 x 700580.



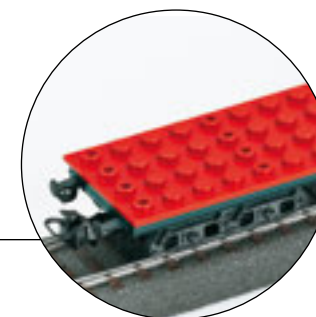
44734 Clip-On Block Car.

Model: This is a four-axle car with Relex couplers. The car body has commonly used knobs that invite you to build with clip-on blocks.
Length over the buffers 16 cm / 6-5/16".
DC wheel set 4 x 700580.

Highlights:

- This car is compatible with the blocks of all well-known manufacturers.

Simple and at the same time sturdy.
The base plate as an ideal starting point for playing and building.



Märklin Magazin Annual Car

märklin
H0

48515 H0 Märklin Magazin Annual Car for 2015.

Prototype: Type Tbis 871 sliding roof / sliding wall car with platforms at the ends, used on the Märklin Railroad (MB). The car looks as it did around 1987.

One-time series.
Märklin Magazin Annual Car for 2015.

Highlights:

- New tooling for the types Tbis 871 sliding roof / sliding wall car.

Model: The car has separately applied platforms at the ends.
DC wheel set 2 x 700580.

*New tooling for the types Tbis 871
sliding roof / sliding wall car.*



Accessories

60884 Adapter Cable.

This is an adapter cable for connecting the new 60881 and 60882 S88 modules to the 6088 and 60880 S88 modules.

The current S88 feedback modules can be integrated perfectly with this adapter cable into the earlier S88 feedback system.



Märklin Magazin Annual Car

88953 Steam Tank Locomotive.



Prototype: Class 74 steam locomotive.

Model: The class 74 steam locomotive is painted and lettered for the Märklin-Magazin. The model has been largely redesigned and is finely detailed. The locomotive body and frame are constructed of metal. The locomotive has brake imitations, rail clearance devices, etc. modelled on its underbody. It has finely detailed valve gear. The locomotive has enlarged buffer plates. The front of the locomotive now has a plastic coupler hook. Warm white LEDs are used for the triple headlights. The locomotive has a 5-pole motor. All 3 driving axles are powered. The wheels are black nickel-plated. Length over the buffers approximately 55 mm / 2-3/16".

The 88953 steam locomotive can be added to the previous Märklin Magazin cars to make a complete train.

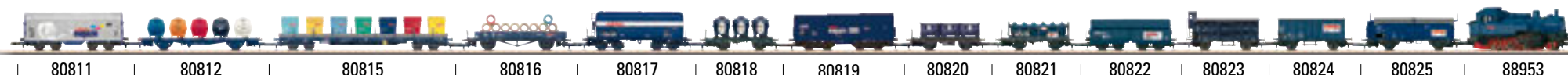
Highlights:

- ✓ Locomotive frame and body constructed of metal.
- ✓ Finely detailed valve gear.
- ✓ Brake rigging and rail clearance devices modelled.
- ✓ 5-pole motor.
- ✓ Warm white LEDs for headlights.
- ✓ Plastic coupler hooks at both ends of the locomotive.



New!
Finely detailed valve gear

**Now with System
Coupler Hooks on
the Front**



80825 Märklin Magazin Annual Z Car for 2015.



Prototype: Type Kmmks 51 2-axle sliding roof car with a brakeman's cab.

Modell: The car is painted and lettered to fit in the series of Märklin Magazin annual cars. Length over the buffers approximately 40 mm / 1-9/16".

One-time series.
Märklin Magazin Annual Car for 2015.



88113 Electric Locomotive.



Prototype: German State Railroad (DR) class E 244.

Model: This is an improved version compared to earlier models of this class. The locomotive has larger buffer plates. The catenary selector screw has been moved to inside the locomotive. The triple headlights are warm white LEDs and they change over with the direction of travel. Both trucks are powered. Length over the buffers 68 mm / 2-11/16".



See Page 39 for an explanation of the symbols and age information.

Passenger Locomotive

MHI Exclusiv **märklin** _Z

88923 Passenger Locomotive with a Tender.



Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6. "Wind Splitter" cab included.

88923 is the perfect motive power for the 87321 passenger car set.

Highlights:

➤ Reworked finely detailed model.

Model: This model has been reworked in many respects. It has dual headlights with warm white LEDs. A signal lamp (non-working) that can be plugged in on the upper front in the prototype is included. The model is finely detailed with imitations of the brakes, rail clearance devices, larger buffer plates, detailed valve gear, and protective piston rod tubes for the inner cylinders are modeled. The model has new older design buffers with larger buffer plates. It also has an extensive paint scheme. The locomotive has a 5-pole motor. All of the driving axles are powered. Due to the filigree nature of the valve gear and the details, the locomotive requires a minimum radius of 195 mm / 7-11/16" or larger for operation. Length over the buffers 84 mm / 3-5/16".



New finely detailed valve gear as well as imitations of the brakes



87321 Passenger Car Set.




Prototype: three K.Bay.Sts.B. type Cu express train passenger cars, 3rd class, 1 K.W.St.E. type ABCCü express train passenger car, 1st/2nd/3rd class, and 1 K.Bay.Sts.B. type PPÜ baggage car.

The express locomotive to go with the 87321 car set can be found under item number 88923.

One-time series for the MHI.

Model: The baggage car has been reworked to correspond to the prototype. All of the cars have correct finely executed paint schemes. All of the wheels are black nickel-plated. These models are not available individually. Length over the buffers approximately 440 mm / 17-5/16".



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 39 for warranty terms.

In Freight Service

88830 Heavy Freight Locomotive with a Condensation Tender.



Prototype: German Federal Railroad (DB) class 52 with a condensation tender in Era III.

Model: This locomotive model has been reworked in many respects. It has fully detailed, working valve gear. The locomotive now has rail clearance devices, imitations of brakes, and sand pipes. It also has larger buffer plates. The locomotive has a 5-pole Mini-Club motor. All of the driving axles are powered. The locomotive model is equipped with Witte smoke deflectors and dual headlights with warm white LEDs that change over with the direction of travel. For the first time the locomotive tender has headlights. The pilot truck has solid wheels. Length over the buffers 127 mm / 5".

Highlights:

- Complete working valve gear.
- Imitations of brakes and sand pipes.
- Working headlights on the tender that change over with the direction of travel.
- Triple headlights.
- Witte smoke deflectors.



Working headlights on the tender that change over with the direction of travel

88626 American E8B Diesel Electric Locomotive.



Prototype: General Motors EMD class E8B six-axle B unit painted and lettered for Union Pacific Railroad.

Model: The locomotive is completely new tooling. It has a new powerful motor. 2 axles powered on each truck. Traction tires for high pulling power. The locomotive is finely detailed and has extensive, prototypical paintwork and lettering. It also has the Märklin system coupler front and rear. Length approximately 96 mm / 3-3/4".

This model is a cooperative project with the firm AZL.

88626 can be added to 88627 for double the pulling power.

B like Booster!



See Page 39 for an explanation of the symbols and age information.

Off on Vacation

märklin
Z

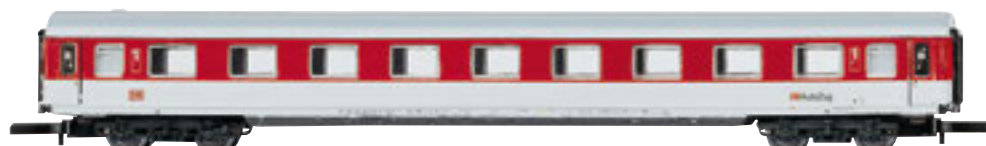
87092 DB Auto Train, Inc. Auto Travel Train.

V  15 +

Prototype: DB Auto Train consisting of two type Avmz compartment cars and 3 type DDm 915 auto transport cars as they looked in Era V.

Model: The cars are finely, prototypically painted and lettered, and all of the cars have individual car numbers. The wheel sets are black nickel-plated. Included with this set are 8 different automobile models that can be loaded on the auto transport cars. Length over the buffers approximately 600 mm / 23-5/8".

8 different model automobiles are included in the set.



87743 WRmz 135.0 Dining Car.

V  15 +

Prototype: German Railroad, Inc. (DB AG) type WRmz 135.0 dining car as it looked in Era V.

The 87743 dining car can be added to the 87092 car set to make up a prototypical train consist for the theme DB Auto Train.

Model: This car has a fine, prototypical paint scheme and lettering. It has a single-arm pantograph and dark wheel sets. Length over the buffers 120 mm / 4-3/4".



A Set of Classics

58818 Freight Car.



The German State Railroad created the modern type of freight car in the Rmm Ulm. This Era II car with its completely new tooling comes in another set with a Lanz rail vehicle.

Prototype: German State Railroad Company (DRG) type Rmm "Ulm" stake car with a Lanz rail vehicle as a load.

Model: New car number. The model is completely new tooling and is very finely constructed of plastic with very many separately applied details. This is the DRG version with wood sides, with wood stakes on the sides and metal stakes on the ends, and with a brakeman's platform. All of the

stakes are removable as in the prototype of course and can be stored in the stake box. The car comes with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the cars. Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 37.8 cm / 14-7/8".

The car has a Lanz rail vehicle as a load. The Lanz rail vehicle can be rolled, features metal and real wood construction, and is mounted in place on a real wooden load frame.

Highlights:

- New car number.
- Finely executed completely new tooling.
- Removable stakes.
- Reproduction prototype couplers included.
- A model of a Lanz rail vehicle on a real wooden load frame included.

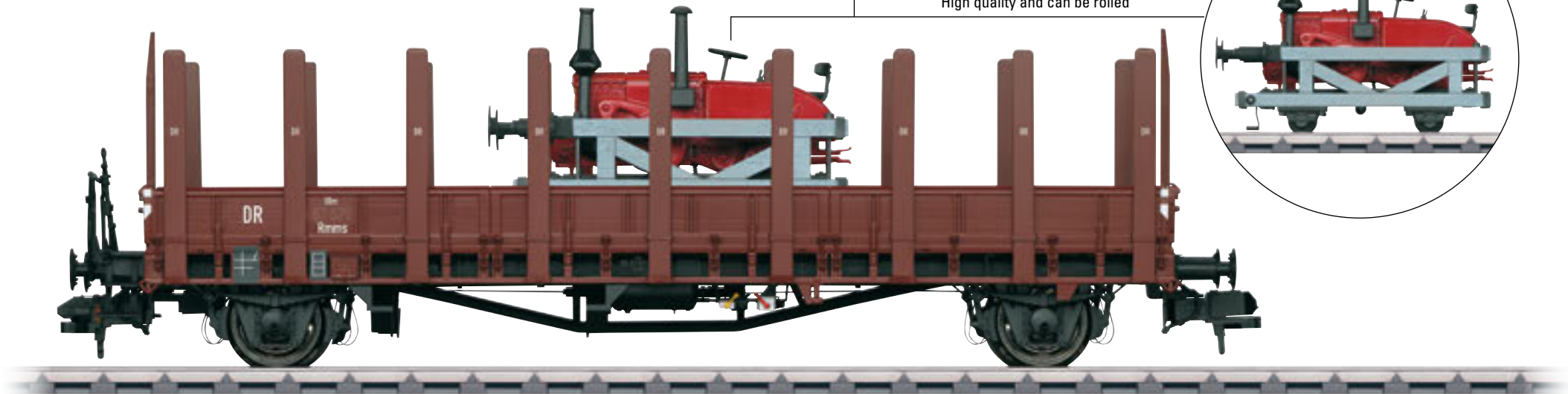
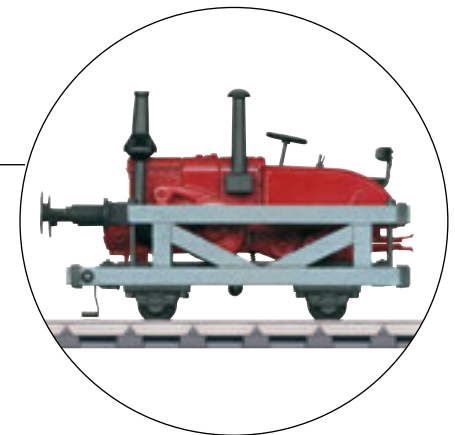
*Finely detailed completely new tooling
Lanz rail model as a load*

This item can be found with another car number under item number:

58819 Freight Car.



High quality and can be rolled



See Page 39 for an explanation of the symbols and age information.

Boxcars

58842 Freight Car.

Prototype: German State Railroad Company (DRG) type GI Dresden boxcar. Without a hand brake.

Model: New car number. The type GI Dresden car is completely new tooling and is very finely constructed of plastic with very many separately applied details. This is the version with end reinforcements, air brakes, and without a hand brake. The doors on the model can be opened and the

model has sprung buffers. The car comes with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the car. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 37.9 cm / 14-15/16".

Highlights:

- ✓ New car number.
- ✓ Finely executed completely new tooling.
- ✓ Doors that can be opened.
- ✓ Prototype couplers included.



This new tooling can be found with another car numbers under item numbers:

58843 Freight Car.

58844 Freight Car.

58845 Freight Car.

*All items include new individual car numbers
Ideal for unit trains
Finely detailed completely new tooling
Doors that can be opened*



Fast and Timelessly Beautiful

55015 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.1. Express locomotive with a squared off body, 5 headlights / marker lights, continuous rain gutter, and high-efficiency vents. Cobalt blue basic paint scheme. The locomotive looks as did it around 1964.

Model: The locomotive has a new road number and is extensively weathered. The frame and the truck frames are constructed of metal. The superstructure is constructed mostly of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The locomotive has a powerful, centrally mounted motor and drives all of the axles in both trucks by means of cardan shafts. In digital operation, the double arm pantographs can be raised and lowered by motors. The white headlights and red marker lights are LEDs. They will work in conventional operation and can be controlled digitally. White LED lights are on in the engineer's cab at the front of the locomotive, depending on the direction of travel. The doors for the engineer's cab can be opened. The cabs have interior details and Engineer's Cab 1 has a figure of a locomotive engineer. There are metal grab irons and many other separately applied details: DB sign plates, antenna, windshield wipers, a whistle, buffer beams with sprung buffers, and separately applied brake lines. The locomotive comes from the factory with claw couplers mounted on it; they can be replaced by 2 reproduction prototype couplers that are included with the locomotive. The minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 51.5 cm / 20-1/4".

One-time series.

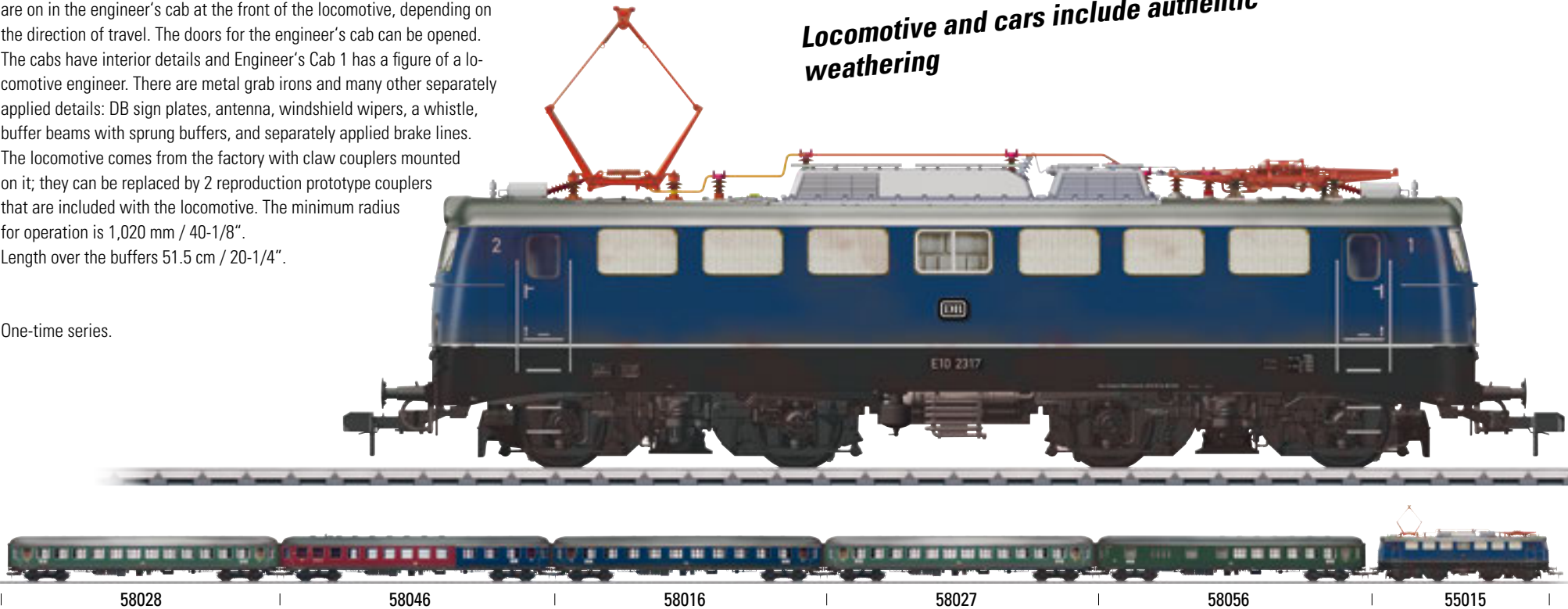
Highlights:

- In digital operation, the double arm pantographs can be raised and lowered by motors.
- The model is extensively weathered.
- New road number.



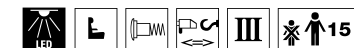
Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Station Announcements		•	•	•
Pantograph 1		•	•	•
Conductor's Whistle		•	•	•
Pantograph 2		•	•	•
Sound of squealing brakes off			•	•
Rear Headlights off			•	•
Front Headlights off			•	•
Compressor			•	•
Letting off Air			•	•

Locomotive and cars include authentic weathering



Express Train Passenger Cars

58027 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) type B4üm-61 (19 395 München) express train passenger car, 2nd class. Chrome oxide green basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior

lighting. The couplers are mounted in close coupler guide mechanisms. The model is extensively weathered. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75.0 cm / 29-1/2".

Highlights:

➤ **Model extensively weathered.**

Extensive weathering included

Another model variation with a different car number can be found under item number:

58028 Express Train Passenger Car.



58016 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) type A4üm-61 (12 030 München) express train passenger car, 1st class. Cobalt blue basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior lighting. The couplers are mounted in close coupler guide mechanisms.

The model is extensively weathered. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75.0 cm / 29-1/2".

Extensive weathering included



Model extensively weathered

Express Train Passenger Cars

58046 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) type AR4üm-54 (11 869 München) half dining car. Crimson / cobalt blue basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior

lighting. The couplers are mounted in close coupler guide mechanisms. The model is extensively weathered. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75.0 cm / 29-1/2".

Extensive weathering included



58056 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) type BD4üm-61 (95 162 München) half baggage car. Chrome oxide green basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior

lighting. The couplers are mounted in close coupler guide mechanisms. The model is extensively weathered. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75.0 cm / 29-1/2".

Extensive weathering included



Model extensively weathered



58028

58046

58016

58027

58056

55015

58814 Freight Car.



There were over 12,000 of the real life car built, and the stake car was one of the most important freight cars on the new German Federal Railroad. This completely new tooling with highly detailed construction is a must for every 1 Gauge fan.

Prototype: German Federal Railroad (DB) type Rmms 33 "Ulm" stake car.

Model: New car number. The "Ulm" car type is completely new tooling and is very finely constructed of plastic with very many separately applied

details. This is the version with a brakeman's platform, with wood sides, and with wood stakes on the sides and metal stakes on the ends. The stakes are removable and can be stored in the stake box. The car comes with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the cars. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 37.8 cm / 14-7/8".

Highlights:

- ✓ **New car number.**
- ✓ **Finely executed completely new tooling.**
- ✓ **Removable stakes.**
- ✓ **Reproduction prototype couplers included.**

This new tooling is also available in these variations:

58815 Freight Car. Car number 433 148

58816 Freight Car. Car number 433 067

58817 Freight Car. Car number 431 329

Finely detailed completely new tooling
Removable stakes
Prototype coupler included



For real prototype scenes with a stake box as on the original



Technology of the Fifties

58846 Freight Car.



Märklin is linking high-tech of the Fifties twice with this special set. The Lanz "Ackerluft" Bulldog tractor like the stake car is as style icon of the Economic Miracle period in Germany and a highlight on every model railroad layout.

Prototype: German State Railroad Company (DRG) type Rmms 33 "Ulm" stake car with a Lanz "Ackerluft" Bulldog tractor as a load.

Model: New car number. The "Ulm" car type is completely new tooling and is very finely constructed of plastic with very many separately applied details. This is the DB version with steel sides, with pressed sheet metal stakes on the sides and steel stakes on the ends. All of the stakes are removable as in the prototype of course and can be stored in the stake box.

This new tooling can be found with car number 431 290 under item number:

58847 Freight Car.

The car comes with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the cars. Minimum radius for operation 1,020 mm / 40-3/16".

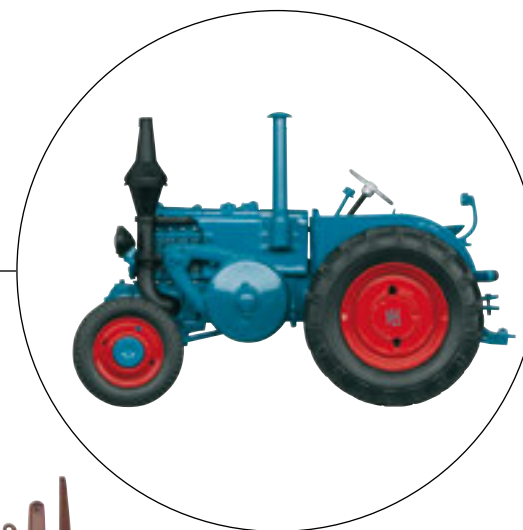
Length over the buffers 37.8 cm / 14-7/8".

The car has a metal model of a Lanz "Ackerluft" Bulldog tractor as a load, mounted in place on a real wooden load frame.

Highlights:

- New car number.
- Finely executed completely new tooling.
- Removable stakes.
- A model of a Lanz "Ackerluft" Bulldog tractor as a load on a real wooden load frame included.

Includes a model of a Lanz "Ackerluft" Bulldog, mounted on a real wooden load frame



The Finest Wood Pattern

58831 Freight Car.

They are indispensable for every model railroad and you can never have enough of them: boxcars. The new tooling for the German Federal Railroad type G1 11 (Dresden) leaves nothing to be desired. Doors that can be opened, fine wood pattern on the floor, partially open frame supports, end reinforcements, and extensive details such as air brakes and prototype couplers. Finely detailed and useful – freight cars have never been more prototypical.

Prototype: German Federal Railroad (DB) type G1 11 (Dresden) boxcar.

Model: New car number. The type G1 11 car is completely new tooling and is very finely constructed of plastic with very many separately applied details. This is the version with end reinforcements, air brakes, and without a hand brake. The doors on the model can be opened and the model has sprung buffers. The car comes with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the car. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 37.9 cm / 14-15/16".

Highlights:

- ✓ New car number.
- ✓ Finely executed completely new tooling.
- ✓ Doors that can be opened.
- ✓ Prototype couplers included.



All items include new individual car numbers
Ideal for unit trains
Finely detailed completely new tooling
Doors that can be opened

This new tooling can be found with another car numbers under item numbers:

58832 Freight Car.

58833 Freight Car.

58834 Freight Car.



"Leig" Car Unit

58821 "Leig" Unit.



The Light Weight Freight Car Unit ("Leig") that has a lot going for it. A completely equipped car with a detailed, furnished crew compartment and a car without a brakeman's platform make up the type Gllh 12 unit. From 1929 on this duo was designated as "Leichte-Eil-Güterzüge" / "Light Fast Freight Trains", "Leig" for short. The two cars are connected by a diaphragm made of rubber and a direct coupling with a guide mechanism. The lettering on the sides reads "Stückgut-Schnellverkehr" ("Less-than-Carload-Lot Express Service"). There is no better way to bring Era III to life.

Prototype: German Federal Railroad (DB) type Gllh III "Leig" unit pair of freight cars with the lettering "Stückgut-Schnellverkehr" ("Less-than-Carload-Lot-Express-Service").

This new tooling is also available with another car number as item number:

58822 "Leig" Unit.

Model: These cars have new car number in order to form prototypical units. This type Gllh 12 pair of cars is completely new tooling and is very finely constructed of plastic with many separately applied details. One car has a brakeman's cab and a hand brake, and one car does not have a brakeman's platform. The doors on the model can be opened and the cars have sprung buffers. In addition, the cars also have interior details. The pair of cars is prototypically coupled together. They come with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the cars. Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 76.2 cm / 30".

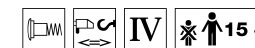
Highlights:

- New car numbers.
- Finely executed completely new tooling.
- Doors that can be opened.
- Sprung buffers.
- Prototype reproduction couplers included.



See Page 39 for an explanation of the symbols and age information.

58823 "Leig" Unit.



Prototype: German Federal Railroad (DB) type Hkr-z 321 "Leig" unit pair of freight cars.

Model: These cars have new car number in order to form prototypical units. This type Hkr-z 321 pair of cars is completely new tooling and is very finely constructed of plastic with many separately applied details. One car has a brakeman's platform and a hand brake, and one car does

not have a brakeman's platform or a hand brake. The doors on the model can be opened and the cars have sprung buffers. In addition, the cars also have interior details. The pair of cars is prototypically coupled together. They come with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the cars. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 76.2 cm / 30".

Highlights:

- New car numbers.
- Finely executed completely new tooling.
- Doors that can be opened.
- Sprung buffers.
- Prototype reproduction couplers included.

This new tooling is also available with another car number as item number:

58824 "Leig" Unit.



Beast of Burden

märklin

58810 Freight Car.



Indispensable for Era IV freight car fans: the type Klm 441 low side car. Such cars and similar freight cars are still the beasts of burden on the DB AG.

Prototype: German Federal Railroad (DB) type Klm 441 low side car.

Model: New car number. This car type is completely new tooling very finely constructed of plastic with very many separately applied details.

This is the version without a brakeman's platform, with metal sides, without stakes. The car comes with the system couplers mounted, prototype reproduction couplers, and brake hoses for installation on the cars. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 37.5 cm / 14-3/4".

Highlights:

- New car number.
- Finely executed completely new tooling.
- Sprung buffers included.

Finely detailed completely new tooling in four different variations with different car numbers

This new tooling is also available in these variations:

58811 Freight Car. Car number 21 80 313 6 089-2

58812 Freight Car. Car number 21 80 313 7 023-0

58813 Freight Car. Car number 21 80 313 6 538-8



Switzerland

58803 Gondola.



Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Eaos high side gondola.

Model: The frame and car body are made of plastic with many separately applied details. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 43.8 cm / 17-1/4".

Another variation with its own car number can be found under item number:

58804 Gondola.



See Page 39 for an explanation of the symbols and age information.

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Metal locomotive frame.



Metal frame and mostly metal locomotive body.



Locomotive body chiefly made of metal.



Metal frame and locomotive body.



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.



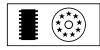
Built-in interior details.



Power supply can be switched to operate from catenary.



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 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 up to 16 digitally controllable functions when operated with the **60212/60213/60214/60215 Central Station**. With up to 9 functions with the **60652/60653 Mobile Station**. With up to 5 functions with the **6021 Control Unit**. Available functions depend on how the locomotive is equipped.



Digital decoder mfx+ (Märklin World of Operation).



Z Gauge Locomotive with 5-pole motor.



Built-in sound effects circuit.



Dual headlights at the front.



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.



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.



Built-in interior lighting.



Interior lighting can be installed (example: with 7330).



Built-in LED interior lighting.



Scale for the passenger car length 1:87.



Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MHI International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on.



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)

Age Information and Warnings.



WARNING! 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.

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The terms of the warranty do not apply

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- In the case of use of the product for a purpose other than that specified by the manufacturer.
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