

märklin

Complete Program 1994/95 E

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

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

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

Electrical Equipment for Building a Layout

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

Hookup of Track Layouts

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

Please note:

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

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

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

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

Installation of Digital Equipment

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

Please note:

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

Television/Radio Reception and Model Railroad Layouts

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

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

And now have fun with Märklin according to our motto:

Experience Technology.

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

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

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

We reserve the right to make changes and availability is not guaranteed. Electrical and mechanical data and dimensions given may vary in accuracy.

This Märklin full line catalog supercedes all previous Märklin catalogs.

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Märklin Model
Railroad Club (Inc)
Wgtn NZ

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Technik erfahren

Dear Märklin Enthusiast,

Creativity, the enjoyment of playing, relaxation – hardly any other hobby combines these needs better than model railroading. There's good reason why it is one of the most popular toys and after over 100 years as young and successful as ever, too.

"Homo ludens", one who likes to play, is not bound to any age - on the contrary: Model railroading brings generations together and fascinates young and old alike. In the world of Märklin there is thus a multitude of products and models for every age group, that facilitates different types of playing, collecting and creating to meet all types of demands.

The joy of playing, companionship in the family or with friends, the gradually growing design of a unique, imaginative miniature world – surely these are the most beautiful aspects of model railroading. Last but not least model railroading is advertising for its "big brother", who is gaining more and more in importance for ecological reasons. The world of Märklin with its modern technology is thereby not only nostalgia, but rather a dialog with the present.

Once again this year the new Märklin full line catalog for 1994/95 that you have before you gives a wealth of ideas for bringing the great world of railroading into your living room or backyard. This extends from the legendary "Crocodile" in 1 Gauge to the heavy class 96 and class 52 locomotives in H0 to the EuroSprinter in the mini club assortment.

Märklin is emphasizing new features with "Maxi", the new toy railroad for inside and outside in 1 Gauge. "Maxi" is made of metal and can also be operated with the DELTA multi-train system.

We wish you much enjoyment while you browse through this new catalog – and while playing with Märklin, naturally.

Your Märklin Team



18 942
The video cassette for your home video setup.
17 minutes of Märklin new items for 1994.
German narration and European VHS system only.
This video cassette can be recorded over and has a playing time of 240 minutes.

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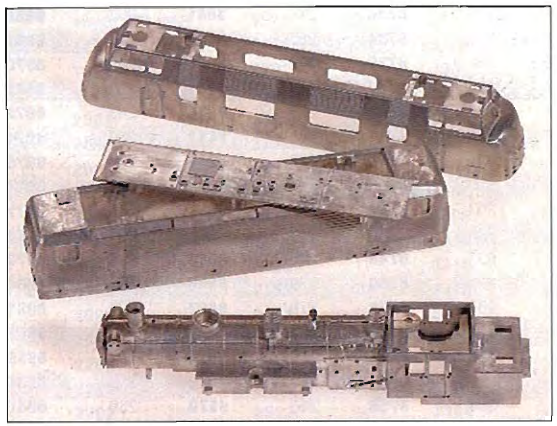
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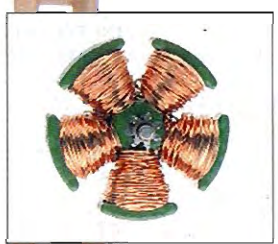
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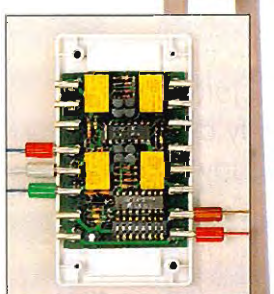
Manufacturing at its finest with metal



Powerful propulsion technology



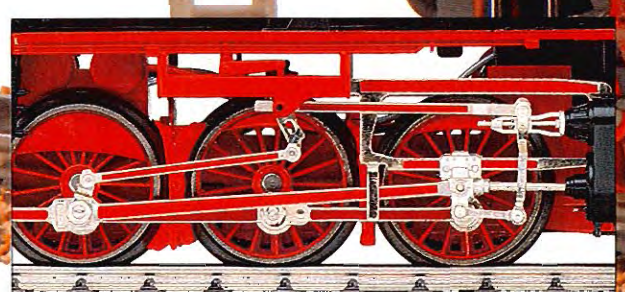
The finest lettering
(example: Lettering quality on Märklin mini-club)



Digital control



H0 car production in Sonneberg



Exact detailing



Märklin Technology

At Märklin quality is more than a slogan, on the contrary, it has been a company philosophy for more than 130 years. For this reason we have a special claim to quality.

This begins first of all with the material. For a long time Märklin has placed its bets on the raw material that combines fidelity to detail, functionality and robustness – metal. A costly method of production, diecast metal, and much hand labor results in products of great lasting value.

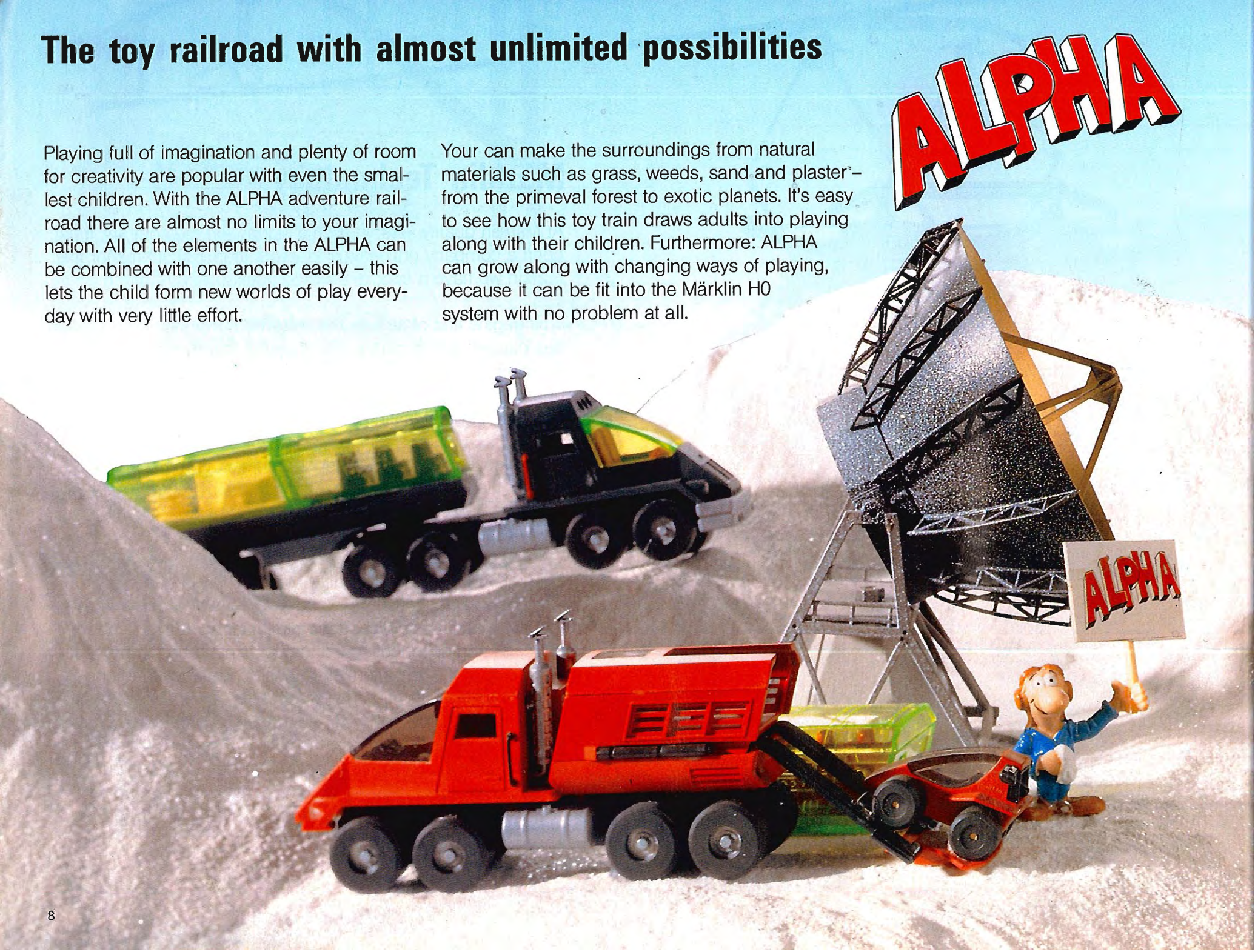
Of course, each Märklin product is subject to multiple testing before it leaves our factory. And finally, Märklin customers can rely on a network of authorized Märklin dealers, who stand ready with answers and help.

In addition to traditional quality, Märklin is also in the forefront of pioneering technical developments in model railroad design. In 1984 Märklin established the digital technology for model railroads and continues to this day to expand and improve it. Digital technology is intended to enable realistic variations in model railroad operations and to work as a reinforcement of the experiences gained from the model railroad hobby; it should not, however, become an end for its own sake. For Märklin the individual and his/her enjoyment in using our products are in foreground of all technical developments.

The toy railroad with almost unlimited possibilities

Playing full of imagination and plenty of room for creativity are popular with even the smallest children. With the ALPHA adventure railroad there are almost no limits to your imagination. All of the elements in the ALPHA can be combined with one another easily – this lets the child form new worlds of play everyday with very little effort.

Your can make the surroundings from natural materials such as grass, weeds, sand and plaster – from the primeval forest to exotic planets. It's easy to see how this toy train draws adults into playing along with their children. Furthermore: ALPHA can grow along with changing ways of playing, because it can be fit into the Märklin H0 system with no problem at all.



More Room For Imagination

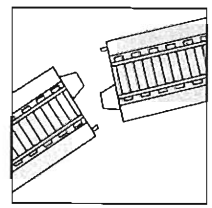
Creative change and transformation are the foundation of the entire ALPHA system of play. To this end the adventure railroad offers appealing design, sturdy technology and room for individual ideas of the world of play in the proven Märklin quality.

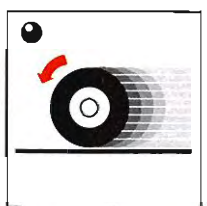
Spoiler, laboratory, cage, garage or battery element – all parts are held on with magnets and can be combined in any number of ways. Rub-on lettering allows you to customize the vehicles and elements. This means constantly new variations, because each ALPHA railroader is his/her own inventory and designer.

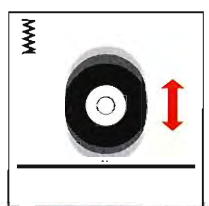
The materials and the way the adventure railroad is made are right for children and long wearing. The wheels for the road vehicles and the airplane are made of high traction plastic with a metal center and have a spring suspension. With this kind of equipment the models run easily, full of zip and will "hug the road" just right – on almost any terrain.

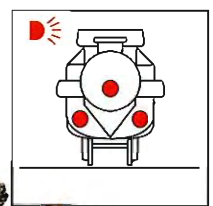
The frames for the locomotives and cars are made of metal. All superstructures and "vehicle bodies" are made of sturdy plastic. The track is sturdy, can be walked on, and goes together or comes apart with a simple "click" system.

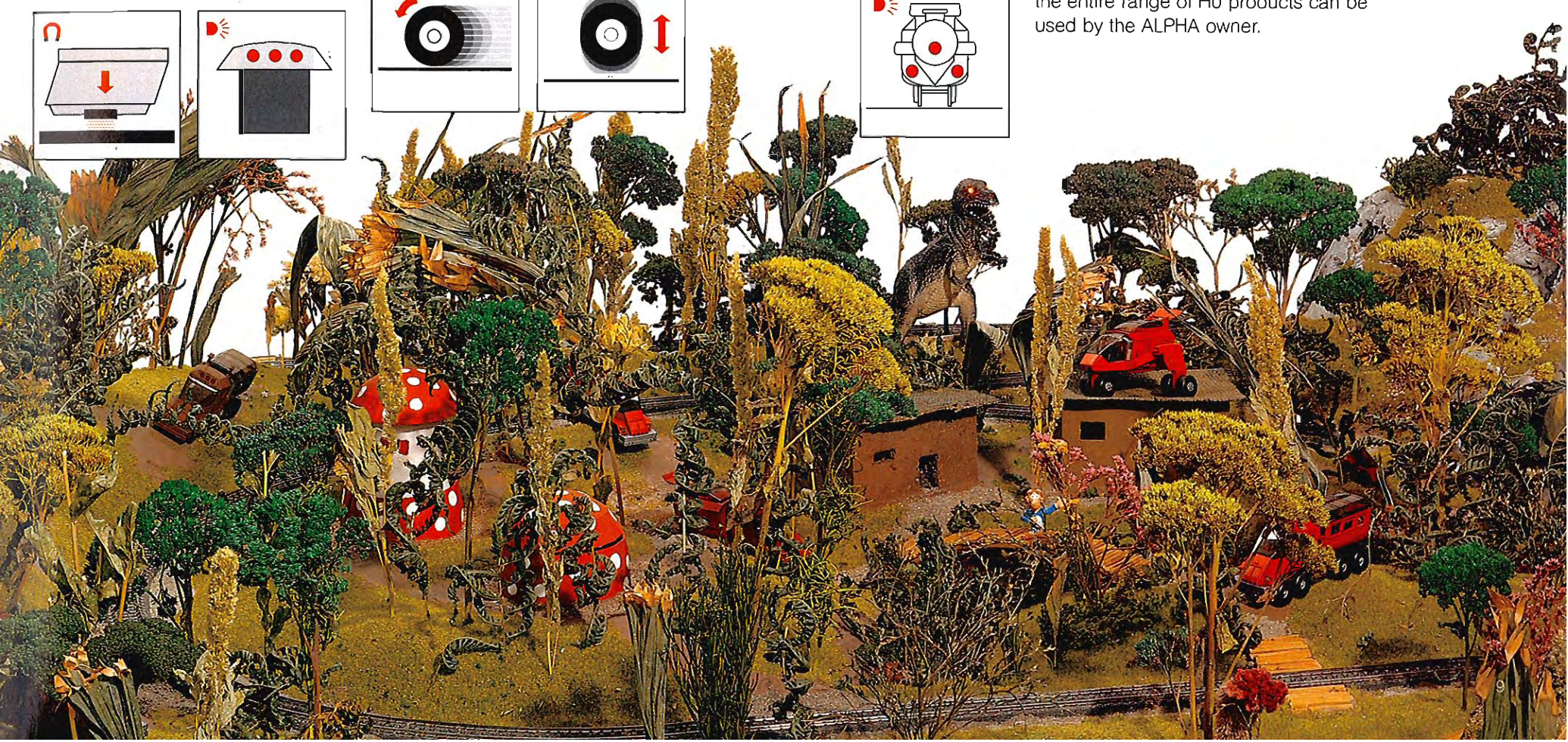
Of course, all ALPHA railroad parts fit into the Märklin H0 model railroad system. Anyone with a Märklin model railroad can thus expand it quite easily with the ALPHA world of adventure, and the entire range of H0 products can be used by the ALPHA owner.



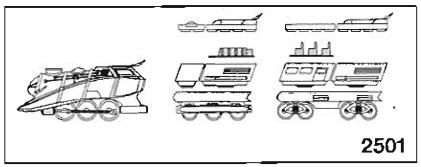






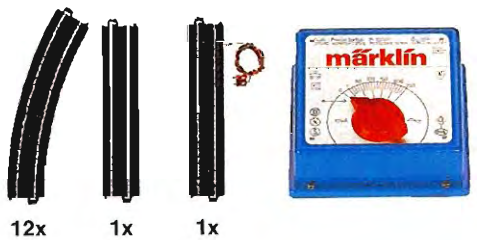


The ALPHA Adventure World

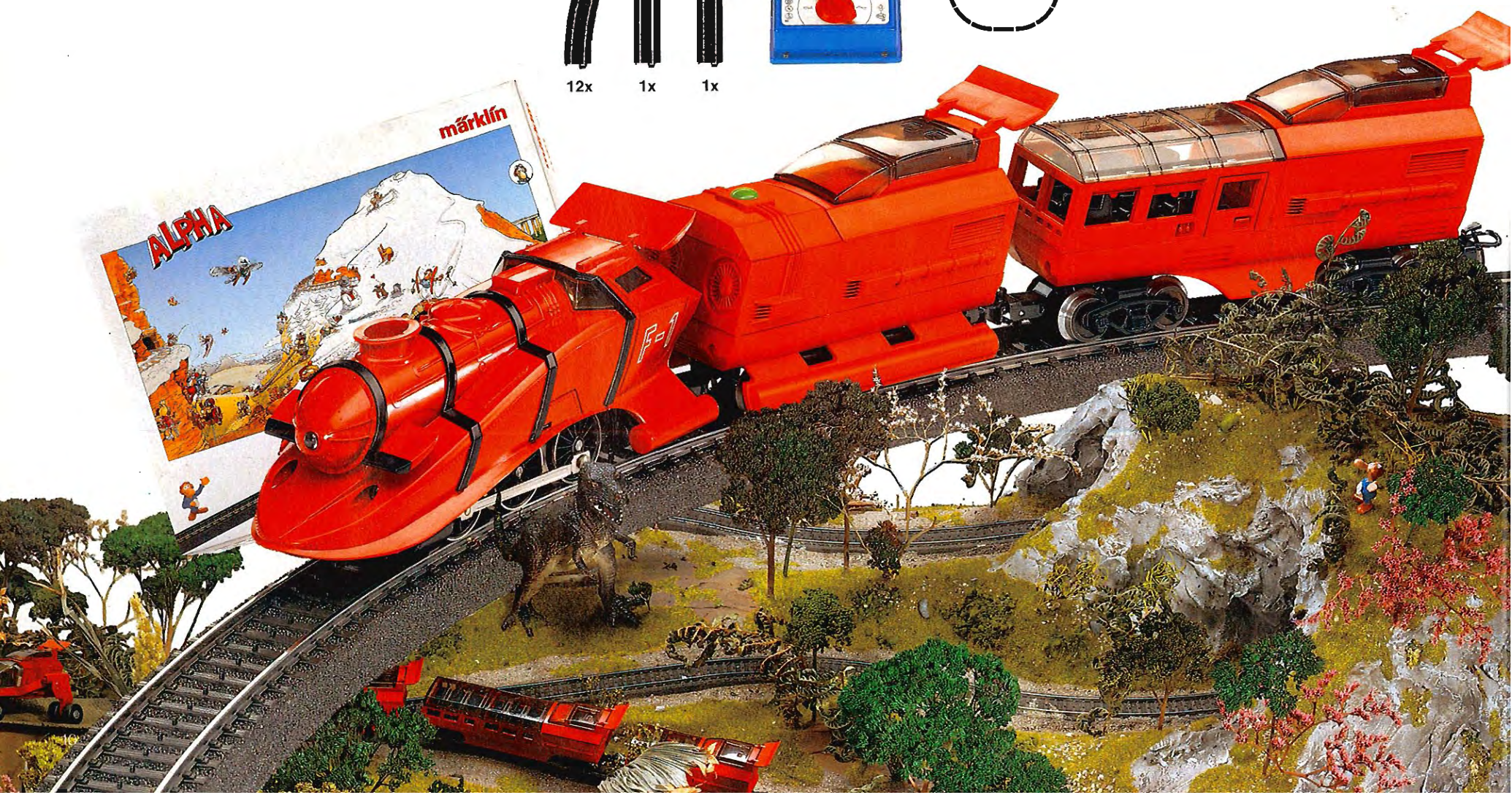




2501 ALPHA Set F-1.
The complete entry level set: locomotive, tender, multi-function car with two elements (1 bus element, 1 spoiler element), oval of track, 230 volt transformer and ALPHA inventor. Train length 34.6 cm (13-5/8").



2501
94 x 76 cm



2564 ALPHA Racing.
Truck with bus element and flatbed trailer with 2 ALPHA race buggies. Length 24.0 cm (9-7/16").

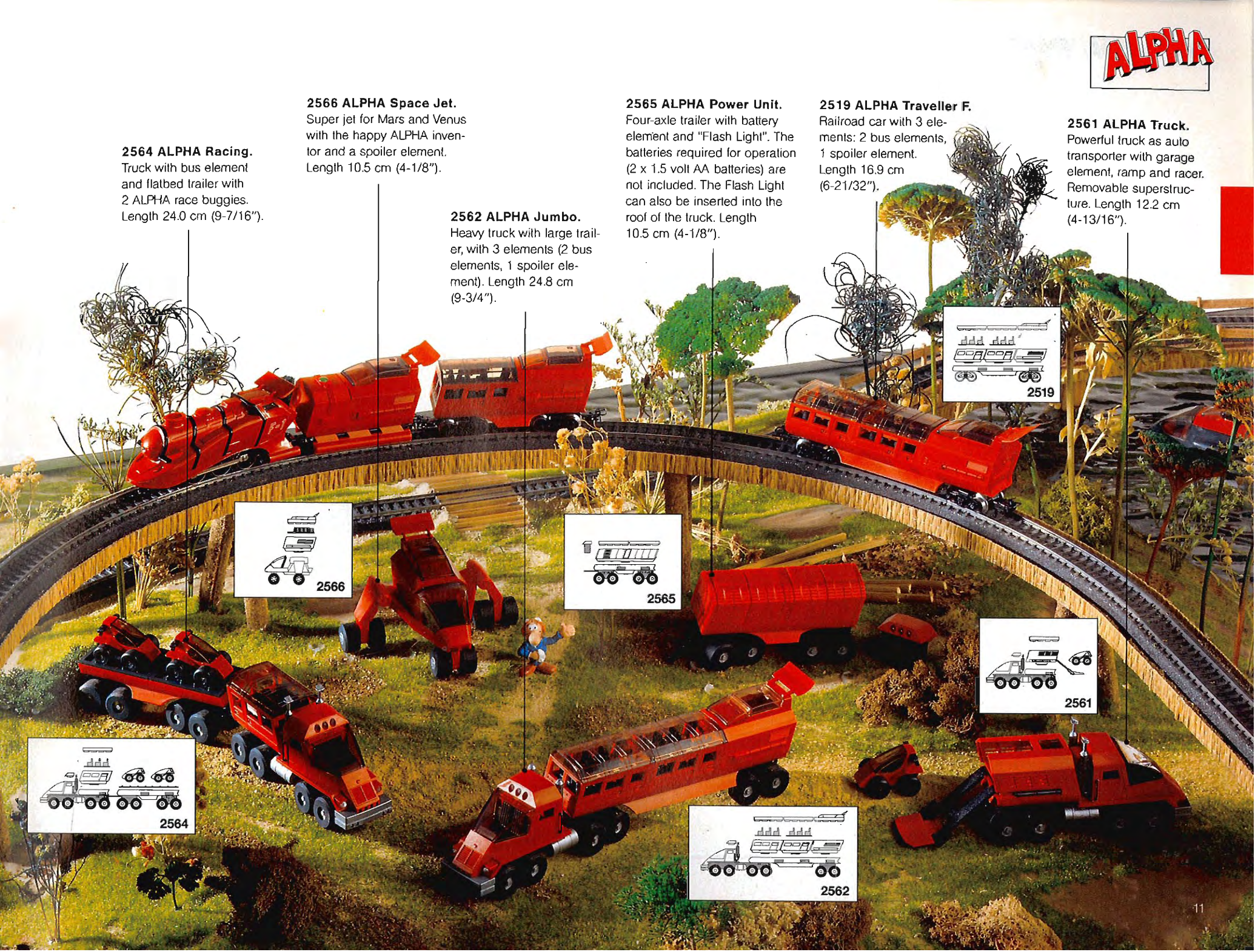
2566 ALPHA Space Jet.
Super jet for Mars and Venus with the happy ALPHA inventor and a spoiler element. Length 10.5 cm (4-1/8").

2562 ALPHA Jumbo.
Heavy truck with large trailer, with 3 elements (2 bus elements, 1 spoiler element). Length 24.8 cm (9-3/4").

2565 ALPHA Power Unit.
Four-axle trailer with battery element and "Flash Light". The batteries required for operation (2 x 1.5 volt AA batteries) are not included. The Flash Light can also be inserted into the roof of the truck. Length 10.5 cm (4-1/8").

2519 ALPHA Traveller F.
Railroad car with 3 elements: 2 bus elements, 1 spoiler element. Length 16.9 cm (6-21/32").

2561 ALPHA Truck.
Powerful truck as auto transporter with garage element, ramp and racer. Removable superstructure. Length 12.2 cm (4-13/16").



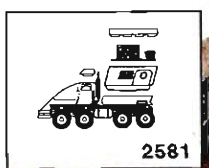
The ALPHA World of Technology

2518 ALPHA Traveller A.
Railroad car with 3 elements: 2 bus elements, 1 spoiler element. Length 16.9 cm (6-21/32").

2583 ALPHA Power Truck.
Truck with trailer, with battery element and "Flash Light" that can be inserted in the truck roof. The batteries required for operation (2 x 1.5 volt AA batteries) are not included. Length 18.6 cm (7-5/16").

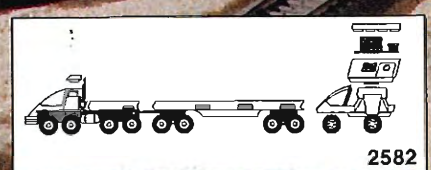
2582 ALPHA Shuttle.
Truck with trailer, with ALPHA space jet and laboratory element. Length 29.0 cm (11-7/16").

2581 ALPHA Explorer.
Truck with laboratory element. Length 12.2 cm (4-13/16").









Track and Accessoires



2001 Straight Track.
Length 1/1 = 180 mm (7-3/32").



2019 Track Bumper.
Length 70 mm (2-3/4").



2021 Curved Track.
Length 1/1 = 30°. Radius 360 mm (14-4/16").



2031 Curved Track.
Length 1/1 = 30°.
Radius 456.4 mm (18").



2062 Left Turnout.
2063 Right Turnout.
For manual operation. Length of the straight side 180 mm (7-3/32"), same as 2001. Turnout branch 30°. Radius 360 mm (14-3/16") same as 2021.

2090 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 wires.

2091 Adapter Track.
Length 1/1 = 180 mm (7-3/32") For Märklin H0 M track system.



2006 "Straight Bridge" Track Package.
6 sections of 2001 straight track. Packaging can be used as a bridge.

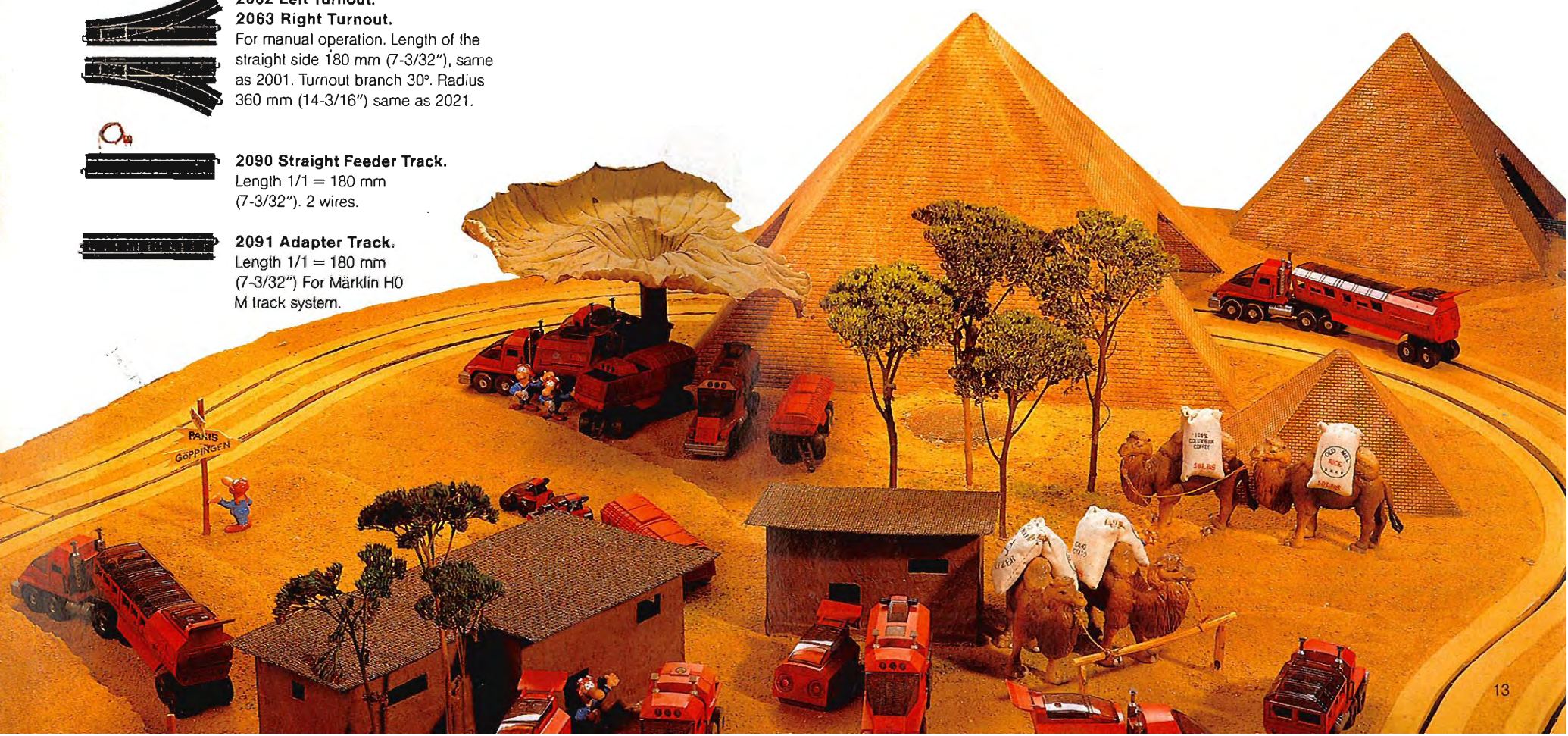


2026 "Curved Bridge" Track Package.
6 sections of 2021 curved track. Packaging can be used as a bridge.



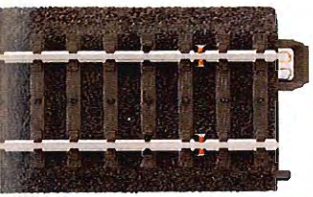
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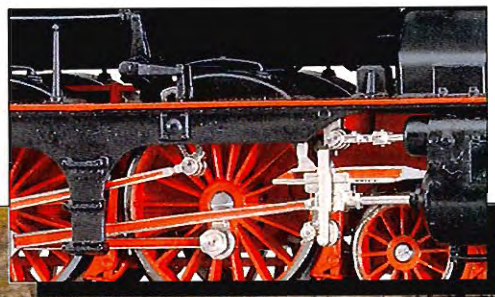
6647 230 volts. 32 VA.
Transformer 32 VA.
Track current adjustable from 4 to 16 volts. 16 volts accessory current. 32 watts output. Plastic housing. Dimensions 120 x 140 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



All Beginnings Are Easy

märklin
HO





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







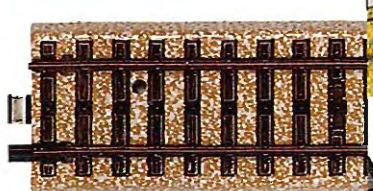
You'll find an easy entry into the fascinating world of model railroading with the proven Märklin starter sets.

You decide whether to get going with a small or medium size layout, whether to operate trains independently from each other right from the start with the DELTA multi-train system or to go right into the Digital system.

The starter sets contain a complete train set with track, transformer and extensive planning aids. The entire Märklin H0 M and K track program is available for making your own layout – also complete and ready to go as a track extension set. You can expand your "private railroad" step by step and according to your own ideas with locomotives, a wide selection of passenger and freight cars and many interesting accessories.



HOBBY





The Märklin H0 System

märklin H0

Great variety and fidelity to detail

When you're talking about railroading in terms of playing, collecting, learning or creating, the Märklin H0 system is suitable for all age groups – from the small beginner's layout up to extensive, professional layouts. All Märklin locomotives and cars can be run on all Märklin H0 track systems.

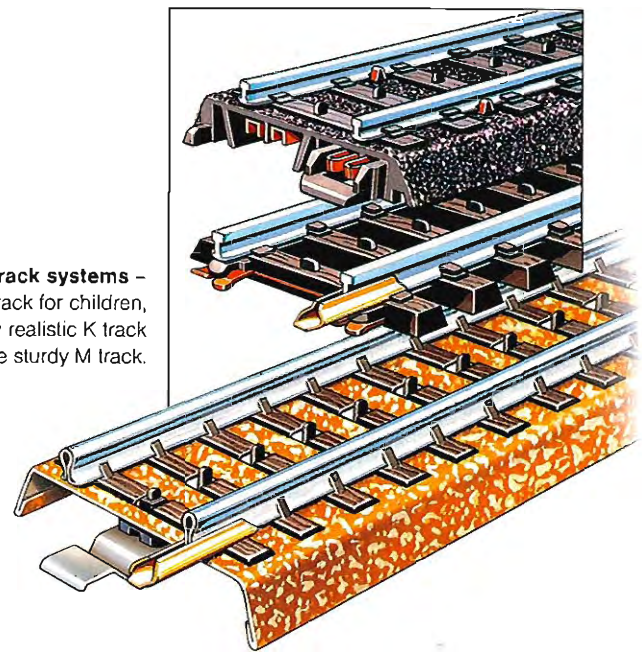
Whether the all-metal M track, K track with plastic ties or the extremely sturdy and durable ALPHA track with its "click" system – the easy-to-understand electrical system and center stud system always guarantee continuous reliability.

The closer the model railroad gets to its "big brother" railroad, the more fun it is to play with and operate. To this end the H0 system offers, among other things, signals with realistic train controls just as in real life. Catenary enables independent control of two trains on one track even in conventional operation.

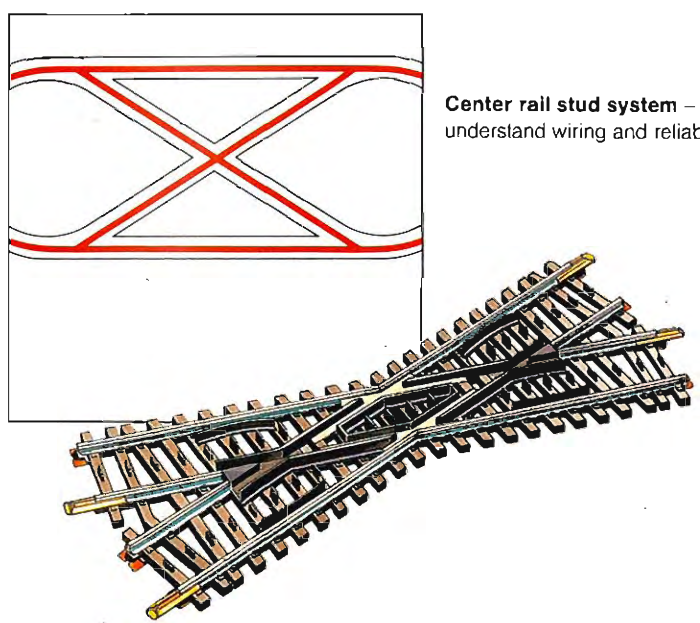
Märklin couplers allow you to switch cars reliably and to form constantly new train compositions. Close couplers and RELEX couplers enable advance uncoupling, the current-conducting close coupler makes only one pickup shoe necessary per train - even with several lighted cars. The remote-controlled TELEX coupler, a Märklin development, enables you to uncouple a locomotive equipped in this manner from the train anywhere on the layout.

The DELTA multi-train system offers "full speed ahead". Up to five trains can be operated like this on a layout; with the DELTA Control each train with a DELTA module can be controlled independently on all of the track on a layout.

A model railroad becomes especially true to the original, when you use Märklin Digital, the control system with almost unlimited possibilities. With the 6090 digital propulsion set the speed of the locomotive can even be controlled in a load-dependent manner, the maximum speed can be set and the acceleration and braking delay can be adjusted for realism.

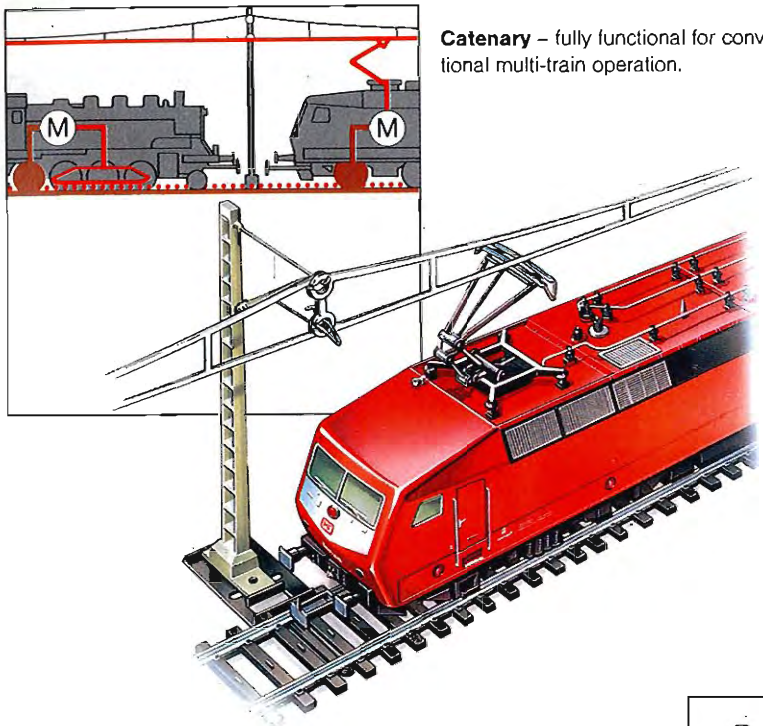


Märklin H0 track systems – ALPHA track for children, prototypically realistic K track and the sturdy M track.

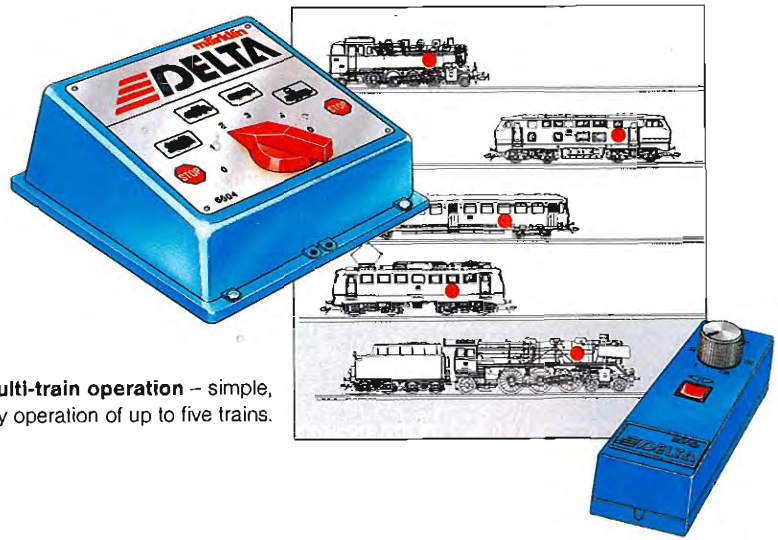


Center rail stud system – for easy-to-understand wiring and reliable electrical flow.

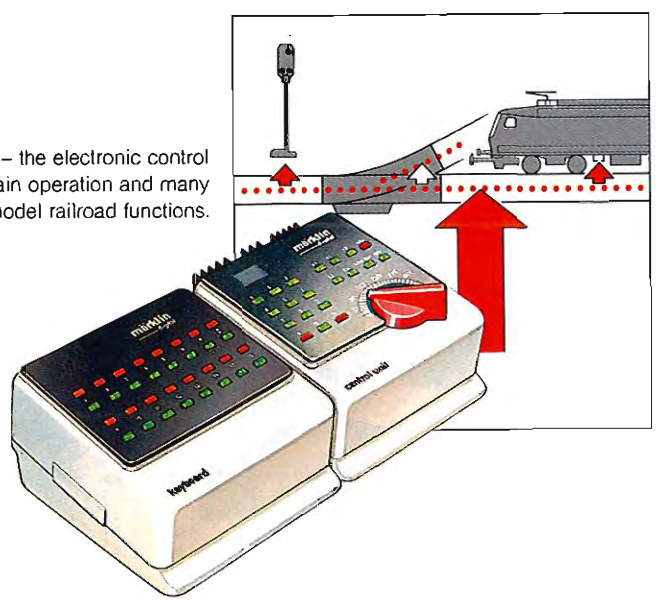
The Märklin HO System



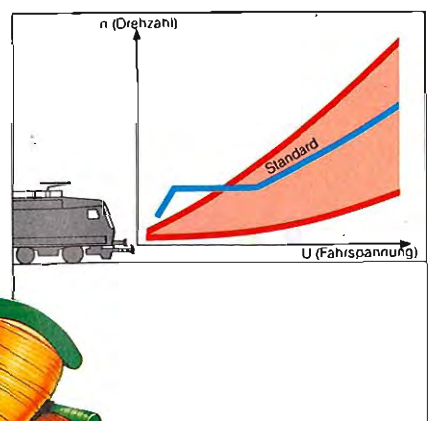
Catenary – fully functional for conventional multi-train operation.



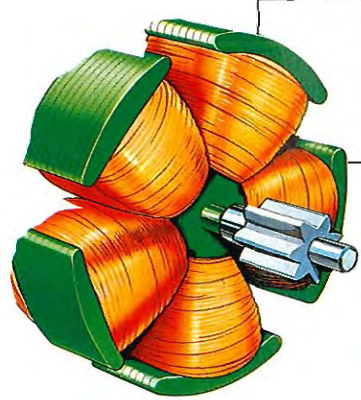
DELTA Multi-train operation – simple, easy operation of up to five trains.



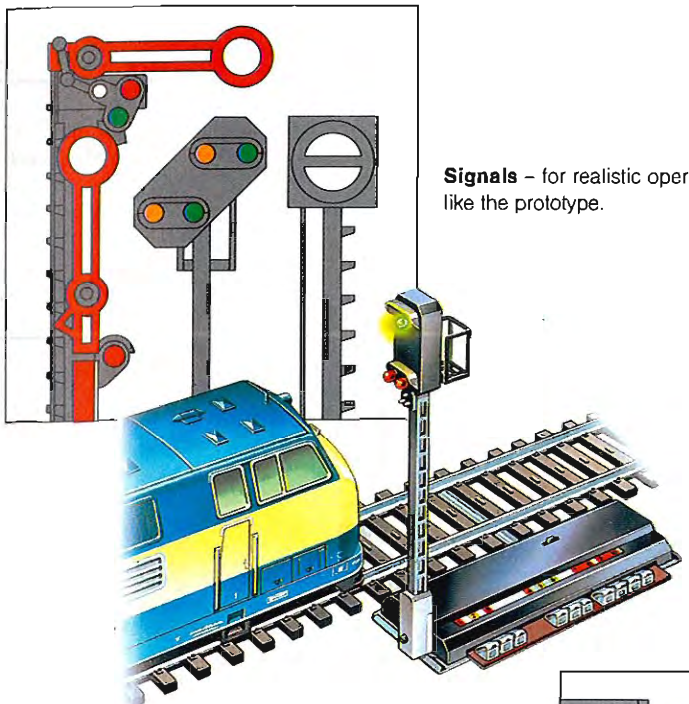
Märklin Digital – the electronic control system for multi-train operation and many model railroad functions.



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

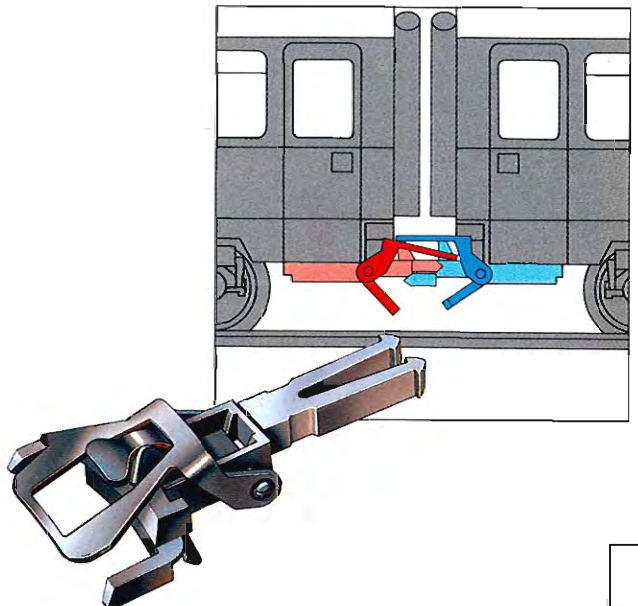


These drawings show the principles of the Märklin system.

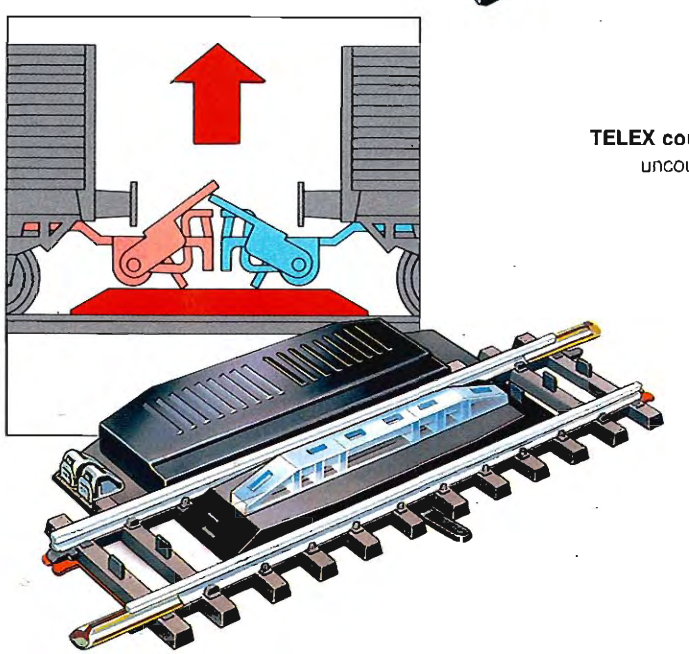


Signals – for realistic operations just like the prototype.

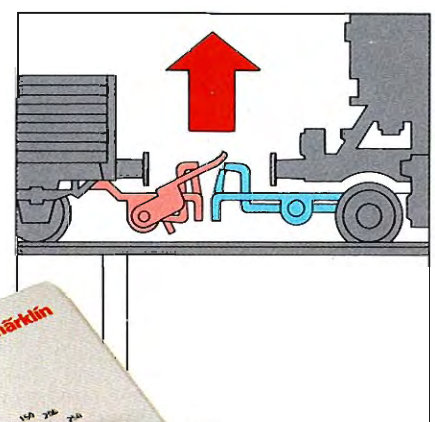
These drawings show the principles of the Märklin system.



Close couplers – for protoypically realistic close spacing between cars.



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



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



The small start

The entry into electric railroads turns out to be especially easy with the HOBBY assortment. The small starter set contains everything you need for getting started.



Perfect technology from Märklin (3-rail alternating current system) guarantees easy-to-understand wiring and reliable power flow. Simply unpack it, put the track together, wire it up and your railroad is ready to go.

Thanks to the large variety of models and accessories, there's nothing to stand in the way of expanding and of building a layout.

Everything goes together. Right from the start.



12x 5x 1x 2x

2905
130 x 78 cm
52" x 31"

HOBBY

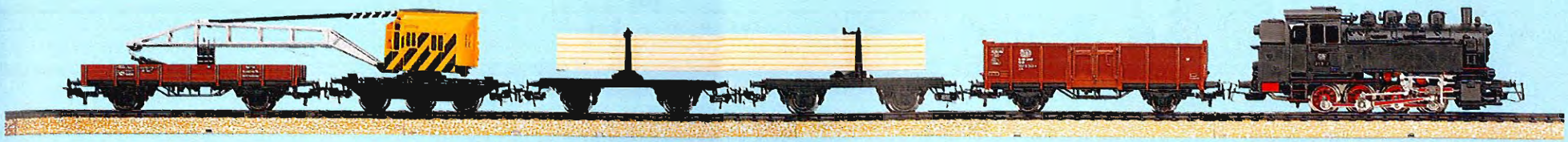
2905 230 volts
2907 110 volts
Freight Train Set with M Track Oval and Transformer. Contents: 1 no. 3000 German Federal Railroad class 89 tank locomotive, 1 no. 4413 dump car, 1 no. 4423 low side car, 1 no. 4430 gondola, 1 no. 4459 stake car, 12 no. 5100 curved track, 5 no. 5106 straight track, 1 no. 5111 feeder track, 1 no. 7262 bridge with 2 pillars, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with numerous tips and ideas. Can be expanded with the SET extension program (see page 25) or the entire M track program. Can be converted to Digital.

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

The layout accessories illustrated here are not included in the 2905/2907 starter set.

The large start

märklin
HO



HOBBY

In addition to the track planning kit and the illustrated instruction brochure included with the set, there are also separately available track plan books for getting started in the fascinating world of model railroading, and they have expert instructions for the construction of that first layout. In addition, you can plan your own layouts with the track planning stencils and transfer them with a pencil onto paper. There are extensive descriptions of these planning aids on pages 190/191..

2965 230 volts
2967 110 volts
Freight Train Set with M Track Layout and Transformer.
Contents: 1 no. 3032 German Federal Railroad class 81 tank locomotive, 1 no. 4465 gondola, 1 no. 4665 lumber car, 1 no. 4671 crane car with 1 no. 4423 low side car, 12 no. 5100 curved track, 11 no. 5106 straight track, 1 no. 5111 feeder track, 1 pair no. 5221 turnouts with hand levers, 2 no. 5206 curved track, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with numerous tips and ideas. Can be expanded with the SET extension program (see page 25) or the entire M track program. Can be converted to Digital.



2965/2967
184 x 76 cm
73" x 31"





1x 11x 1x 1x 2x 12x

The layout accessories illustrated here are not included in the 2965/2967 starter set.





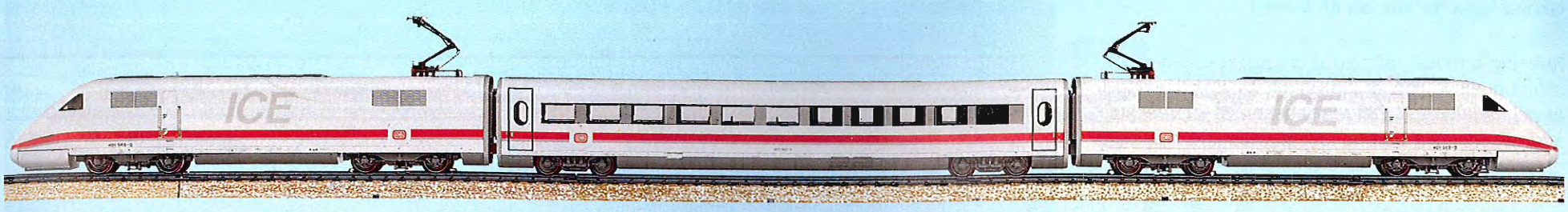
HOBBY

2976 230 volts

ICE Railcar Train with Large M Track Oval and Transformer. Contents: 1 ICE power car with motor, 1 ICE power car without motor, 1 intermediate car, 12 no. 5200 curved track, 13 no. 5106 straight track, 1 no. 5111 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for accessories. Can be expanded with the entire M track program. Can be converted to Digital.

The right start into the future

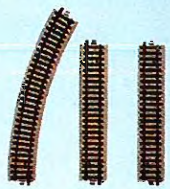
märklin HO



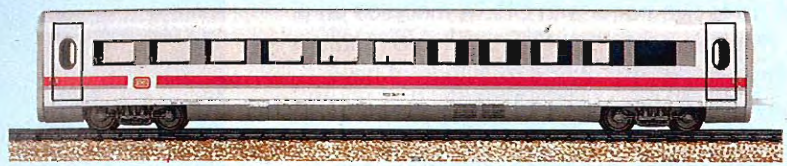


2976
218 x 92 cm / 86" x 37"



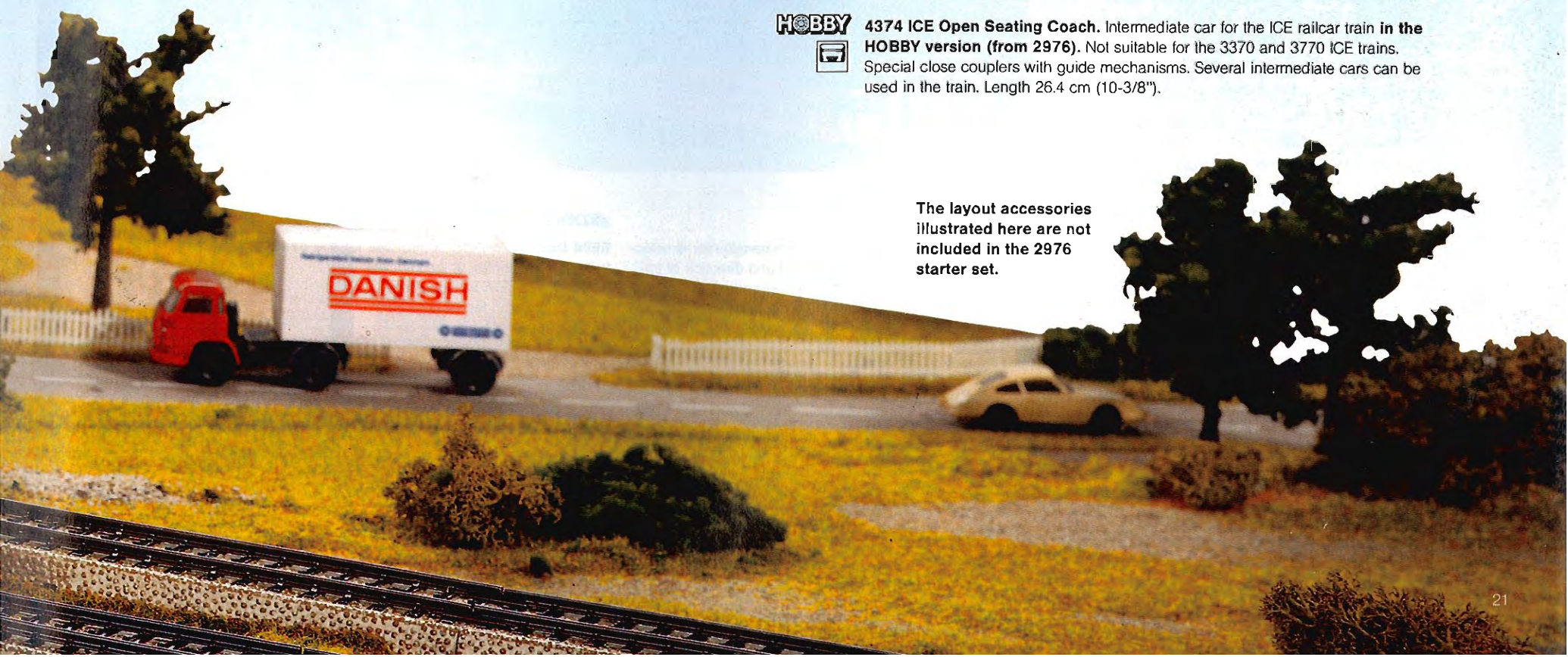


12x 13x 1x



HOBBY

4374 ICE Open Seating Coach. Intermediate car for the ICE railcar train **in the HOBBY version (from 2976).** Not suitable for the 3370 and 3770 ICE trains. Special close couplers with guide mechanisms. Several intermediate cars can be used in the train. Length 26.4 cm (10-3/8").



The layout accessories illustrated here are not included in the 2976 starter set.

DELTA Multi-train Operation

Green light for fun on all tracks

Running a model railroad is not just reenacting; it is first of all you as an individual creating the world of railroading. And that really becomes interesting and varied when several locomotives and trains are operated at the same time on the layout and are controlled independently of each other with respect to speed and direction.

The DELTA multi-train system makes it possible to operate up to five trains with DELTA modules on a layout. With this control system small and medium size layouts especially offer a multitude of new, additional play situations.

Installing the additional control unit is very easy – just as easy for the technically proficient father as for his ambitious offspring. No complicated wiring, simply plug the DELTA Control in between the transformer and the track – you're ready to go. A locomotive is selected with the knob on the DELTA Control, and the individual trains can already be making their runs around the layout independently of each other, controlled with the speed control knob on the transformer or with the additional DELTA Pilot hand controller.

The DELTA multi-train system is available for H0 as well as for 1 Gauge.



The locomotive to be operated at the transformer is selected at the DELTA Control. The speed and direction of travel can be changed at the transformer and only the locomotive that has been selected at the DELTA Control reacts to these settings. All other locomotives continue to operate at the speed and direction previously set for them. Four different types of locomotives (steam, diesel, electric locomotives and railcars) can be distinguished at the DELTA Control. In addition, the DELTA Control can be connected to the 6605 DELTA Pilot (see page 29) which can be used to control a fifth locomotive designed for it with a DELTA module. This fifth locomotive is also operated independently of the other locomotives. Digital locomotives can also be set for the addresses on the DELTA Control and controlled with it.

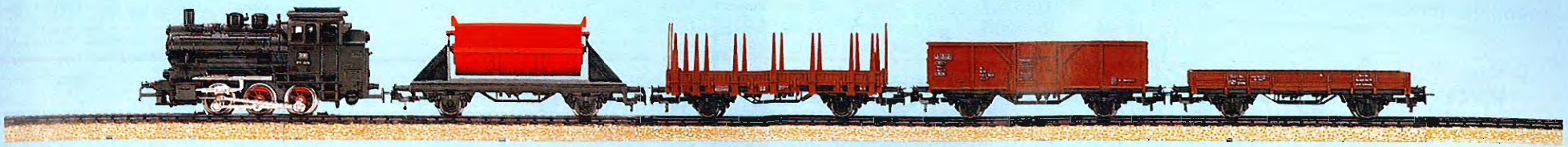
DELTA

6604 DELTA Control. Control unit for individual control of locomotives with built-in DELTA module. Easily installed between feeder track and transformer. Plastic housing. Dimensions 125 x 135 x 55 mm (4-15/16" x 5-5/16" x 2-3/16").



The small start

märklin
HO



DELTA

2915 230 volts
2916 110 volts
Freight Train Set with M Track Oval and Transformer.
Contents: 1 no. 3000 German Federal Railroad class 89 tank locomotive with built-in DELTA module, 1 no. 4413 dump car, 1 no. 4423 low side car, 1 no. 4430 gondola, 1 no. 4459 stake car, 12 no. 5100 curved track, 5 no. 5106 straight track, 1 no. 5111 feeder track, 1 no. 7262 bridge with 2 pillars, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with numerous tips and ideas. Can be expanded with the SET extension program (see page 25) or the entire M track program.

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

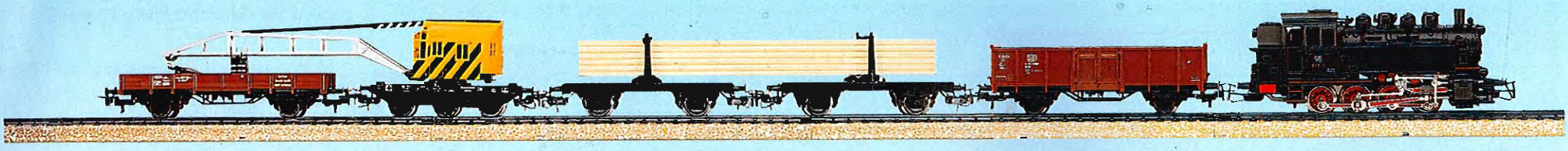


2915/2916
130 x 78 cm
52" x 31"

The layout accessories illustrated here are not included in the 2915/2916 starter set.



The large start



DELTA

2963 230 volts
2964 110 volts
Freight Train Set with M Track Layout and Transformer. Contents: 1 no. 3032 German Federal Railroad class 81 tank locomotive with built-in DELTA module, 1 no. 4465 gondola, 1 no. 4665 lumber car, 1 no. 4671 crane car with 1 no. 4423 low side car, 12 no. 5100 curved track, 11 no. 5106 straight track, 1 no. 5111 feeder track, 1 pair no. 5221 turnouts with hand levers, 2 no. 5206 curved track, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with numerous tips and ideas. Can be expanded with the SET extension program (see page 25) or the entire M track program.



1x 11x 1x 1x 2x 12x

2963/2964
184 x 76 cm
73" x 31"



The layout accessories illustrated here are not included in the 2963/2964 starter set.

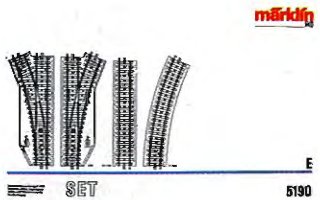
The practical way to expand

märklin HO

SET Extension Program
There are many possibilities for expanding the starter sets. With the SET extension program it's child's play to expand in steps to an extensive and large model railroad layout.

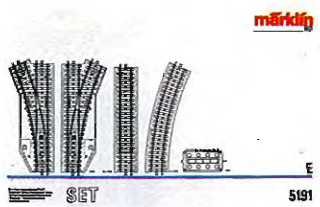
HOBBY DELTA

5190 E Extension Set. Contents: 10 no. 5106 straight track, 2 no. 5206 curved track, 1 pair no. 5221 turnouts with hand levers, instructions.



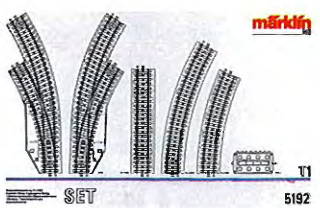
HOBBY DELTA

5191 E Extension SET. Contents: 10 no. 5106 straight track, 2 no. 5206 curved track, 1 pair no. 5202 electric turnouts, control box, distribution strip, plugs, sockets and wire, instructions.



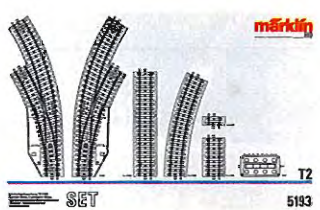
HOBBY DELTA

5192 T1 Double Track Set. Contents: 6 no. 5106 straight track, 2 no. 5100 curved track, 6 no. 5200 curved track, 1 pair no. 5140 electric curved turnouts, control box, distribution strip, plugs, sockets and wire, instructions.



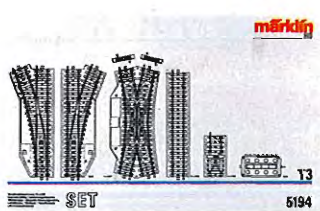
HOBBY DELTA

5193 T2 Station Track Set. Contents: 6 no. 5106 straight track, 2 no. 5129 straight track, 1 no. 5210 straight track, 2 no. 5100 curved track, 1 pair no. 5140 electric curved turnouts, control box, distribution strip, plugs, sockets and wire, instructions.



HOBBY DELTA

5194 T3 Yard Track Set. Contents: 9 no. 5106 straight track, 1 pair no. 5202 electric turnouts, 1 no. 5207 double slip switch, 4 no. 7190 track bumpers, control box, distribution strip, plugs, sockets and wire, instructions.

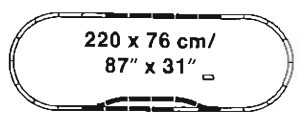


The 2905/2907 (Page 18) and 2915/2916 (Page 23) starter sets can be expanded in steps:

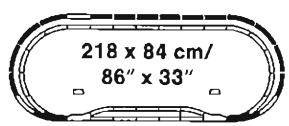
2905/2915



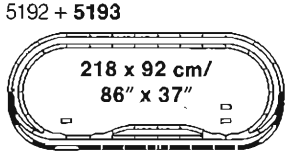
2905/2915 + **5190/5191**



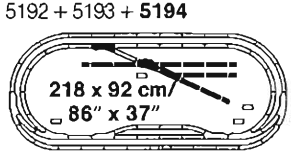
2905/2915 + 5190/5191 + **5192**



2905/2915 + 5190/5191 + 5192 + **5193**

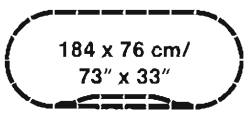


2905/2915 + 5190/5191 + 5192 + 5193 + **5194**

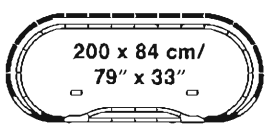


The 2963/2964 (Page 24) and 2965/2967 (Page 19) starter sets can be expanded in steps:

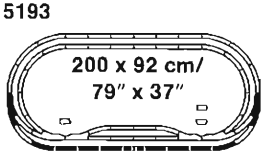
2963/2965



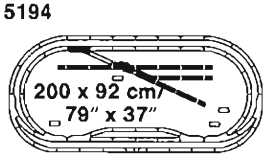
2963/2965 + **5192**



2963/2965 + 5192 + **5193**

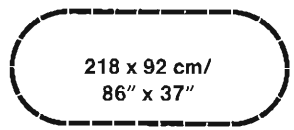


2963/2965 + 5192 + 5193 + **5194**

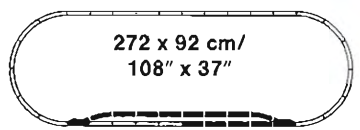


The 2976 starter set (see page 21) can be expanded in steps:

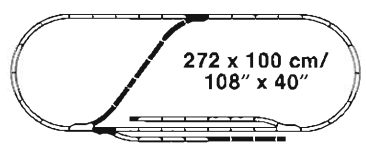
2976



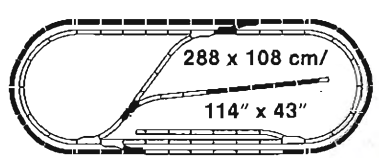
2976 + **5191**



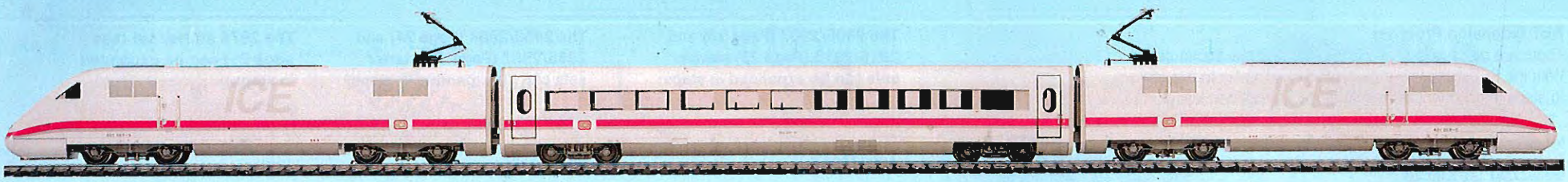
2976 + 5191 + **6x5106 + 1x5107 + 2x5200 + 1x5202 + 2x7190**



2976 + 5191 + 6x5106 + 1x5107 + 2x5200 + 1x5202 + 2x7190 + **17x5106 + 4x5107 + 4x5109 + 12x5200 + 2x5202**



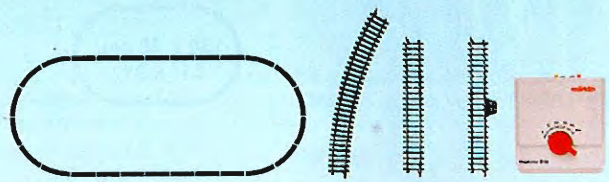
The right start into the future



DELTA **2986** 230 volts

ICE Railcar Train with Large K Track Oval and Transformer.

Contents: 1 ICE power car with built-in DELTA module, 1 ICE power car without motor, 1 intermediate car, 12 no. 2231 curved track, 13 no. 2200 straight track, 1 no. 2290 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for accessories. Can be expanded with the entire K track program.



2986
215 x 89 cm/85″ x 36″

12x **13x** **1x**

DELTA **2977** 230 volts

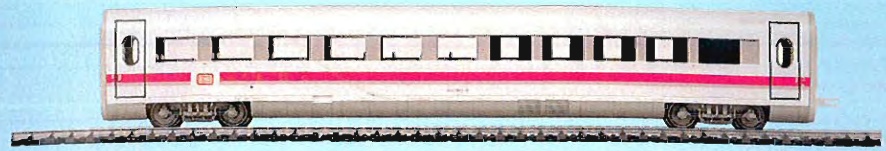
ICE Railcar Train with Large M Track Oval and Transformer.

Contents: 1 ICE power car with built-in DELTA module, 1 ICE power car without motor, 1 intermediate car, 12 no. 5200 curved track, 13 no. 5106 straight track, 1 no. 5111 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for accessories. Can be expanded with the entire M track program.



2977
218 x 92 cm/86″ x 37″

12x **13x** **1x**



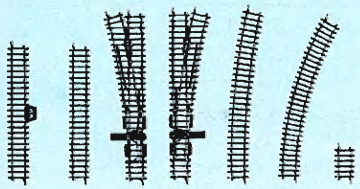
DELTA **4374 ICE Open Seating Coach.**
Intermediate car for the ICE railcar train **in the DELTA version (from 2977 and 2986).** Not suitable for the 3370 and 3770 ICE trains. Special close couplers with guide mechanisms. Several intermediate cars can be used in the train. Length 26.4 cm (10-3/8″).

The layout accessories illustrated here are not included in the 2977 and 2986 starter sets.

The professional start







1x 15x 1x 1x 2x 12x 2x





2983
232 x 88 cm/92" x 35"

DELTA

2983 230 volts
Freight Train with Large K Track Layout and Transformer.
Contents: 1 no. 3374 German Federal Railroad class 216 general purpose diesel hydraulic locomotive. With built-in DELTA module, 1 no. 4460 tilt roof boxcar, 1 no. 4473 low side car, 1 no. 4690 gondola, 1 no. 4710 boxcar, 12 no. 2231 curved track, 15 no. 2200 straight track, 2 no. 2202 straight track, 1 pair no. 2271 turnouts with hand levers, 2 no. 2274 curved track, 1 no. 2290 feeder track, track planning kit, 32 watt transformer with stepless speed control and connections for electric accessories. Illustrated instruction booklet with track plans for introduction into setup and operating the model railroad layout. Can be expanded with the entire K track program.

The layout accessories illustrated here are not included in the 2983 starter set.



6603 DELTA Module.
Electronic component for converting conventional Marklin H0 locomotives to the DELTA multi-train control system. Locomotives with the Märklin flat or drum-style commutator motors can be converted. Trains can operated with conventional transformer, DELTA Control or Märklin Digital. Electronic direction reversing. Locomotive headlights change over with the direction of travel. Headlights on when locomotive is in motion. Dimensions 36 x 21 x 4 mm (1-7/16" x 13/16" x 1/8").

The manufacturer warranty is covered only whe the DELTA module is installed by an authorized Märklin dealer.

The possibilities for converting Märklin H0 locomotives to the DELTA multi-train control system can be found in the table "Spare Parts for Locomotives" (pages 91–96).



6605 DELTA Pilot.
Hand controller for connection to the DELTA Control. With this hand controller a digital locomotive can be controlled simultaneously and independently of the 4 locomotive types on the DELTA Control. The digital locomotive must be set for an address of "80". Rotary knob for speed control. Direction reversing with push button. Plastic housing. Dimensions 39 x 100 x 40 mm (1-17/32" x 4" x 1-9/16").

The locomotives illustrated here are equipped at the factory with a DELTA module and are available at your dealer:

Item	Description	Complete description on page
3326**	NS class 1700 electric locomotive	77
3331	DB class 140 electric locomotive	63
3351**	SBB class Ae 3/6^{III} electric locomotive	73
3363	SNCB class 16 four-system electric locomotive	76
3374	DB class 216 general purpose diesel hydraulic locomotive	53
3393*	DRG class 52 freight locomotive with "tub style" tender	42
3395	DB class 003 express locomotive with tender	45
3396	DB class 86 tank locomotive	35
3404*	DB RAG class 80 tank locomotive	34
3413*	SNCF class 131 TA tank locomotive	180
3415*	DB class 52 freight locomotive with "tub style" tender	43
3423*	LSE class T 141 "Wismar" railbus	78
3424*	NS class 1100 electric locomotive	182
3428	DB class 515 storage battery powered railcar	79
3430	SBB class Re 4/4^{IV} electric locomotive	73
3441*	DR class 143 "White Lady" electric locomotive	70
3446*	DB class 236 diesel hydraulic locomotive	51
3451*	SBB class 460 "Märklin" electric locomotive	75
3458*	ÖBB class 1043 general purpose locomotive	77
3464	DB class 361 diesel hydraulic switch engine	50
3467*	SNCB class 55 general purpose diesel electric locomotive	180
3468*	CFL class 1800 general purpose diesel electric locomotive	181
3469*	DRG class E 19 express locomotive	61
3473*	DB class 211 general purpose diesel hydraulic locomotive	50
3474*	SECO/DG class 133 general purpose diesel hydraulic locomotive	181
3476*	DB class 610 diesel railcar train	80
3489*	DRG class 03.10 streamlined express locomotive with tender	41
3496*	DRG class 96 heavy tank locomotive	39
83307*	K.W.St.E. class T 18 tank locomotive	36
83443*	"Deutsche Bahn AG" class 143 electric locomotive	71
83463*	SBB class 460 "AGFA" electric locomotive	138
83496*	DRG class 96 heavy tank locomotive	38

* New Item for 1994
** New Version for 1994


V



Locomotives

Heavy Units . . .

. . . that's what many Märklin H0 locomotives are. The classic raw materials of diecast metal and metal are extensively processed on a large scale; you're holding genuine, high-class workmanship in your hands.

This year Märklin is bringing especially heavy pieces into action, because the Borsig locomotive is getting company. The classes 96 and 52, presented for the first time at the Nürnberg Toy Fair, are being added to our program now.

But these are only a few examples of our new items. They are all heavy and, if you like, they can all be especially realistic to control: with a digitally monitored, high-efficiency motor. This means more, however, than just choosing the speed; we talking here chiefly about realistic locomotive performance: by means of the acceleration and braking delay as well as the control of the motor when ascending and descending grades.

Numbering System for Märklin Locomotives

Märklin H0 locomotives are offered with different versions of technical equipment. The first two digits of a locomotive's item number are a guide to the type of technical equipment included in it.

Depending on the number group, locomotives will have the proven mechanical reverse unit (ex. locomotives from the HOBBY assortment), a supplemental circuit plate, a fully electronic reverse unit or a DELTA module (33 . . /34 . . locomotives), the conventional high-efficiency propulsion system (35 . . locomotives), the digital decoder (36 . . locomotives) or the digital high-efficiency propulsion system (37 . . locomotives).

Locomotives equipped with the appropriate Märklin digital decoder for H0 two-rail DC layouts can be found in the 38 . . number group. Locomotives in the 83 . . number group are intended for conventional two-rail DC operation.

The tables next to this text show possible uses and special features for the different variations in technical equipment:

Conventional Operation

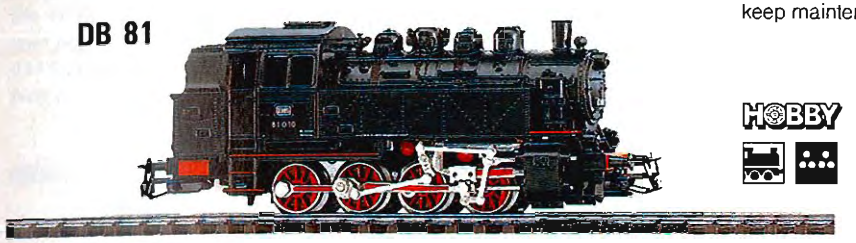
Item Group	Mechanical Reverse Unit	Electronic Reverse Unit	Acceleration Delay	Adjustable Maximum Speed
30 . . / 31 . .	*	-	-	-
33 . . / 34 . .	-	*	-	-
35 . .	-	*	*	*
36 . .	-	*	-	-
37 . .	-	*	*	*
38 . . [1]	-	*	*	-
83 . . [1]	-	-	-	-

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

Digital Operation

Item Group	Controlled Function	Load-dependent Control	Deceleration Delay	Acceleration Delay	Adjustable Maximum Speed
30 . . / 31 . .	-	-	-	-	-
33 . . / 34 . .	-	-	-	-	-
35 . .	-	-	-	-	-
36 . .	1	-	-	-	-
37 . .	1	*	*	*	*
38 . .	1	-	*	*	-
83 . .	-	-	-	-	-

DB 81



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

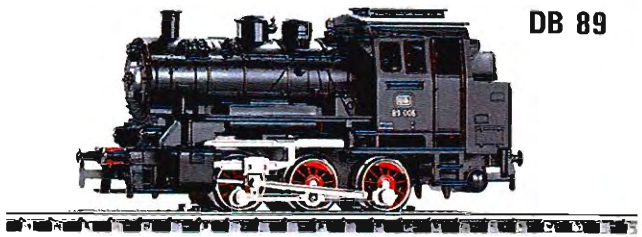
HOBBY

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

HOBBY

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

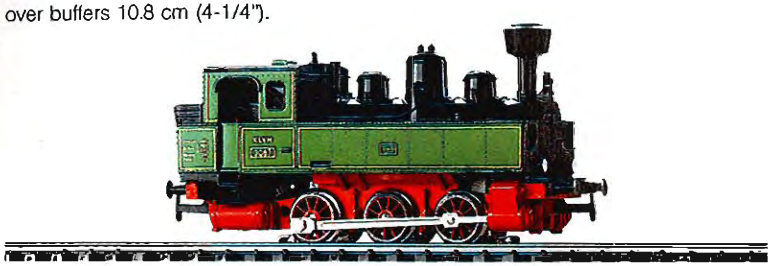
DB 89



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

HOBBY

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



T 12

The appropriate passenger cars for the Prussian class T 12 tank locomotive can be found as Car Set 4035 on page 100.



After four prototypes in the year 1902 the Prussian State Railways purchased a total of 970 of these first superheated steam tank locomotives from 1905 to 1921. The class T 12 was designed for passenger traffic and was used in large numbers on the Berlin Metropolitan, Ring and Suburban Railroads.

HOBBY N

3103 Tank Locomotive.
Royal Prussian Railroad Administration (KPEV) class T 12. 3 axles powered. 2 traction tires. Coupler hook with advance uncoupler front, RELEX coupler rear. Length over buffers 13.5 cm (5-5/16").

Steam Locomotives

PtL 2/2



Starting in 1908 the Royal Bavarian State Railroad (K.Bay.Sts.B.) purchased small, two-axle class PtL 2/2 tank locomotives. These units were suitable for single man operation due to their semi-automatic, self-feeding fireboxes. This locomotive became known under the name "Glaskasten" ("Glass Box") because the cab was built around the boiler. On the German State Railroad, Bavarian Group Administration, the locomotives bore the lettering "Bayern", like the model 3686. This Glass Box operated in the region of Swabia between Gundelfingen and Sontheim and thus linked the Bavarian Danube Railroad with the Württemberg route from Aalen to Ulm.

3686 "Glaskasten" Small Tank Locomotive. PtL 2/2 of the former German State Railroad Company (DRG), Group Administration Bavaria, Schwaben District. Metal inner boiler. Miniature high efficiency motor. 2 axles powered. 1 traction tire. Digital decoder in special version with permanently set address. Headlights digitally controlled. Length over buffers 8.0 cm (3-1/8").

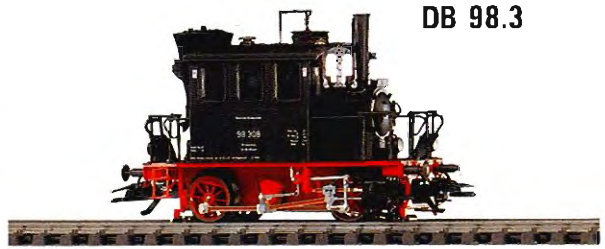
This locomotive is a cooperative project with the TRIX Company, Nürnberg, Germany.

3387 Lightweight Tank Locomotive "Glaskasten" ("Glass Box"). German Federal Railroad class 98. 3 Metal inner boiler. Miniature, high-efficiency motor. 2 axles powered. 1 traction tire. Electronic reverse unit. Close couplers interchangeable with special, current-conducting couplers included with the unit for supplying power to train lighting. Length over buffers 8.0 cm (3-1/8").

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

The appropriate branchline cars for this locomotive are the 4301, 4302 and 4303 (see page 106). They are equipped with lights and can receive their power from the locomotive by means of special, current-conducting couplers.

DB 98.3



Digital locomotives can also be run on conventional layouts.

DB 80



3304 Tank Locomotive. German Federal Railroad class 80. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 11.1 cm (4-3/8").

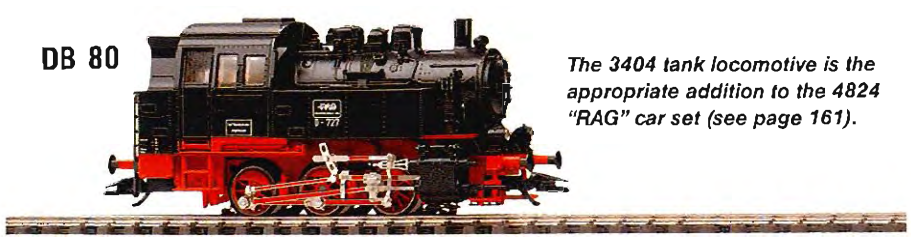
3704 Same as 3304, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

The model 3704 of the German Federal Railroad class 80 makes it possible to have specially realistic switching action in model railroad operations. The individually adjustable acceleration rate and maximum speed enable you to gently put groups of cars together just as is done in the prototype. In addition, this model features outstanding detailing.

3404 Tank Locomotive. German Federal Railroad class 80 in Ruhrkohle AG (RAG) version. With built-in DELTA module. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 11.1 cm (4-3/8").

The 3404 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

DB 80



The 3404 tank locomotive is the appropriate addition to the 4824 "RAG" car set (see page 161).

This locomotive goes particularly well with the 4200-4203 Prussian compartment cars (see page 104), but also with the postwar 4317-4319 rebuilt cars (see page 112).



DB 74

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

HOBBY

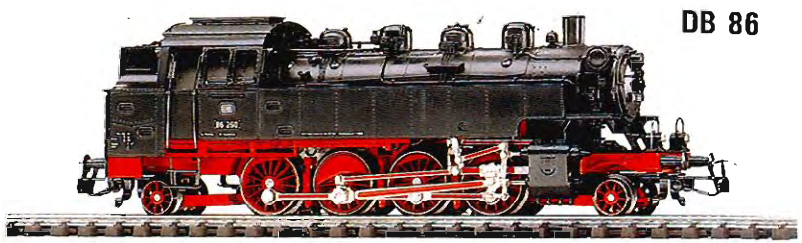
3095 Tank Locomotive. German Federal Railroad class 74. 3 axles powered. 2 traction tires. Coupler hooks with preuncoupler on front, RELEX coupler on the rear. Length over buffers 13.5 cm (5-5/16").

In prototype operation these locomotives could be seen chiefly on branchlines in the Mittelgebirge region, but they also held their own quite well on main lines due to their maximum speed of 80 km/h (50 m.p.h.).

3096 Tank Locomotive. German Federal Railroad class 86. 4 axles powered through side rods. 2 traction tires. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 15.8 cm (6-5/8").

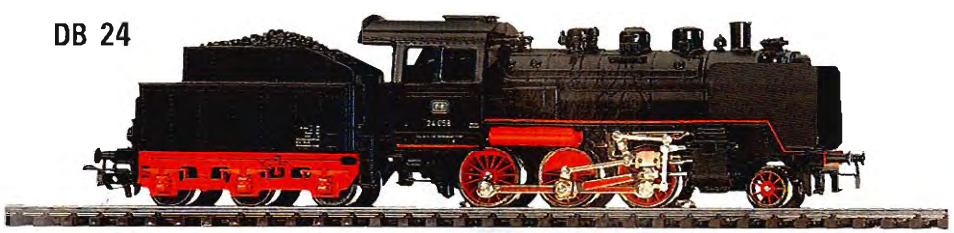
3396 Same as 3096, but with built-in DELTA module. Electronic reverse unit. Coupler hooks with preuncoupler.

3696 Same as 3096, but in Digital version. TELEX couplers digitally controlled.



DB 86

DB 24



The class 24 locomotive with tender was built for passenger service on branchlines of the German State Railroad. Two of this locomotive have returned after the end of the steam locomotive era in the Federal Republic of Germany and have been used often to haul steam excursion trains. Railroad enthusiasts have given it the nickname "Steppenpferd" ("Prairie Pony").

HOBBY

3003 Passenger Locomotive with Tender. German Federal Railroad class 24. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on tender. Length over buffers 20.0 cm (7-7/8").

With the Prussian P 8 the designer Robert Garbe defined the basic features of German standard design locomotives in 1905. This locomotive was considered indestructible and was used all over Central Europe well into the 1970s. It pulled passenger trains of all types, from suburban commuter trains to the "Rheingold".

HOBBY

3099 Passenger Locomotive with Tender. German Federal Railroad class 038. 3 axles powered. 2 traction tires. Coupler hook on front, RELEX coupler on tender. Length over buffers 21.8 cm (8-9/16").

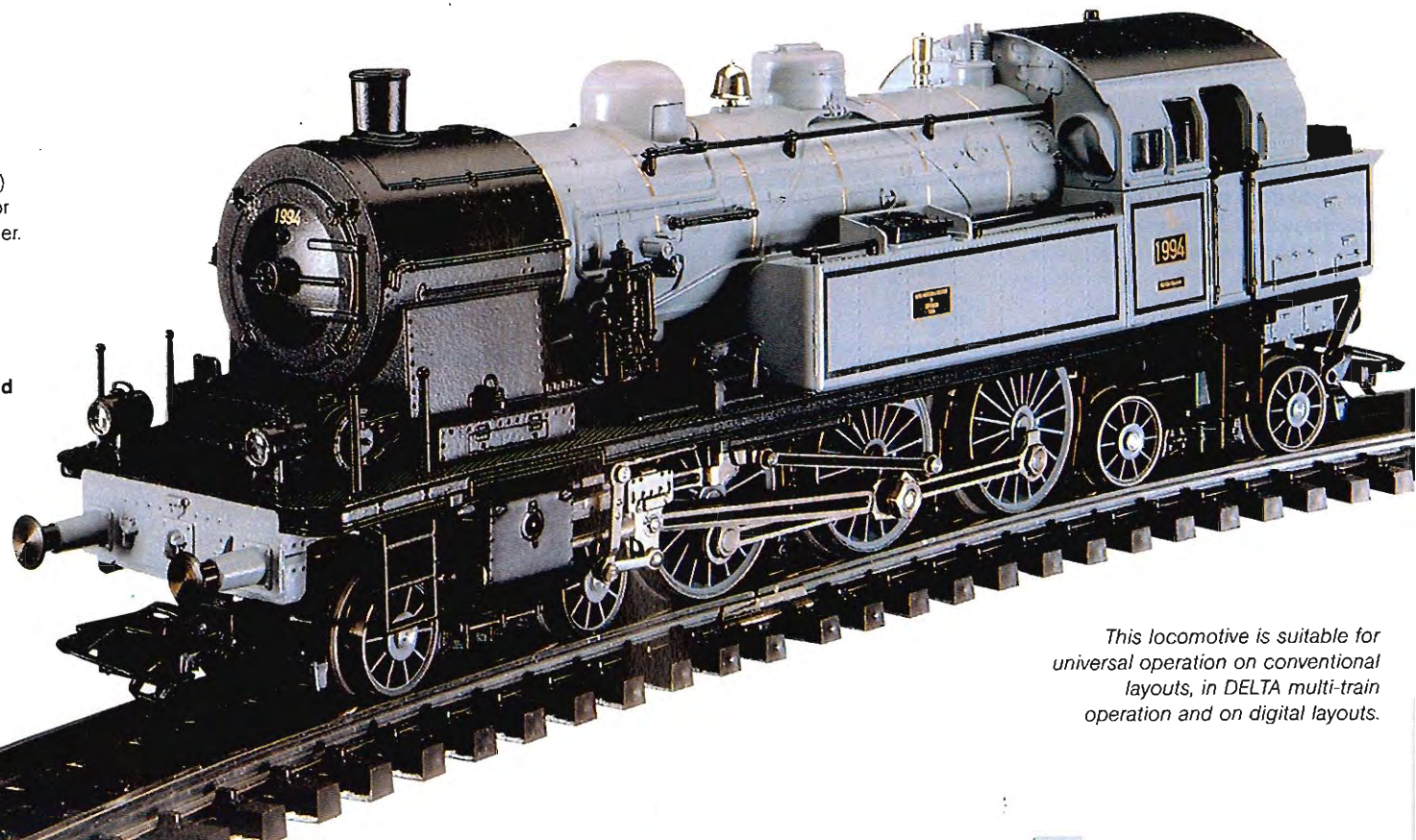


DB 038

Steam Locomotives

83307 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 18 as Märklin Museum locomotive for 1994. With built-in DELTA module. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 16.9 cm (6-5/8").

The 83307 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.



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

These museum cars are all waiting for their locomotive.



1985* 1986* 1987* 1988* 1989*



1990* 1991* 1992* 1993* 1994

*No longer available at the Märklin Museum.

The Royal Prussian Railroad Administration class T 18 tank locomotive pulled fast passenger trains over relatively short routes. It was here that they could best show off their maneuverability and the ability to run equally fast forward and reverse. These locomotives mark the beginning of modern commuter traffic in Germany. They were in wide use all over Europe.

3305 Tank Locomotive.
Royal Prussian Railroad Administration (KPEV) class T 18. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 16.9 cm (6-5/8").



T 18

K.W.St.E. T 18



The T 18 also came to the Royal Württemberg State Railways, where it enlivened the rail scene in brighter colors than the Prussian version.

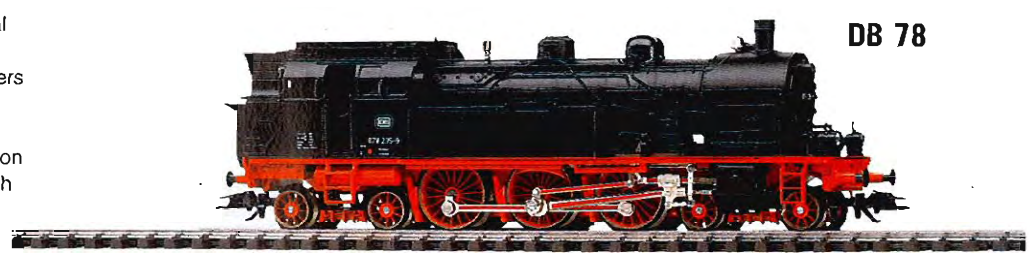
In conjunction with the Württemberg passenger cars, it can also protect fast regional traffic on layouts with themes from Southwest Germany.

3307 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 18. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 16.9 cm (6-5/8").

The German Federal Railroad class 78 came out of the Prussian T 18. It was used chiefly for passenger trains in regional traffic and could operate equally fast in forward or reverse. This made push/pull commuter traffic possible with it. In fact, railroad historians praise the design as one of the most robust. The first locomotive was built in 1912. In 1970 there were still 17 units in service on the German Federal Railroad.

3306 Tank Locomotive.
German Federal Railroad class 78. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 16.9 cm (6-5/8").

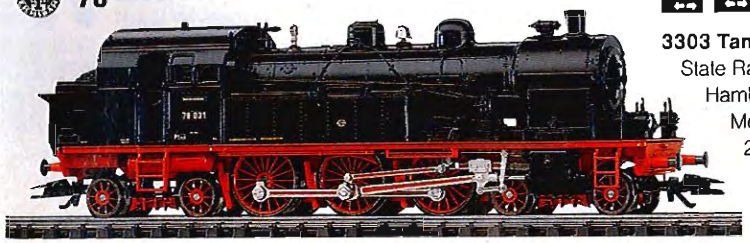
HAMO **8306** Same as 3306, but in HAMO version for 2-rail DC systems. Coupler hooks with preuncoupler at both ends.



DB 78

Steam Locomotives

78



3303 Tank Locomotive. Former German State Railroad Company (DRG) class 78. Hamburg Metropolitan Railroad version. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 16.9 cm (6-5/8").

3703 Same as 3303, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

The 3303/3703 tank locomotive can be used with the 4307, 4308, 4309 double compartment cars (see page 101) in the Hamburg Metropolitan Railroad version.

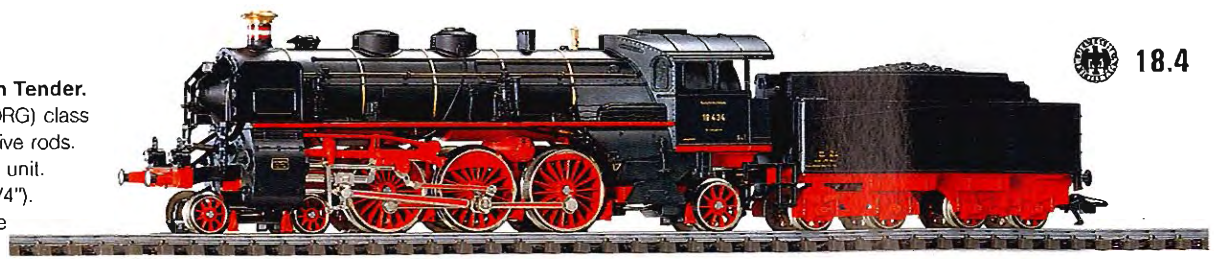
The German State Railroad elevated several of the class 18.4 locomotives for the "Rheingold" international luxury train. The appropriate salon cars for a "Rheingold" train are available as a complete set, no. 4228. This car sel consists of four salon cars and a baggage car.

3618 Same as 3318, but in digital version. Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 24).

The appropriate salon cars for the "Rheingold" train are available as a complete set, no. 4228 (see pages 110/111). This car set consists of four salon cars and a baggage car.

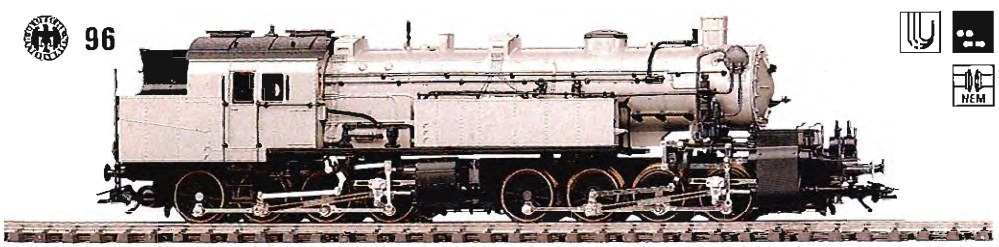
3318 Express Locomotive with Tender. Former German State Railroad (DRG) class 18.4. 3 axles powered through drive rods. 2 traction tires. Electronic reverse unit. Length over buffers 24.9 cm (9-3/4"). Equipped for installation of smoke generator (Seuthe no. 20).

18.4



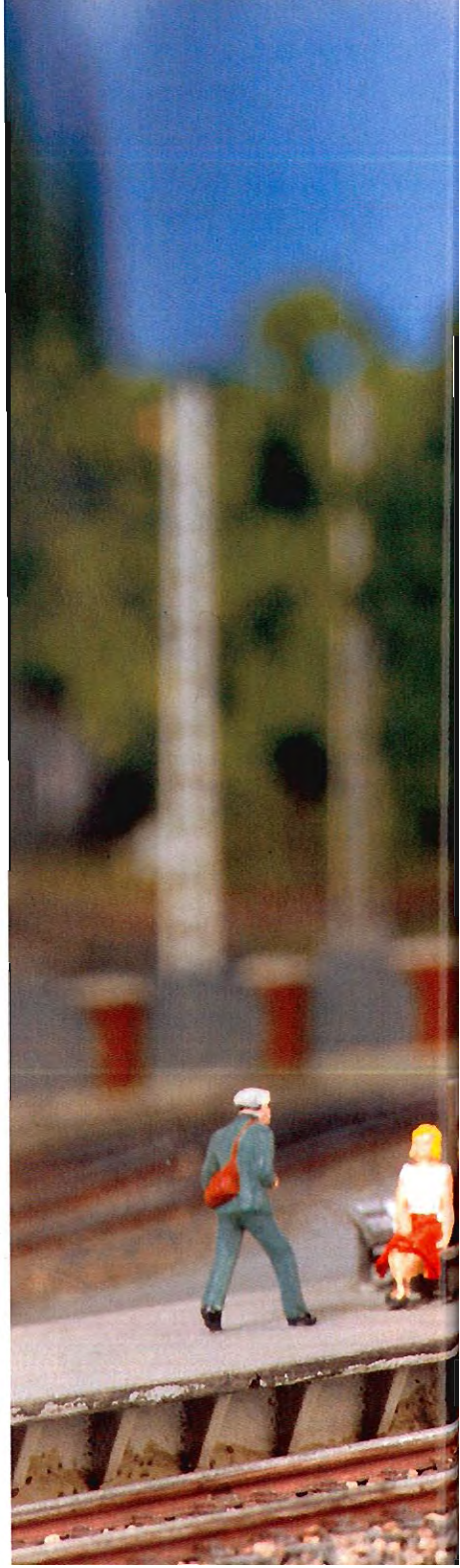
This locomotive is suitable for universal operation on conventional layouts, in DELTA multi-train operation and on digital layouts.

96



83496 Heavy Tank Locomotive. Former German State Railroad Company (DRG) class 96. With built-in DELTA module. With metal body with protective coating. 4 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 20.3 cm (8").

The 83496 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.



The Bavarian State Railways placed the first 15 class Gt 2x4/4 Mallet locomotives in service from 1913 to 1915 for use on the three steeply graded routes Laufach-Heigenbrücken, Steinbach-Probstzella and from Neuenmarkt-Wirsberg to Marktschorgast. At the time these were the largest and most powerful tank locomotives in Europe. The rear high-pressure group of driving wheels was mounted in a fixed wheelbase frame, the front low-pressure group of driving wheels was designed as a truck assembly. From 1922 to 1924 the German State Railroad acquired another 10 locomotives in a more powerful version as class 96 for use by the Bavarian Group Administration.

96

3496 Heavy Tank Locomotive.
Former German State Railroad Company (DRG) class 96. With built-in DELTA module.
4 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Length over buffers 20.3 cm (8").

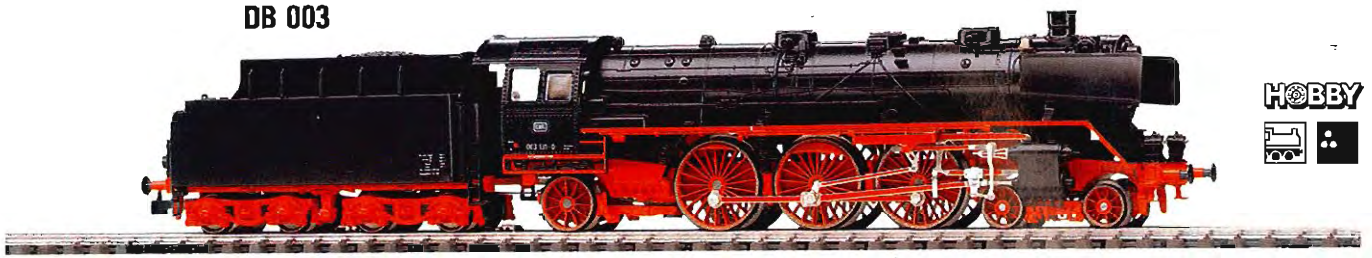
3796 Same as 3496, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

8396 Same as 3496, but in HAMO version for 2-rail DC systems.
One-time series in 1994.

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

Steam Locomotives

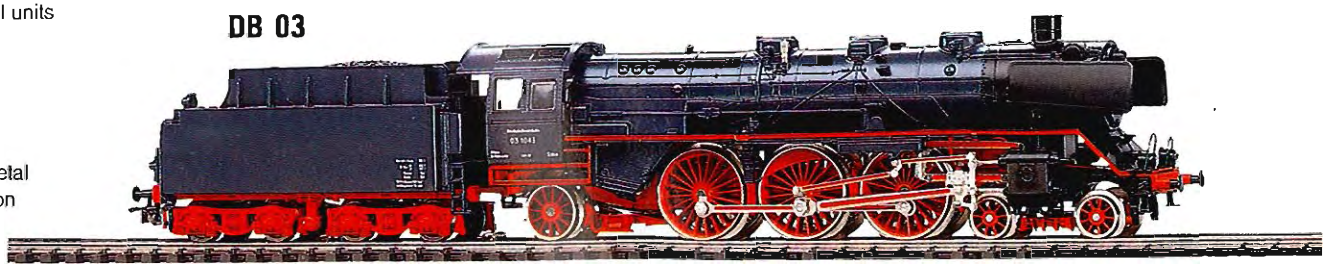
DB 003



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

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

DB 03



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

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

Around 1920 the Württemberg class C express locomotives, the later class 18.1, were given a standard black paint scheme. The richly detailed, all-metal model reflects this status.

18.1



3514 Express Locomotive with Tender.
Former German State Railraod (DRG) class 18.1. High reduction bevel gear drive, will not lock up. Seven-pole, high-efficiency Faulhaber motor with special high-efficiency control electronics. 3 axles powered through drive rods. 2 traction tires. Electronic reverse unit. Headlight with maintenance-free LED's. Permanent close coupling between locomotive and tender. Length over buffers 23.7 cm (9-5/16").

In the years 1939 to 1941 the German State Railroad (DR) ordered 60 class 03[10] express steam locomotives. These three-cylinder units were given a streamlined fairing with enclosed or open wheel skirting. The Märklin model's prototype is a locomotive with open skirting. The dark gray livery is a departure from the usual black color for steam locomotives and follows the regulations for painting streamlined steam locomotives.

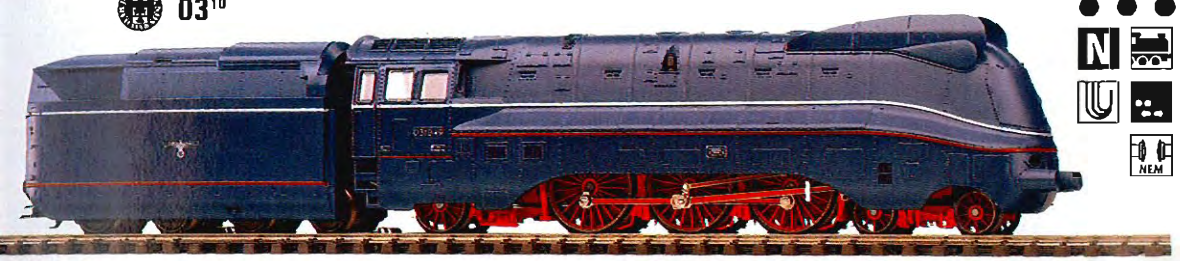
3391 Streamlined Express Locomotive with Tender. Former German State Railroad Company (DRG) class 03.10 3 axles powered through side rods. 2 traction tires. Electronic reverse unit. Length over buffers 27.4 cm (10-3/4"). Equipped for installation of 7226 smoke unit.

3791 Same as 3391, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11).

03[10]



03[10]



3489 Streamlined Express Locomotive with Tender. Former German State Railroad Company (DRG) class 03.10. With built-in DELTA module. 3 axles powered through side rods. 2 traction tires. Electronic reverse unit. Length over buffers 27.4 cm (10-3/4"). Equipped for installation of 7226 smoke unit (conventional operation) or Seuthe smoke unit no. 11 (DELTA/Digital operation).

3789 Same as 3489, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11).

The 3489 and 3789 locomotives are being produced in a one-time series only in 1994 and are already sold out at the factory. Your dealer has already placed orders for this unit.

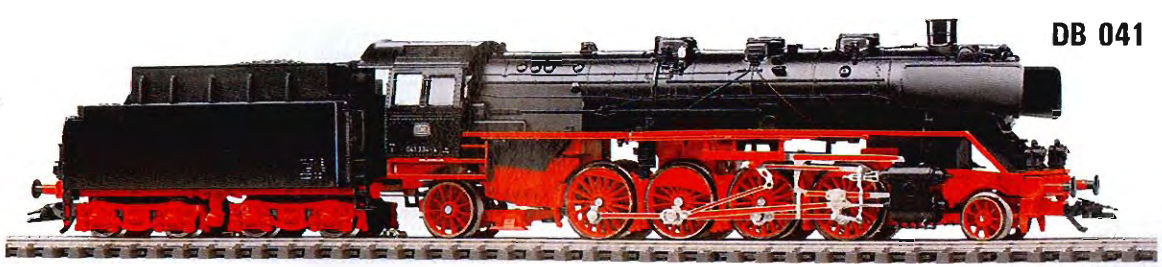
In 1936 the Berlin Maschinenbau AG Schwartzkopff delivered the first class 41 fast freight locomotives. These units proved themselves as general purpose locomotives for medium size trains. Between 1936 and 1941 a total of 366 locomotives of this class came into being, of which most were acquired after the war by the Germany Federal Railroad and the German State Railroad.

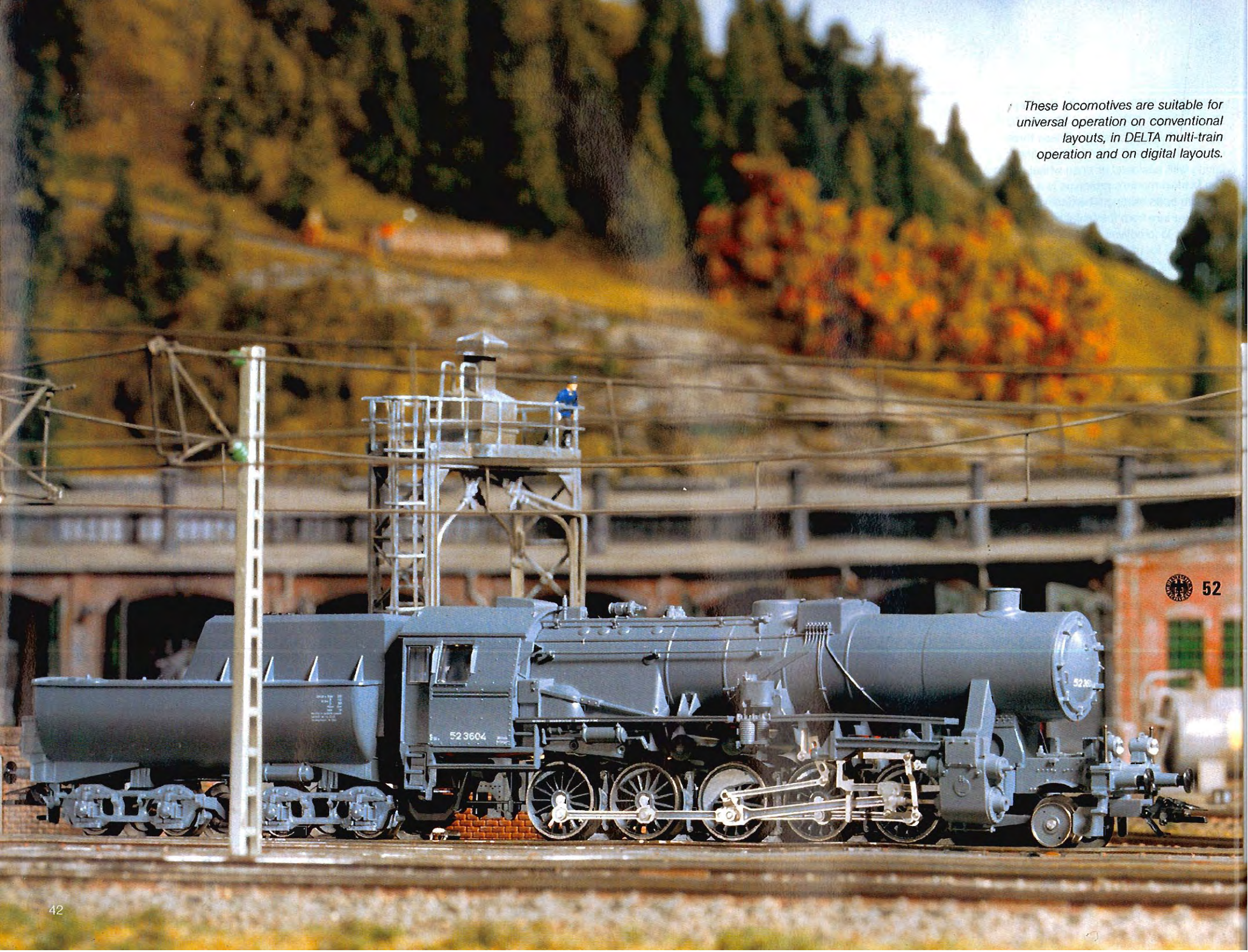
3392 Freight Locomotive with Tender. German Federal Railroad (DB) class 041. Metal boiler. 4 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Standard coupler pocket on the front. Length over buffers 27.5 cm (10-13/16"). Equipped for installation of 7226 smoke generator.

3792 Same as 3392, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11)

The class 03, 003 and 041 locomotives have been newly reworked as HO models 3397, 3395/3795, and 3392/3792 (see page 45). In addition to changes to the tooling for the boiler with separately applied smokebox door and numerous details, the new frame has been equipped with fine driving wheels, detailled pilot and trailing trucks, filigree valve gear designs and many other details. In the tender there is a triple headlight in addition to the modern electronic circuits and there is also a standard coupler pocket with close coupler.

DB 041





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

52

Steam Locomotives

märklin HO

Due to war-related limitations and the increasing difficulties in obtaining raw materials, the building of the class 50 was stopped in 1942. The class 52 came into being as a simplified version. With the 6,161, mostly gray units delivered from 1942 to 1945, this class became the German class of locomotive built in the largest numbers. Another 86 units were built from 1945 to 1951 for the German Federal Railroad, which retired its last units with Witte smoke deflectors and the characteristic tub-style class 2'2' T 30 tender in June of 1963.

3393 Freight Locomotive with Tub-Style Tender. Former German State Railroad Company (DRG) class 52. With built-in DELTA module. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Length over buffers 26.7 cm (10-3/8"). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

3793 Same as 3393, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

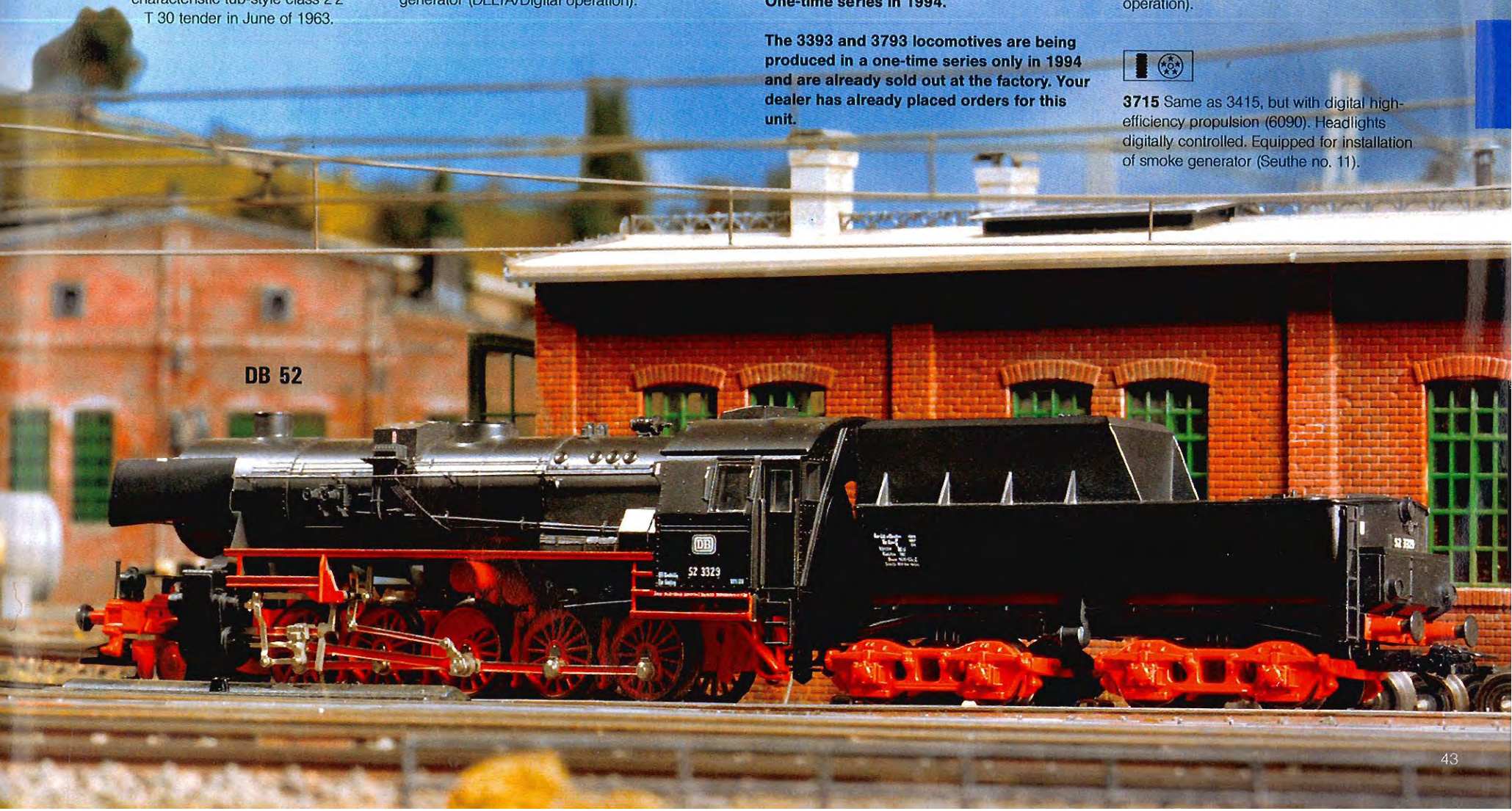
HAMO

8393 Same as 3393, but in HAMO version for 2-rail DC systems.
One-time series in 1994.

The 3393 and 3793 locomotives are being produced in a one-time series only in 1994 and are already sold out at the factory. Your dealer has already placed orders for this unit.

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

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



Steam Locomotives

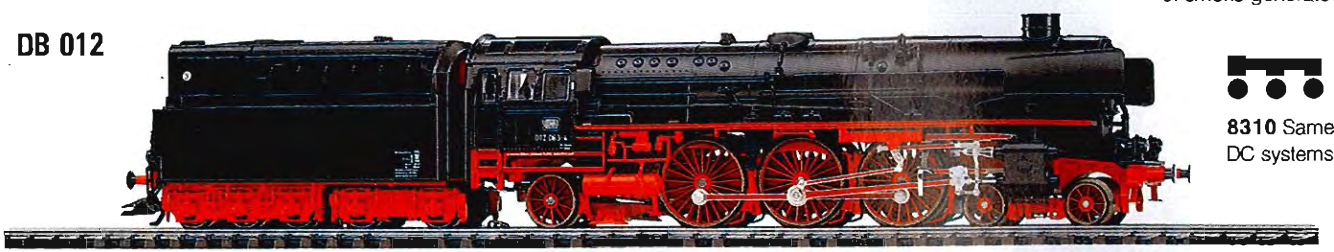
See fold-out page at end of catalog for explanation of drawings.

In 1937 the German State Railroad purchased 55 class 01.10 streamlined steam locomotives, one of the most powerful German steam locomotives. In 1945 the fairing which hindered maintenance was removed on all of the units. In the 1950s high output, welded boilers were installed; 34 locomotives of this type were converted to oil firing. The converted locomotives thus reached a maximum speed of 150 km/h (approx. 94 m.p.h.) which was competitive with diesel and electric locomotives. Several of these express locomotives with tenders were saved from the scrap heap. One is even presently to be found in England.

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

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

DB 012



HAMO

8310 Same as 3310, but in HAMO version for 2-rail DC systems.

The class 011 locomotives were among the most powerful steam locomotives on the German Federal Railroad. In the standard design program of the German State Railroad they arose from the requirement for a fast, powerful locomotive with a maximum speed of 150 km/h (94 m.p.h.). In 1939 the German State Railroad ordered 205 units of this class. Only 55 were delivered, however; the remainder became victims of the rearmament program. All 55 units survived the Second World War.

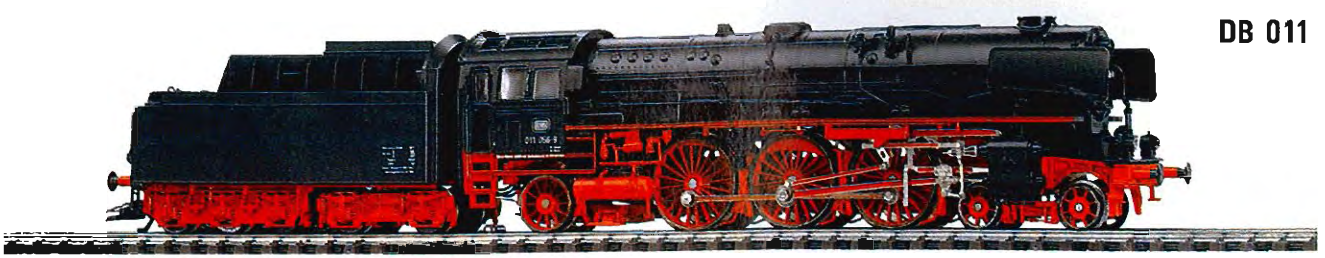
3390 Express Locomotive with Coal Tender. German Federal Railroad class 011. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. RELEX coupler on tender. Length over buffers 27.7 cm (10-7/8"). Equipped for installation of 7226 smoke generator.

3790 Same as 3390, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

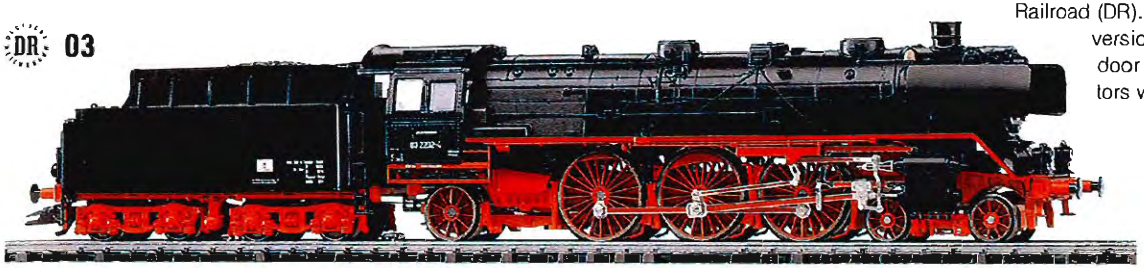
8390 Same as 3390, but in HAMO version for 2-rail DC systems.

Largely a new design. New frame with fine, spoked wheels. Separately applied counterweight for the inner cylinder. Oxidized, nickel-plated wheel treads. Detailed Scheren brakes with sand pipes. New, detailed pilot truck and new trailing truck with separately applied inductive magnet.
Finely detailed valve gear and new cylinders. Witte smoke deflectors modelled specifically for this locomotive. Numerous, separately applied details such as grab irons, air tanks and safety valves. Shorter locomotive-tender drawbar for curves 360 mm (14-3/16") in radius and greater.

DB 011



DR 03



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

3397 Express Locomotive with Tender. Class 03 of the former GDR (East Germany) German State Railroad. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 27.7 cm (10-15/16"). Equipped for installation of 7226 smoke generator.

8397 Same as 3397, but in HAMO version for 2-rail DC systems.

3395 Express Locomotive with Tender. German Federal Railroad class 003. With built-in DELTA module. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Fine, spoked wheels with oxidized, nickel-plated wheel treads. Length over buffers 27.7 cm (10-7/8"). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).

The 3395 locomotive is equipped for DELTA multi-train operation using the DELTA Pilot hand controller. The DELTA Pilot hand controller for connection to the DELTA Control is included. This makes the fifth universal locomotive for multi-train operation (see pages 22–29) - in addition to the Digital locomotives that can already be used.

DB 003



3795 Same as 3395, but with digital high-efficiency propulsion (6090). Headlights digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11). Comes without DELTA Pilot hand controller.



Genuine Steam Locomotive Action

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

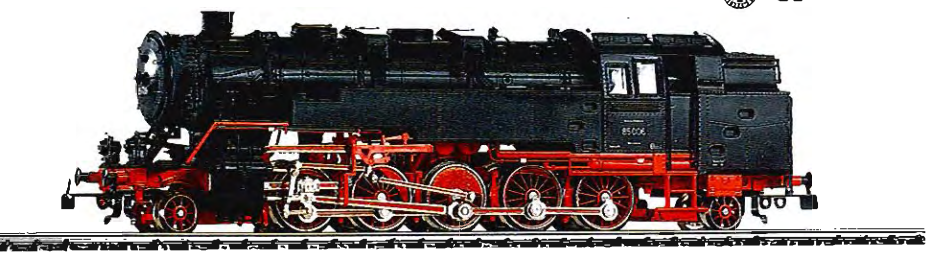
The Märklin 7226 smoke unit kit (for 3084, 3085, 3097, 3308, 3309, 3310, 3315, 3390, 3391, 3392, 3393, 3395, 3397, 3415 and 3489), the Seuthe no. 20 smoke unit kit (for 3318) as well as the Seuthe no, 11 Digital smoke unit kits for (3393, 3395, 3415, 3489, 3615, 3684, 3702, 3709, 3710, 3715, 3789, 3790, 3791, 3792 and 3795) and no. 24 (for 3618) bring genuine steam locomotive action to a model railroad layout. All of these smoke units can be refilled with the Märklin 0241 smoke fluid.

Many Märklin steam locomotives are already equipped from the factory for installation of the smoke unit, which is quite easy to put in: Simply press the smoke unit from above or from below into the smoke stack, put in smoke fluid, and the locomotive is ready to start smoking.
When the track current is turned on, the fluid is heated and is puffed out at short intervals as little clouds of smoke.
In this way the locomotive is accompanied by a surprisingly realistic plume of smoke.

0241 Smoke Fluid.
In plastic ampules as a refill for 7226 smoke unit.

Steam Locomotives

85



Concentrated tractive effort but not especially high speeds are the performance features of the class 85 tank locomotive. The prototype of the model was built by the German State Railroad for pusher service on the steep grades of the Black Forest. The essential components were adopted from the class 44 heavy freight locomotives in order to keep the maintenance costs down for a total of only seven of these special locomotives.

3308 Heavy Tank Locomotive. Former German State Railroad (DRG) class 85. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Coupler hooks. Length over buffers 18.6 cm (7-5/16"). Equipped for installation of 7226 smoke generator.

In 1932 and 1933 the German State Railroad purchased 10 new standard design class 85 locomotives with a 2-10-2 wheel arrangement.They were so effective that even steeper grades could be mastered with normal adhesion operation. With the exception of the 85 004, these units were used in the Höllental area and on the Black Forest line until 1961. The German Federal Railroad modernized these heavy class 85 tank locomotives, in part by installing Witte smoke deflectors, for example.

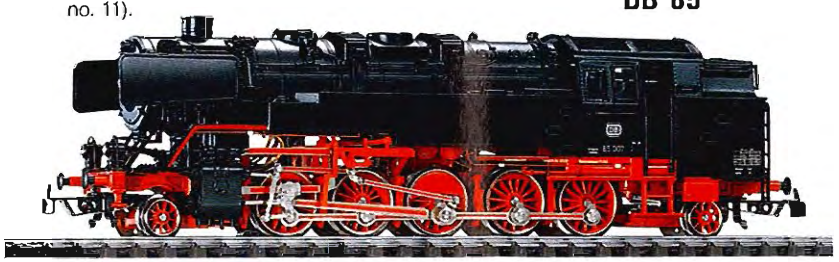
3309 Heavy Tank Locomotive. German Federal Railroad class 85. Metal boiler.5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 18.6 cm (7-5/16"). Equipped for installation of 7226 smoke generator.

3709 Same as 3309, but with digital high-efficiency propulsion (6090). TELEX couplers digitally controlled. Equipped for installation of smoke generator (Seuthe no. 11).

HAMO

3809 Same as 3309, but in HAMO Digital version. TELEX couplers digitally controlled.

DB 85



The realistic use of pusher locomotives on steep grades can be reproduced with these models in model railroad operations too.

The German Federal Railroad equipped some of its class 50 freight locomotives with cabs on the tender for conductors. In the prototype these locomotives were the backbone of freight train motive power, because, thanks to their relatively low axle loading, they could be used on more than just main lines.

DB 050

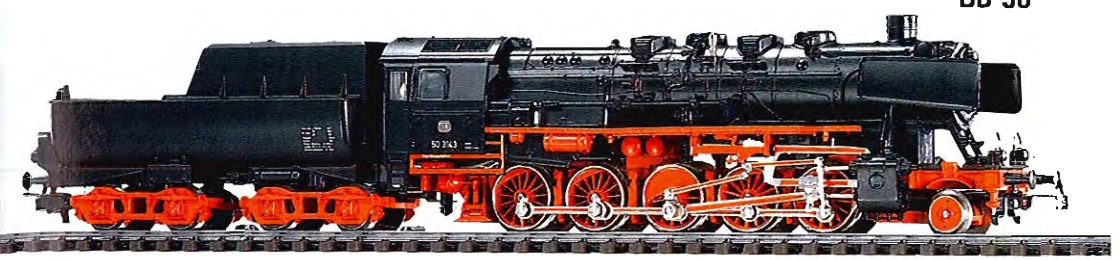


3084 Freight Locomotive with Tender with Brakeman's Cab. German Federal Railroad class 050. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Coupler hook at front, RELEX coupler on tender. Length over buffers 26.1 cm (10-1/4"). Equipped for installation of 7226 smoke generator.

3684 Same as 3084, but in digital version. Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11).

The German Federal Railroad's class 50 freight locomotives were in large part acquired from the German State Railroad. They provided motive power for track laying trains, among others, and even had to step down to doing switching work.

DB 50



3315 Freight Locomotive with Tub Tender.
German Federal Railroad class 50. Metal boiler. 5 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Electronic reverse unit. Coupler hook at front, RELEX coupler on tender. Length over buffers 26.7 cm (10-3/8"). Equipped for installation of 7226 smoke generator.

3615 Same as 3315, but in digital version. Headlights digitally controlled. Equipped for installation of smoke unit (Seuthe no. 11).

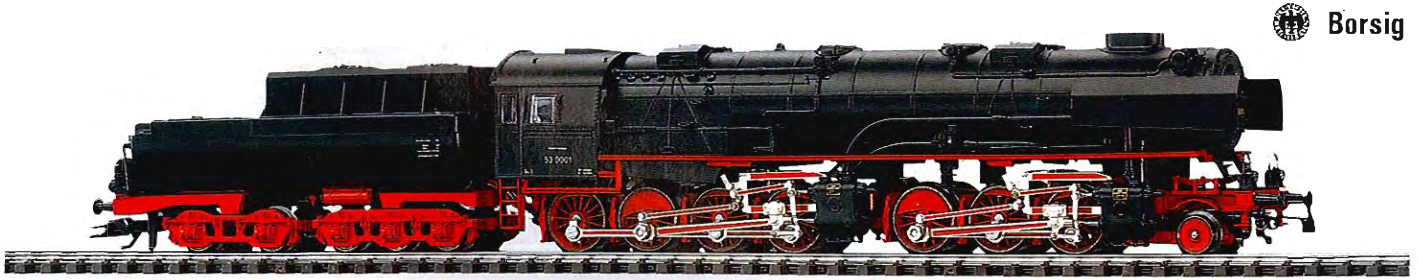
They can be used in all sorts of situations on a model railroad layout, since the German Federal Railroad used these robust locomotives for both freight and passenger trains right up to the end of the steam locomotive era.

The heavy Borsig freight locomotive is a design for the German State Railroad which was not built due to the events of the war in the 1940s. This Mallet design locomotive was designed to be more than 27 meters long (approx. 88.5 feet) and, with its articulated frame, be able to operate on sharp curves and substandard track conditions in order to haul freight trains far to the East. The tender was immense in size both because of the expected poor refueling facilities and because of the locomotive's large coal and water consumption. Attention was given in the total concept of the locomotive to the use of as few maintenance-intensive components as possible, despite the difficult requirements for power.

3702 Freight Locomotive with Tender.
Design by Borsig for the former German State Railroad Company (DRG). Mallet design with drive wheels divided into two articulated groups. With digital, high-efficiency propulsion (6090). Metal boiler. 4 axles powered. 4 traction tires. Headlights digitally controlled. Coupler hook on the front. Length over buffers 31.4 cm (12-3/8"). Equipped for installation of 2 smoke units (Seuthe no. 11).

The model 3702 gives an idea of the full impact of the long boiler and the pulling power of the driving wheels.

Borsig



Digital locomotives can also be run on conventional layouts.



3463/3763 Electric Locomotive. Bern-Lötschberg-Simplon Railroad (BLS) class 465. (See page 77)

The Märklin *exclusiv* Program

To date over 1,500 authorized dealers in Germany have become members of the Märklin Dealer Initiative (MHI).

The goal of the MHI is to maintain and preserve for the future the advice, service and the depth of the assortment offered to Märklin enthusiasts in their communities. A further goal is to discuss directly with Märklin customer wishes and to realize these wishes.

Märklin produces on contract with the MHI special models in one-time series which are offered in our export markets under the designation Märklin *exclusiv*.

The special *exclusiv* models can be found on the following catalog pages:

mini-club **Page**

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8206 USA freight car set 2 ..... 304/305
8211 "Warstein" piggyback car 299
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Märklin H0

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1813 "Mercedes Benz" RAK car set 398

Märklin 1

5409 "Tegernsee" car set 356/357
5417 Flatcar with snow "trac" machine 362/363
5418 Flatcar with precast beam 362/363
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5796 KPEV class P8 steam locomotive 348/349

Metall Truck

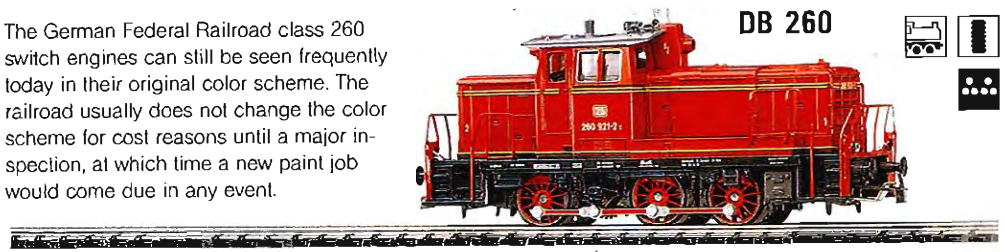
1101 Armored bank truck 399

In the years to come we will continue to present *exclusiv* models in one-time series to Märklin enthusiasts.

Diesel Locomotives

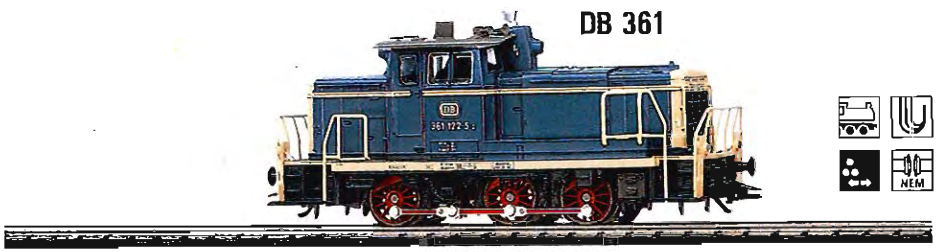
Digital locomotives can also be used on conventional layouts.

The German Federal Railroad class 260 switch engines can still be seen frequently today in their original color scheme. The railroad usually does not change the color scheme for cost reasons until a major inspection, at which time a new paint job would come due in any event.



3664 Diesel Hydraulic Switch Engine. German Federal Railroad (DB) class 260. 3 axles powered. 1 traction tire. Fine spoked wheels with oxidized wheel treads. Digitally controlled TELEX couplers for uncoupling cars by remote control at any point. Length over buffers 12.0 cm (4-3/4").

The models 3664 and 3464 are largely new designs: new motor, new frame, fine spoked wheels with oxidized wheel treads, reproduction of brake shoes and detailed side rods.



3464 Diesel Hydraulic Switch Engine. German Federal Railroad (DB) class 361. With built-in DELTA module. 3 axles powered. 1 traction tire. Electronic reverse unit. Fine spoked wheels with oxidized wheel treads. Length over buffers 12.0 cm (4-3/4").

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

HOBBY

3131 Diesel Hydraulic Switch engine. German Federal Railroad class 361 in new color scheme. 3 axles powered. 2 traction tires. TELEX couplers for remote control uncoupling of unit from cars anywhere on a layout. Length over buffers 12.0 cm (4-3/4").

The model of the class V 60 is presented here in the new color scheme and with a new road number. The new red of the German Federal Railroad is intended to have a dynamic effect. With the change in class numbers from 261 to 361, it has been reclassified as a small locomotive.



The development of the class V 100 began in 1956. The plan was to design a powerful machine for light passenger and freight trains on main routes and mixed branchline operations. In 1961 the actual series got under way and totaled 364 units. Externally they differ from the later class 212 in the cooling grill.

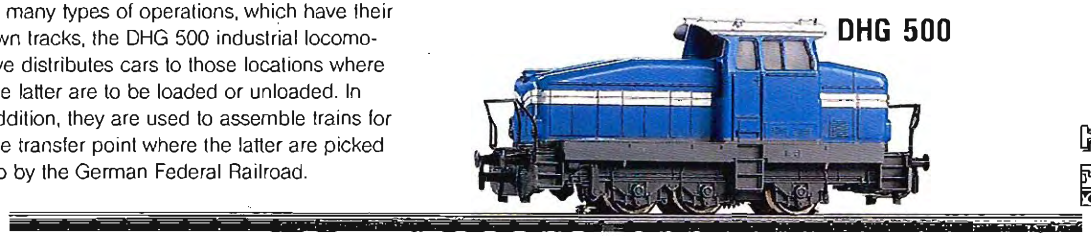


N

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

In many types of operations, which have their own tracks, the DHG 500 industrial locomotive distributes cars to those locations where the latter are to be loaded or unloaded. In addition, they are used to assemble trains for the transfer point where the latter are picked up by the German Federal Railroad.

DHG 500



HOBBY

3078 Diesel Locomotive. Henschel DHG 500 industrial locomotive. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.2 cm (4-3/8").

The DHG 700 is a modern industrial locomotive in the same manner as the companies that employ them on their own tracks. With appropriate equipment they can also be controlled remotely in the prototype. They are designed using the unit construction system. This allows easy interchangeability of the individual component groups as needed or during repairs.

HOBBY

3088 Diesel Locomotive. Henschel DHG 700 C industrial locomotive. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 11.2 cm (4-3/8").

DHG 700 C



DB 236

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



N

3446 Diesel Hydraulic Locomotive. German Federal Railroad class 236. With built-in DELTA module. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 10.6 cm (4-3/16").

The 3446 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Diesel Locomotives



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

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

The class 212 still runs in the classic red paint scheme on the German Federal Railroad. It goes particularly well with the three or fouraxle rebuild cars 4317-4319 (see page 112) and 4131-4133 (see page 113) or the Silberlinge ("Silver Coins") 4255-4257 (see page 114).

The class 212 locomotives are currently operating in three different color schemes on German Federal Railroad tracks. The red/white is the newest.

3347 General Purpose Diesel Hydraulic Locomotive. German Federal Railroad class 212 in new color scheme. Metal frame. 2 axles powered. 2 traction tires. Protoypically scale narrow hoods. Electronic reverse unit. Length over buffers 14.1 cm (5-9/16").

3647 Same as 3347, but in Digital version. Headlights digitally controlled.





Prototypical route protection. All of the signals can be found on pages 214-217



The prototype pulls freight and passenger trains on nonelectrified German Federal Railroad routes. This locomotive can often be found at the head of push/pull commuter trains. After switch engine work, the class 212 general purpose locomotive is often a young engineer's first assignment where they operate a train out on the open track.

3377 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 212. Metal frame. 2 axles powered. 4 traction tires. Prototypically scale narrow hoods. Electronic reverse unit. Length over buffers 14.1 cm (5-9/16").

The class 216 general purpose diesel hydraulic road locomotive formed the basis for the development for the classes 210, 215, 216, 218 and 219. The machines of this "locomotive family" with their characteristic end shapes are among the most widely used diesel locomotives of the German Federal Railroad. The series version of the class 216 was placed in service in 1964. The 16 meter (approx. 52.5 feet) long locomotives are 120 km/h 75 m.p.h. fast and were built by Henschel, KHD, Krauss-Maffei, Krupp and MaK. The class 216 516 was given a completely new paint scheme in red for the Nürnberg locomotive parade on the occasion of the 1985 railroad anniversary. The first new preproduction locomotives were called "Lollo" on account of their characteristic, round shape.

DB 216



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

DB 216



3373 General Purpose Diesel Hydraulic Locomotive. German Federal Railroad class 216 in new color scheme. Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.2 cm (7-3/16").

The German Federal Railroad now paints its motive power in the new paint scheme as part of major overhauls. The much derided white "bibs" on the ends are viewed by the DB as a safety feature.

The appropriate locomotive classes in the Märklin program are being repainted to be current with their prototype counterparts.

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

DB 216



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

HOBBY **3074 General Purpose Diesel Hydraulic Locomotive.**
German Federal Railroad class 216. Metal frame. 2 axles powered. 4 traction tires. RELEX couplers. Length over buffers 18.2 cm (7-3/16").

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

Diesel Locomotives

The class V 200.0 (from 1968 on the class 220) diesel locomotives were well proven in daily service. When trains became heavier and trip times became shorter at the end of the 1950s, the need arose for a new, more powerful and faster locomotive. The firm of Krauss-Maffei was given the contract in 1960 to develop a more powerful diesel locomotive, the V 200.1 (from 1968 on the class 221). Fifty of these units were placed into service from 1962 to 1965. The design derived for the most part from the predecessor class V 200.

3681 Diesel Hydraulic Locomotive.
German Federal Railroad class 221.
2 axles powered. 4 traction tires.
Headlights digitally controlled.
Length over buffers 21.0 cm (8-1/4").

This ocean blue/cream colored, all-metal model is a totally new design, absolutely to scale and very well detailed. The weight of the model is a hefty 595 grams (1 lb. 5 oz.)

DB 221



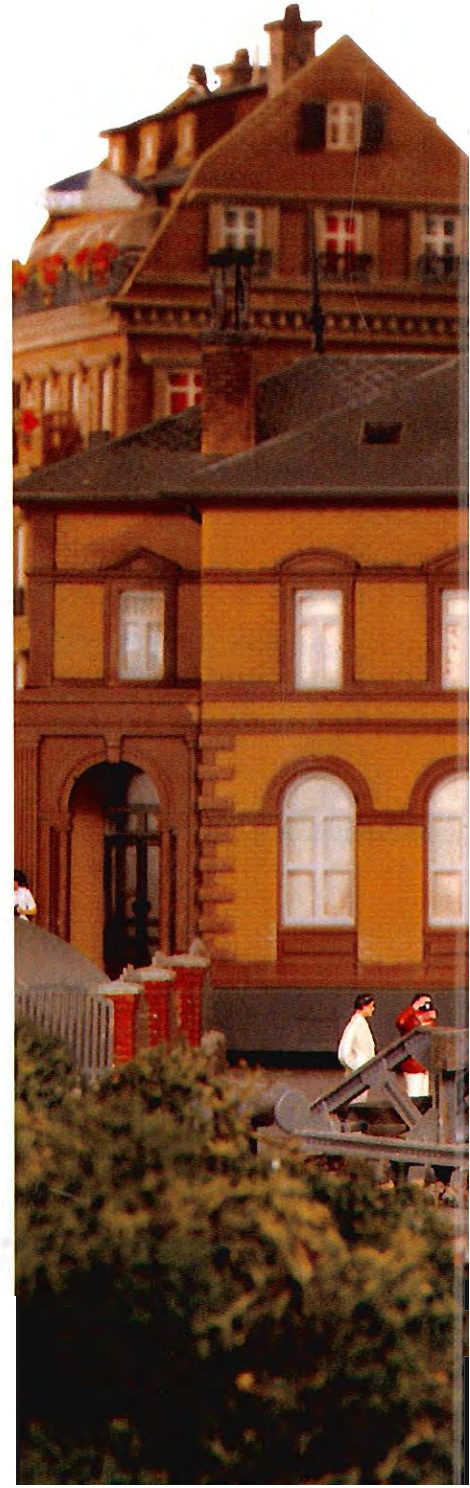
The V 200.1 was placed into service in 1962 as a further development of the proven V 200. With 2,700 HP it was one of the most powerful diesel hydraulic locomotives in the world. In the transition to Era IV this class was also given computer lettering, as is reproduced on the Märklin model.

DB V200.1 (221)



8381 Diesel Hydraulic Locomotive.
German Federal Railroad class V 200.1. With road number V 200 139. HAMO version for 2-rail DC systems. 2 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Length over buffers 21.0 cm (8-1/4").

3882 Same as 8381, but in HAMO digital version. With road number 221 107-6. Headlights digitally controlled.



The first two of five prototypes for two-motor diesel locomotives with hydraulic transmission were presented at the German Transportation Exhibition in 1953. Starting in 1956 a total of 81 series units designated as the class V 200 came into being. They had a power output of 2,200 horsepower and a maximum speed of 140 km/h (approx. 88 m.p.h.) and were planned chiefly for heavy express train service. Starting in 1968 these units were designated as the class 220. The lettering "Deutsche Bundesbahn", originally on the sides of the units, had in the meantime been removed. The last units were retired by the DB in 1984.

3380 Diesel Hydraulic Locomotive.
German Federal Railroad class 220 (V 200.0). 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior details. Length over buffers 21.0 cm (8-1/4").

3780 Digital Diesel Hydraulic Locomotive.
Same as 3380, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

DB 220 (V200.0)

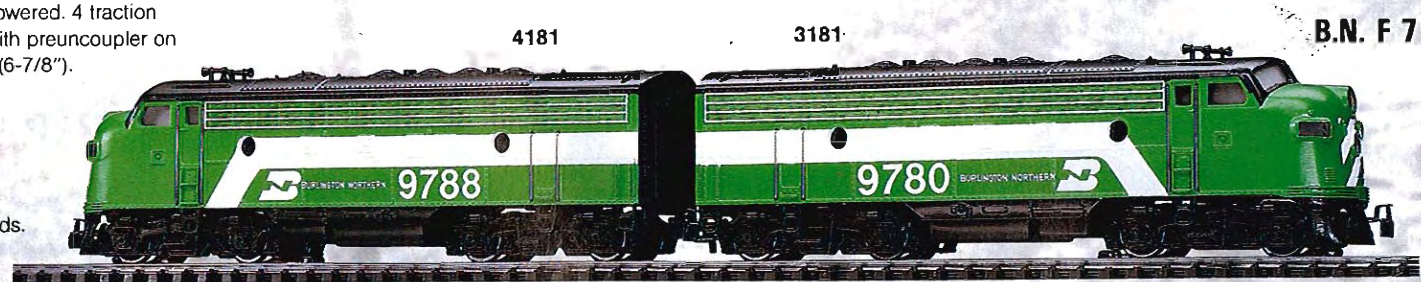


Diesel Locomotives

One of the largest networks of the privately owned railroads in the USA belongs to the Burlington Northern Railroad. At one time there were bitter struggles on the competing lines for passengers which resulted in the trains being promoted with a great deal of advertising. The Santa Fe "Super Chief" which was hauled by several F 7 locomotives in tandem through the mountains became a legend in this manner.

3181 Diesel Electric Locomotive. General Motors EMD F 7 of the Burlington Northern Railroad. 2 axles powered. 4 traction tires. Lighted number boards. Coupler hook with preuncoupler on front, RELEX coupler on rear. Length 17.5 cm (6-7/8").

4181 Diesel Electric Locomotive (unpowered unit) of the Burlington Northern Railroad. Expands the 3181 locomotive to the prototypical double unit. Lighted number boards. Couper hook with preuncoupler on front, coupler hook on rear. Length 17.5 cm (6-7/8").

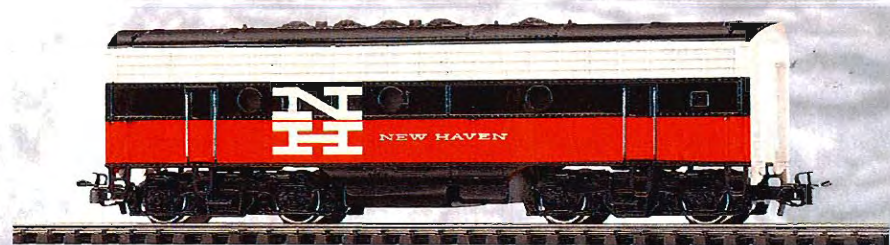


The A and B units for the F 7 diesel locomotive each produced 1,500 horsepower. A double unit locomotive was coupled to additional B units as required. This resulted in the immense power outputs which were required above all for the transcontinental trains in the Rocky Mountains. At present Santa Fe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

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



4062 Diesel Electric Locomotive (unpowered) for the New Haven Railroad. Complements models 3062 and 4062, which were produced from 1961 to 1967, and forms a prototypical three unit locomotive. RELEX couplers at both ends, interchangeable with the rigid drawbar couplings included with this unit. Length 17.3 cm (6-13/16").



3060 Diesel Electric Locomotive. General Motors EMD F 7 of the Atchison. Topeka & Santa Fe Railway. 2 axles powered. 4 traction tires. Lighted number boards. Coupler hook with preuncoupler on front, RELEX coupler on rear. Length 17.5 (6-7/8").

4063 Diesel Electric Locomotive (unpowered) for the Atchison, Topeka & Santa Fe Railway. Complements models 3060 and 4060 and forms a prototypical three unit locomotive. RELEX couplers at both ends, interchangeable with the rigid drawbar couplings included with this unit. Length 17.3 cm (6-13/16").

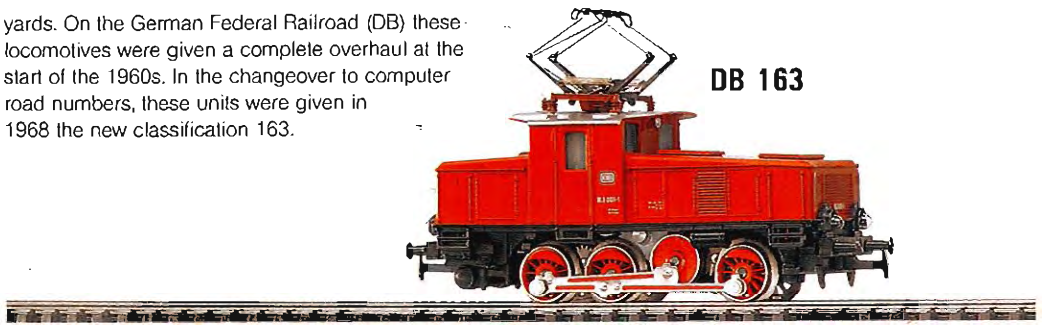
4063 3060 AT & SF F 7



Electric Locomotives

3001 Electric Locomotive. German Federal Railroad class 163. 3 axles powered. 2 traction tires. Coupler hooks. Length over buffers 12.0 cm (4-3/4").

The class E 63 electric switch engines were purchased by the German State Railroad (DR) in the mid-1930s for switching work in electrified yards. On the German Federal Railroad (DB) these locomotives were given a complete overhaul at the start of the 1960s. In the changeover to computer road numbers, these units were given in 1968 the new classification 163.



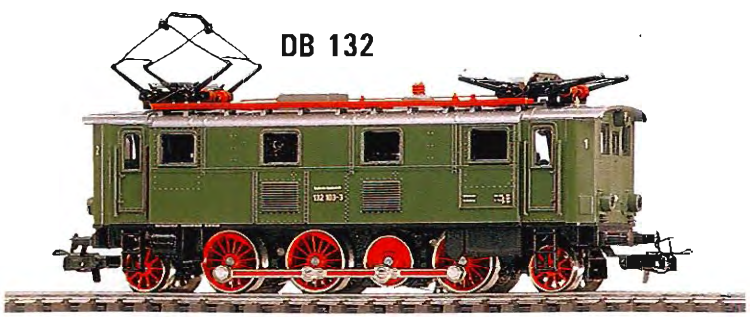


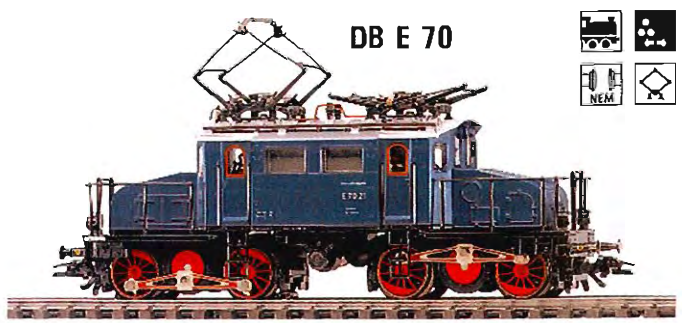
3457 Electric Locomotive. German Federal Railroad class 160. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 12.8 cm (5").

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

3179 Electric Locomotive. German Federal Railroad class 132. 3 axles and jackshaft powered. 2 traction tires. Older design pantograph. RELEX couplers. Length over buffers 14.7 cm (5-3/4").

The 29 class E 32 passenger locomotives were built from 1924 to 1926 for the German State Railroad's Bavarian Group Administration and were initially placed into service as EP 2. With an output of 1,170 kilowatts (approx. 1,569 horsepower) they had a maximum speed of 75 km/h (47 m.p.h.). In 1932 eight locomotives were equipped with a different gear ratio for up to 90 km/h (56 m.p.h.). The units were retired from service as the class 132. The E 32 27 has been preserved as an operational museum locomotive.





3448 Electric Locomotive. German Federal Railroad class E 70. Engineer's cabs with interior details. Special motor. 2 axles and jackshaft powered. 2 traction tires. Driving wheels mounted prototypically in two linked trucks under the hoods. Electronic reverse unit. Older style pantoraphs following a design of the former German State Railroad (DR). Numerous separately applied details. Length over buffers 14.3 cm (5-5/8").

3748 Same as 3448, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

In 1913 the Bavarian State Railroad ordered the development of a special electric locomotive for the special requirements of the mountain route from Freilassing to Berchtesgaden. These locomotives went into service as the class EG 2 x 2/2. The German State Railroad designated them as the class E 70.2. Since these locomotives had proven themselves so well, they were not taken out of service until 1951.

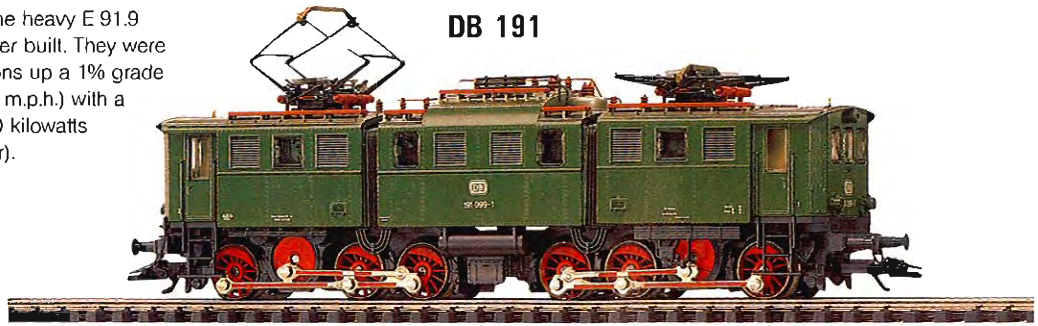
This model is a cooperative project with the TRIX Company, Nürnberg, Germany.

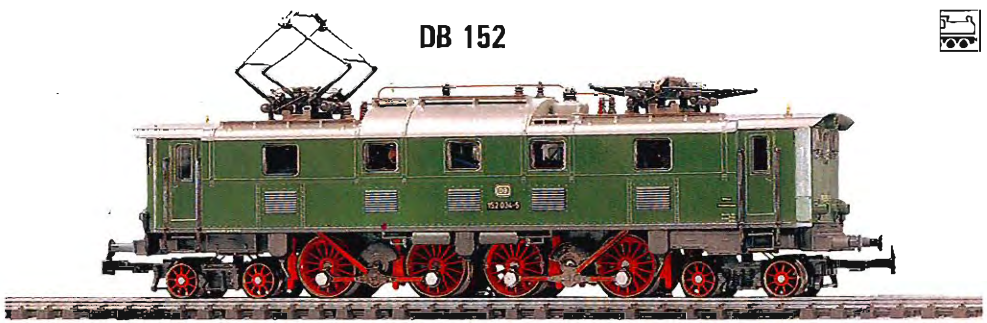
3329 Electric Locomotive.
German Federal Railroad class 191. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 19.9 cm (7-7/8").

3629 Same as 3329, but in Digital version. Headlights digitally controlled.

Only twelve examples of the heavy E 91.9 freight locomotive were ever built. They were able to haul up to 1,420 tons up a 1% grade at a speed of 40 km/h (25 m.p.h.) with a continuous output of 1,660 kilowatts (approx. 2,224 horsepower).

DB 191





DB 152

3366 Electric Locomotive. German Federal Railroad class 152. 2 axles powered. 4 traction tires. Driving wheels divided into two articulated groups enabling unit to negotiate sharp curves. 2 sprung pilot trucks. Electronic reverse unit. Coupler hooks. Length over buffers 19.8 cm (7-7/8").

The German Federal Railroad class 152 is the former Bavarian EP 5 express locomotive. This concept from the beginnings of electric locomotives can clearly be seen in the detailed reproduction of the jackshaft drive mechanism on the model. The Bavarians were among the pioneers in electrification. The ample supplies of water power from the high mountain ranges made this possible.

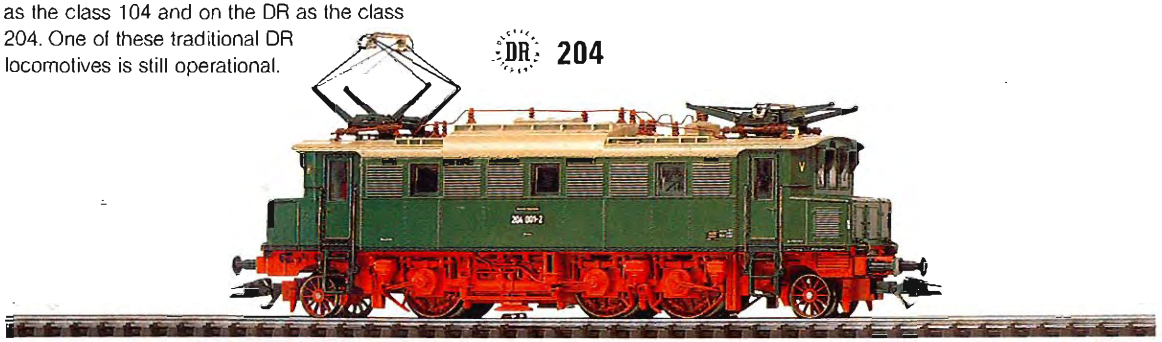
Digital locomotives can also be run on conventional layouts.

3449 Express Locomotive.
Class 204 of the former German Democratic Republic's German State Railroad. 3 axles powered. 2 traction tires. 2 sprung pilot trucks. Electronic reverse unit. Quill drive driving wheels and pilot truck wheels with oxidized treads. Length over buffers 17.8 cm (7").

8349 Same as 3449, but in HAMO version for 2-rail DC systems.

The fast passenger locomotives built as the E 04 around 1935 were last used on the DB as the class 104 and on the DR as the class 204. One of these traditional DR locomotives is still operational.

DR 204



Electric Locomotives

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

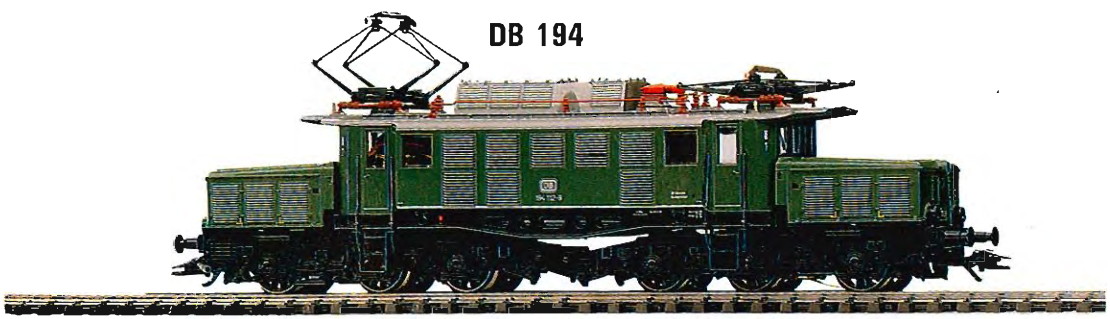


At the end of the war 30 class E 94 locomotives remained in the territory of the German State Railroad of former East Germany. Beginning in 1970 they were designated as the class 254. Four units were even sold by the DR to the DB. Two units were dismantled for spare parts. With a continuous rating of 3,000 kilowatts a maximum speed of 90 km/h (56 m.p.h.) could be attained.

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

Individual examples of the "German Crocodile", the German Federal Railroad class 194 heavy freight locomotive, had working lives of almost 50 years thanks to the forward-looking technology with single-axle drive. The last of these imposing, 3-part locomotives were just recently retired.

3322 Freight Locomotive.
German Federal Railroad class 194. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 21.0 cm (8-1/4").





3722 Electric Locomotive.
German Federal Railroad (DB) class E 94. Digital high-efficiency propulsion with special three-pole motor. 3 axles powered. 4 traction tires. Headlights digitally controlled. Length over buffers 21.0 cm (8-1/4").

The Stuttgart main station on November 1, 1993 at 2:47 PM: Ten Märklin class E 94 freight locomotives, equipped with digital high-efficiency propulsion, pulled 2,108 container cars over a distance of 35.14 meters (approx. 115 feet). The locomotives alone weighed 7.2 kilograms (approx. 16 pounds) and pulled the 101.18 kilogram (approx. 222 pounds) train with their enormous tractive effort to the world record. "The longest model railroad train in the world" with a length of 242.42 meters (795' 4-1/2") truly earned its way into the Guinness Book of Records.

DB 118



In 1935 the former German State Railroad Company (DRG) placed into service a new electric locomotive, the E 18, developed and built by AEG. The class E 18 still qualifies today as one of the most successful designs of German locomotive building. This was recognized at the Paris World Exposition with the awarding of the highest distinction – the Grand Prix.

3368 Electric Locomotive.
German Federal Railroad class 118. Engineer's cabs and engine room with interior details. 2 axles powered. 4 traction tires. Electronic reverse unit. Older design pantographs. Numerous separately applied details. Finely detailed framework. Quill drive driving wheels and pilot wheels with oxidized treads. Length over buffers 19.5 cm (7-11/16").

3768 Same as 3368, but with Digital high-efficiency propulsion (6090). Headlights digitally controlled.

E 19

The legendary class E 19.1 express locomotives were placed into service in 1940 in a wine red paint scheme. With their four eight-pole double motors they reached a maximum speed of 180 km/h (112.5 m.p.h.). As delivered these units were equipped for high speed tests up to 225 km/h (141 m.p.h.). The E 19's were the most powerful locomotives on the German Federal Railroad until the arrival of the class E 03. There are still two units of the class E 19 as museum locomotives.

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

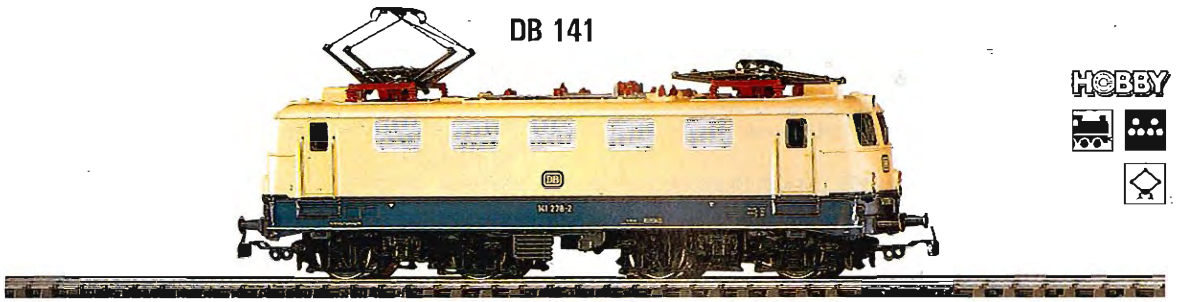
3769 Same as 3469, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

8369 Same as 3469, but in HAMO version for 2-rail DC systems.
One-time series in 1994.



Electric Locomotives

DB 141

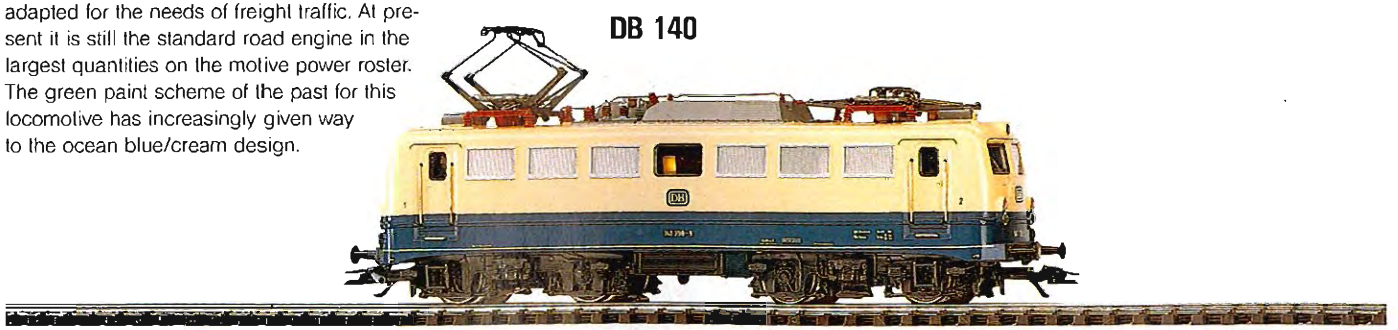


3034 Electric Locomotive.
German Federal Railroad class 141 in ocean blue/cream color scheme. 2 axles powered. 4 traction tires. Coupler hooks. Length over buffers 17.5 cm (6-7/8").

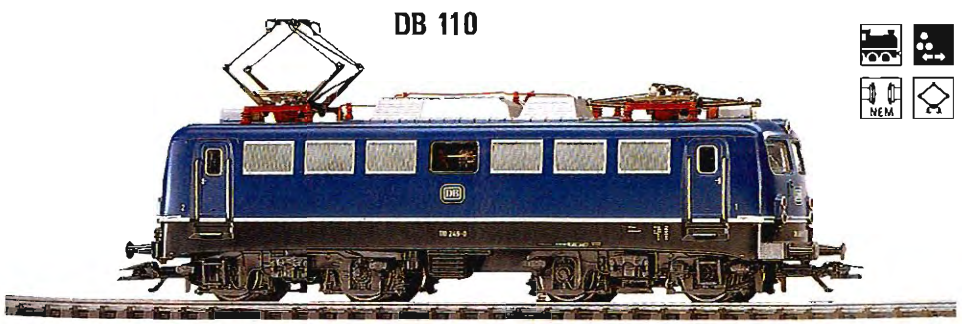
3345 Freight Locomotive.
German Federal Railroad class 140. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4").

The German Federal Railroad class 140 was developed out of the 110 with different gearing adapted for the needs of freight traffic. At present it is still the standard road engine in the largest quantities on the motive power roster. The green paint scheme of the past for this locomotive has increasingly given way to the ocean blue/cream design.

DB 140



DB 110



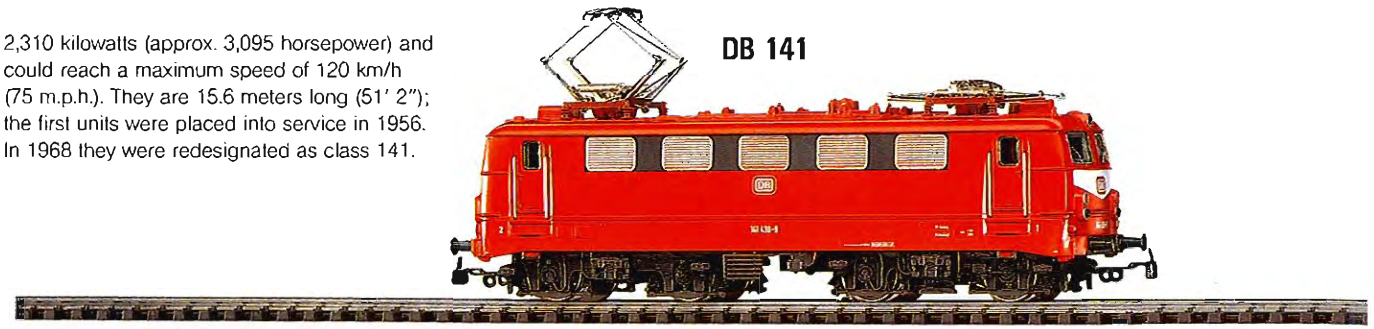
3344 Express Locomotive.
German Federal Railroad class 110. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4").

The class 110 was the first of the standard design electric locomotives developed by the German Federal Railroad. It pulls express trains, but also InterCity trains, when additional passenger trains must be made up during vacation periods.

HOBBY

3037 Electric Locomotive.
German Federal Railroad class 141 in new color scheme. 2 axles powered. 4 traction tires. Coupler hooks. Length over buffers 17.5 cm (67/8").

In the German Federal Railroad's program of new locomotives set up at the start of the 1950s, the E 41 electric locomotives were planned as general purpose locomotives for hauling light express, fast, commuter and freight trains on main lines and branchlines. They were developed by Henschel and BBC. These units were designed for a continuous output of 2,310 kilowatts (approx. 3,095 horsepower) and could reach a maximum speed of 120 km/h (75 m.p.h.). They are 15.6 meters long (51' 2"); the first units were placed into service in 1956. In 1968 they were redesignated as class 141.





NEM

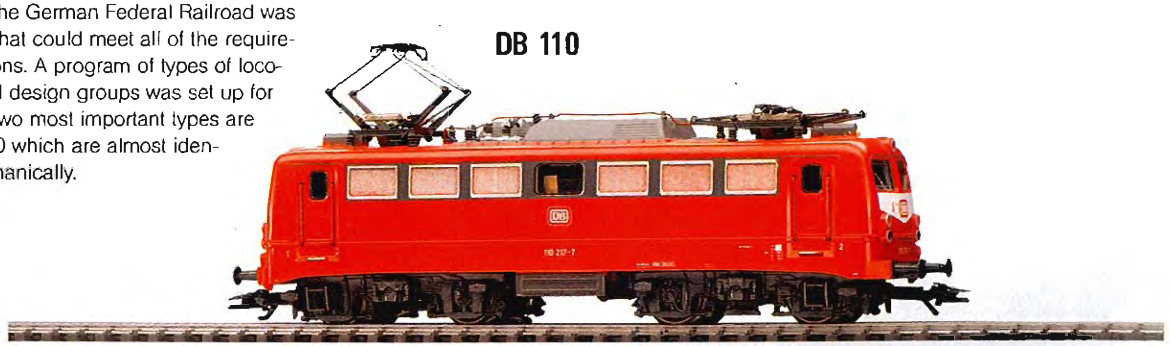
3331 Freight Locomotive.
German Federal Railroad class 140. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4").

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

NEM

3340 Express Locomotive.
German Federal Railroad class 110 in the newest color scheme. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.3 cm (7-1/4").

At the start of the 1950s the German Federal Railroad was looking for a locomotive that could meet all of the requirements of railroad operations. A program of types of locomotives with standardized design groups was set up for future procurement. The two most important types are the classes E 10 and E 40 which are almost identical electrically and mechanically.





3369 Express Locomotive. Austrian Federal Railways (ÖBB) class 1118. (See page 182)


2
1

Electric Locomotives

The German Federal Railroad class 111 is presently a general purpose locomotive for passenger service, a further development of the standard design E 10 from the 1950s. It pulls everything from the regional train to the InterCity. These locomotives can operate as fast as 160 km/h (100 m.p.h.), were purchased in large numbers, and at the turn of the century will still be prominent on the railroad's classic routes.



3342 Express Locomotive. German Federal Railroad class 111. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 19.1 cm (7-1/2").

3642 Same as 3342, but in Digital version. Headlights digitally controlled.

In the S-Bahn version the German Federal Railroad class 111 is the backbone of commuter service in the Rhine-Ruhr area, but can also be found sometimes at the head of long distance trains. Push/pull equipment was installed in this version for commuter service.

3355 Electric Locomotive. German Federal Railroad class 111 in S-Bahn version. 2 axles powered. 4 traction tires. Electronic reverse unit. Destination boards included. RELEX couplers. Length over buffers 19.1 cm (7-1/2").



The class 111 in the S-Bahn version is the appropriate locomotive for the 4389 car set (see page 116) and for the S-Bahn cars 4183-4185 (see page 117).

The new red color scheme with the white „bib" on the ends looks particularly good on the German Federal Railroad class 111, when it is used with InterRegio trains, the successor concept to D-Zug express trains.

3360 Electric Locomotive.
German Federal Railroad class 111 in the newest color scheme. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 19.1 cm (7-1/2").



Prototypical route protection. All of the signals can be found on pages 214-217.

DB 103



The class 103 has been used on the German Federal Railroad in different versions. The side members have been painted either red or dark gray. The locomotive has been equipped with either Scheren or single-arm pantographs.

HOBBY

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

DB 114

The eleven class E 10 [12-13] "Rheingold" locomotives placed into service from 1962 to 1964 were followed starting in 1968 by another 20 units as class 112 for TEE service. These locomotives were given the new class designation 114 starting in 1988, after the maximum speed was limited to 140 km/h (approx. 88 m.p.h.).

HOBBY
N

3033 Electric Locomotive.
German Federal Railroad (DB) class 114. 2 axles powered. 4 traction tires. RELEX couplers. Length over buffers 19.1 cm (7-1/2").



Electric Locomotives

DB 103



The TEE era began more than 20 years ago on the German Federal Railroad with the placing into service of the first class 103 express locomotives. They were the first locomotives after the war to make a scheduled speed of 200 km/h (125 m.p.h.) possible. The last TEE trains, among them the "Rheingold", were also hauled by this six-axle locomotive, which made it possible for the German Federal Railroad to advertise with the slogan "12,000 horsepower and chauffeur included".

3357 Express Locomotive.
German Federal Railroad class 103. Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 21.9 cm (8-5/8").

DB 151

The class 151, the German Federal Railroad's work horse, has a maximum output of 6,000 kilowatts for pulling heavy freight trains. Sometimes, however, a second locomotive must help out with 5,000 ton ore trains. This spectacular double headed operation is usually found only on unit trains traveling directly from the ore ports to the large steel plants.

3361 Freight Locomotive.
German Federal Railroad class 151. Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.2 cm (8-3/4").



DB 120



Three-phase high level technology and semiconductor technology are contained in the German Federal Railroad's modern locomotive, the class 120. Freight as well as passenger service is handled swiftly with it. The long test phase which preceded the mass production of the 120 and numerous record experiments enabled the development of the ICE super train. The same propulsion technology is contained in it.

3348 General Purpose Locomotive.
German Federal Railroad class 120. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.1 cm (8-3/4").

3653 Same as 3348, but in digital version. Headlights digitally controlled.

DB 103



The class 103 was developed for service with domestic and international express trains and is among the fastest, most powerful, and most elegant electric express locomotives of the German Federal Railroad. It is powered by 6 motors. The 103 118 reached 265 km/h (approx. 166 m.p.h.) in 1972 on an experimental run. In regular operation it has a maximum permissible speed of up 200 km/h (125 m.p.h.).

3358 Express Locomotive.
German Federal Railroad class 103 in new paint scheme. Metal frame. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 21.9 cm (8-5/8").

3658 Same as 3358, but in Digital version. Headlights digitally controlled.

DB 151

At the start of the 1970s the German Federal Railroad (DB) needed new locomotives for heavy freight service. Beginning in 1973 the six-axle class 151 was placed into service. A total of 170 locomotives were delivered. They are 19.49 meters long (approx. 64 feet), weigh 118 tons, and are 120 km/h (75 m.p.h.) fast. This class is a further development of the class 150; the choice of a motor for the 6 traction motors reached back to the types that had been proven with the classes 110 and 140. The class 151 was built by Krupp in Essen and by Krauss-Maffei in Munich.

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



DB 120.1

The first mass-produced units of the German Federal Railroad class 120 were delivered in the new look. They can be seen with particular frequency on the already opened parts of the new highspeed routes. On these routes they haul InterCity trains daily. At night they are used for freight trains in the "nocturnal leap" from North to South Germany.



The German Federal Railroad (DB) class 120 is a turning point in locomotive development. Modern semiconductor technology makes it possible to employ three-phase motors for propulsion purposes. In addition to low maintenance costs due to the simple design, they also enable a high, longterm tractive effort over almost the entire speed range. The continuous output is 5,600 kilowatts (7,504 horsepower), the maximum speed 160 km/h (100 m.p.h.).

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

3654 Same as 3353, but in Digital version. Headlights digitally controlled.

Electric Locomotives

In 1990 the German State Railroad acquired the four experimental locomotives 212 002 to 005. Various new components were tested on this class. These units are designed for a maximum speed of 160 km/h (100 m.p.h.). The continuous power rating is 4,020 kilowatts (approx. 5,387 horsepower), 480 kilowatts (643 horsepower) more than the class 243.

3442 Electric Locomotive. Former GDR (East Germany) German State Railroad (DR) class 212. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Length over buffers 19.1 cm (7-1/2").

3742 Same as 3442, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.



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



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

3743 Same as 3443, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

8343 Same as 3443, but in HAMO version for 2-rail DC systems.

At the start of the 1980s the progressive electrification of the German State Railroad demanded the procurement of a new electric locomotive.
This new type of locomotive had to be usable for important express passenger service as well as – with a different gear ratio and different braking equipment – for freight traffic. At the Leipzig Spring Fair in 1982 the first locomotive in this class was introduced. At the end of 1990 the last locomotive for the time being was built in a series of 646 units.
This locomotive's operating territory has in the meantime expanded to the Essen and Karlsruhe Districts.
A unit was even leased to the Southeast Railroad in Switzerland.

3441 Electric Locomotive. German State Railroad (DR) class 143. Experimental version 143 001 "White Lady" in current condition. With builtin DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Length over buffers 19.1 cm (7-1/2").

8341 Same as 3441, but in HAMO version for 2-rail DC systems.
One-time series in 1994.



The 3441 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

83443 Electric Locomotive. "Deutsche Bahn AG" class 143. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Interior details. Length over buffers 19.1 cm (7-1/2"). Included is a display board with metal plate. Length of display board 29.0 cm (11-7/16").

The 83443 locomotive is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

On the occasion of the ceremony for the founding of the "Deutsche Bahn AG" ("German Railroad, Inc.") in January of 1994 Märklin is producing the class 143 094-1 electric locomotive model in the new red paint scheme with the one each of the two ends of the unit in the DB and DR versions respectively, with the logos for the two former German railroad companies.





Foto: DB-Fotodienst

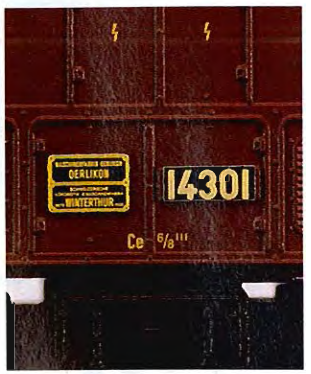
DB 143

DB
Deutsche Bahn AG
1.1.1994
DR

BADEN-BADEN 1

Electric Locomotives

The marvelous Swiss Crocodiles, heavy freight locomotives developed for transportation over the Gotthard Pass, have made railroad history and have become the dream of model railroad as well as railroad enthusiasts. Whether in the Swiss Federal Railways brown or green version of the class Ce 6/8III, they fascinate the adults and children more and more in the few examples that have been preserved in prototype operation. Even the men who once drove them over the Gotthard still speak lovingly of them today. Developed in the early period of electrification in Switzerland, they underwent numerous modifications in the course of their history, so that there are a large number of variations of them.





3352 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Ce 6/8III. 3 axles powered. 4 traction tires. Driving wheels divided into two articulated groups enabling unit to negotiate sharp curves. Electronic reverse unit. RELEX couplers. Length over buffers 23.0 cm (9-1/8").

3652 Same as 3352, but in Digital version. Headlights digitally controlled.

Digital locomotives can also be run on conventional layouts.

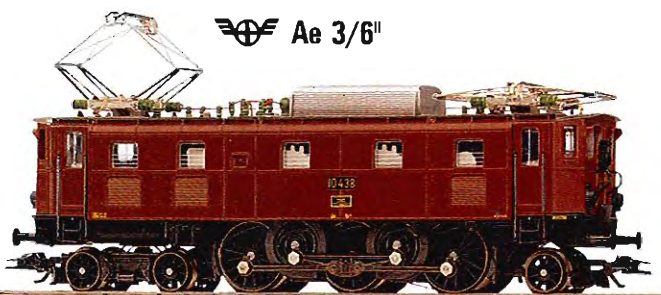


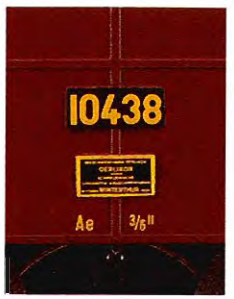


3756 "Crocodile" Locomotive.
Swiss Federal Railways (SBB) class Be 6/8III. With digital high-efficiency propulsion (6090). 3 axles powered. 4 traction tires. Driving wheels divided into 2 coupled groups enabling unit to negotiate sharp curves. Headlights digitally controlled. Length over buffers 23.0 cm (9-1/8").

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

The appropriate cars for the 3351 locomotive are the 4238 and 4239 cars which can be found on page 132.





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

3351 Electric Locomotive. Swiss Federal Railways (SBB) class Ae 3/6II. With built-in DELTA module. 3 axles powered. 2 traction tires. Spring-loaded pilot and trailing trucks. Electronic reverse unit. Length over buffers 16.0 cm (6-5/16").

Since 1986 the Re 4/4IV has born the number 2000 on its sides. Now that the final Locomotive 2000 has been established in the class 460 (Re 4/4), the four locomotives in the class Re 4/4IV are being painted in the new color scheme. The road numbers are being positioned on the ends off to one side. The side walls of the locomotives will bear the initials "SBB CFF FFS" as well as the new SBB logo.

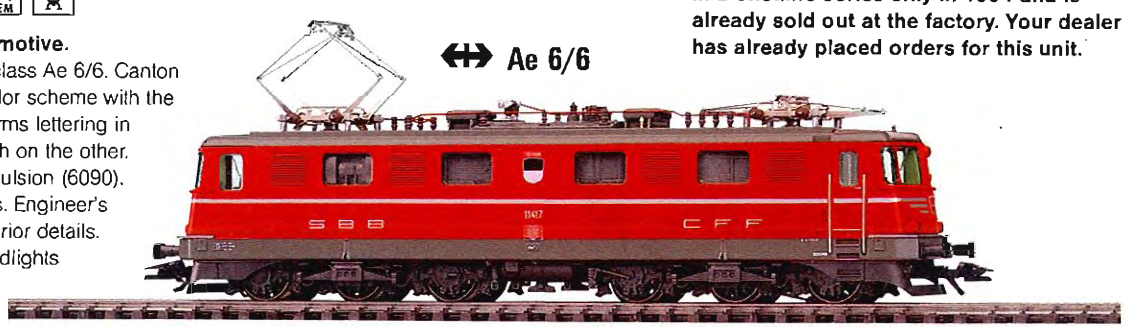
3430 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4IV. With the coat-of-arms for "Vallée de Joux". With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 18.1 cm (7-1/8").

44650 Narrow wiper
for SBB pantograph (see page 74). Suitable for display models.



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

3736 General Purpose Locomotive.
Swiss Federal Railways (SBB) class Ae 6/6. Canton locomotive "Freiburg" in red color scheme with the road number 11 417. Coat-of-arms lettering in German on one side and French on the other. With digital high-efficiency propulsion (6090). 3 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Swiss design pantographs. Headlights digitally controlled. Length over buffers 21.0 cm (8-1/4").



The 3736 locomotive is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.



Electric Locomotives

In August of 1991 the prototype of the final "Locomotive 2000" was presented to the public in Switzerland: the Re 4/4 or, according to the new numbering system, the class 460. By 1994 the SBB plans to have 120 of these modern general purpose locomotives in service. The class 460 clearly stands out from the SBB's other locomotives with its enormous power of 6,100 kilowatts (approx. 8,180 horsepower), its maximum speed of 230 km/h (144 m.p.h.) and its modern design.

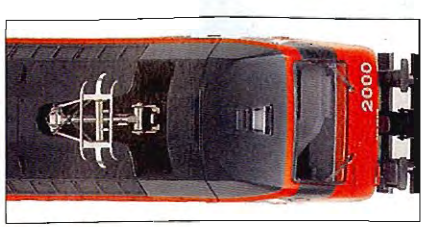


3460 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). With road number 460 008-6 "La Gruyère". 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").





3760 Same as 3460, but with digital, high-efficiency propulsion (6090). With road number 460 024-3 "Rheintal". Headlights digitally controlled.

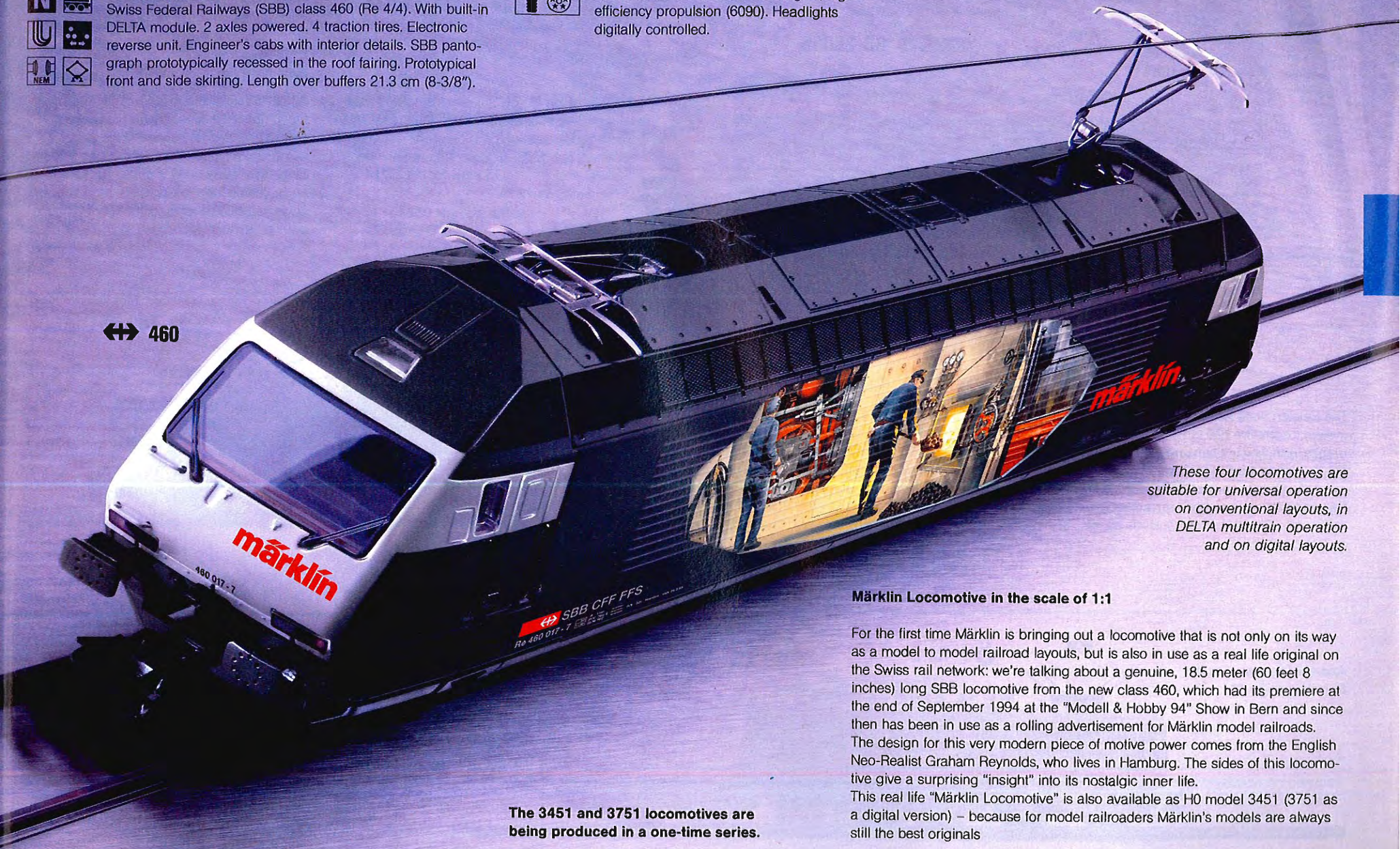


44650 Narrow wiper for SBB pantograph. Suitable for display models.

3451 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").

3751 Same as 3451, but with digital, high-efficiency propulsion (6090). Headlights digitally controlled.

460



These four locomotives are suitable for universal operation on conventional layouts, in DELTA multitrain operation and on digital layouts.

The 3451 and 3751 locomotives are being produced in a one-time series.

Märklin Locomotive in the scale of 1:1

For the first time Märklin is bringing out a locomotive that is not only on its way as a model to model railroad layouts, but is also in use as a real life original on the Swiss rail network: we're talking about a genuine, 18.5 meter (60 feet 8 inches) long SBB locomotive from the new class 460, which had its premiere at the end of September 1994 at the "Modell & Hobby 94" Show in Bern and since then has been in use as a rolling advertisement for Märklin model railroads.
The design for this very modern piece of motive power comes from the English Neo-Realist Graham Reynolds, who lives in Hamburg. The sides of this locomotive give a surprising "insight" into its nostalgic inner life.
This real life "Märklin Locomotive" is also available as H0 model 3451 (3751 as a digital version) – because for model railroaders Märklin's models are always still the best originals

Electric Locomotives



A number of the "SYBIC" class locomotives were equipped with additional vents on the doors. This improves ventilation of the interior. The current version of the "SYBIC" bears the road number 26002 and the coat-of-arms for the city of Souffelweyersheim.

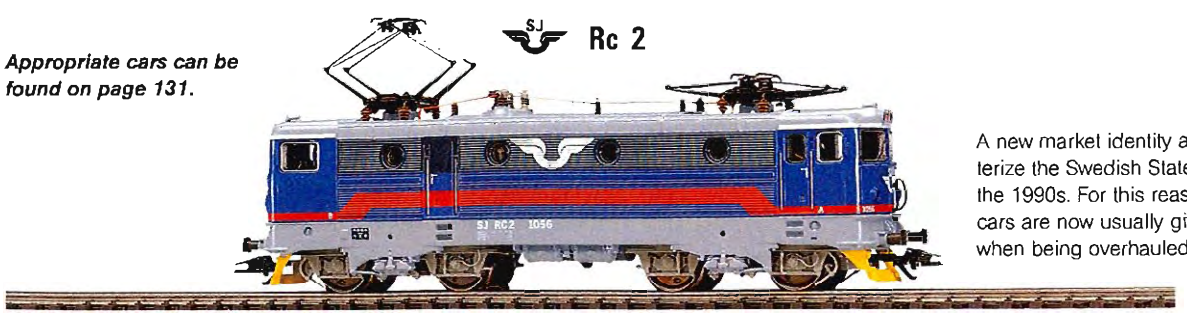
3334 "SYBIC" Electric Locomotive. French State Railways (SNCF) class BB 26000. Prototypical change in the door detailing. 2 axles powered. 4 traction tires. Electronic reverse unit. Coupler hooks at both ends, interchangeable with standard coupler pockets included with unit. Length over buffers 20.4 cm (8").



The Belgian State Railways class 16 multi-system locomotive has three different pantographs, with which it can change freely from the Belgian to the Dutch, German or French catenary systems. In the German Federal Railroad network it comes with, among others, InterCity trains from Ostende as far as Cologne.

3363 Four-System Electric Locomotive. Belgian State Railways (NMBS/SNCB) class 16, no. 1608 (Ostende Station). 3 different pantographs. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 19.4 cm (7-5/8").

Appropriate cars can be found on page 131.



A new market identity and new colors characterize the Swedish State Railways entry into the 1990s. For this reason locomotives and cars are now usually given a new paint job when being overhauled.

3341 Electric Locomotive. Swedish State Railways (SJ) class Rc 2 in the newest color scheme. Metal frame. 2 axles powered. 4 traction tires. Electronic reverse unit. Swedish State Railways (SJ) design pantographs. Length over buffers 17.5 cm (6-7/8").

The Bern-Lötschberg-Simplon Railroad is also purchasing new locomotives based on the SBB class 460. These units differ in some details and are therefore designated by the BLS as the class 465. They are expected to be placed in service by the end of 1994.

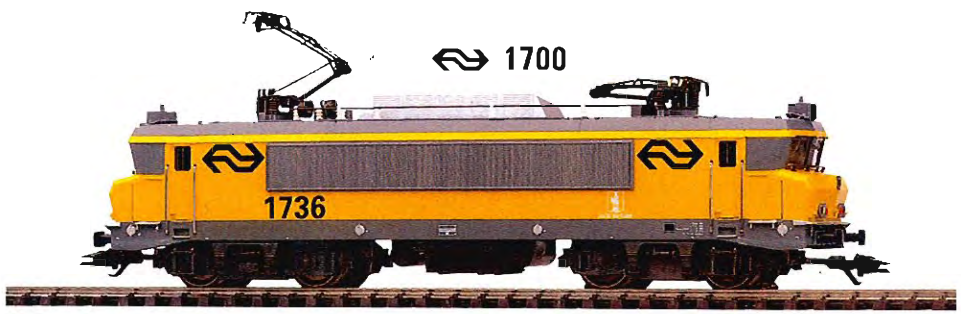
3463 Electric Locomotive.
Bern-Lötschberg-Simplon Railroad (BLS) class 465 (Re 4/4). 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").

3763 Same as 3463, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

44650 Narrow wiper
for SBB pantograph (see page 74). Suitable for display models.

The 4218 and 4219 express coaches (see page 133) are appropriate for the Bern-Lötschberg-Simplon Railroad electric locomotive.

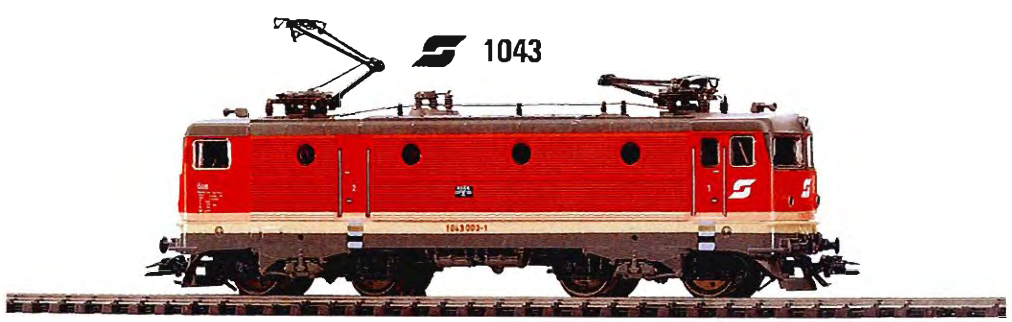




The class 1700 have been equipped at one end with an automatic coupler. Moreover, they differ from the class 1600 in the additional antenna on the roof. The current version bears the road number "1736" and the coat-of-arms "GILZE-EN-RIJEN".

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

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



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

Railcars

The 3423 "Wismar" Railbus is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already ordered this item.

LSE T 141



3423 "Wismar" Railbus.
Lüchow Schmarsau Railroad (LSE) class T 141. Lettered for "Jägermeister" (DRG VT 88). With built-in DELTA module. 1 axle powered. 1 traction tire. Numerous, separately applied details. Electronic reverse unit. Length over buffers 11.6 cm (4-1/2").

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

The class 795 railbusses with their class 995 trailer were a constant feature of the German Federal Railroad scene in the 1950s and 1960s. On less traveled routes they preserved commuter service with their lightweight diesel motors.

4018 Trailer for Railbus.
German Federal Railroad class 995. Special close couplings that mate only with those on the railbus. Length over buffers 12.0 cm (4-3/4").

3016 Railbus.
German Federal Railroad class 795. 1 axle powered. 2 traction tires. Special close couplings. Length over buffers 14.7 cm (5-3/4").

DB 795



3128 S-Bahn Train.
Berlin Transportation Company (BVG) class 275 double railcar set. 2 axles powered. 4 traction tires. Lighted destination boards with interchangeable destination lettering. Special couplings. Train length 40.0 cm (15-3/4").

BVG 275



DB 515

In the 1950s the DB purchased the class 515 storage battery-powered railcars for commuter traffic on non-electrified routes. The battery capacity was sufficient for 300 to 500 km (approx. 188 to 313 miles) of operation. The maximum speed was 100 km/h (approx. 63 m.p.h.).



3428 Storage Battery Powered Railcar.
German Federal Railroad class 515. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Oxidized wheeltreads. Length over buffers 24.0 cm (9-1/2").

DB 815



4028 Control Car.
For 3428 storage battery powered railcar. German Federal Railroad (DB) class 815. Length over buffers 24.0 cm (9-1/2").

DB 628.2

The regional fast passenger service is being made very attractive through the use of the modern class 628 diesel railcars. The car set is powered by a 12 cylinder motor with 560 horsepower. The maximum speed is 120 km/h (75 m.p.h.). Some of these units bear advertising for the Volks and Raiffeisen Banks.

3376 Diesel Railcar Train.
German Federal Railroad (DB) class 628.2 with cab control car 928.2. 2 axles powered. 4 traction tires. Electronic reverse unit. Lighted destination boards at the ends of the train. Special close coupling with guide mechanism between powered unit and cab control unit. Detailed reproduction of the prototype couplers with brake hoses at both ends of the train. Train length 52.5 cm (20-11/16").

3676 Same as 3376, but in digital version. Headlights digitally controlled.

DB 928.2



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



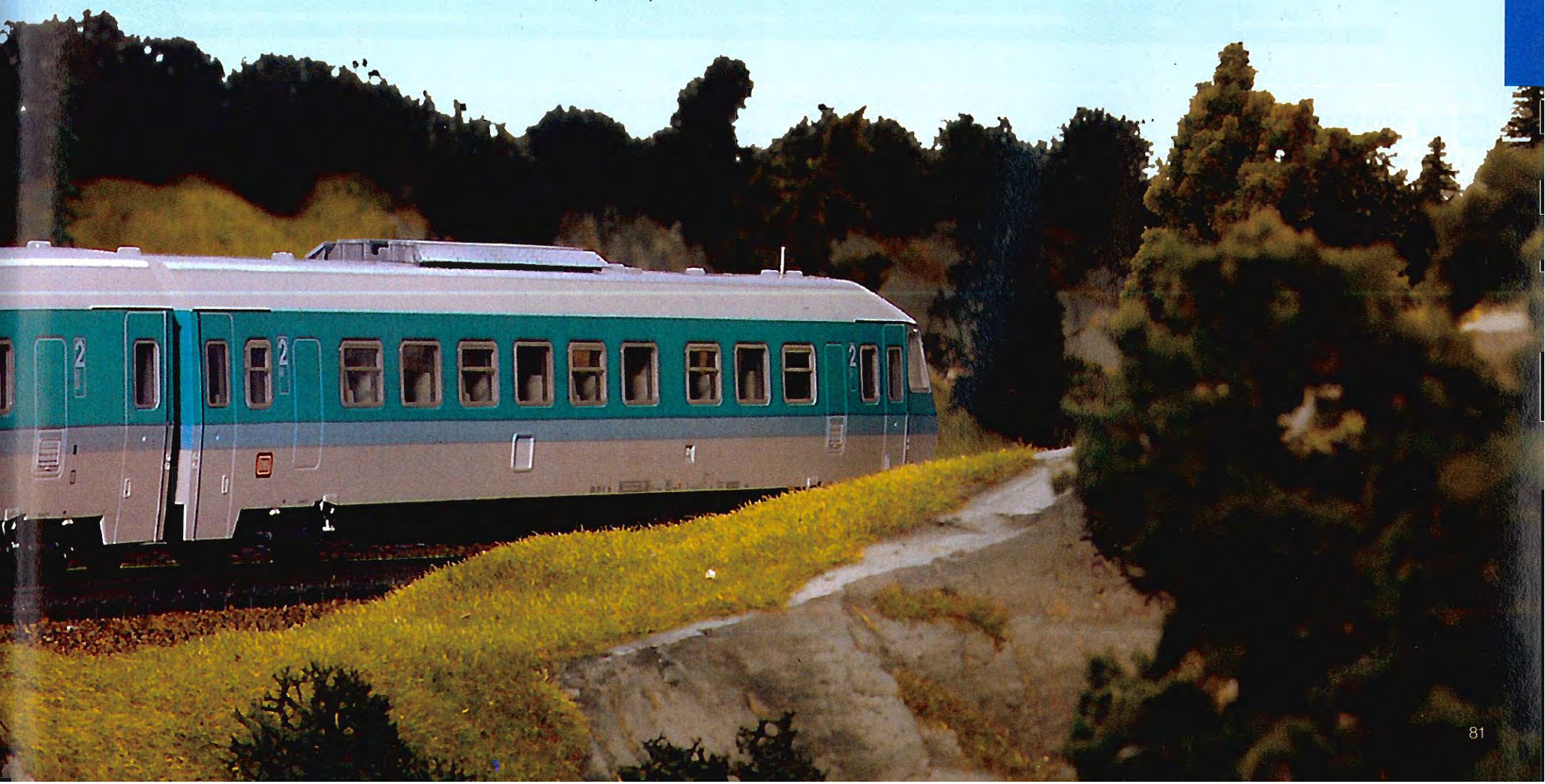
DB 610

The German Federal Railroad placed the first ten class 610 railcars into service in 1991 in an effort to shorten travel times on routes that have not been improved yet. On curves the car body is tilted 8 degrees by the track-dependent control mechanism, and this allows 30% faster speeds than with conventional railcars. The maximum speed allowed is 160 km/h (100 m.p.h.). Twenty of these tilt trains with the hydraulic car body control developed by FIAT for the Italian "Pendolino" are in operation in the greater Nürnberg area.

3476 Diesel Railcar Train.
German Federal Railroad (DB) class 610.
Automatic car body tilt mechanism that reacts to track curves. With built-in DELTA module.
2 axles powered.
4 traction tires. Electronic reverse unit. Special close coupled connections between the cars. Detailed reproduction of the Scharfenberg couplers at the ends of the train. By exchanging these for the standard coupler pockets included with the train, several trains can be coupled together.
Train length over center buffers 56.6 cm (22-1/4").

3776 Same as 3476, but with digital high-efficiency propulsion (6090). Headlights digitally controlled.

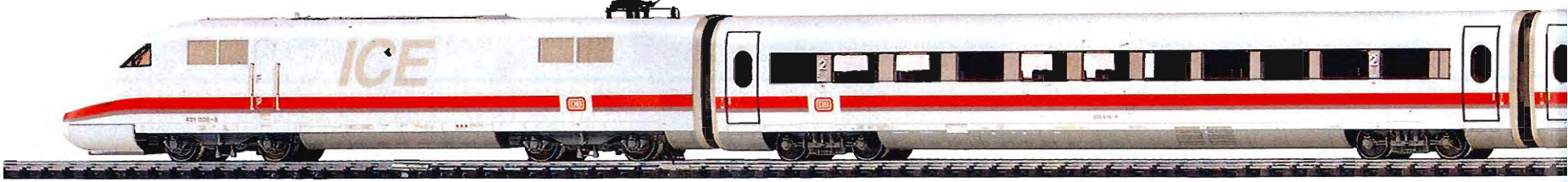
This model is a cooperative project with the Fleischmann Company, Nürnberg, Germany.



Railcars

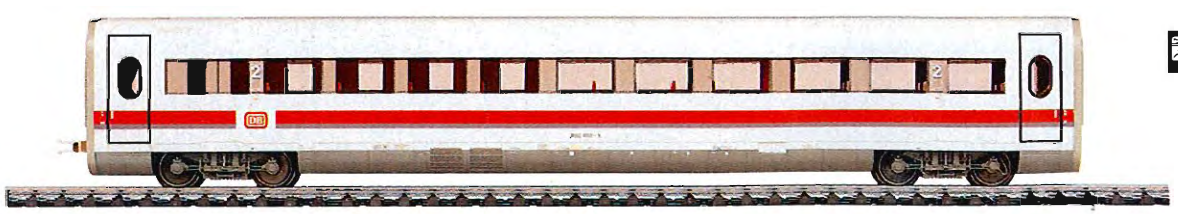
After the express railcar train "InterCity-Experimental" was built for experimental and testing purposes, the German railroad equipment and electronics industry developed the production version of the "InterCityExpress" in a very short time. The railcar trains with the class designation 401 for the power end cars and 801 to 804 for the variously equipped intermediate cars have been in operation since June of 1991 in premium, long-distance rail traffic with a top speed of 280 km/h (175 m.p.h.) The complete train has 14 intermediate cars, is 410.7 meters long (1.347 ft. 5 in.) and has seating in first class for 192 and seating in second class for 567 passengers. In addition, there is seating for 40 in both dining cars.

Each power end car has an output of 4,800 kilowatts and weighs 80.4 tons. The total weight of an occupied train comes to 988 tons. The train requires 1 minute and 6 seconds to accelerate from 0 to 100 km/h (62.5 m.p.h.). The operating speed of 250 km/h (156.25 m.p.h.) is reached in 6 minutes and 20 seconds and after a distance of about 18 kilometers (11.25 miles).



4370 ICE Open Seating Car.
German Federal Railroad Avmz 801.0. 1st class. No smoking. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Intermediate cars can be used in multiples in the train. Length 26.4 cm (10-3/8").





4371 ICE Open Seating Car.
German Federal Railroad Bvmz 802.3. 2nd class. No smoking. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Intermediate cars can be used in multiples in the train.
Length 26.4 cm (10-3/8").

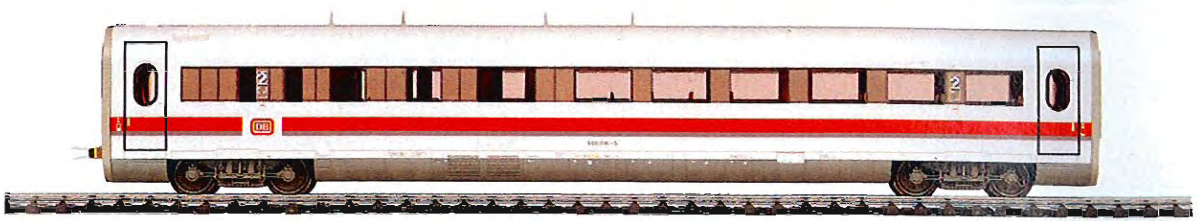
3700 ICE Railcar Train. Prototype for the National Railroad Passenger Corporation (Amtrak). Version for the "North America Tour '93". 1 power end car with motor. 1 power end car without motor. 1 intermediate car 1st class. 3 intermediate cars 2nd class. 1 service car. 1 "Bord Restaurant" dining car. Total train length (8 cars) 202.6 cm (79-3/4").
The 3700 digital railcar train can also be used on conventional layouts.



3370 ICE Railcar Train. German Federal Railroad class 401 high speed InterCityExpress train. 1 power end car with motor. 1 power end car without motor. 1 intermediate car Avmz 801.8, 1st class, no smoking. 1 intermediate car Bvmz 802.3, 2nd class, smoking. Power end cars have metal frames and engineer's cabs with interior details. 2 axles powered. 4 traction tires. Electronic reverse unit. Direction-dependent current pickup through the power end car at the front of the train. Special close couplers with guide mechanisms. Continuous electric connections through the whole train. Interior lighting powered through the couplers. Train length 97.0 cm (38-3/16").

3770 Same as 3370, but with Digital high-efficiency propulsion (6090). Headlights and two red marker lights as well as interior lighting digitally controlled.





4372 ICE Service Car.
German Federal Railroad (DB) BSmz 803.0. 2nd class. No smoking coach. Interior details. With conference compartment. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Length over buffers 26.4 cm (10-3/8").

4373 ICE "Bord Restaurant" Dining Car.
German Federal Railroad (DB) WSmz 804.0. Interior details. Intermediate car to supplement 3370/3770 ICE railcar train. Special close couplers with guide mechanisms. Continuous electrical connections. Interior lighting powered through the couplers. Length over buffers 26.4 cm (10-3/8").



The 3700 "Amtrak" ICE railcar train was produced in a onetime series of 5,000 units in 1994 and is no longer available from the factory.



Steam Locomotive with Peat Tender and "Peat Transport" Car Set

J. A. Maffei in Munich delivered a total of 107 class B VI locomotives as a further development of the Bavarian B V for mail and passenger trains of the Royal Bavarian State Railways. Part of these units were equipped for operation with the peat available in Bavaria.

These locomotives were coupled to high tenders with roofs and had funnel or pear-shaped smokestacks, which were supposed to prevent excessive flying sparks and thereby fires that could be set by sparks.

On longer routes an additional "peat supply car" accompanied the train, which ensured sufficient fuel for the trip.

The peat cut at various peat bogs was transported in special cars to the railroad's peat storage facilities where the locomotives could refuel.



märklin
HO

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

3497 Steam Locomotive with Tender.
Royal Bavarian State Railroad (K.Bay.Sts.B.) class B VI with peat tender. High-efficiency motor (Faulhauber can motor) built into the boiler. 2 axles powered. 4 traction tires. Electronic reverse unit. Detailed outside frame with Stephenson valve gear. Permanent close coupling between locomotive and tender. Length over buffers 16.3 cm (6-27/64").

3797 Same as 3497, but with digital high-efficiency motor (Faulhaber can motor). Headlights digitally controlled.

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

The 3497 and 3797 locomotives are being produced in a one-time series only in 1994 and are already sold out at the factory. Your dealer has already placed orders for this unit.

4897 "Peat Transport" Car Set.
Set consists of 4 different design cars: 1 gondola with brakeman's cab, tarp and imitation peat load. 1 peat supply car. 1 crane car with rotating boom, fine metal chain and movable counterweight. 1 crane support car with detailed brake rigging. Total length 38.1 cm (15").

All cars in special version. Not available separately.

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

The 4897 car set is being produced in a one-time series only in 1994 and are already sold out at the factory. Your dealer has already placed orders for this unit.

The 3497/3797 is the appropriate locomotive to supplement the "Peat Transport" car set.

K.Bay.Sts.B. B VI



Locomotive Features



Catalog number	Metal: Frame	Metal: Body/boiler	Propulsion System: Standard motor	Propulsion System: Special motor	Propulsion System: High-efficiency motor with control electronics	Propulsion System: DELTA	Propulsion System: Digital	Propulsion System: Electronic direction reversing	Propulsion System: Number of powered axles	Coupler Type: Coupler hooks	Coupler Type: Coupler hooks with prerncoupler	Coupler Type: Special couplers	Coupler Type: RELEX	Coupler Type: TEI EX	Coupler Type: Automatic close couplers	Coupler Type: Standard pockets with close coupler heads	Coupler Type: Close coupler with guide mechanism	Lighting: Number of headlights	Lighting: Changes over with the direction of travel	Lighting: Marker lights	Lighting: Digitally controlled	Inter. Detailling: Interior lighting	Inter. Detailling
3000	•		•						3	•								3					
3001	•		•						3	•								2					
3003	•		•						3	•			•					3					
3016	•		•						1			•						3				•	
3032	•	•	•						4		•							3		3			
3033	•		•						2				•					3					
3034	•	•	•						2	•								3					
3037	•	•	•						2	•								3					
3053	•		•						3	•								3					
3060	•	•	•						2		•		•					2					
3072	•		•						2				•					3					
3074	•		•						2				•					3					
3078	•		•						3	•								3					
3084	•	•	•						5	•			•					3					•
3085	•	•	•						3				•					3					•
3087	•		•						1	•													
3088	•		•						3	•								3					
3095	•		•						3		•		•					3					
3096	•		•						4					•				3					
3097	•	•	•						3				•					3					•
3099	•	•	•						3	•			•					3					•
3103	•		•						3		•		•					3					
3128	•	•	•						2			•						2	•	2			
3131	•		•						3					•				3					
3179	•		•						3				•					3					
3181	•	•	•						2		•		•					2					
3303	•	•	•					•	3							•		2	•				
3304	•	•	•					•	3								•	3	•				
3305	•	•	•					•	3							•		2	•				
3306	•	•	•					•	3							•		3	•				
3307	•	•	•					•	3							•		2	•				
3308	•	•	•					•	5	•								2	•				
3309	•	•	•					•	5					•				3					
3310	•	•	•					•	3							•		3	•				•
3315	•	•	•					•	5	•			•					3					•

[redacted]	Metal		Propulsion System							Coupler Type								Lighting					Inter. Detailling
Catalog number	Frame	Body/boiler	Standard motor	Special motor	High-efficiency motor with control electronics	DELTA	Digital	Electronic direction reversing	Number of powered axles	Coupler hooks	Coupler hooks with preuncoupler	Special couplers	RELEX	TELEX	Automatic close couplers	Standard pockets with close coupler heads	Close coupler with guide mechanism	Number of headlights	Changes over with the direction of travel	Marker lights	Digitally controlled	Interior lighting	
3318	•	•	•					•	3							•		2	•				•
3322	•	•	•					•	3							•		3	•				
3326	•	•	•			•		•	2							•		3	•				
3329	•	•	•					•	3							•		3	•				•
3331	•	•	•			•		•	2							•		3	•				
3334	•	•	•					•	2	•						•		2	•				
3335	•	•	•					•	3							•		3	•				
3340	•	•	•					•	2							•		3	•				
3341	•		•					•	2						•			3	•				
3342	•		•					•	2						•			3	•				•
3343	•		•					•	3						•			3	•				•
3344	•	•	•					•	2							•		3	•				
3345	•	•	•					•	2							•		3	•				
3347	•		•					•	2							•		3	•				
3348	•		•					•	2						•			3	•				•
3351	•		•			•		•	3						•			3	•	1			•
3352	•	•	•					•	3				•					3	•	1			
3353	•		•					•	2						•			3	•				•
3355	•		•					•	2				•					3	•	2			•
3357	•		•					•	3							•		3	•				
3358	•		•					•	3							•		3	•				
3360	•		•					•	2						•			3	•				•
3361	•		•					•	3						•			3	•				•
3363	•		•			•		•	2						•			3	•				
3366	•		•					•	2	•								3	•				
3368	•	•	•					•	2							•		3	•				•
3369	•	•	•					•	2							•		3	•				•
3370	•		•					•	2			•						3	•	2		•	•
3372	•		•					•	2							•		3	•				
3373	•		•					•	2						•			3	•				
3374	•		•			•		•	2						•			3	•				
3375	•		•					•	2						•			3	•				
3376	•		•					•	2			•						3	•	2		•	•
3377	•		•					•	2							•		3	•				
3380	•	•	•					•	2							•		3	•	2			•

Locomotive Features

Catalog number	Metal: Frame	Metal: Body/boiler	Propulsion System: Standard motor	Propulsion System: Special motor	Propulsion System: High-efficiency motor with control electronics	Propulsion System: DELTA	Propulsion System: Digital	Propulsion System: Electronic direction reversing	Propulsion System: Number of powered axles	Coupler Type: Coupler hooks	Coupler Type: Coupler hooks with proncoupler	Coupler Type: Special couplers	Coupler Type: RELEX	Coupler Type: TELEX	Coupler Type: Automatic close couplers	Coupler Type: Standard pockets with close coupler heads	Coupler Type: Close coupler with guide mechanism	Lighting: Number of headlights	Lighting: Changes over with the direction of travel	Lighting: Marker lights	Lighting: Digitally controlled	Lighting: Interior lighting	Inter. Detailling
3387	•	•		•				•	2							•		2	•				•
3390	•	•	•					•	3							•		3	•				•
3391	•	•	•					•	3							•		2	•				
3392	•	•	•					•	4							•		3	•				•
3393	•	•	•			•		•	5							•		2	•				
3395	•	•	•			•		•	3							•		3	•				•
3396	•		•			•		•	4		•							3	•				
3397	•	•	•					•	3							•		3	•				•
3404	•	•	•			•		•	3							•		3	•				
3413	•	•	•			•		•	3							•		2	•				
3415	•	•	•			•		•	5							•		3	•				
3423	•			•		•		•	1														
3424	•		•			•		•	2						•			3	•				
3428	•		•			•		•	2						•			3	•	2		•	•
3430	•	•	•			•		•	2							•		3	•	1			
3441	•	•	•			•		•	2							•		3	•	2			•
3442	•	•	•			•		•	2							•		3	•	2			•
3443	•	•	•					•	2							•		3	•	2			•
3446	•		•			•		•	3						•			3	•				
3448	•	•		•				•	2							•		3	•				•
3449	•		•					•	3							•		3	•				
3451	•	•	•			•		•	2							•		3	•	1			•
3457	•		•					•	3							•		3	•				
3458	•		•			•		•	2							•		3	•				
3460	•	•	•					•	2							•		3	•	1			•
3463	•	•	•					•	2							•		3	•	1			•
3464	•		•			•		•	3								•	3	•				
3467	•		•			•		•	3							•		3	•	2			•
3468	•		•			•		•	3							•		3	•	2			•
3469	•	•	•			•		•	2							•		3	•				•
3473	•		•			•		•	2							•		3	•				
3474	•		•			•		•	2							•		3	•				
3476	•		•			•		•	2			•						3	•	2		•	•
3489	•	•	•			•		•	3							•		2	•				
3496	•	•	•			•		•	4								•	2	•				

[redacted]	Metal		Propulsion System							Coupler Type								Lighting					Inter. Detailling
Catalog number	Frame	Body/boiler	Standard motor	Special motor	High-efficiency motor with control electronics	DELTA	Digital	Electronic direction reversing	Number of powered axles	Coupler hooks	Coupler hooks with preuncoupler	Special couplers	RELEX	TELEX	Automatic close couplers	Standard pockets with close coupler heads	Close coupler with guide mechanism	Number of headlights	Changes over with the direction of travel	Marker lights	Digitally controlled	Interior lighting	
3497	•	•		•				•	2							•		3	•				
3514	•	•		•	•			•	3								•	2	•				•
3615	•	•	•				•		5	•			•					3			•		•
3618	•	•	•				•		3							•		2	•		•		•
3629	•	•	•				•		3							•		3	•		•		•
3642	•		•				•		2						•			3	•		•		•
3647	•		•				•		2							•		3	•		•		
3652	•	•	•				•		3				•					3	•	1	•		
3653	•		•				•		2						•			3	•		•		•
3654	•		•				•		2						•			3	•		•		•
3658	•		•				•		3							•		3	•		•		
3664	•		•				•		3					•				3			•		
3676	•		•				•		2			•						3	•	2	•	•	•
3681	•	•	•				•		2							•		3	•	2	•		•
3684	•	•	•				•		5	•			•					3			•		•
3686	•	•		•			•		2							•		2	•		•		•
3696	•		•				•		4					•				3					
3700	•				•		•		2			•						3	•	2	•	•	•
3702	•	•			•		•		4	•					•			2	•		•		•
3703	•	•			•		•		3							•		2	•		•		
3704	•	•			•		•		3								•	3	•		•		
3709	•	•			•		•		5					•				3					
3710	•	•			•		•		3							•		3	•		•		•
3715	•	•			•		•		5							•		3	•		•		
3722	•	•			•		•		3							•		3	•		•		
3736	•	•			•		•		3							•		3	•	1	•		•
3742	•	•			•		•		2							•		3	•	2	•		•
3743	•	•			•		•		2							•		3	•		•		•
3748	•	•			•		•		2							•		3	•		•		•
3751	•	•			•		•		2							•		3	•	1	•		•
3756	•	•			•		•		3						•			3	•	1	•		
3760	•	•			•		•		2							•		3	•	1	•		•
3763	•	•			•		•		2							•		3	•	1	•		•
3768	•	•			•		•		2							•		3	•		•		•
3769	•	•			•		•		2							•		3	•		•		•

Locomotive Features



Catalog number	Metal: Frame	Metal: Body/boiler	Propulsion System: Standard motor	Propulsion System: Special motor	Propulsion System: High-efficiency motor with control electronics	Propulsion System: DELTA	Propulsion System: Digital	Propulsion System: Electronic direction reversing	Propulsion System: Number of powered axles	Coupler Type: Coupler hooks	Coupler Type: Coupler hooks with preuncoupler	Coupler Type: Special couplers	Coupler Type: RELEX	Coupler Type: TEHEX	Coupler Type: Automatic close couplers	Coupler Type: Standard pockets with close coupler heads	Coupler Type: Close coupler with guide mechanism	Lighting: Number of headlights	Lighting: Changes over with the direction of travel	Lighting: Marker lights	Lighting: Digitally controlled	Lighting: Interior lighting	Inter. Detailling
3770	•				•		•		2			•						3	•	2	•	•	•
3776	•				•		•		2			•						3	•	2	•	•	•
3780	•	•			•		•		2							•		3	•	2	•		•
3789	•	•			•		•		3							•		2	•		•		
3790	•	•			•		•		3							•		3	•		•		•
3791		•			•		•		3							•		2	•		•		
3792	•	•			•		•		4							•		3	•		•		•
3793	•	•			•		•		5							•		2	•		•		
3795	•	•			•		•		3							•		3	•		•		•
3796	•	•			•		•		4								•	2	•		•		
3797	•	•		•			•		2							•		3	•		•		
3809	•	•	•						5					•				3	•				
3882	•	•	•						2							•		3	•	2	•		•
4060	•	•								•	•							2					
4181	•	•								•	•							2					
8306	•	•	•						3		•							3	•				
8310	•	•	•						3							•		3	•				
8341	•	•	•					•	2							•		3	•	2			•
8343	•	•	•						2							•		3	•				•
8349	•		•						3							•		3	•				
8369	•	•	•					•	2							•		3	•				•
8381	•	•	•						3							•		3	•	2			•
8390	•	•	•						3							•		3	•				
8393	•	•	•					•	5							•		2	•				
8396	•	•	•					•	4								•	2	•	2			
8397	•	•	•						3							•		3	•				
83307	•	•	•			•		•	3							•		2	•				
83443	•	•	•			•		•	2							•		3	•	2			
83460	•	•	•					•	2							•		3	•	1			•
83463	•	•	•			•		•	2							•		3	•	1			•
83496	•	•	•			•		•	4								•	2	•				
88363	•	•	•					•	2							•		3	•	1			•

Spare Parts for Locomotives

märklin HO

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3000					7154	7185	–	61 004	60 030	20 824	20 001	20 001	① ②
3001					7153	20 157	7218	60 000	60 030	20 824	20 001	20 001	① ②
3003					7153	7185	–	61 004	60 030	20 824	20 214	70 154	① ②
3016					7153	7164	–	60 010	60 030	20 824	20 989	20 989	① ②
3032					7154	7185	–	60 010	60 030	20 824	29 544	29 544	① ②
3033					7153	7164	25 827	61 004	60 146	20 824	39 974	39 974	① ② ⑤
3034					7153	7164	7218	61 004	60 146	20 824	21 484	21 484	① ② ⑤
3037					7153	7164	7218	61 004	60 146	20 824	21 484	21 484	① ② ⑤
3053					7153	7164	7218	61 004	60 146	20 824	39 974	39 974	① ② ⑤
3060					7154	7185	–	61 004	60 146	20 824	21 583	21 586	① ②
3072					7154	7164	–	61 004	60 030	20 824	39 974	39 974	① ②
3074					7154	7164	–	61 004	60 146	20 824	70 156	70 156	① ②
3078					7154	7185	–	61 004	60 030	20 824	20 001	20 001	① ②
3084			**3684**		7153	7164	–	61 004	60 146	20 824	21 843	21 842	① ② ⑤
3085					7152	7164	–	61 004	60 146	20 824	–	39 974	① ② ⑤
3087					7154	7185	–	–	60 030	20 824	20 001	20 001	① ②
3088					7154	7185	–	61 004	60 146	20 824	20 001	20 001	① ②
3095					7153	7185	–	61 004	60 030	20 824	22 532	21 842	① ②
3096			**3696**		7153	7164	–	61 004	60 030	22 970	24 456	24 456	②
											22 897	22 897	
											22 924	22 924	
			(3696)					61 008					
3097					7152	7164	–	61 004	60 146	25 220	–	39 974	① ② ⑤
3099					7152	7185	–	60 015	60 030	20 824	22 418	21 842	① ②
3103					7153	7185	–	61 004	60 030	25 220	22 532	21 842	① ②
3128					7154	7164	–	60 272	60 030	27 668	–	–	④
								60 277					
								60 281					
3131					7153	7185	–	60 010	60 030	22 970	29 847	29 847	① ②
											21 377	21 377	
3179					7153	7185	7207	60 015	60 030	20 824	21 128	21 128	① ②
3181					7154	7185	–	61 004	60 146	20 824	21 583	21 586	① ②
3303				**3703**	7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3703)				61 008					
3304				**3704**	7154	7185	–	60 008	60 146	–	70 163*	70 163*	① ② ⑤
3305					7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3306					7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3307					7153	7164	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3308					7153	7164	–	60 008	60 146	25 220	24 456	24 460	① ② ⑤
3309				**3709**	7153	7164	–	60 008	60 146	22 970	24 456	24 460	② ⑤
											24 457	24 461	
											22 924	24 490	

This table contains the most important spare parts for each locomotive. You can order them only through your local dealer.

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

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

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 97).

Spare Parts for Locomotives

This table contains the most important spare parts for each locomotive. You can order them only through your local dealer.

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

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

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3310				**3710** (3710)	7152	7164	–	61 004 61 008	60 146	25 220	–	70 163*	① ② ⑤
3315			**3615** (3615)		7153	28 027	–	61 004 61 008	60 146	–	21 843	21 842	① ② ⑤
3318			**3618**		7152	7185	–	60 008	60 146	–	–	70 163*	① ② ⑤
3322				**3722** (3722)	7153	7164	64 982	61 004 61 008	60 030	25 220	70 163*	70 163*	① ②
	3326				7153	7164	61 539	61 008	60 146	–	70 163*	70 163*	② ⑤
3329			**3629** (3629)		7153	7185	25 783	61 004 61 008	60 146	25 220	70 163*	70 163*	① ② ⑤
	3331				7153	7164	25 827	61 008	60 146	–	70 163*	70 163*	② ⑤
3334					7153	7164	61 539 61 540	61 004	60 146	20 824	70 163*	70 163*	① ② ⑤
3335					7153	7164	64 600	61 004	60 030	–	70 163*	70 163*	① ②
3340					7153	7164	25 827	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
3341					7153	7164	64 333	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3342			**3642** (3642)		7153	7164	7218	61 004 61 008	60 146	25 220	70 163*	70 163*	① ② ⑤
3343					7153	7164	25 827	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3344					7153	7164	7218	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
3345					7153	7164	7218	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
3347			**3647** (3647)		7154	7164	–	61 004 61 008	60 030	–	70 163*	70 163*	① ②
3348			**3653** (3653)		7153	7164	7247	61 004 61 008	60 146	25 220	26 373	26 373	① ② ⑤
	3351				7153	7185	25 953	61 004	60 146	–	26 373	26 373	② ⑤
3352			**3652**		7153	7164	25 953	61 004	60 146	25 220	70 156	70 156	① ② ⑤
3353			**3654**		7153	7164	23 846	61 004	60 146	–	26 373	26 373	① ② ⑤
3355					7153	7164	7247	60 007	60 146	25 220	70 163*	70 163*	① ② ⑤
3357					7153	7164	7247	61 004	60 146	25 220	70 163*	70 163*	① ② ⑤
3358			**3658**		7153	7164	23 846	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3360					7153	7164	25 827	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3361					7153	7164	7218	61 004	60 146	25 220	26 373	26 373	① ② ⑤
	3363				7153	7164	61 538 61 539 61 540	60 008	60 146	–	26 373	26 373	① ② ⑤
3366					7153	7164	25 783	60 008	60 146	25 220	70 412	70 412	④
3368				**3768** (3768)	7153	7164	62 044	61 004 61 008	60 146	–	70 163*	70 163*	① ② ⑤
3369					7153	7164	64 600	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3370				**3770** (3770)	7154	7164	62 764	61 004 61 008	60 146	–	–	–	④
3372					7154	7164	–	61 004	60 030	–	70 163*	70 163*	① ②

Explanation of symbols for the column "Conversion"

- ① DELTA with 6603
- ② Digital with 6080
- ③ Digital with 6081
- ⑤ Digital with 6090
- ⑥ Digital with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 97).

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3373					7154	7164	–	61 004	60 146	25 220	26 373	26 373	① ② ⑤
	3374				7154	7164	–	61 008	60 146	–	26 373	26 373	② ⑤
3375					7154	7164	–	61 004	60 146	25 220	26 373	26 373	① ② ⑤
3376			**3676**		7151	20 637	–	60 200	60 146	–	20 680	20 680	④
(3376)			(3676)					60 201					
(3376)								61 004					
			(3676)					61 008					
3377					7154	7164	–	61 004	60 030	–	70 163*	70 163*	① ②
3380				**3780**	7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3780)				61 008					
3387					7154	37 896	–	61 004	–	62 700	70 163*	70 163*	–
3390				**3790**	7152	7164	–	61 004	60 146	25 220	–	70 163*	① ② ⑤
				(3790)				61 008					
3391				**3791**	7152	7164	–	61 004	60 146	25 220	–	70 163*	① ② ⑤
				(3791)				61 008					
3392				**3792**	7153	7164	–	61 004	60 146	–	–	70 163*	① ② ⑤
				(3792)				61 008					
	3393			**3793**	7153	43 420	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3395			**3795**	7152	7164	–	61 008	60 146	–	–	70 163*	② ⑤
	3396				7153	7164	–	61 008	60 030	–	21 843	21 843	②
3397					7152	7164	–	61 004	60 146	25 220	–	70 163*	① ② ⑤
	3404				7154	7185	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3413				7153	7185	–	61 008	60 146	–	70 163*	70 163*	④
	3415			**3715**	7153	28 027	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3423				7151	48 898	–	–	–	–	–	–	–
	3424				7153	7164	66 245	61 008	60 146	–	26 373	26 373	② ⑤
	3428				7154	7164	–	60 015	60 030	–	26 373	26 373	②
	3430				7153	7164	64 424	61 008	60 146	–	70 163*	70 163*	② ⑤
	3441				7153	7164	64 376	61 008	60 146	–	70 163*	70 163*	② ⑤
3442				**3742**	7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3742)				61 008					
3443				**3743**	7153	7164	64 376	61 008	60 146	–	70 163*	70 163*	① ② ⑤
	3446				7154	7185	–	61 008	60 146	–	26 373	26 373	② ⑤
3448				**3748**	7153	20 637	25 783	61 004	–	–	70 163*	70 163*	④
				(3748)				61 008					
3449					7153	7185	64 600	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	3451			**3751**	7154	7164	64 424	61 008	60 146	–	70 163*	70 163*	② ⑤
3457					7153	7185	62 044	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	3458				7153	7164	28 049	61 008	60 146	–	26 373	26 373	② ⑤
3460				**3760**	7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3760)				61 008					
3463				**3763**	7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3763)				61 008					

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 97).

Spare Parts for Locomotives

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
	3464		3664 (3664)		7153	7185	–	61 008	60 146	–	70 163* 29 847	70 163* 29 847	② ⑤
	3467				7154	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3468				7154	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3469			3769	7153	7164	64 982	61 008	60 146	–	70 163*	70 163*	② ⑤
	3473				7154	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3474				7154	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3476			3776	7154	7164	–	61 008	60 146	–	70 163*	70 163*	④
	3489			3789	7152	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	3496			3796	7153	20 637	–	61 008	60 146	–	70 163*	70 163*	② ⑤
3497				3797 (3797,	7153	20 637	–	61 004 61 008	–	–	70 163*	70 163*	④
		3514			7153	28 251	–	–	–	–	–	70 163*	④
			3681		7154	20 637	–	61 008	60 146	–	70 163*	70 163*	② ⑤
			3686		7154	37 896	–	61 008	–	–	70 163*	70 163*	–
				3700	7154	7164	66 046	61 008	60 146	–	–	–	–
				3702	7153	7185	–	61 008	60 146	–	21 843	70 163*	–
				3736	7153	7164	62 040	61 008	60 146	–	70 163*	70 163*	–
				3756	7153	7164	25 953	61 008	60 146	–	26 373	26 373	–
4060					–	7185	–	61 004	–	–	21 583	21 622	–
4181					–	7185	–	61 004	–	–	21 583	21 622	–
	83307				7153	7164	–	61 008	60 146	–	70 163*	70 163*	② ⑤
	83443				7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	② ⑤
83460					7154	7164	64 424	61 008	60 146	–	70 163*	70 163*	① ② ③
	83463				7154	7164	64 424	61 008	60 146	–	70 163*	70 163*	② ⑤
	83496				7153	20 637	–	61 008	60 146	–	70 163*	70 163*	② ⑤
HAMO													
3809					7153	25 377	–	60 008	60 146	–	24 456	24 460	–
3882					7154	37 946	–	61 004	60 146	–	70 163*	70 163*	–
8306					7153	24 446	–	60 015	60 146	–	24 281	24 281	⑥
8310					7152	24 982	–	61 004	60 146	–	–	70 163*	⑥
8341					7153	23 848	64 376	61 004	60 146	–	70 163*	70 163*	⑥
8343					7153	23 848	64 376	61 004	60 146	–	70 163*	70 163*	⑥
8349					7153	40 711	64 600	61 004	60 146	–	70 163*	70 163*	⑥
8369					7153	45 952	64 982	61 004	60 146	–	70 163*	70 163*	⑥
8381					7154	37 946	–	61 004	60 146	–	70 163*	70 163*	⑥
8390					7152	24 982	–	61 004	60 146	–	–	70 163*	⑥
8393					7153	46 937	–	61 004	60 146	–	70 163*	70 163*	⑥
8396					7153	48 678	–	61 004	60 146	–	70 163*	70 163*	⑥
8397					7152	24 982	–	61 004	60 146	–	–	70 163*	⑥
88363					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 97).

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3039					7153	7164	7218	60 015	60 146	20 824	21 484	21 484	① ② ⑤
3042					7153	7164	7218	60 008	60 146	20 824	70 156	70 156	① ② ⑤
3049					7153	7185	7207	60 015	60 146	20 824	70 412	70 412	① ② ⑤
3058					7153	7164	7218	61 004	60 146	20 824	70 412	70 412	① ② ⑤
3065			**3665**		7153	7185	–	60 010	60 030	22 970	29 847	29 847	②
											21 377	21 377	
3067					7154	7164	–	61 004	60 030	20 824	21 783	21 783	① ②
3075					7154	7164	–	60 015	60 030	20 824	70 156	70 156	① ②
3079					7154	7164	–	61 004	60 146	20 824	70 156	70 156	① ② ⑤
3082					7153	7164	–	60 015	60 146	20 824	21 843	21 842	① ② ⑤
3098					7152	7185	–	60 015	60 030	20 824	22 418	21 842	① ②
3106					7153	7164	–	61 004	60 146	20 824	70 163*	70 163*	① ② ⑤
3109					7153	7164	–	61 004	60 146	20 824	70 163*	70 163*	① ② ⑤
3122					7151	36 948	–	61 577	–	–	–	–	④
3133					7154	7164	–	61 004	60 030	20 824	21 783	21 783	① ②
3141					7153	7185	–	60 010	60 030	20 824	29 544	29 544	① ②
3147					7154	7164	–	61 004	60 030	20 824	21 842	21 842	① ②
3153					7153	7164	7247	61 004	60 146	20 824	70 412	70 412	① ② ⑤
3156					7153	7164	7218	60 015	60 146	20 824	21 484	21 484	① ② ⑤
3157					7153	7185	7218	60 010	60 146	20 824	21 842	21 842	① ② ⑤
3160					7153	7164	28 049	61 004	60 146	20 824	70 412	70 412	① ②
3162					7153	7164	7218	61 004	60 146	20 824	21 484	21 484	① ② ⑤
3311		**3511**	**3611**		7153	28 251	–	–	–	–	–	70 163*	④
3314					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
3319					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
3320					7153	7164	61 539	61 008	60 146	25 220	70 163*	70 163*	① ② ⑤
							61 540						
3326		**3526**			7153	7164	61 539	61 008	60 146	25 220	70 163*	70 163*	① ② ⑤
3330		**3530**			7153	7164	28 049	60 010	60 146	25 220	24 810	24 810	① ② ⑤
3336			**3636**		7153	7164	62 040	61 004	60 146	–	70 163*	70 163*	④
			(3636)					61 008					
3337				**3737**	7153	7164	62 040	61 004	60 146	–	70 163*	70 163*	④
				(3737)				61 008					
3338			**3638**		7153	7164	62 040	61 004	60 146	–	70 163*	70 163*	④
			(3638)					61 008					
3339				**3739**	7153	7164	62 040	61 004	60 146	–	70 163*	70 163*	④
				(3739)				61 008					
3351					7153	7185	25 953	61 008	60 146	25 220	26 373	26 373	① ② ⑤
3362			**3662**		7154	7164	–	61 004	60 146	25 220	21 583	21 583	④
3367				**3767**	7153	7164	62 044	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3767)				61 008					
3371					7154	7164	25 445	60 007	–	–	–	–	④
								60 008					
3382			**3682**		7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
			(3682)					61 008					
3414					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
3419					7153	7164	–	61 004	60 146	–	21 843	70 163*	① ② ⑤

Locomotives which have been discontinued in the last 3 years:

This table contains the most important spare parts for each locomotive. You can order them only through your local dealer.

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

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

Explanation of symbols for the column "Conversion"

① DELTA with 6603
② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
⑥ Digital= with 6082

} Can be converted by your authorized Märklin dealer

④ Digital conversion only by Märklin

* The 70 163 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 97).

Locomotives which have been discontinued in the last 3 years:

Catalog Number	Catalog Number	Catalog Number	Catalog Number	Catalog Number	Traction Tires	Pickup Shoe	Panto-graph	Light Bulb	Brushes	Reverse Unit	Coupler front	Coupler rear	Conversion
3444					7153	7164	64 376	61 004	60 146	–	70 163*	70 163*	① ② ⑤
	3459				7153	7185	–	61 008	60 146	–	70 163*	70 163*	② ⑤
3461					7154	7164	64 424	61 004	60 146	–	70 163*	70 163*	① ② ⑤
3462			**3663**		7154	7164	–	61 004	60 146	25 220	49 002	49 002	④
			(3663)					61 008					
3472					7154	7164	–	61 004	60 146	–	70 163*	70 163*	① ②
3482				**3782**	7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
				(3782)				61 008					
		3502			7153	7185	–	61 004	60 146	–	21 843	70 163*	① ② ⑤
		3504	**3604**		7154	7185	–	60 008	60 146	–	70 163*	70 163*	② ⑤
		3518			7152	7185	–	60 008	60 146	–	–	70 163*	① ② ⑤
		3546			7154	7185	–	60 008	60 146	–	70 156	70 156	② ⑤
		3553			7153	7164	23 846	61 004	60 146	–	26 373	26 373	① ② ⑤
		3556	**3656**		7153	7164	25 953	61 004	60 146	–	70 156	70 156	① ② ⑤
			(3656)					61 008					
		3558			7153	7164	23 846	60 008	60 146	–	22 313	22 313	① ② ⑤
		3576			7151	20 637	–	60 200	60 146	–	–	–	④
								60 201					
								61 004					
		3581			7154	20 637	–	61 004	60 146	–	70 163*	70 163*	① ② ⑤
			3605		7154	7164	25 640	60 008	–	–	–	–	③
			3607		7153	7164	–	61 008	60 146	–	70 163*	70 163*	⑤
			3609		7153	7164	–	61 008	60 146	–	70 163*	70 163*	⑤
			3610		7152	7164	–	60 010	60 146	–	–	32 540	⑤
			3614		7153	28 251	–	–	–	–	–	70 163*	④
			3631		7153	7185	–	60 010	60 030	22 970	29 847	29 847	–
											21 377	21 377	
			3634		7153	7164	61 539	61 008	60 146	20 824	70 163*	70 163*	⑤
							61 540						
			3655		7153	7164	7247	60 007	60 146	25 220	70 163*	70 163*	① ② ⑤
			3657		7153	7164	7247	60 008	60 146	25 220	22 313	22 313	⑤
			3660		7153	7164	25 827	60 008	60 146	–	26 373	26 373	⑤
			3667		7153	7164	62 044	61 008	60 146	–	70 163*	70 163*	⑤
			3672		7154	7164	–	61 008	60 030	–	70 163*	70 163*	–
			3674		7154	7164	–	61 008	60 146	–	26 373	26 373	⑤
			3675		7154	7164	–	61 008	60 146	–	26 373	26 373	⑤
			3680		–	7164	–	–	–	–	–	–	–
			3683		–	46 119	25 783	61 008	–	–	70 163*	70 163*	–
			3687		7154	37 896	–	61 008	–	62 700	70 163*	70 163*	–
			3688		7154	7185	–	61 008	60 146	–	20 001	20 001	–
			3690		7152	7164	–	61 008	60 146	25 220	–	70 163*	⑤
HAMO													
3828					7153	36 575	25 783	61 004	60 146	–	70 163*	70 163*	–
3829					7153	36 575	25 783	61 004	60 146	–	70 163*	70 163*	–
8334					7153	22 731	61 539	61 004	60 146	–	70 163*	70 163*	⑥
							61 540						
8335					7153	22 256	64 600	61 004	60 030	–	70 163*	70 163*	⑥
8360					7154	22 731	64 424	61 004	60 146	–	70 163*	70 163*	⑥

Explanation of symbols for the column "Conversion"

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② Digital with 6080
③ Digital with 6081
⑤ Digital with 6090
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Spare Parts for Locomotives

märklin HO



6603 DELTA Module.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train control system. Locomotives with the Märklin flat or drum-style commutator motors can be converted. Trains can operated with conventional transformer, DELTA Control or Märklin Digital. With the installation of the DELTA module the locomotive also has a fully electronic reverse unit. Locomotive headlights change over with the direction of travel. Headlights on when locomotive is in motion. Dimensions 36 x 21 x 4 mm (1-7/16" x 13/16" x 1/8").

The manufacturer warranty can be covered only when the DELTA module is installed by an authorized dealer.







6090 Digital Propulsion Set.
Consists of locomotive decoder and high-efficiency motor. For Märklin H0 locomotives with drum-style commutator motor. Adjustable maximum speed, acceleration and braking delay. Controlled motor speed for ascending and descending grades. Can be coded for 80 different locomotive addresses. Decoder dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").

The manufacturer warranty can be covered only when the Digital Propulsion Set is installed by an authorized dealer.



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



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

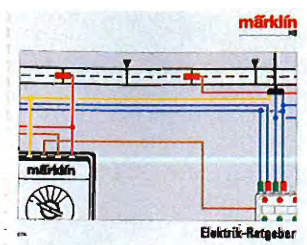


7247 Single-Arm Pantograph.
Type SBS 65 for modern locomotives. Interchangeable with 7218.



7205 Close Couplers for Locomotives/ Cars without Guide Mechanisms.
Interchangeable with the standard Märklin plastic coupler. 10 couplers for locomotives (for 70 156 and 70 412) and 40 couplers for cars. Decreased coupler play on cars being pulled.

0716 Electrical Manual H0.
Practical tips for hooking up turnouts, signals as well as all of the working models in the Märklin assortment such as the crane, turntable and transfer table. Contents 64 pages. Format 22 x 26.4 cm (8-5/8").



0733 Service Manual H0.
Function, care and maintenance of locomotives. Useful tools and how to use them. Troubleshooting locomotives and layouts. Tips on the Digital system. Extensive spare parts tables. Contents 64 pages. Format 22 x 26.4 cm (8-5/8").





7001 Coupler Gauge.
For checking and adjusting couplers. Can be placed on track.

7556 Locomotive Magnets.
6 pieces. 10 x 5 x 1.5 mm (approx. 25/64" x 3/16" x 1/16"). For activating 7555 reed contacts. For locomotives with little ground clearance.

7557 Locomotive Magnets.
3 pieces. 13 x 7 x 2.5 mm (approx. 1/2" x 9/32" x 3/32"). For activating 7555 reed contacts. For locomotives with greater ground clearance.

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

7149 Oiler with Narrow Applicator Opening.
Contains 10 ml (0.0338 oz.) special oil for lubricating locomotives and cars.

7224 Rerailer.
Facilitates placing multi-axle locomotives/cars on the track. Length 30 cm (1-13/16"). Height 2.5 cm (1").

7226 Smoke Generator Kit.
Consists of generator insert (for locomotives 3084, 3085, 3097, 3308, 3309, 3310, 3315, 3390, 3391, 3392, 3393, 3395 3397, 3415 and 3489), replacement smoke tube, cleaning wire, tweezers and an ampule of smoke fluid.

0241 Smoke Fluid.
In plastic ampules as a refill for 7226 smoke generator kit.


2



Passenger Cars

Variety for collectors

Love of detail and a high degree of quality in the production methods mark the Märklin passenger car program. The model railroad fan has the «agony of choice» among numerous models from over 150 years of railroad history.

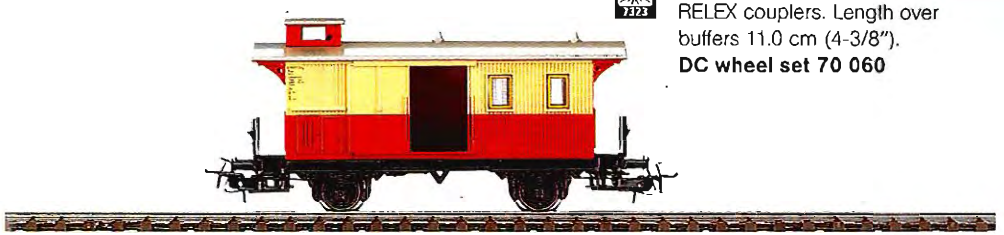
Common to all: The only thing that distinguishes them from the real life prototype is the scale. New manufacturing methods allow a high standard of detailing – with the well-known quality of the workmanship.

The close coupler with guide mechanism and advance uncoupling potential is setting standards in fidelity to the prototype and operational reliability. The current-conducting close coupler can be used with many car models and makes only one pickup shoe necessary per car consist or train, even with several lighted cars.

Passengers Cars

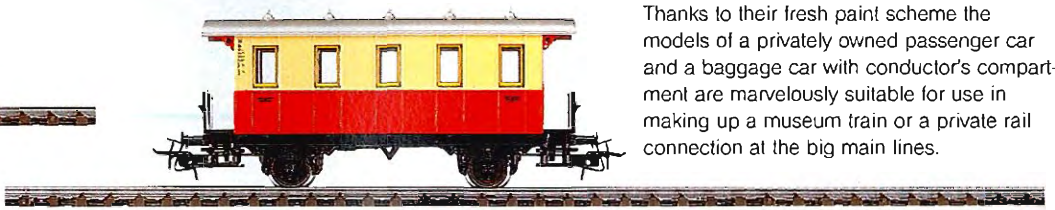
Cars of Privately Owned Railroads

4108 Baggage Car.
With coupola for conductor. RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060



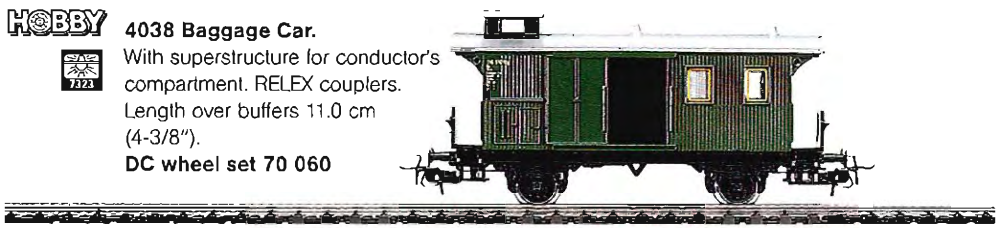
4107 Passenger Car.
RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060

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

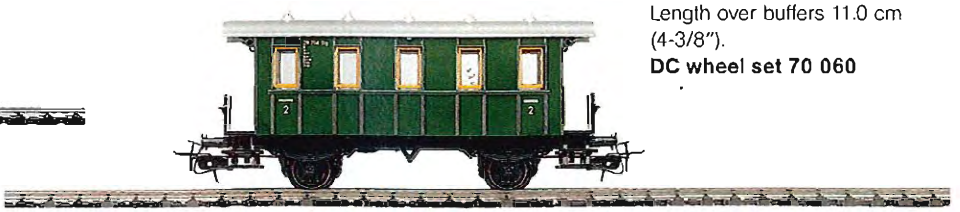


German Federal Railroad (DB)

4038 Baggage Car.
With superstructure for conductor's compartment. RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060



4039 Passenger Car.
Bi. 2nd class.RELEX couplers. Length over buffers 11.0 cm (4-3/8").
DC wheel set 70 060



German Federal Railroad (DB) Branchline Cars

At the time they were ordered, a number of standard design branchline cars were planned as trailer units for railcars. These cars were all equipped with their own heating and railcar paint scheme. Towards the end of the 1950s, when the older storage battery-powered railcars were being retired, a number of the trailer cars used with them were brought back into the passenger car pool.

4335 Coach.
Standard design Bie branchline coach. 2nd class. Length over buffers 14.9 cm (5-7/8").
DC wheel set 70 058



4235 Passenger Car.
Bie standard design branchline car. 2nd class. Length over buffers 14.9 cm /5-7/8").
DC wheel set 70 058



Car Set

Royal Prussian Railroad Administration (KPEV)

HOBBY N

4035 "Prussian Passenger Car" Car Set.
Set consists of 4 passenger cars:
1 passenger car 1st/2nd class, 1 passenger car 3rd class,
1 passenger car 4th class and 1 baggage car with cupola for conductor's compartment. RELEX couplers. Total length 45.0 cm (17-3/4").
DC wheel set 70 060

All cars in special version.
Not available separately.





The class T 12 Prussian tank locomotive (Märklin model 3103) is the appropriate unit for the 4035 car set and can be found on page 33.

Open Platform Cars

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

Adapted from American prototypes of Pullman open seating coaches, the Württemberg open platform cars were something quite special in German railroading: Instead of individual compartments, they offered a single large open seating area with an aisle. These popular cars lasted well into the German State Railroad period, despite their singular design. And finally, it is not farfetched to consider this transportation concept with the open seating area and an aisle down the middle of the car as the prototype for the modern InterCity open seating coach.



4210 Coach.
BC (BC4i Wü 00). 2nd and 3rd class. Length over buffers 19.1 cm (7-1/2").
DC wheel set 70 063



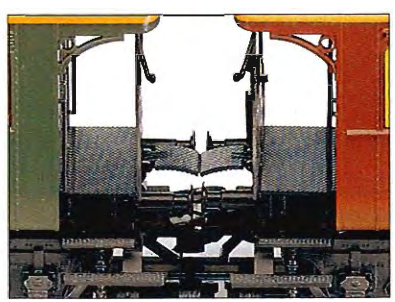
4211 Coach.
C, 2nd design (C4i Wü 01). 3rd class. Length over buffers 18.3 cm (7-3/16").
DC wheel set 70 063



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

4213 Coach.
C, 1st design (C4i Wü 99). 3rd class. Length over buffers 18.3 cm (7-3/16").
DC wheel set 70 063





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

4214 Coach.
C4 (C4id Wü 99). 4th class. Length over buffers 18.3 cm (7-3/16").
DC wheel set 70 063





4212 Baggage Car.
Gep (Pwi Wü 09) with service area and pet compartment. Glassed in coupola. Sliding doors that can be opened. Length over buffers 13.0 cm (5-1/8").
DC wheel set 70 063



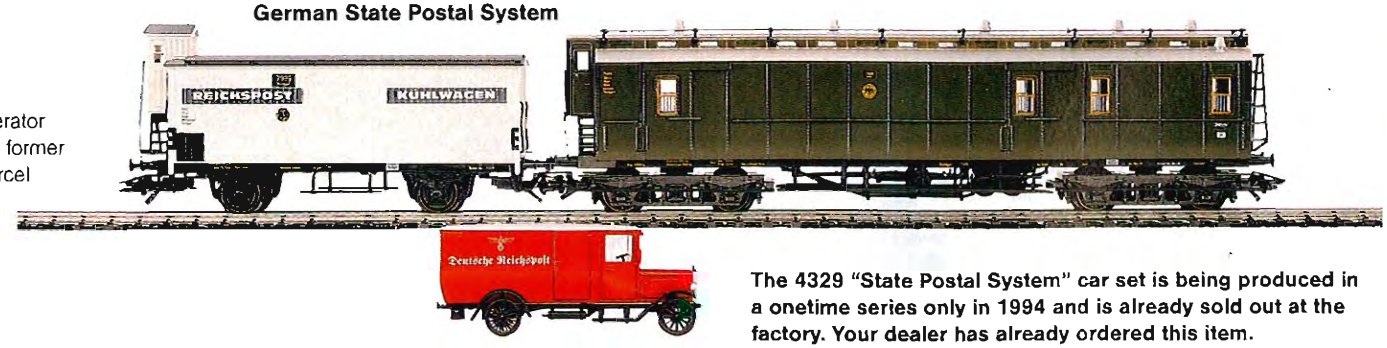
Royal Württemberg Postal System

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

4229 Express Train Mail Car.
P (Post 4). Running boards the entire length of the car. Numerous separately applied details. Length over buffers 19.1 cm (7-1/2″).
DC wheel set 70 063

This railroad mail car can be used with the Württemberg passenger cars 4210 to 4214.

German State Postal System



4329 "State Postal System" Car Set.
Set consists of 1 express train mail car P (Post 4) and 1 refrigerator car with separately applied hand rails at the ends, used by the former German State Railroad Company (DRG), and 1 metal Benz parcel post delivery truck (7.0 cm/2-3/4″). Total length of both cars 30.1 cm (11-27/32″).
DC wheel set 70 063 (for express train mail car)
DC wheel set 70 027 (for refrigerator car)

All models in special version. Not available separately.

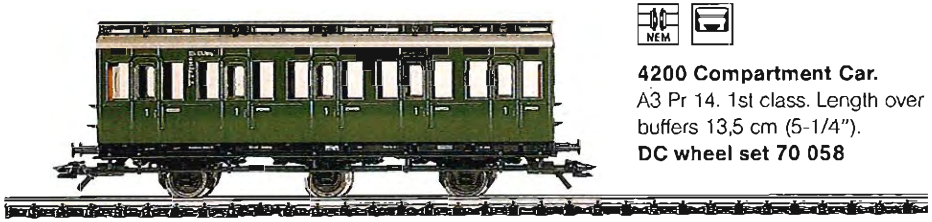
The 4329 "State Postal System" car set is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already ordered this item.



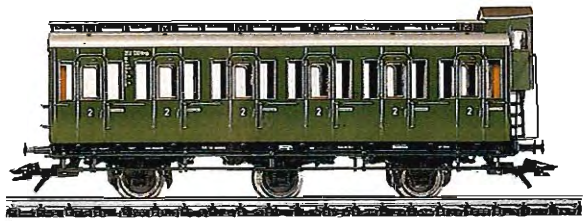
The class T 18 tank locomotive (Märklin model 3307) is the appropriate locomotive for the Württemberg open platform cars and can be found on page 37.

Compartment Cars

Prussian Compartment Cars of the German Federal railroad (DB)



4200 Compartment Car.
A3 Pr 14. 1st class. Length over buffers 13,5 cm (5-1/4").
DC wheel set 70 058

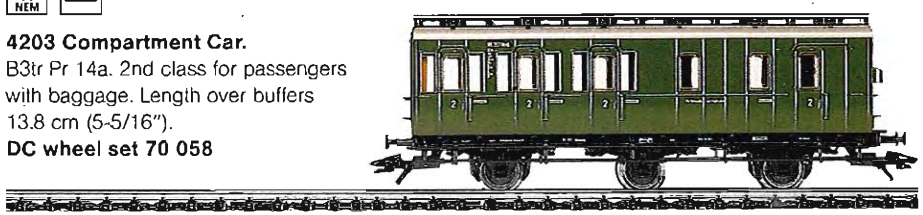


4201 Compartment Car.
B3 Pr 11 a with brakeman's cab. 2nd class. Separately applied ladders and handrails. Length over buffers 13.8 cm (5-5/16").
DC wheel set 70 058

4202 Compartment Car.
B3 Pr 11b. 2nd class. Length over buffers 13.5 cm (5-1/4").
DC wheel set 70 058



4203 Compartment Car.
B3tr Pr 14a. 2nd class for passengers with baggage. Length over buffers 13.8 cm (5-5/16").
DC wheel set 70 058



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

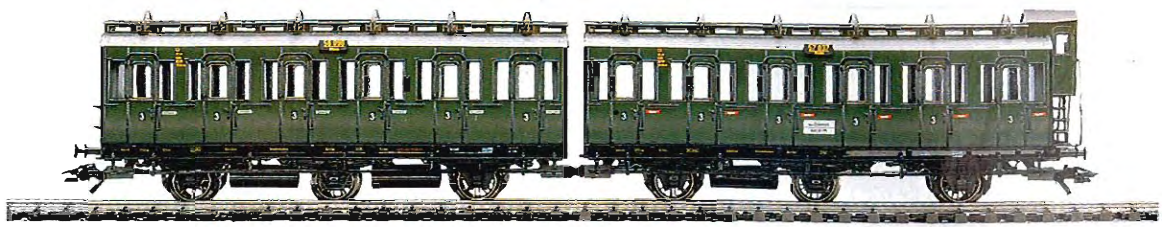


The class 78 tank locomotive (Märklin model 3306, see page 37) is an appropriate locomotive to go with the Prussian compartment cars.

4307 Double Compartment Car.
B3/B3 in the Hamburg Metropolitan Railroad version. 2nd class. Fixed close coupling between the car halves. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 063



Double Compartment Cars of the German State Railroad Company (DRG) Hamburg Metropolitan Railroad version



4308 Double Compartment Car.
C3/C3 with brakeman's cab in the Hamburg Metropolitan Railroad version. 3rd class. Separately applied ladders and grab irons. Fixed close coupling between the car halves. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 063

4309 Double Compartment Car.
C3/CPw3 with baggage compartment and brakeman's cab in the Hamburg Metropolitan Railroad version. 3rd class. Separately applied ladders and grab irons. Fixed close coupling between the car halves. Length over buffers 26.7 cm (10-1/2").
DC wheel set 70 063



Roofs with reproductions of gas lighting and gas tanks under the floors.

Sprung middle axle with side play for good operation on curves. Spoked wheels. Separately applied running-boards and number boards

The Hamburg Metropolitan Railroad double compartment cars can be used with the 3303/3703 class 78 Märklin locomotive (see page 38).

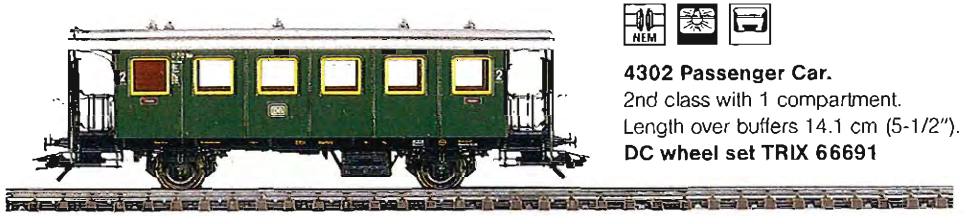


Passengers Cars

German Federal Railroad (DB)
Bavarian Branchline Cars



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



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

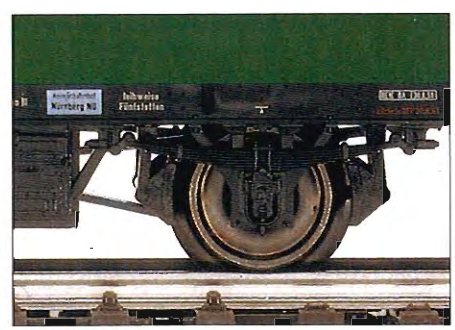


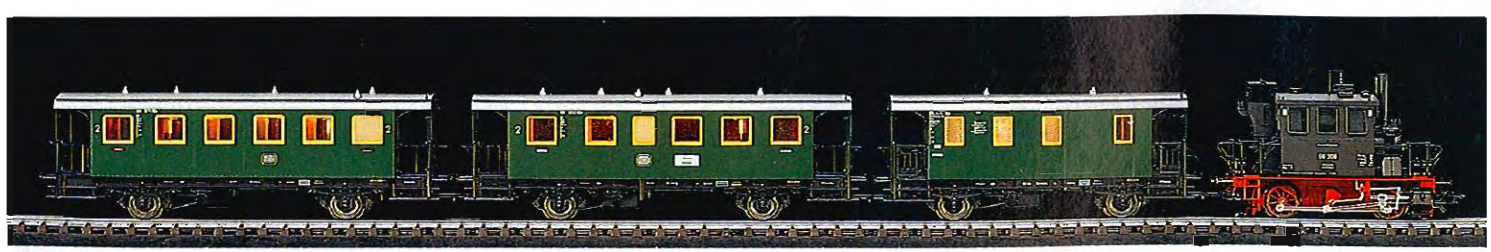
4303 Mail and Baggage Car.
Length over buffers 11.4 cm (4-1/2").
DC wheel set TRIX 66691

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

Like the class 98.3 "Glaskasten" tank locomotive, the German Federal Railroad branchline cars are descended from the Bavarian provincial railroad rolling stock. Due to in some cases the long distances in rural areas, travel in Bavaria in the previous century was always a bit more comfortable than in the predominantly industrial areas. The cars, even those for the branchlines, had covered platforms at both ends early on, from which the passenger seating area could be reached in comfort. In the larger seating areas with several rows of seats on both sides of a central aisle the passengers felt safer than in single compartments, not to mention that they could search out the restroom or washroom during the trip. These cars therefore lasted well into the postwar period. These branchline cars were first lighted with rapeseed oil and later with gas. On the DB they were equipped with electric lighting.







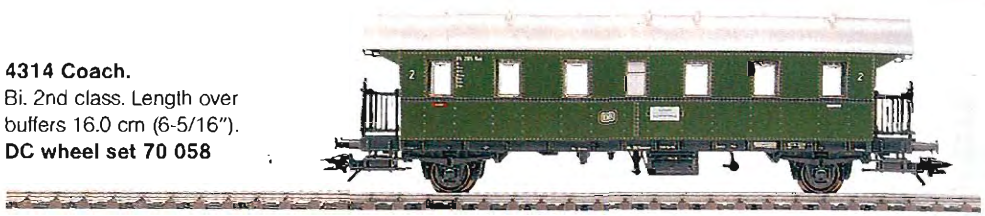
Current-conducting close couplers included, so that the factory-installed interior lighting in the entire train can be provided with power from the 3387 locomotive (see page 34).

"Donnerbüchsen" ("Thunder Boxes") -Standard Design Cars of the German Federal Railroad (DB)

The prototypes for the two-axle cars for normal passenger trains originally had wood roofs and interior walls. Later they were built entirely of steel. The class 29 was built right from the start entirely of metal. By today's standards these cars were very noisy and rumbled a great deal. A popular nickname for them as a result was "Thunderboxes". On the German Federal Railroad they were indispensable in the postwar period for commuter and branchline traffic.



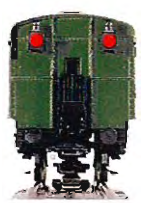
4313 Coach.
ABi. 1st and 2nd class. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



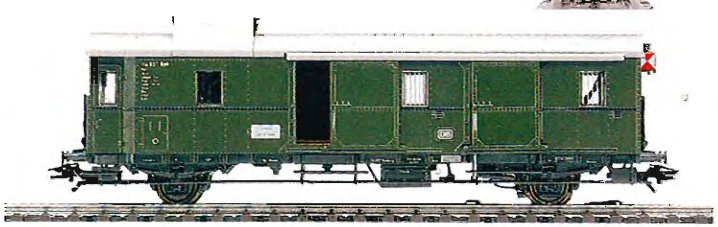
4314 Coach.
Bi. 2nd class. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



4315 Baggage Car.
Pwi. 4 sliding doors that open. Side running boards. Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



4316 Baggage Car.
Same as 4315, but withmarker lights. Maintenance-free LED's.
DC wheel set 70 058





The class 86 tank locomotive (Märklin models 3096/3396/3696) is an appropriate locomotive for the "Thunderboxes" and can be found on page 35.

Standard Design Coaches

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



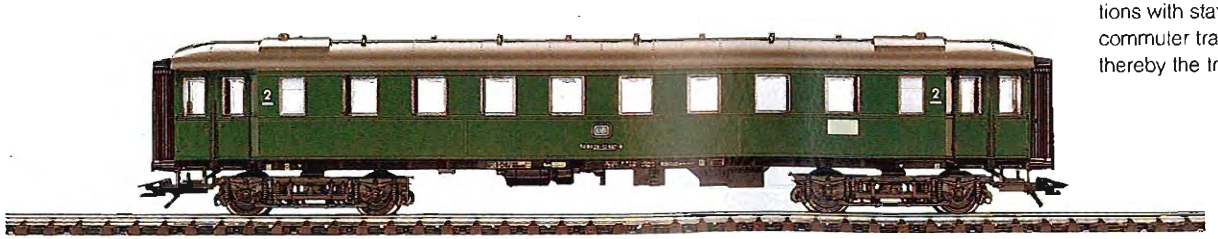
These cars can be traced back in part to the former German State Railroad's rolling stock. They were indispensable for many years after the war on the German Federal Railroad.

4275 Standard Design Fast Passenger Train Car. Ayse 604.1st class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058

These cars originated between the two world wars as a standard design class of cars, when the provincial railroad cars began to show their age.

4276 Standard Design Fast Passenger Train Car.
Büe 354. 2nd class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058





Two doors at each car end made it possible for passengers to get off the train faster at stops. This was proven especially at connections with stations which had a large increase in passengers, in commuter traffic, for example. The amount of time for stops and thereby the travel times could be shortened.

4277 Standard Design Fast Passenger Train Car.
Bye 664. 2nd class. Length over buffers 23.9 cm (9-13/32").
DC wheel set 70 058

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

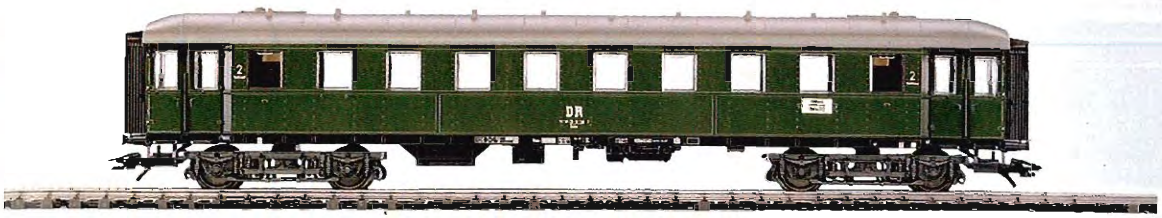
4278 Standard Design Fast Passenger Train Car. Düe 932. Length over buffers 22.5 cm (8-7/8").
DC wheel set 70 058



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

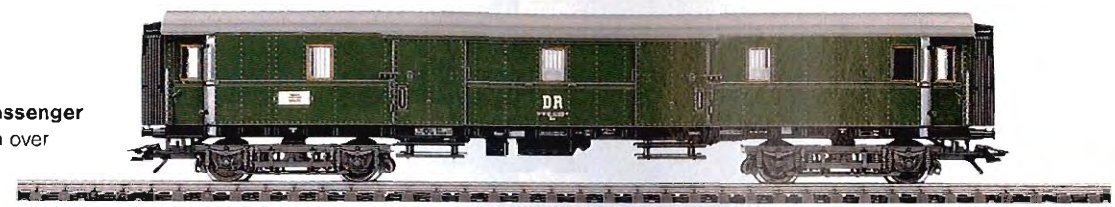
4375 Standard Design Fast Passenger Train Car. Aühe. 1st class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058

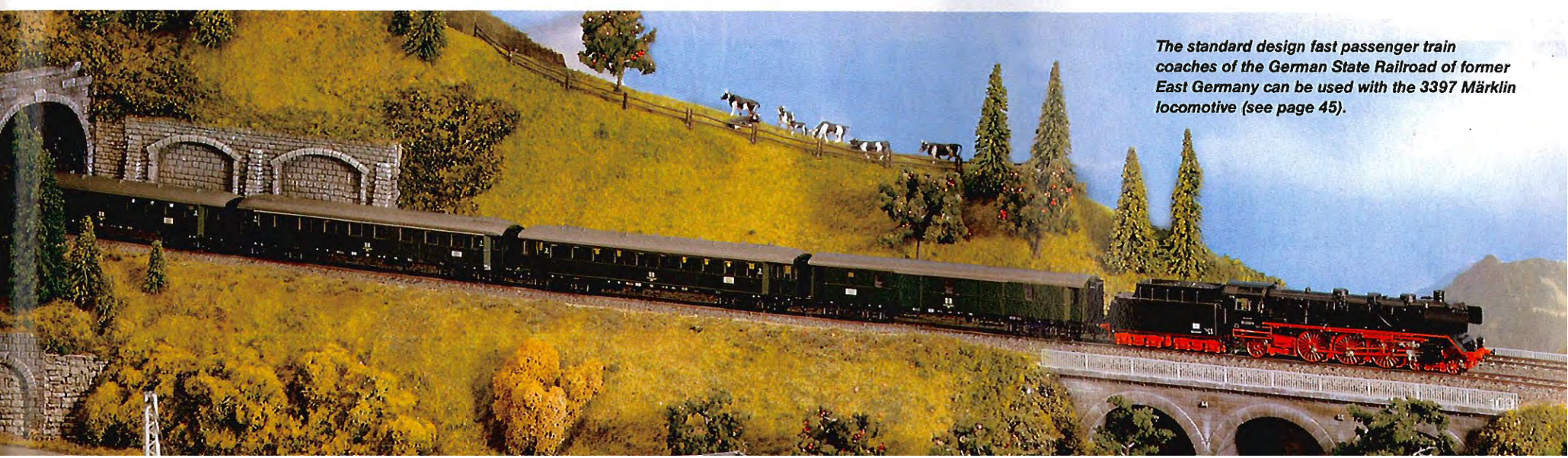




4376 Standard Design Fast Passenger Train Car.
Bühe. 2nd class. Length over buffers 23.9 cm (9-13/32").
DC wheel set 70 058.

4379 Standard Design Fast Passenger Train Baggage Car. Düe. Length over buffers 22.5 cm (8-7/8").
DC wheel set 70 058





The standard design fast passenger train coaches of the German State Railroad of former East Germany can be used with the 3397 Märklin locomotive (see page 45).

Car Set

Express Cars of the Former German State Railroad Company (DRG)

The fabled Nibelungen treasure was the symbol for one of Europe's most famous luxury trains. The first "Rheingold" set off on its international trip over the 662 kilometer (414 miles) route from Amsterdam/Hoek of Holland to Basle on May 15, 1928. It was pulled by a Bavarian S 3/6 Pacific locomotive.

The salon cars painted in cream and violet were patterned after the prototype of the famous American Pullman parlor cars and offered luxurious open seating accomodations with or without a galley. Two cars were always served from one galley. The interiors came from the designs of famous artists and achitects. Technically these cars were the most advanced that the railroad had to offer at that time. At a length of 23.5 meters (77 feet) they were longer than any German passenger car built up to that time.

There were a total of 26 cars built and at a weight of 50 to 57.2 tons were considerably heavier than normal express passenger cars. Their trucks were a special design. There were also 3 baggage cars, all in violet and 19.68 meters (64 feet) long. The train ran with 1st and 2nd class cars.

In the fall of 1939 the "Rheingold" disappeared from the schedules. In 1951 the German Federal Railroad brought the tradition back to life. For three decades this train served as the flagship for the German Federal Railroad. With the start of the summer schedule for 1987 the "Rheingold" disappeared from German rails.







The "Rheingold" cars reproduce the train as it was in the 1930s. One of the most beautiful locomotives in use at the time, the DRG class 18.4, is available as 3318/3618, a suitable model to go with this train (see page 38).

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

Interior details with lighted table lamps. Lighting with maintenance-free LEDs. Constant, current-conducting connection between the cars by means of special plug-in, fixed, close couplers. Baggage car with 4 sliding doors that can be opened. Total length 131.0 cm (51-1/2").
DC wheel set 70 060

All cars in special version. Not available separately.













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

Passenger Cars

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

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



4317 Coach.
AB 3 ygeb 756. 1st and 2nd class.
Length over buffers 15.2 cm (6").
DC wheel set 70 058

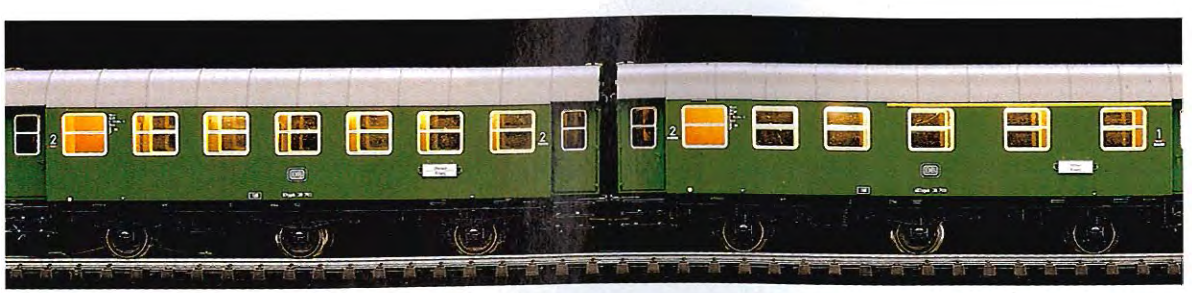


4318 Coach.
B 3 ygeb 761. 2nd class.
Length over buffers 15.2 cm (6").
DC wheel set 70 058

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



4319 Coach with Baggage Compartment.
BD 3 yg 766. 2nd class.
Length over buffers 15.2 cm (6").
DC wheel set 70 058



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

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

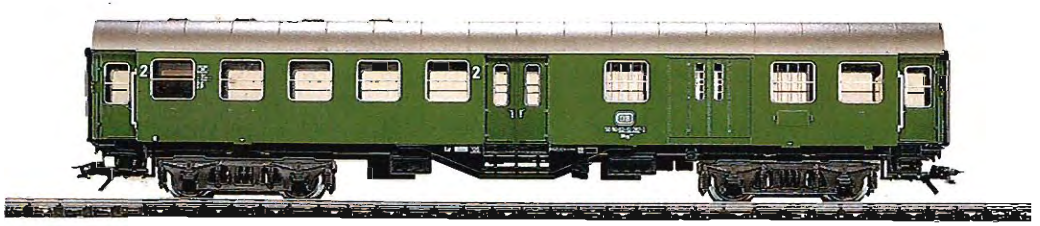
Part of the rebuilding program of a total of 1,821 cars in the late 1950s was the requirement that the car frames had to be a standard length of 19.46 meters (63' 10"). An important detail for the quick movement of passengers during boarding and leaving the train was the introduction of a weather-protected vestibule from car to car. In addition, all classes of passengers had upholstered seating for the first time. The German Federal Railroad's four-axle rebuild cars are still run in isolated instances today in commuter traffic. Like the three-axle cars, they were built from old German State Railroad and provincial railroad cars.



4131 Coach.
AByg 503. 1st and 2nd class.
Length over buffers 22.4 cm (8-3/4").
DC wheel set 70 058



4132 Coach.
Bgy 515. 2nd class.
Length over buffers 22.4 cm (8-3/4").
DC wheel set 70 058



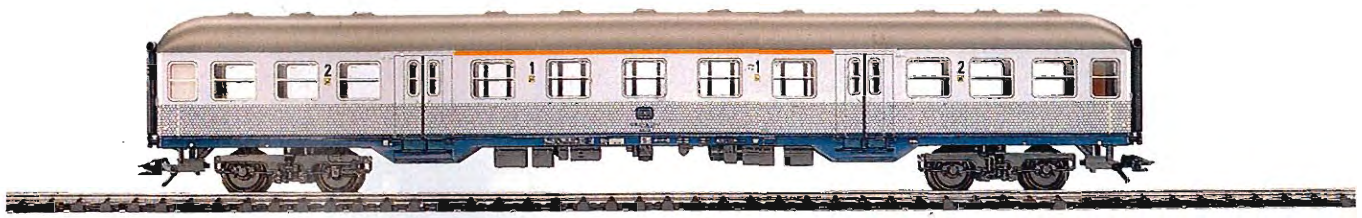
4133 Coach with Baggage Compartment.
BDyg 533. 2nd class. Length over buffers 22.4 cm (8-3/4").
DC wheel set 70 058



Perfect layout atmosphere with different lights. Turn to page 230.

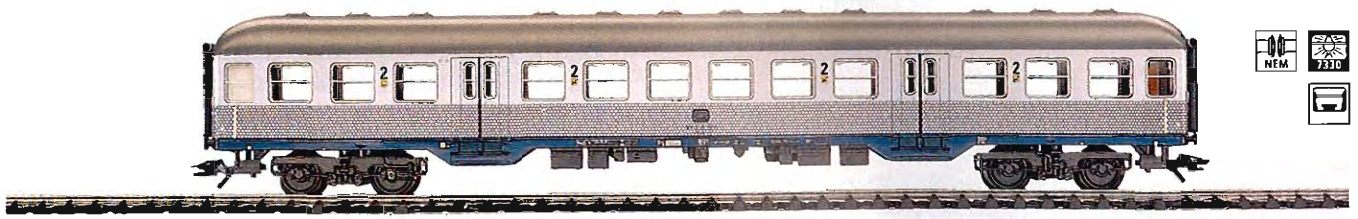
"Silberlinge"

Commuter Cars of the German Federal Railroad (DB)

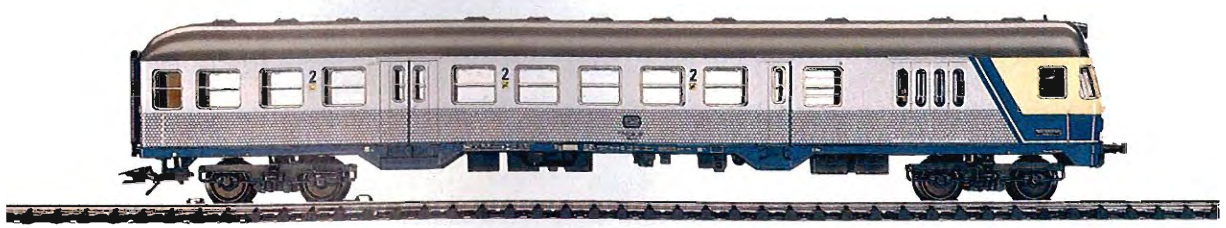


4255 Commuter Car.
ABnrzb 704. 1st and 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

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



4256 Commuter Car.
Bnb 719. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



4257 Commuter Car with Control Cab.
BDnf 735. 2nd class with baggage compartment. Lighted destination board at the end. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

When operated control car first, triple white headlights shine.

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

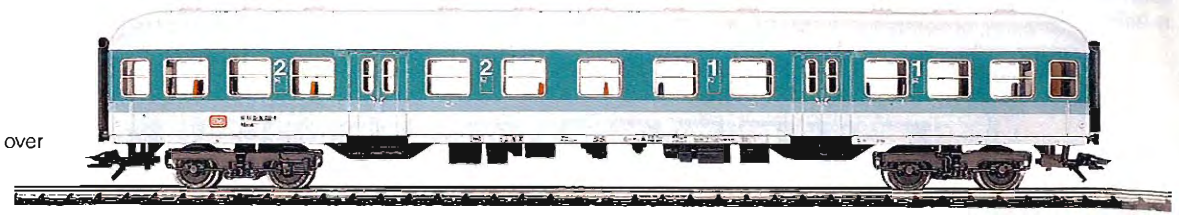


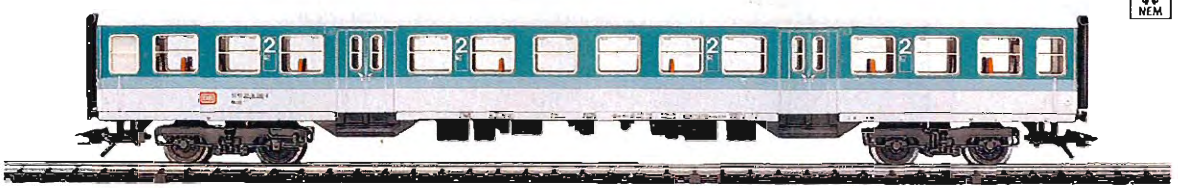
The unpainted exterior skin of stainless steel with the peacock's eye pattern under the windows gave the four-axle German Federal Railroad commuter cars, which replaced older rolling stock starting in 1960, the name "Silberlinge" ("Silver Coins").

In the prototype a large number of 2nd class cars were equipped with baggage and driver compartments at one end which were later expanded to a complete engineer's cab with destination signs. Thanks to the driver's compartments, these cars can be used in push/pull service with locomotives equipped for this type of operation. This saves the time required to turn locomotives at the end stations. On main lines and branchlines trains of Silberlinge often run with class 110, 111, 140, 212 or 216 locomotives. The modern, three-phase class 120 locomotive also occasionally pulls a push/pull train. Most recently the Silberlinge are being replaced more and more on lightly traveled routes with the new class 628 railcars. In urban areas, however, they are still often seen even in S-Bahn traffic, in the Rhine-Main area or in the greater Hamburg area, for example.

Commuter Cars of the German Federal Railroad (DB)

4258 CityBahn Commuter Car.
ABnrzb 704. 1st and 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

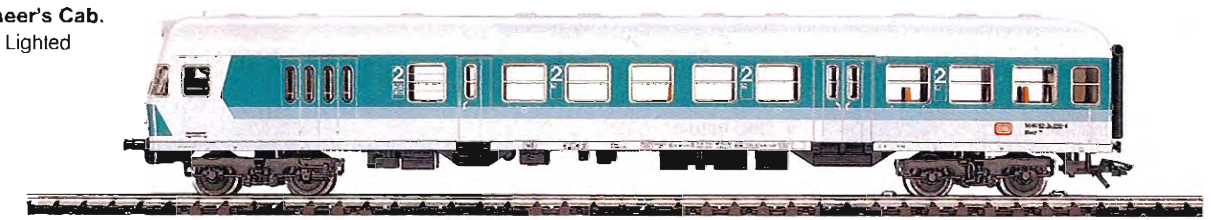




4259 CityBahn Commuter Car.
Bnb 719. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

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

4260 CityBahn Commuter Car with Engineer's Cab.
BDnf 735. 2nd class with utility compartment. Lighted destination board at the end.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



A concept for commuter service on the German Federal Railroad is being presented with the CityBahn cars operating between Hamburg and Stade, a concept which first proved itself between Cologne and Gummersbach. The railroad is testing it on selected routes where a suburban system would be not feasible in the milieu of a large city, but where the passenger revenue does not justify abandonment of service. The chief goal is that commuters would again discover the train as an means of getting to work free of traffic jams.

On the Gummersbach route the German Federal Railroad achieved double digit increases in the numbers of passengers with an improved schedule including trains at regular intervals, refurbished rolling stock, parking lots at the likewise refurbished stations and service on board the train. The deficit on this route has decreased considerably, even though previously the route had never operated in the black.

The model is being expanded to other areas with a similar structure. Open land at some distance from metropolitan areas will, however, not profit much from the CityBahn concept, because there must be a large city already in place as a magnet to commuters to justify a service at regularly scheduled intervals.



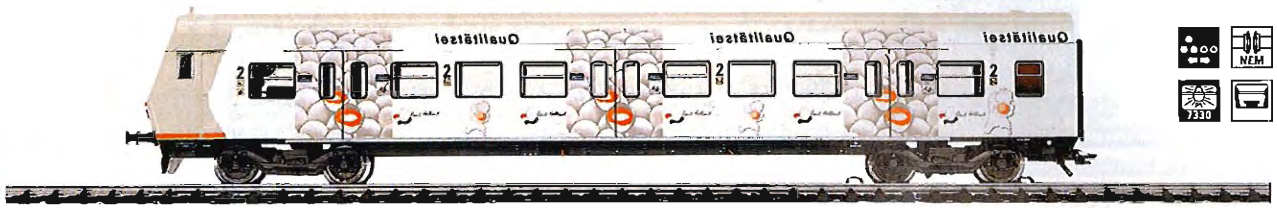
When operated control car first, triple white headlights shine.

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

Car Sets

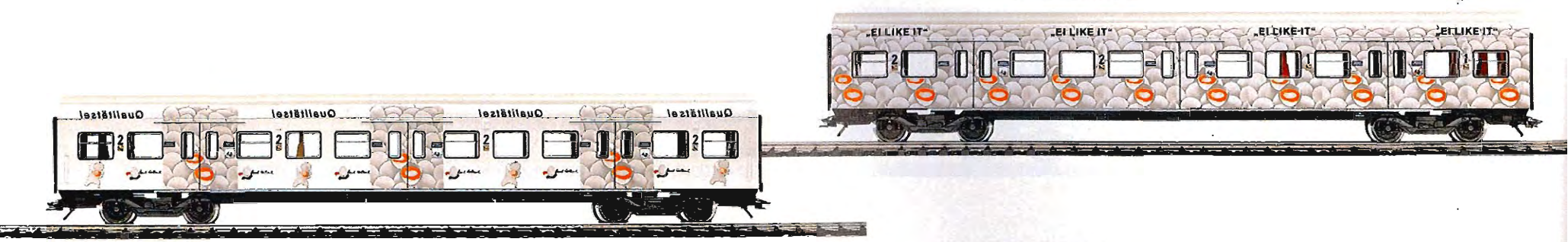
German Federal Railroad (DB)
S-Bahn Cars

The prototype of these 3 S-Bahn cars evokes much amazement and is operated in the commuter service in the urban areas of North Rhine/Westphalia



4389 "S-Bahn" Car Set.
All cars with advertising for the Dutch egg producer "Produktschap voor Pluimvee en Eieren" in Zeist, Holland. Set consists of 3 S-Bahn cars: 1 S-Bahn car ABx 791.1, 1st and 2nd class. 1 S-Bahn car Bx 794.1, 2nd class. 1 S-Bahn car with engineer's cab Bxf 796.1, 2nd class, with lighted destination board at the end. Total length 74.6 cm (29-3/8").
DC wheel set 70 058

All cars in special edition. Not available separately.





When operated control car first, triple white headlights shine.



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

The appropriate locomotive for the 4389 car set is the class 111 in S-Bahn colors (Märklin model 3355, see page 66).



4393 "S-Bahn" Car Set.
With current advertising on the car sides. Set consists of 3 S-Bahn cars: 1 S-Bahn car ABx 791.1, 1st and 2nd class. 1 S-Bahn car Bx 794.1, 2nd class, 1 S-Bahn car with engineer's cab Bxf 796.1, 2nd class, with lighted destination board at the end. Total length 74.6 cm (29-3/8"). (not illustrated)
DC wheel set 70 058

All cars in special edition. Not available separately.

The 4393 car set is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already ordered this item.

S-Bahn Cars

märklin HO

Unlike the S-Bahn routes in urban centers such as Hamburg, Munich, Stuttgart or the Rhine-Main area, whose networks are closely linked to a major city and set up on a city center, the S-Bahn network in the Rhine-Ruhr area links a number of large cities. Research conducted by the German Federal Railroad as the operator of the S-Bahn service has found that locomotive-powered trains are better for the Ruhr S-Bahn than railcars. Therefore, it has developed, in cooperation with the railroad car building industry, a new generation of commuter cars which consciously preserve the design that marks the other S-Bahn networks.

Special features of the Rhine-Ruhr S-Bahn cars include additional doors to enable passengers to board and get off the train more quickly at stops and the appealing interior decoration. The class 111 and 141 locomotives are specially equipped for operation with push/pull trains. Their paint scheme is basically the same as the S-Bahn cars and thereby forms a complete unit with the latter.

Commuter Cars of the German Federal Railroad (DB)

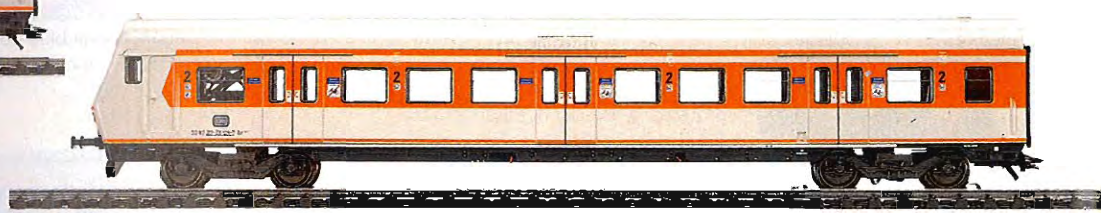


4183 S-Bahn Car.
ABx 791, 1st and 2nd class. Length over buffers 24.5 cm (9-3/4").
DC wheel set 70 058



4184 S-Bahn Car.
Bx 794.1. 2nd class.
Length over buffers 24.5 cm (9-3/4").
DC wheel set 70 058

4185 S-Bahn Car with Control Cab.
Bxf 796.1. 2nd class. Lighted destination board at the end. Signs for destination board included. Length over buffers 25.3 cm (10-1/8").
DC wheel set 70 058







When operated control car first, triple white headlights shine.



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

The appropriate locomotive is no. 3355 (see page 66) and is equipped with automatic switchover of the headlights and marker lights

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

German Federal Railroad (DB)

At 24 cm (9-1/2") *the express passenger cars in the HOBBY program are especially well suited for operation on layouts where space does not permit long station platforms. This allows operation of interesting trains with many cars.*



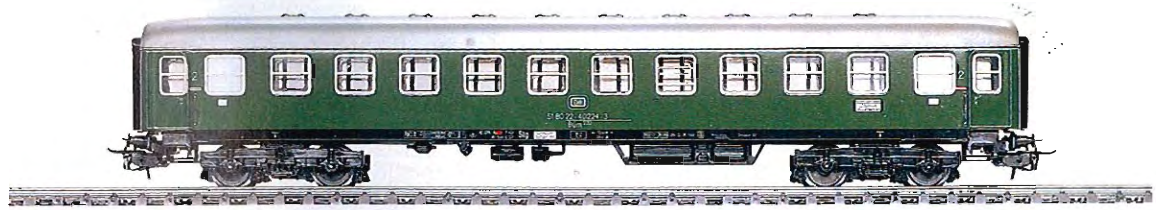
HOBBY

4026 Express Train Baggage Car. Dym 961. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

The robust, sheet metal construction makes these cars indestructible. The different types of cars from the prototype are reproduced with the same loving care as the ***27 cm (10-5/8")*** *model express passenger cars in the Standard Program (starting on page 122).*

HOBBY

4052 Express Train Passenger Car. Büm 232. 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059





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



HOBBY

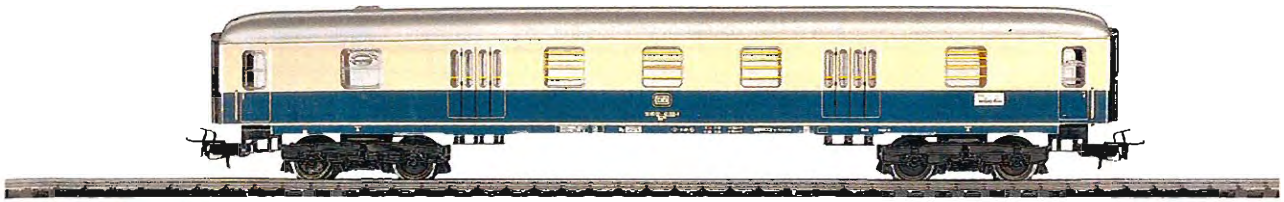
4051 Express Train Passenger Car. Aüm 202. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

HOBBY

4053 Express Train Passenger Car. Same as 4051, but with marker lights. Maintenance-free LED's.
DC wheel set 70 059

An appropriate diesel locomotive (Märklin model 3375) for these express coaches can be found on page 53.





HOBBY 7077

4044 Express Train Baggage Car.
Dyl 961. RELEX couplers. Length 24.0 cm (9-1/2").
DC wheel set 70 059

HOBBY 7077

4112 Express Train Passenger Car.
Bm 232. 2nd class. RELEX couplers.
Length 24.0 cm (9-1/2").
DC wheel set 70 059





The yellow line above the windows means 1st class cars in the ocean blue/cream paint scheme of the German Federal Railroad.

HOBBY 7077

4111 Express Train Passenger Car.
Aüm 202. 1st class. RELEX couplers.
Length 24.0 cm (9-1/2").
DC wheel set 70 059



The WLABmh 174 sleeping cars from the international "TEN" (Trans-European-Night) pool have a deep blue design. Even the entire roof is painted in this color.



HOBBY 7270

4130 Sleeping Car.
WLABmh 174. 1st and 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

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

German Federal Railroad (DB)



HOBBY 7320

4085 TEE/IC Compartment Car.
Avüm 111. 1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

HOBBY

4089 TEE/IC Compartment Car.
Same as 4085 but with marker lights.
Maintenance-free LED's.
DC wheel set 70 059



The cream/red 1st class cars, class Avüm 111, were run in Trans-European-Express trains and today are a quality symbol for the German Federal Railroad in InterCity and EuroCity trains.

HOBBY 7320

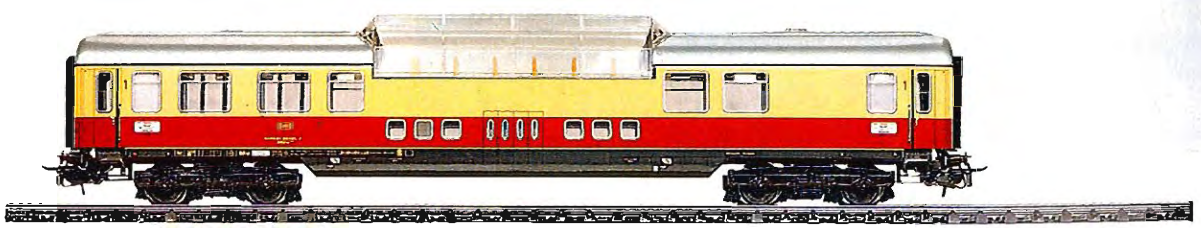
4087 TEE/IC Dining Car.
WRümh 132. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

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

German Sleeping Car and Dining Car Company (DSG)



German Federal Railroad (DB)



HOBBY 7322

4090 TEE Vista Dome Car.
ADüm 101. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

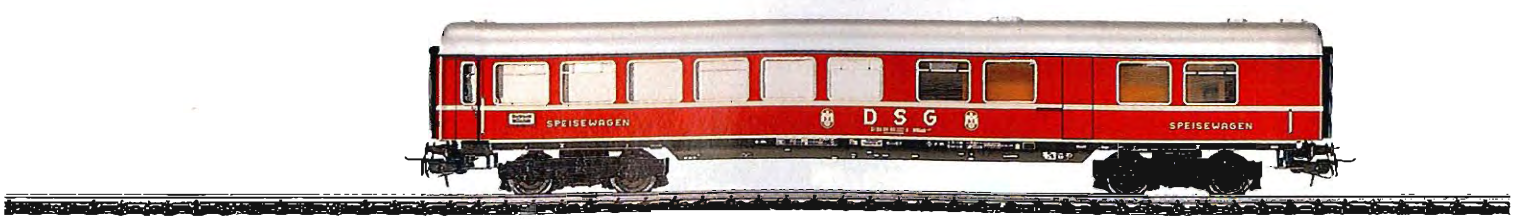
The German Federal Railroad employed the ADüm 101 vista dome cars in the deluxe trains on the Rhine route. Due to high maintenance costs the cars were later sold and presently belong to the Swiss travel agency "Mittelthurgau".

HOBBY 7320

4188 Dining Car.
WRümh 132. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

The WRümh 132 dining car is presented in the "old red" of the German Sleeping and Dining Car Company (DSG).

German Sleeping Car and Dining Car Company (DSG)

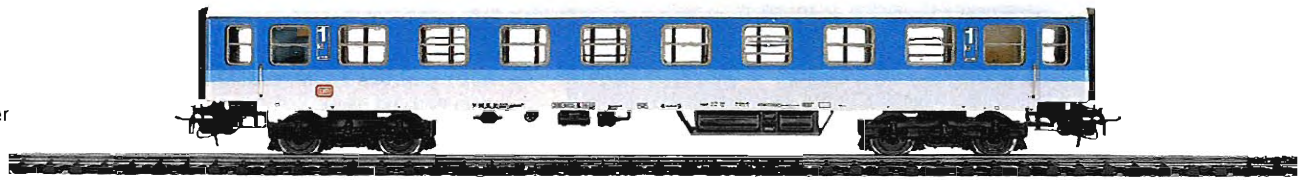


24 cm (9-1/2″) Express Train Passenger Cars

German Federal Railroad (DB)

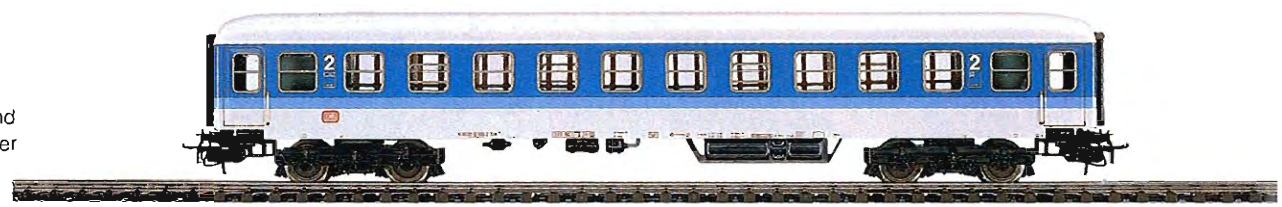
HOBBY 7077

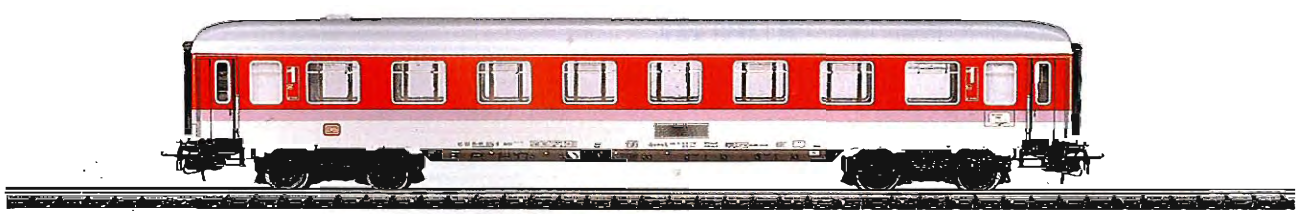
4027 InterRegio Coach.
Aim 260 in new color scheme. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059



HOBBY 7077

4032 InterRegio Coach.
Bim 263 in new color scheme. 2nd class. RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059





HOBBY 7370

4055 InterCity Car.
Avmz 111 in new color scheme.
1st class. RELEX couplers.
Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059



HOBBY 7370

4057 InterCity Dining Car.
WRmh 132 in new color scheme.
RELEX couplers. Length over buffers 24.0 cm (9-1/2″).
DC wheel set 70 059

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

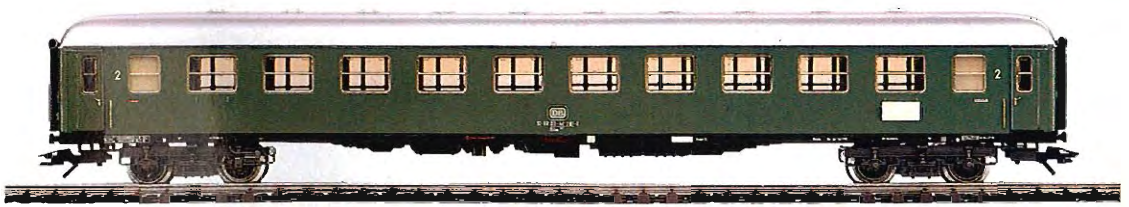
German Federal Railroad (DB)

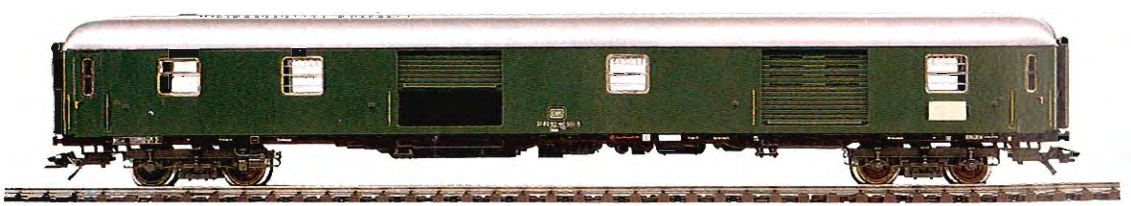


4091 Express Train Passenger Car.
Aüm 203. 1st class.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

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

4092 Express Train Passenger Car. Büm 234. 2nd class. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058





4093 Express Train Baggage Car.
Düm 232. 2 roll jalousie doors on each side that can be opened. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

4094 Dining Car. WRümh 132.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058



German Federal Railroad (DB)



4291 Express Train Passenger Car. Am 203. 1st class. Length over buffers 27. cm (10-5/8").
DC wheel set 70 058



4292 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 27. cm (10-5/8").
DC wheel set 70 058

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

An appropriate electric locomotive for these express coaches is the class 111 (Märklin models 3342/3642) can be found on page 66



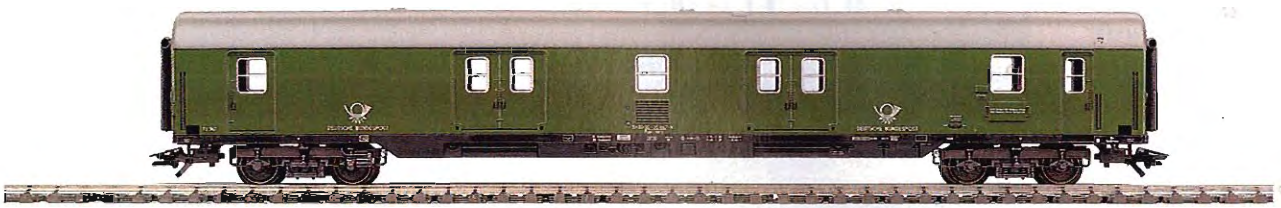
4293 Express Train Baggage Car.
Dm 902. 2 roll jalousie doors on each side that can be opened. Length over buffers 27. cm (10-5/8").
DC wheel set 70 058



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

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

German Federal Postal System



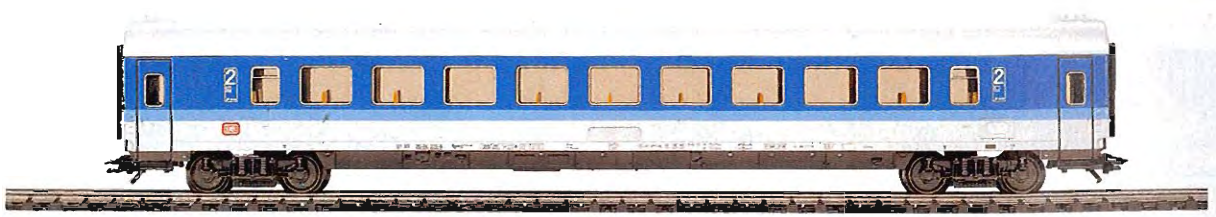
4157 Express Train Mail Car.
Postmrz. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

The mail car is a familiar sight in current train traffic. It provides fast transport of mail in regularly scheduled trains. On some routes the mail is even sorted in the car during the trip.

4280 Express Train Mail Car.
Postmrz. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



German Federal Railroad (DB)



4327 FD/InterRegio Coach.
Bpmz 293.2. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

4348 FD/InterRegio Coach.
Avmz 107. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



German Federal Railroad (DB)

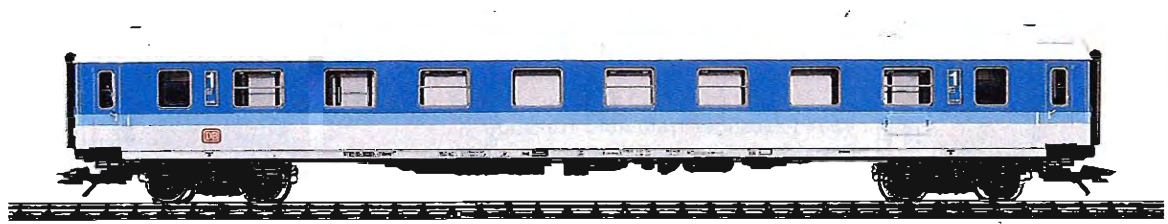


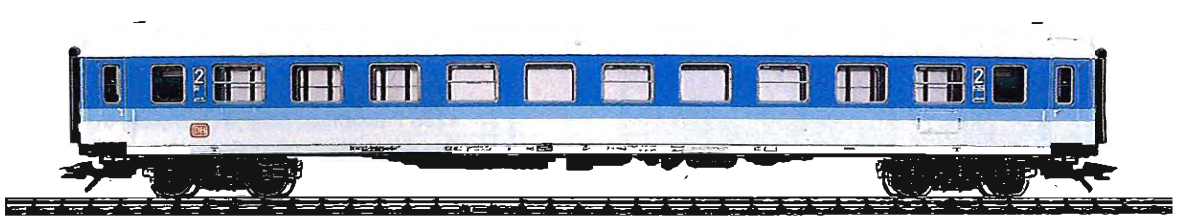
4384 InterRegio Coach.
ARbuimz 262 Bistro Cafe.
Interior details. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

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

This 1st class car is operated in the new InterRegio trains which are intended to replace the now antiquated D-Zug express trains. In addition to a new color scheme, these cars also have a completely new interior design which features friendlier colors and compartments with a more relaxed space configuration.

4281 InterRegio Car.
Aim 260. 1st class. Length over buffers 27.0 cm (10-3/8").
DC wheel set 70 058





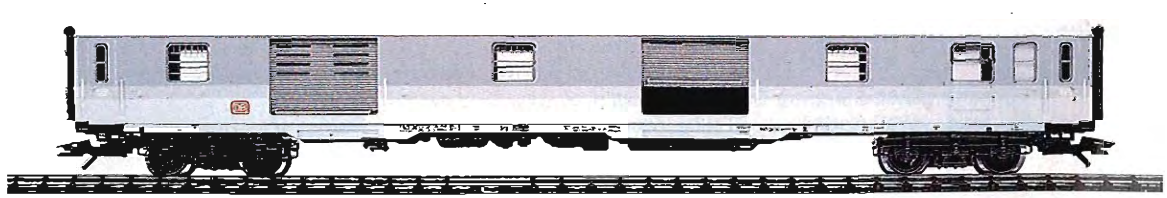
The interior of the 2nd class InterRegio Bim 263 coach is a mix of individual compartments and an open seating concept. Some the cars are being rebuilt from older express coaches at a newly constructed car building factory in Weiden in the Upper Palatinate.

This factory employs many former workers of the Weiden railroad maintenance facility.

4282 InterRegio Car.
Bim 263. 2nd class. Length over buffers 27.0 cm (10-3/8").
DC wheel set 70 058

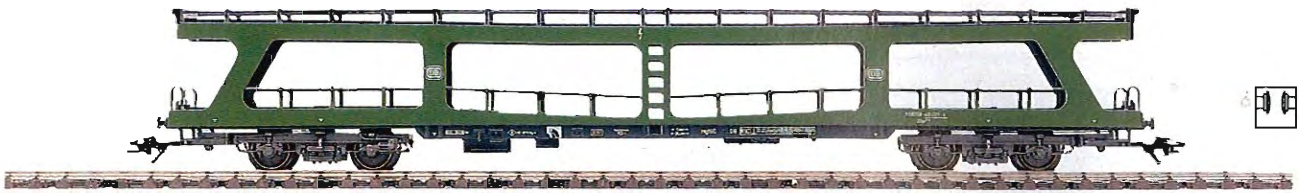
The first Dm 902 baggage cars in the new color scheme are also already in operation on the German Federal Railroad. Since they do not transport passengers, these cars are maintained in a "neutral" gray color scheme.

4283 Express Train Baggage Car.
Dm 902.2 roll jalousie doors on each side that can be opened. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058



Special Design Cars for Passenger Trains

German Federal Railroad (DB)

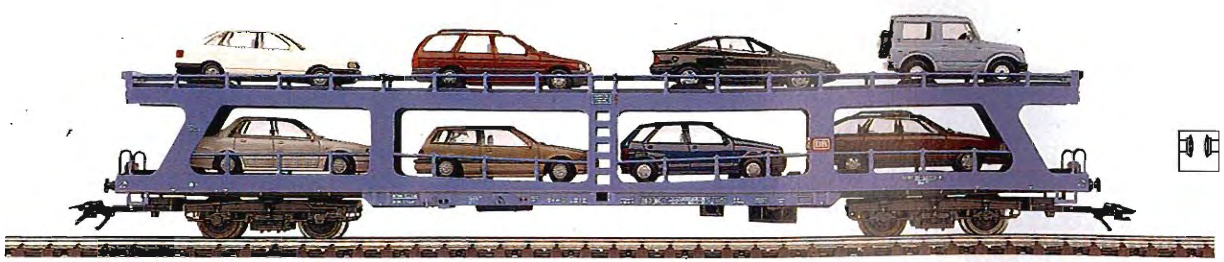


4084 Passenger Train Auto Transport Car. DDm 915. Without autos. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

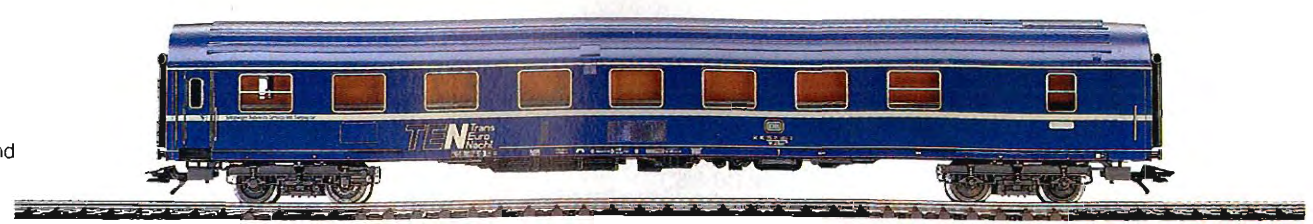


4234 Passenger Train Auto Transport Car. DDm 915. Loaded with 8 autos. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

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



4233 Passenger Train Auto Transport Car. DDm 915 in new color scheme. Loaded with 8 autos. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058



4240 Sleeping Car.
WLABm 166 for the TEN car pool. 1st and 2nd class. Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

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

märklin HO

German Federal Railroad (DB)

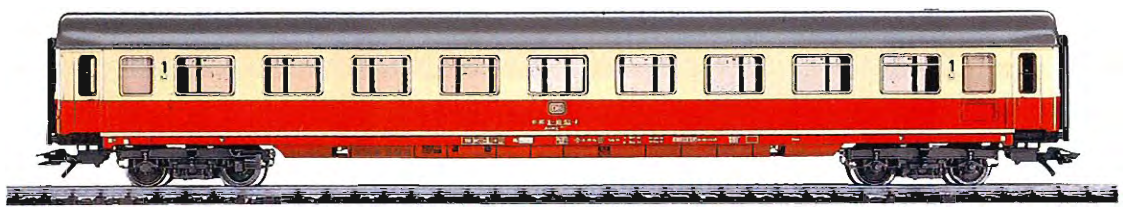
These comfortable, long-distance coaches were originally built for the TEE roules and for the InterCity network which initially had first class service only. They represent the major part of the rolling stock for the DB's long-distance express train service.

4296 InterCity Open Seating Car.
Apmz 121. 1st class. Length over buffers 27 cm (10-5/8").
DC wheel set 70 058





Cars in the so-called "TEE color scheme" can still be seen for a few years more in modern InterCity and EuroCity trains too.



4295 InterCity Compartment Car.
Avmz 111. 1st class. Length over buffers 27 cm (10-5/8").
DC wheel set 70 058

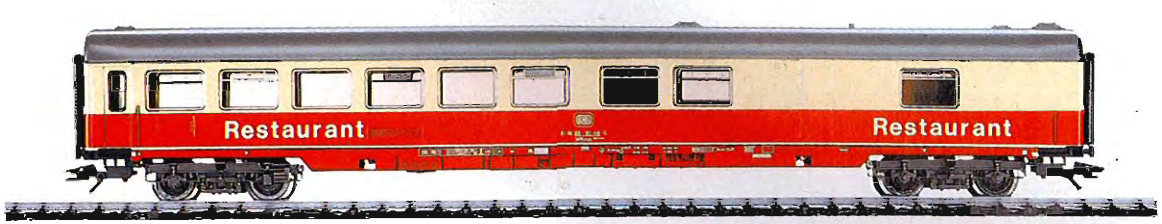
4298 Same as 4295, but with marker lights. Maintenance-free LED's.
DC wheel set 70 058

This dining car is used in the InterCity trains between the ocean blue/cream 2nd class cars and the cream/red 1st class cars. The pantograph is used to supply power to the galley when no locomotive is coupled to the train at a station.

4294 InterCity Dining Car
WRmz 135. Functional pantograph. Length over buffers 27 cm (10-5/8").
DC wheel set 70 058



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

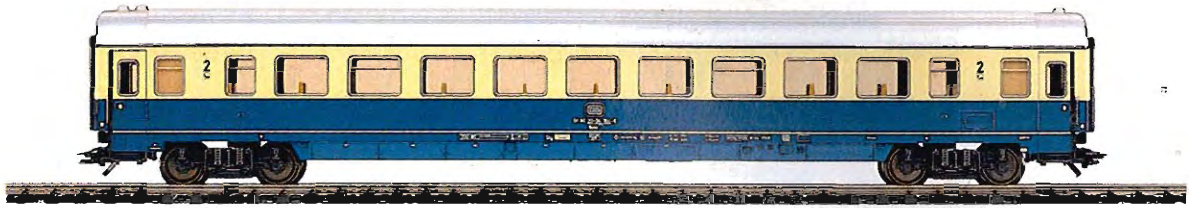


The DB's dining cars were basically painted in the TEE or InterCity red/cream color scheme in the 1970s. They are employed, however, in the entire express train network, hence also with ocean blue cars.

4297 InterCity Dining Car.
WRmh 132. Length over buffers 27 cm (10-5/8").
DC wheel set 70 058

InterCity Cars 26.4 cm (10-3/8″)

German Federal Railroad (DB)



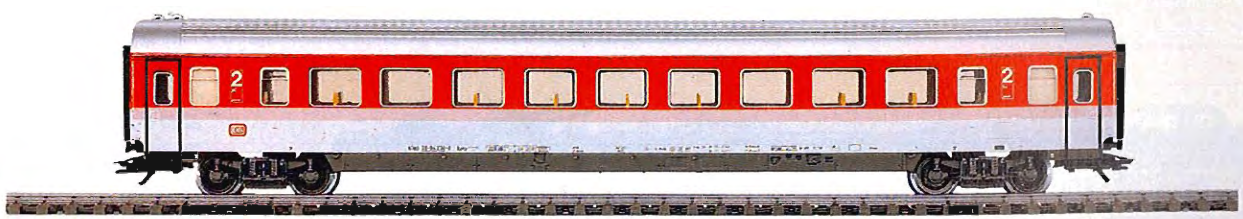
The second class open seating coach has 80 seats, while the version for wheelchair passengers has 75 seats.

4225 InterCity Open Seating Car.
Bpmz 291.2. 2nd class. Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 058

These cars have pressure-tight windows, doors and vestibules to prevent air pressure differences that occur on the new routes when trains meet or enter and leave tunnels.

4226 InterCity Open Seating Car.
Apmz 123.2 in new color scheme. 1st class.
Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 058





The German Federal Class 2nd class Bpmz 293.3 coaches also have pressure-tight windows, doors and vestibules. This means passengers do not have to suffer from buzzing in their ears in tunnels or when trains meet.

4227 InterCity Open Seating Car.
Bpmz 293.3 in new color scheme. 2nd class.
Length over buffers 26.4 cm (10-3/8″).
DC wheel set 70 058

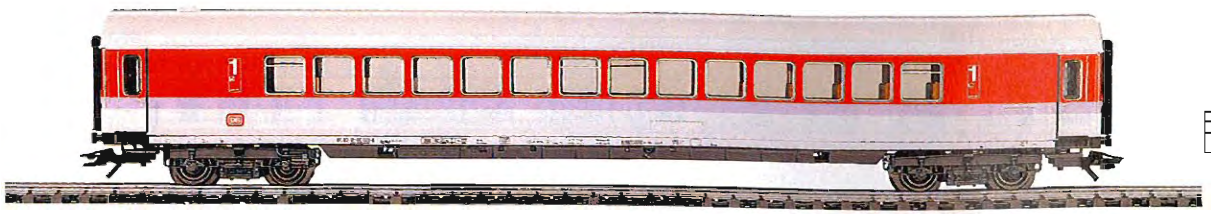
All cars have adjustable buffers and are ready for installation of current-conducting couplers 7319.



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

märklin HO

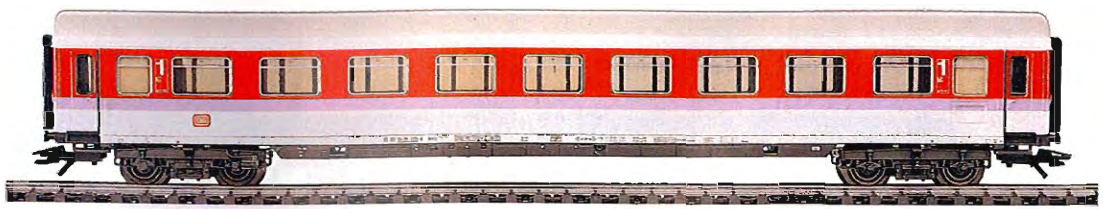
German Federal Railroad (DB)



4286 InterCity Open Seating Car.
Apmz 121 in new color scheme. 1st class.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

The InterCity is a product of recognized excellence on the German Federal Railroad. These trains in the new colors are part of a new concept in the Federal Railroad's range of offerings. This new concept is intended to denote speed and a high level of comfort.

4285 InterCity Compartment Car.
Avmz 111 in new color scheme.
1st class. Length over buffers
27.0 cm (10-5/8").
DC wheel set 70 058





An appropriate locomotive for the InterCity cars is the class 120.1 (Märklin model 3353/3654, see page 69).

4284 InterCity Dining Car.
WRmz 135 in new color scheme.
Functional pantograph. Length over
buffers 27.0 cm (10-5/8").
DC wheel set 70 058



4287 InterCity Dining Car.
WRmh 132 in new color scheme.
Length over buffers 27.0 cm (10-5/8").
DC wheel set 70 058

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

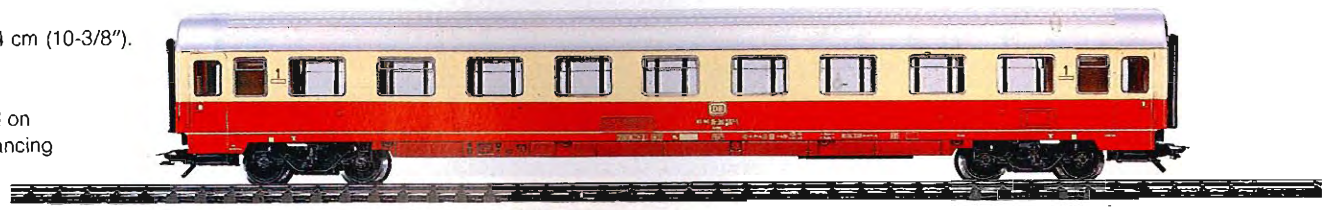


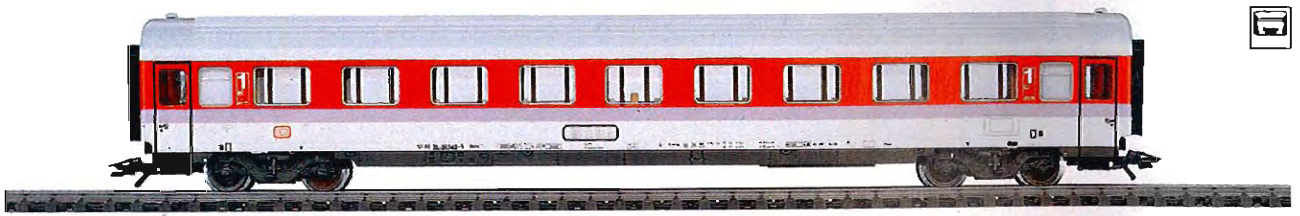
Eurofima Cars

German Federal Railroad (DB)

4247 Eurofima Express Train Coach.
Avmz 207. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

The German Federal Railroad Avmz is based on the standard design cars of the Eurofima financing company. It is operated in InterCity and EuroCity trains.



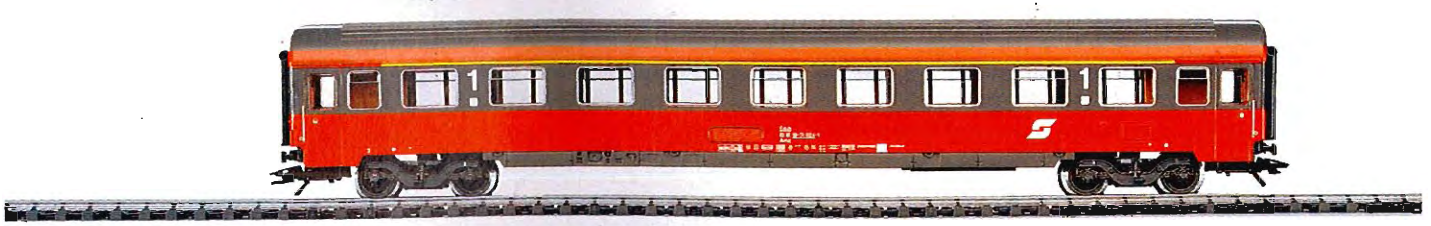


4248 Eurofima Express Train Coach.
Avmz 107 in new color scheme. 1st class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

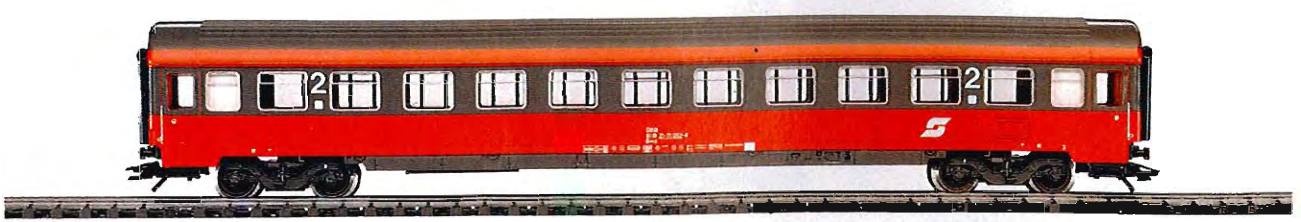
The German Federal Railroad's Avmz 107 in the new design has reinforced vestibules, doors and windows which prevent excess air pressure when entering or leaving tunnels at extreme speeds.

Austrian Federal Railways (ÖBB)

4272 Eurofima Express Train Coach.
Avmz (A 9) in new color scheme.
1st class. Length over buffers
26.4 cm (10-3/8").
DC wheel set 70 058



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



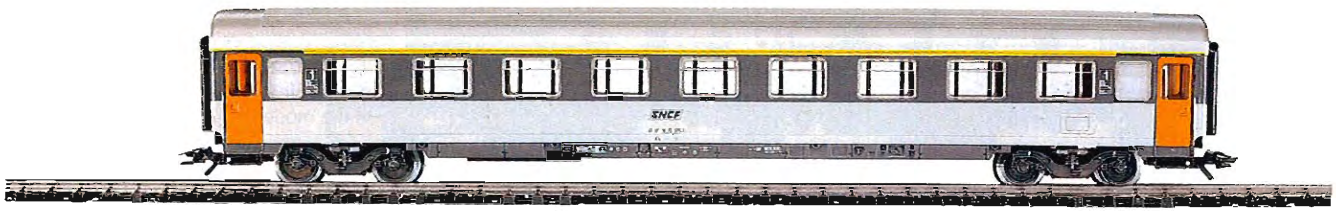
4273 Eurofima Express Train Coach.
Bvmz (B 11) in new color scheme. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

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

French State Railways (SNCF)

4253 Eurofima Express Train Coach.
A 9. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

This express train coach in the typical color scheme of the comfortable Corail cars stands out from the other Eurofima coaches.



Belgian State Railways (NMBS/SNCB)



4251 Eurofima Express Train Coach.
A 9. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

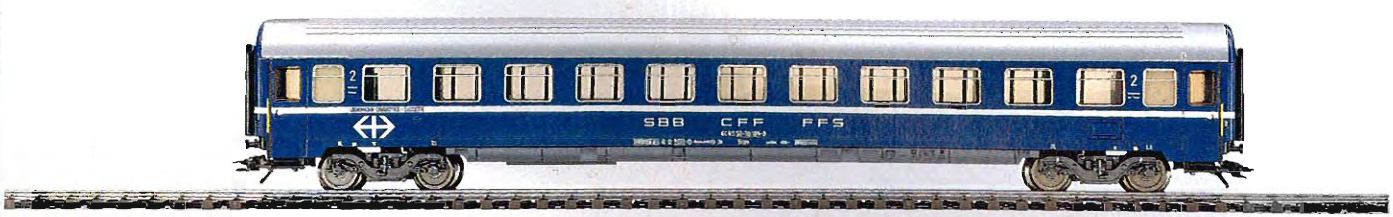
Originally the color scheme for the Eurofima cars of all of the European railroads was supposed to be a unified orange. This color has been kept by the Belgian State Railways.

4274 Eurofima Slumber Coach.
Bc 11. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

Slumber coaches were also built following the basic design of the Eurofima day coaches. They were not, however, part of the general procurement program. The Belgian version of the slumber coach is now being done in a particularly unique design.



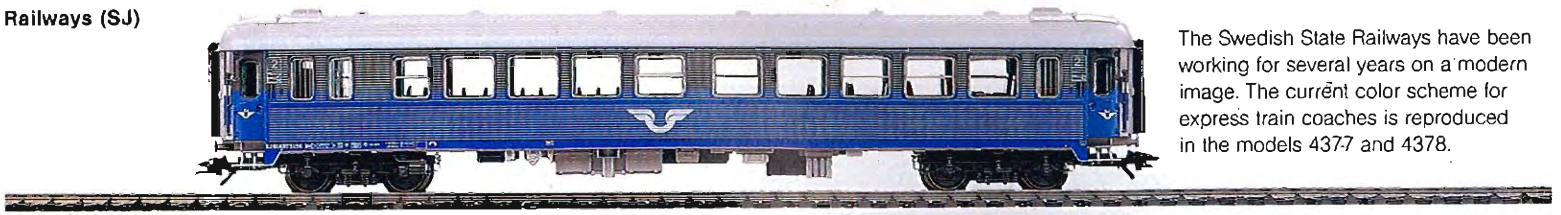
Swiss Federal Railways (SBB)



4268 Eurofima Slumber Coach.
Bc 11. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

Express Train Passenger Cars

Swedish State Railways (SJ)



The Swedish State Railways have been working for several years on a modern image. The current color scheme for express train coaches is reproduced in the models 4377 and 4378.

4377 Express Train Passenger Car.
B 1 in newest color scheme. 2nd class. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 058

4378 Express Train Dining Car.
R 1 in newest color scheme. Length over buffers 24.4 cm (9-5/8").
DC wheel set 70 058



The appropriate locomotive is the Rc 2 (Märklin model 3341, see page 76), and it also represents the modern SJ paint scheme.

Swiss Federal Railways (SBB)

A contemporary locomotive for the Swiss Oldtimer coaches is the sturdy class Ae 3/6III jackshaft electric locomotive (Märklin model 3351, see page 72).



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

4238 Express Train Passenger Car.
C 4 ü. 3rd class. Length over buffers 22.2 cm (8-3/4").
DC wheel set 70 058

There was no baggage car designed expressly for the class 4ü cars. Rather, the SBB employed "secondhand" cars of a similar design acquired from the Bern-Lötschberg-Simplon Railroad.

4239 Express Train Baggage Car.
F 4 ü. 3rd class. Length over buffers 23.2 cm (9").
DC wheel set 70 058

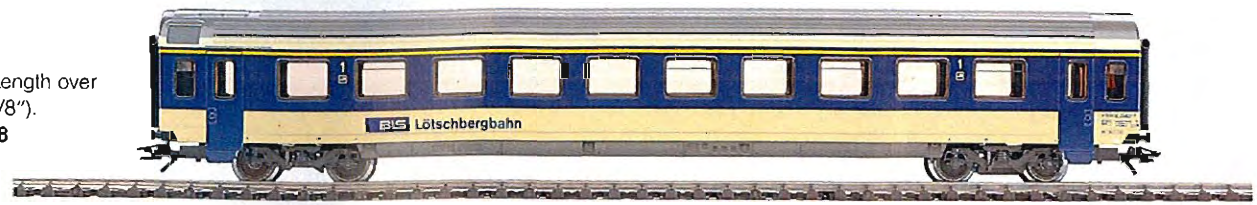


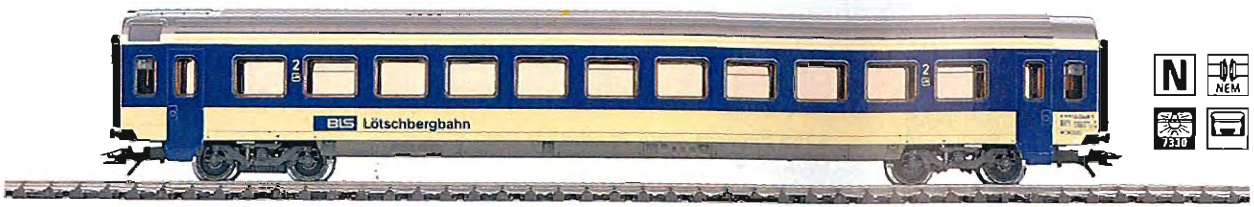


4066 Express Train Passenger Car.
Mark II A. 1st class. RELEX couplers. Length over buffers 24.0 cm (9-1/2").
DC wheel set 70 059

Bern-Lötschberg-Simplon Railroad (BLS)

4218 Express Train Passenger Car.
Mark IV A. 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058





4219 Express Train Passenger Car.
Mark IV B. 2st class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

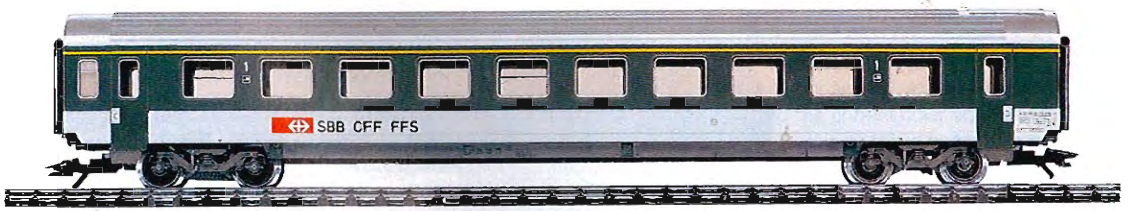
The 4218 and 4219 cars have adjustable buffers and are equipped for installation of current-conducting couplers 7319.

The appropriate supplement to the Bern-Lötschberg-Simplon Railroad cars is the BLS class 465 electric locomotive (Märklin models 3463/3763, see page 77).

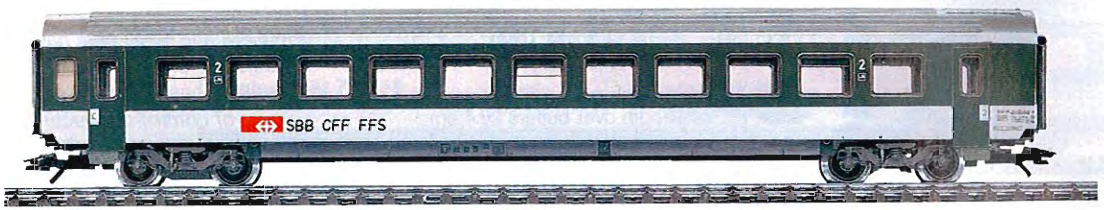
Express Train Passenger Cars

Swiss Federal Railways (SBB)

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



4215 Express Train Passenger Car.
Mark IV A. 1st class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

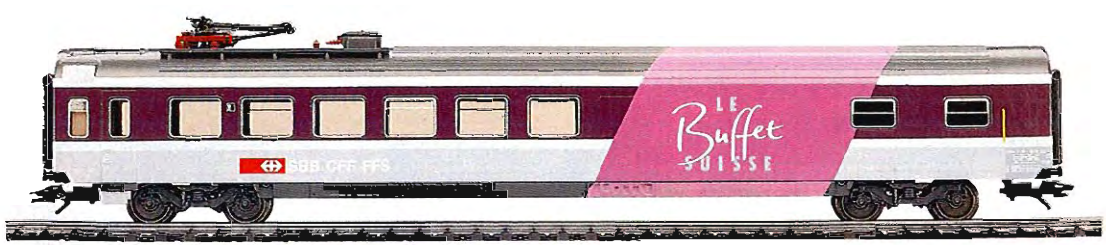


4216 Express Train Passenger Car.
Mark IV B. 2nd class.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

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

4217 Express Train Dining Car.
Mark IV WR. Functional pantograph.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058





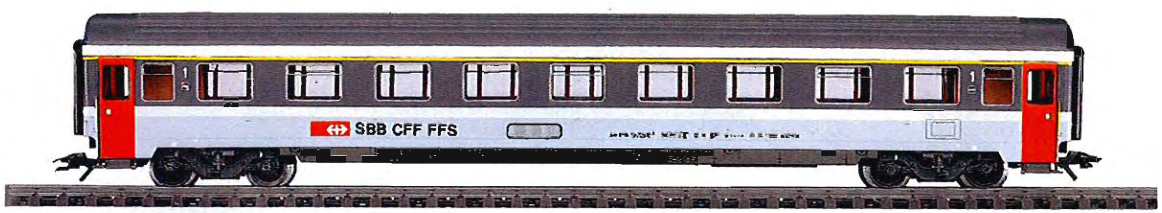
4125 EuroCity Dining Car.
Mark IV WR lettered and painted for "Le buffet suisse". Working pantograph.
Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

Swiss Federal Railways (SBB)



4366 EuroCity Car.
Bpm. 2nd class. Car sides prototypically different from each other. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

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



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

4266 Eurofima Express Train Coach.
Am (A 9). 1st class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

On page 74 can be found the class 460 electric locomotive (Märklin models 3460/3760) which is an appropriate unit for the Swiss Federal Railways express train coaches.



Car Set

The 4367 car set represents a purely Swiss EuroCity with newly developed car models of EC cars and the Panorama cars as well as an attractive dining car – the ideal consist for the "Lok 2000", the SBB class 460 (Märklin models 3460/3760, see page 74).

With the EuroCity cars the Swiss Federal Railways have placed into service a totally new group of rolling stock for international passenger traffic. In addition to the new open seating cars in 1st and 2nd class with their very modern interiors, there are the so-called Panorama cars which were built on the same basic design. These cars have almost continuous side windows that are curved into the raised roofline, and they offer an incomparable view of the landscape on both sides of the track.

N NEM

4367 "EuroCity SBB" Car Set.
Set consists of 6 cars: 2 EuroCity cars 2nd class, 1 EuroCity car 1st class, 2 Panorama cars and 1 EuroCity dining car lettered and painted for "Le buffet suisse". Working pantograph. Equipped for installation of lighting kits. Total length 158.4 cm (62-3/8").
DC wheel set 70 058

All cars in special edition. Not available separately.

The 4367 car set is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already ordered this item.



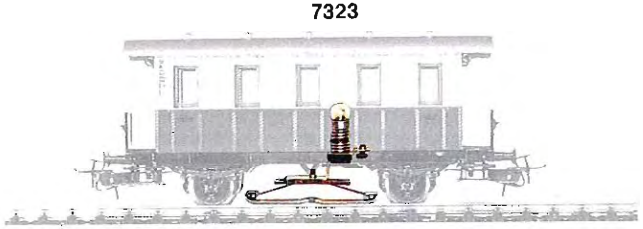
Swiss Federal Railways (SBB)

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



Car Lighting

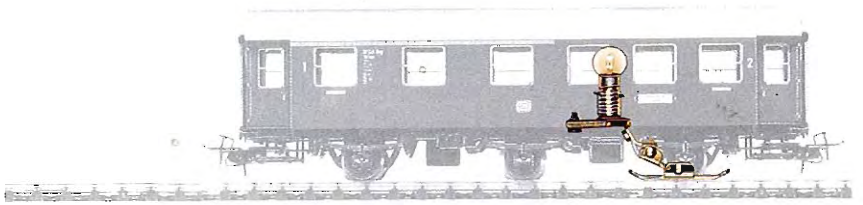
7323



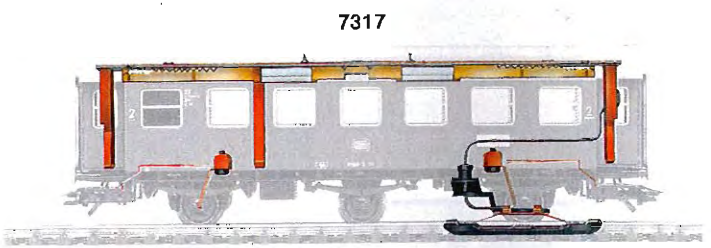
7323 Lighting Kit.
For cars 4035, 4038, 4039, 4107 and 4108. Consists of pickup shoe with light socket and light bulb.

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

7074

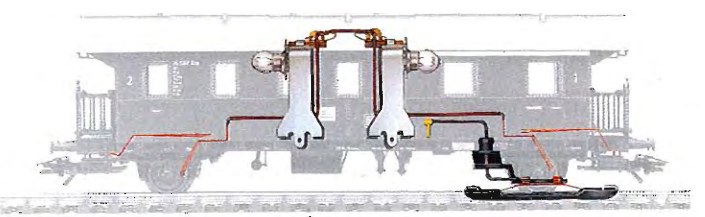


7317



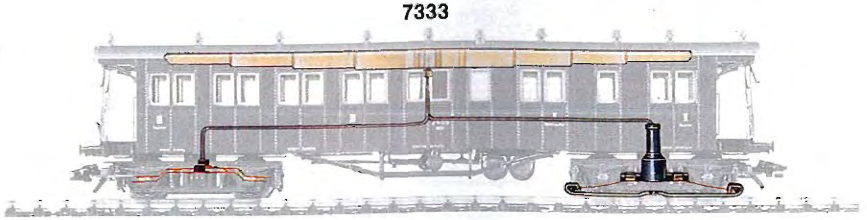
7317 Lighting Kit.
For cars 4317 – 4319. Installation kit for 1 pair of cars. Consists of pickup shoe, current-conducting close coupler, 2 light diffusers and 4 light bulbs.

7318



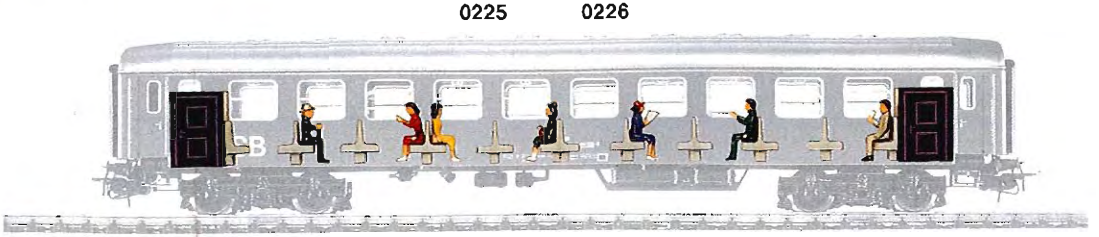
7318 Lighting Kit.
For the "Donnerbüchsen" passenger cars 4100 - 4102 (without close couplers) and 4313 - 4315 (with close couplers). Consists of pickup shoe, current-conducting close coupler (for 4313, 4314, 4315), 2 light sockets and 2 light bulbs.

7333



7333 Lighting Kit.
For cars 4210, 4211, 4213, 4214, 4229, and 4329. Consists of pickup shoe, light diffuser and light bulb.

0225 0226



0225 Interior Detail Kit.
Consists of 18 double bench seats, 6 single bench seats and 2 restrooms.

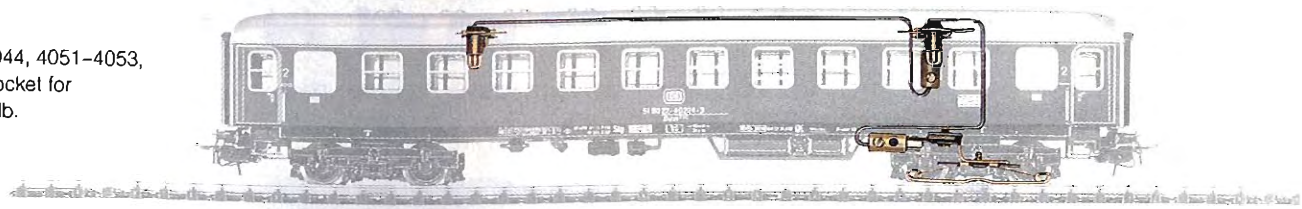
0226 Set of Figures.
To add to passenger cars. 10 seated passengers. All figures hand painted in several colors.

7077 Lighting Kit.
For cars 4026, 4027, 4032, 4044, 4051–4053, 4111 and 4112. Connecting socket for additional lights. With light bulb.

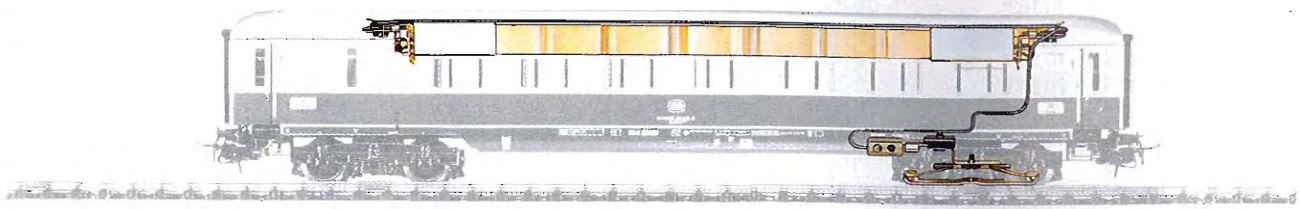
7198 Pickup Shoe.
For 7077 lighting kit.

7077

7077 7198



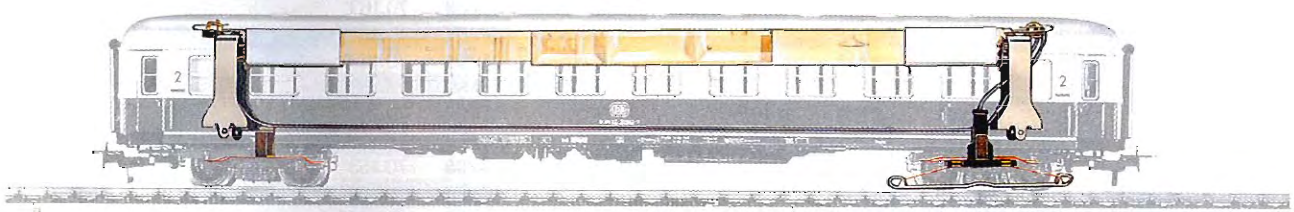
7320



7320 Lighting Kit.
For 4055, 4057, 4066, 4085, 4087, 4130 and 4188. Consists of 7198 pickup shoe, light diffuser, 2 lamp sockets and 2 light bulbs.

7322 Lighting Kit.
Same as 7320, but without light diffuser. For 4090 car.

7329



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

7330



7330 Lighting Kit.
For cars 4091–4094, 4125, 4157, 4183–4185, 4215–4219, 4225–4227, 4240, 4247, 4248, 4251, 4253, 4255–4260, 4266, 4268, 4272–4274, 4280–4287, 4291–4298, 4327, 4348, 4366, 4384, and for cars in 4389 and 4393 car sets. Consists of pickup shoe, light diffuser with light sockets and 2 light bulbs. Can be used with 7319 current-conducting close coupler.

7335 Lighting Kit.
Same as 7330, but for shorter express train passenger cars. For cars 4238, 4239, 4275–4278 and 4375–4379.

Spare Parts for Cars

Couplers and DC wheel sets for passenger cars

Catalog number	Coupler	Truck with coupler	DC wheel set
4018	21 005	–	–
4026	–	30 339	70 059
4027	–	30 339	70 059
4028	26 373	–	–
4032	–	30 339	70 059
4035	32 540	–	70 060
4038	32 540	–	70 060
4039	32 540	–	70 060
4044	32 540	–	70 060
4051	–	30 339	70 059
4052	–	30 339	70 059
4053	–	30 339	70 059
4055	–	30 339	70 059
4057	–	30 339	70 059
4066	–	30 547	70 059
4084	27291	–	70 058
4085	–	30 339	70 059
4087	–	30 339	70 059
4089	–	30 339	70 059
4090	–	30 339	70 059
4091	70 163*	–	70 058
4092	70 163*	–	70 058
4093	70 163*	–	70 058
4094	70 163*	–	70 058
4107	32 540	–	70 060
4108	32 540	–	70 060
4111	–	30 339	70 059
4112	–	30 339	70 059
4125	70 163*	–	70 058
4126	70 163*	–	70 058
4127	70 163*	–	70 058
4130	–	30 339	70 059
4131	70 163*	–	70 058
4132	70 163*	–	70 058
4133	70 163*	–	70 058
4157	70 163*	–	70 058
4183	70 163*	–	70 058
4184	70 163*	–	70 058
4185	70 163*	–	70 058
4188	–	30 339	70 059
4200	70 163*	–	70 058
4201	70 163*	–	70 058
4202	70 163*	–	70 058
4203	70 163*	–	70 058
4204	70 163*	–	70 063
4205	70 163*	–	70 063
4210	70 163*	–	70 063
4211	70 163*	–	70 063
4212	70 163*	–	70 063
4213	70 163*	–	70 063
4214	70 163*	–	70 063
4215	70 163*	–	70 058
4216	70 163*	–	70 058
4217	70 163*	–	70 058
4218	70 163*	–	70 058
4219	70 163*	–	70 058
4225	70 163*	–	70 058
4226	70 163*	–	70 058
4227	70 163*	–	70 058
4228	70 163*	–	70 060
4229	70 163*	–	70 063
4232	70 163*	–	70 058
4233	27 291	–	70 058
4234	27 291	–	70 058
4235	70 163*	–	70 058
4236	70 163*	–	70 058
4238	70 163*	–	70 058
4239	70 163*	–	70 058
4240	70 163*	–	70 058
4241	70 163*	–	70 058
4247	70 163*	–	70 058
4248	70 163*	–	70 058
4251	70 163*	–	70 058
4253	70 163*	–	70 058
4255	70 163*	–	70 058
4256	70 163*	–	70 058
4257	70 163*	–	70 058
4258	70 163*	–	70 058
4259	70 163*	–	70 058
4260	70 163*	–	70 058
4266	70 163*	–	70 058
4268	70 163*	–	70 058
4272	70 163*	–	70 058
4273	70 163*	–	70 058
4274	70 163*	–	70 058
4275	70 163*	–	70 058
4276	70 163*	–	70 058
4277	70 163*	–	70 058
4278	70 163*	–	70 058
4280	70 163*	–	70 058
4281	70 163*	–	70 058
4282	70 163*	–	70 058
4283	70 163*	–	70 058
4284	70 163*	–	70 058
4285	70 163*	–	70 058
4286	70 163*	–	70 058
4287	70 163*	–	70 058
4291	70 163*	–	70 058
4292	70 163*	–	70 058
4293	70 163*	–	70 058
4294	70 163*	–	70 058
4295	70 163*	–	70 058
4296	70 163*	–	70 058
4297	70 163*	–	70 058
4298	70 163*	–	70 058
4301	70 163*	–	66691
4302	70 163*	–	66691[1]
4303	70 163*	–	66691
4307	70 163*	–	70 063
4308	70 163*	–	70 063
4309	70 163*	–	70 063
4313	70 163*	–	70 058
4314	70 163*	–	70 058
4315	70 163*	–	70 058
4316	70 163*	–	70 058
4317	70 163*	–	70 058
4318	70 163*	–	70 058
4319	70 163*	–	70 058
4327	70 163*	–	70 058
4329	70 163*	–	70 027
(4329)	70 163*	–	70 063
4335	70 163*	–	70 058
4341	70 163*	–	70 058
4348	70 163*	–	70 058
4366	70 163*	–	70 058
4367	70 163*	–	70 058
4370	37 406	–	–
(4370)	37 437	–	–
4371	37 406	–	–
(4371)	37 437	–	–
4372	37 406	–	–
(4372)	37 434	–	–
4373	37 406	–	–
(4373)	37 434	–	–
4374	37 408	–	–
(4374)	37 435	–	–
4375	70 163*	–	70 058
4376	70 163*	–	70 058
4377	70 163*	–	70 058
4378	70 163*	–	70 058
4379	70 163*	–	70 058
4384	70 163*	–	70 058
4389	70 163*	–	70 058
4393	70 163*	–	70 058

* The 70 163 close coupler is only available in a package of 50 pieces under the catalog number 7203 (see page 142).

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

Pickup Shoes and Light Bulbs

Catalog number	Pickup shoe	Light bulb
4018	7175	60 010
4028	7164	60 001
(4028)	–	60 015
4053	7175	–
4089	7175	60 015
4185	31 545	–
4228	7175	–
4257	28 764	–
4260	31 100	–
4298	41 494	–
4301	–	61 008
4302	–	61 008
4303	–	61 008
4316	31 051	–
4370	–	61 004
4371	–	61 004
4372	–	61 004
4373	–	61 004
4389	31 545	–
4393	31 545	–
4411	41 494	60 015

Roof Pantographs

Catalog number	Pantograph
4217	7219
4284	31 101
4294	31 101

Lighting Kits for Cars

Catalog number	Pickup shoe	Light bulb
7074	–	60 020
7077	–	60 000
7198	7175	–
7317	44 526	61 004
7318	44 637	60 015
7320	7175	60 015
7322	7175	60 015
7323	7175	60 010
7329	41 494	60 015
7330	41 810	60 008
7333	27 756	60 008
7335	41 810	60 008

Couplers and DC wheel sets for freight cars

Catalog number	Coupler	Truck with coupler	DC wheel set
4410	70 157	–	70 058
4411	70 157	–	70 058
4413	70 157	–	70 058
4414	70 157	–	70 058
4415	70 157	–	70 058
4416	70 157	–	70 058
4417	70 157	–	70 058
4418	70 157	–	70 058
4419	70 157	–	70 058
4420	70 157	–	70 058
4421	70 157	–	70 058
4423	70 157	–	70 058
4424	70 157	–	70 058
4430	70 157	–	70 058
4431	70 157	–	70 058
4432	70 157	–	70 058
4439	70 157	–	70 058
4440	70 157	–	70 058
4441	70 157	–	70 058
4442	70 157	–	70 058
4443	70 157	–	70 058
4459	70 157	–	70 058
4460	70 157	–	70 058
4465	70 157	–	70 058
4471	70 157	–	70 058
4473	70 157	–	70 058
4474	70 157	–	70 058
4475	70 157	–	70 058
4478	70 163*	–	66609[1]
4479	70 163*	–	66609[1]
4485	70 157	–	70 058
4507	70 163*	–	70 058
4602	27 291	–	70 058
4610	70 154	–	70 050
4612	70 154	–	70 050
4613	70 154	–	70 050
4617	70 154	–	70 053
4618	70 154	–	70 053
4624	70 163*	–	70 058
4626	70 163*	–	70 028
4631	70 163*	–	70 060
4633	70 163*	–	70 060
4635	70 163*	–	70 060
4642	70 163*	–	70 027
4644	70 163*	–	70 027
4663	32 399	–	70 027
4664	70 163*	–	70 027
4665	70 154	–	70 050
4666	70 163*	–	70 058
4668	32 399	–	70 027
4669	70 163*	–	70 058
4671	70 154	–	70 053
4684	27 291	–	70 058
4690	70 163*	–	70 058
4691	70 163*	–	70 058
4692	70 163*	–	70 058
4693	70 163*	–	70 058
4694	70 163*	–	70 058
4695	70 163*	–	70 027
4696	70 163*	–	70 058
4697	27 291	–	70 058
4698	70 163*	–	70 058
4699	70 163*	–	70 058
4700	70 163*	–	70 058
4701	70 163*	–	70 058
4703	70 163*	–	70 058
4705	70 163*	–	70 058
4706	70 163*	–	70 058
4707	70 163*	–	70 058
4708	70 163*	–	70 058
4710	70 163*	–	70 058
4712	70 163*	–	70 058
4717	70 163*	–	70 058
4718	70 163*	–	70 058
4726	70 163*	–	70 058
4728	70 163*	–	70 058
4732	70 163*	–	70 058
4733	70 163*	–	70 058
4734	70 163*	–	70 058
4735	70 163*	–	70 058
4736	70 163*	–	70 058
4738	70 163*	–	70 058
4740	36 366	–	43 295
4741	–	–	43 295
4750	70 163*	–	70 027
4752	70 163*	–	70 058
4753	70 163*	–	70 058
4754	70 163*	–	70 058
4756	70 163*	–	70 058
4757	70 163*	–	70 058
4758	70 163*	–	70 058
4761	70 154	–	70 050
4766	70 163*	–	70 058
4767	70 163*	–	70 058
4768	70 163*	–	70 058
4769	70 163*	–	70 058
4771	70 163*	–	70 058
4773	–	32 311	70 060
4774	–	32 570	70 060
4775	–	32 289	70 060
4776	–	32 311	70 060
4777	–	32 289	70 060
4795	70 163*	–	70 063
4796	36 366	–	43 295
4797	36 366	–	43 295
4824	70 163*	–	70 058
4831	70 163*	–	70 058
4832	70 163*	–	70 058
4833	70 163*	–	70 060
4834	70 163*	–	70 058
4835	70 163*	–	70 058
4841	–	–	43 295
4848	70 163*	–	70 058
4854	70 163*	–	70 027
4855	70 163*	–	70 058
4856	70 163*	–	70 058
4864	–	32 311	70 060
4865	–	41 791	70 060
4867	70 163*	–	70 058
4870	70 163*	–	70 058
4871	70 163*	–	70 058
4872	70 163*	–	70 058
4877	70 163*	–	70 027
4878	70 163*	–	70 027
4879	70 163*	–	70 027
4880	70 163*	–	70 027
4881	70 163*	–	70 058
4882	70 163*	–	70 032
4883	70 163*	–	70 058
4885	70 163*	–	70 063
4886	70 163*	–	70 058
4889	70 163*	–	70 058
4890	70 163*	–	70 027
4891	70 163*	–	70 032
4892	70 163*	–	70 063
4893	70 163*	–	70 032
4895	70 163*	–	70 063
4896	70 163*	–	70 058
4897	70 163*	–	66692[1]
4898	70 163*	–	70 058
84854	70 163*	–	70 027

* The 70 163 close coupler is only available in a package of 50 pieces under the catalog number 7203 (see page 142).

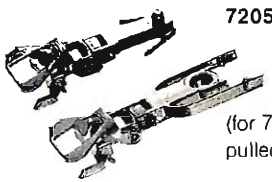
[1] Spare part number for the TRIX Company, Nürnberg, Germany.

All spare parts can be ordered only through your authorized dealer.

Spare Parts for Cars



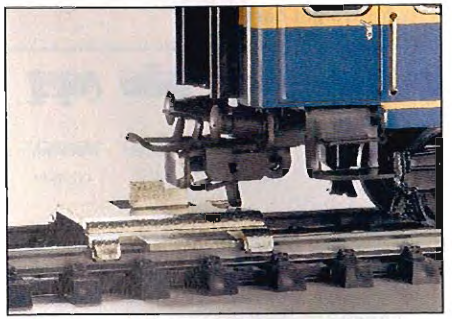
7203 Close Couplers.
Contents: 50 no. 70 163 close coupler heads. Can be installed on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard coupler (NEM 360).



7205 Close Coupler for Locomotives/ Cars without Guide Mechanisms.
Interchangeable with regular Märklin plastic coupler. 10 couplers for locomotives and 40 couplers for cars (for 70 157 and 70 158) Decreased coupler play on cars being pulled.



7319 Current-conducting Close Couplers. Retrofit kit for all
modern 26.4 cm (10-3/8"), and 27.0 cm (10-5/8") long Märklin H0 cars with guide mechanisms. Contents: 10 special, rigid drawbars, can be inserted into standard coupler pockets. 20 contact elements for hookup to the 7330 lighting kit. Coupling jig for installing the drawbars. Complete installation instructions. Only one pickup shoe is required for each composition of lighted cars with the current-conducting close couplers.



7001 Coupler Gauge.
For checking and adjusting couplers. Can be placed on track.



7204 Reproduction Prototype Coupler.
Contents: 50 pieces. Can be installed on cars with standard coupler pockets (NEM 362) and guide mechanisms for fixed train compositions.

7558 Car Magnet.
2 pieces 10 x 10 x 3 mm (approx. 3/8" x 3/8" x 1/8"). For activating 7555 switching contact. For passenger and freight cars.

7149 Oiler with Narrow Applicator Opening. Contains 10 ml (0.0338 oz.) special oil for lubricating locomotives and cars.

7224 Rerailer.
Facilitates placing multi-axle locomotives/cars on the track. Length 30.0 cm (11-1/16"). Height 2.5 cm (1").

All spare parts can be ordered only through your authorized dealer.

Train Operations Just Like The Prototype – With Every System

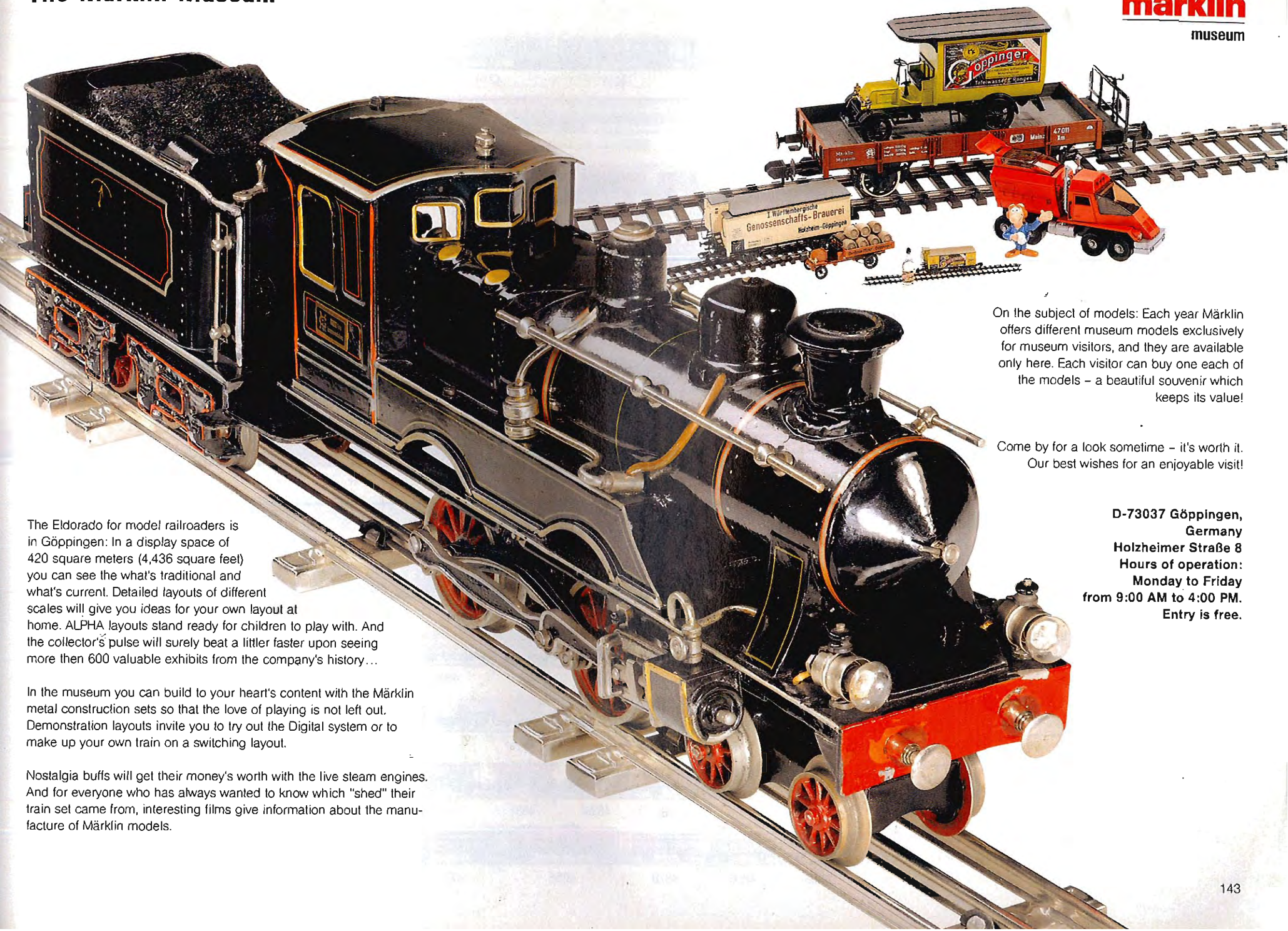
Whether you operate with alternating or direct current: From now on the question about which system is no longer relevant when talking about an H0 model railroad layout. Märklin offers appropriate wheel sets for both systems for passenger and freight cars. Direct current (2-rail) wheel sets are available for the overwhelming majority of the Märklin H0 cars, so that Märklin cars can be run with no problem on layouts with equipment of other makes. On pages 140/141 you can find out which models are suitable for conversion. In addition, you will find the item number for the correct 2-rail wheel set at the end of the description for each car in this catalog.

The full service Märklin dealer is offering his 2-rail customers an attractive, "labor-saving" offer as a special service: When you buy a Märklin H0 car, the Märklin 3-rail wheel sets put on at the factory can be exchanged for 2-rail wheel sets at your request. This means that the decision to buy a Märklin H0 car is no longer a question of the system, but rather of the quality.



The Märklin Museum

märklin
museum



The Eldorado for model railroaders is in Göppingen: In a display space of 420 square meters (4,436 square feet) you can see the what's traditional and what's current. Detailed layouts of different scales will give you ideas for your own layout at home. ALPHA layouts stand ready for children to play with. And the collector's pulse will surely beat a littler faster upon seeing more then 600 valuable exhibits from the company's history…

In the museum you can build to your heart's content with the Märklin metal construction sets so that the love of playing is not left out. Demonstration layouts invite you to try out the Digital system or to make up your own train on a switching layout.

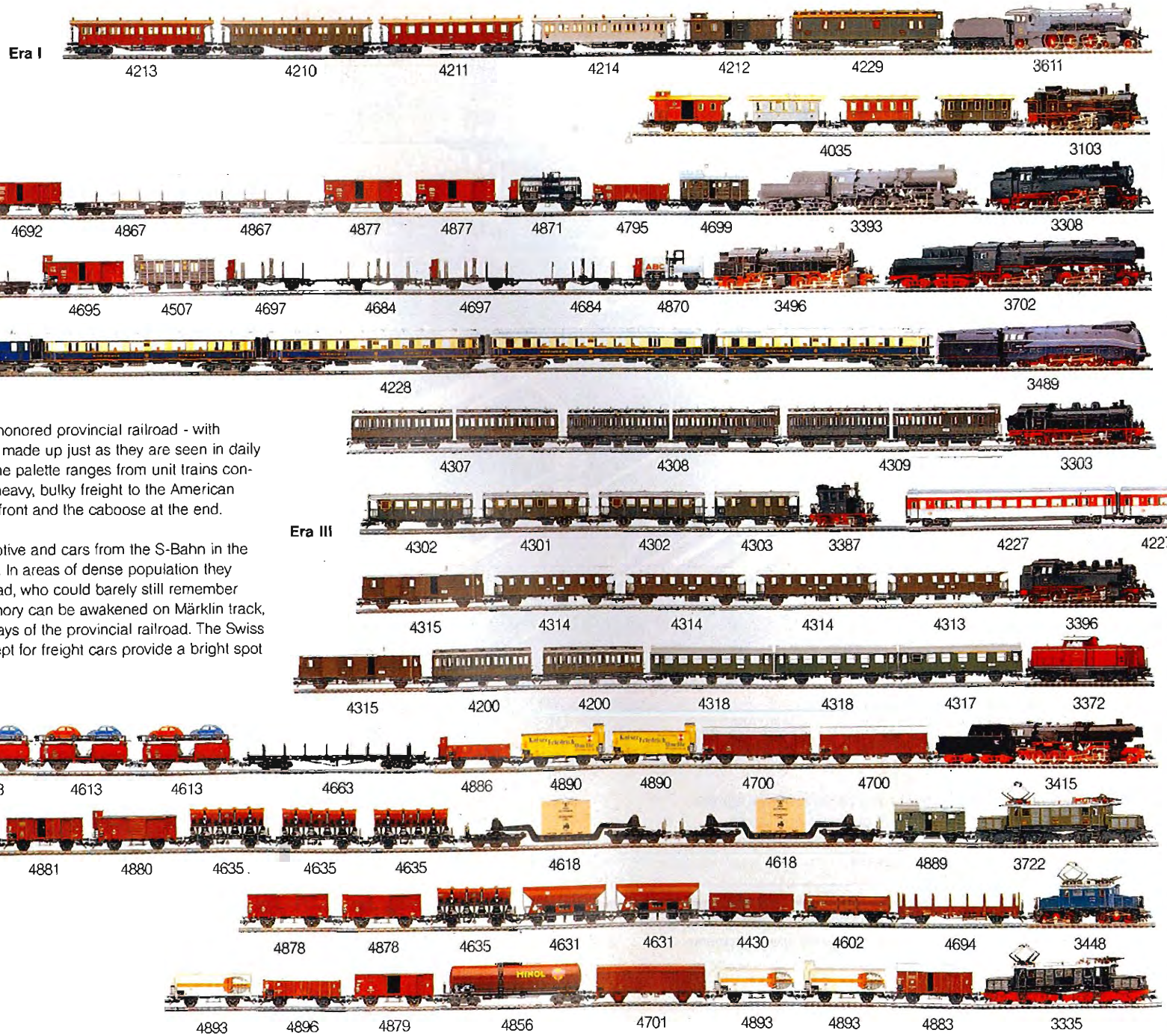
Nostalgia buffs will get their money's worth with the live steam engines. And for everyone who has always wanted to know which "shed" their train set came from, interesting films give information about the manufacture of Märklin models.

On the subject of models: Each year Märklin offers different museum models exclusively for museum visitors, and they are available only here. Each visitor can buy one each of the models – a beautiful souvenir which keeps its value!

Come by for a look sometime – it's worth it. Our best wishes for an enjoyable visit!

D-73037 Göppingen,
Germany
Holzheimer Straße 8
Hours of operation:
Monday to Friday
from 9:00 AM to 4:00 PM.
Entry is free.

Train Compositions



Whether the most modern InterCity or time-honored provincial railroad - with Märklin locomotives and cars, trains can be made up just as they are seen in daily operation or as they ran in days gone by. The palette ranges from unit trains consisting of only high-volume freight cars for heavy, bulky freight to the American freight train with the mighty F 7 units at the front and the caboose at the end.

The City Bahn or a composition of a locomotive and cars from the S-Bahn in the Rhine-Ruhr area is today's commuter traffic. In areas of dense population they have brought passengers back to the railroad, who could barely still remember the time of the compartment cars. This memory can be awakened on Märklin track, however, with compartment cars from the days of the provincial railroad. The Swiss Federal Railways with their new color concept for freight cars provide a bright spot in freight train service.


4376
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4376
4379
3449

Era IV


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4292
4278
3310


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4256
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3473


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4777
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4864
4776
4060
4063
4063
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4227
4284
4286
4248
4226
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3358

Era V


4281
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4219
4219
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Cargo Domizil
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Freight Cars

As versatile as the "real thing"

A closeness to the prototypes on the rails is evident even with Märklin freight cars.

The cars can take on freight with their movable sliding doors and roofs, unloading hatches can be operated in part manually and in part automatically, stakes can be removed or folded down – you could almost forget that the miniature railroad does not go to a genuine freight yard.

Of course, the extensive details such a axle bearings or roof vents, the exact lettering and, on selected models such as the "Rolling Road", the original raw material metal contributes to this effect.

State Railroad Freight Cars

The many different designs of freight cars are a big factor in determining the look of railroading. The development of industry and the different transportation tasks are reflected in the different classes of freight cars. However, the two-axle gondolas and boxcars dominated the scene on the German provincial railroads. In addition, there were the refrigerator cars which were often employed by privately owned companies.

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

4882 Boxcar.
Gm with brakeman's cab from the period around 1915. Sliding doors that open. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 032



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

4885 Boxcar.
Ni. Separately applied brakeman's platforms. Length over buffers 10.6 cm (4-1/8").
DC wheel set 70 063



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

4895 Gondola.
Association Design Ommk (u). Side walls of built up boards. Length over buffers 11.5 cm (4-1/8").
DC wheel set 70 063



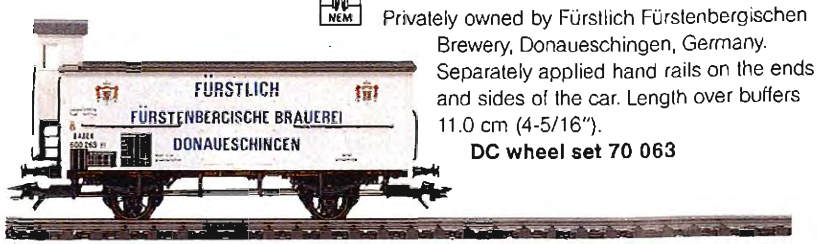


Royal PrussianRailroad Administration (KPEV)

4891 "Frauengunst" Refrigerator Car with Brakeman's Cab. Privately owned by Fritz Homann Süssrahm-Margarine & Fleischwaren-Fabrik, Dissen, Germany. Separately applied hand rails at the car ends. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 032

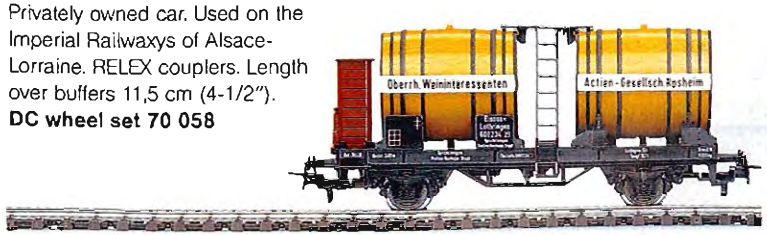
Grand Ducal Baden State Railways

4892 Beer Car.
Privately owned by Fürstlich Fürstenbergischen Brewery, Donaueschingen, Germany. Separately applied hand rails on the ends and sides of the car. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 063



Imperial Railways of Alsace-Lorraine

4432 Wine Barrel Car.
Privately owned car. Used on the Imperial Railwaxys of Alsace-Lorraine. RELEX couplers. Length over buffers 11,5 cm (4-1/2").
DC wheel set 70 058





State Railroad Freight Cars

märklin HO

Former German State Railroad Company (DRG)

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

After the war this car class was used, among other things, for dredging equipment and large construction machines as well as for logs, steel products, concrete component parts and many other heavy one-piece loads. Several cars are still in existence today as the class Sammp 705.

N NEM

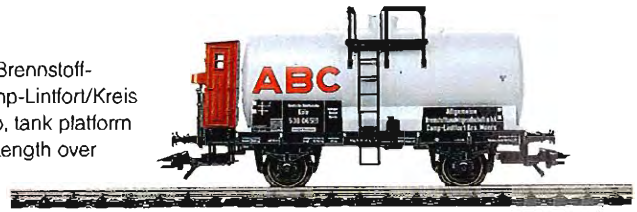
4867 Heavy Duty Flatcar.
SSym 46. Finely detailed metal side sills. Heavy duty trucks. Length over buffers 15.2 cm (6").
DC wheel set 70 058



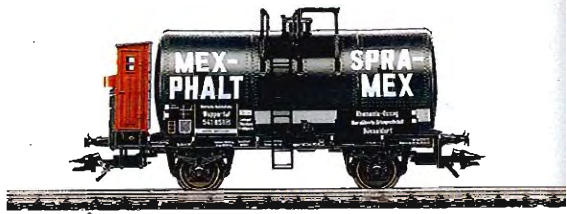
State Railroad Freight Cars

Former German State Railroad Company (DRG)

4870 Tank Car.
Privately owned by Allgemeinen Brennstoff-handelsgesellschaft m. b. H., Camp-Lintfort/Kreis Moers, Germany. Brakeman's cab, tank platform and ladders separately applied. Length over buffers 10.1 cm (4").
DC wheel set 70 058



4871 Tank Car.
Privately owned by Rhenania-Ossag Petroleum Company, Düsseldorf. Brakeman's cab, tank platform and ladders separately applied. Length over buffers 10.1 cm (4").
DC wheel set 70 058



4697 Pivoting Load Cradle Falt Car.
H 10 with brakeman's cab. 8 removable stakes. Pivoting load cradle with chain. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



4684 Pivoting Load Cradle Flat Car.
H 10 without brakeman's cab. 8 removable stakes. Pivoting load cradle with chain. Expands 4697 to prototypical lumber transport car. Drawbar for permanent coupling with 4697 included. Length over buffers 10.7 cm (4-3/16").
DC wheel set 70 058

An appropriate locomotive for the freight cars of the former German State Railroad Company (DRG) is the class 85 heavy tank locomotive (Märklin model 3308) which can be found on page 46.

Realistic loading and unloading with the remote control rotary crane. Details on pages 228/229.





4699 Freight Train Baggage Car.
Pwg Pr14. Sliding doors that can be opened. Length over buffers 9.8 cm (3-7/8").
DC wheel set 70 058



Former German State Railroad Company (DRG)

4507 Parcel Post Mail Car.
Former German State Postal System PwPosti. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 058





4696 Gondola.
Association Design O. With brakeman's cab. Length over buffers 10.1 cm (4").
DC wheel set 70 058



4695 Boxcar.
Association design G. With brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027

4795 Gondola.
Association design Om. Side walls of built up boards. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 063





4877 Boxcar.
Association design G without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027



4692 Boxcar.
Interchange design Gr "Kassel". Sliding doors that can be opened. Close couplers with guide mechanisms. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 058



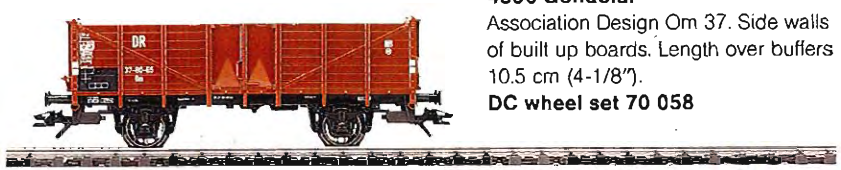
Boxcars

German State Railroad of the former German Democratic Republic

The cooperation of the railroads in divided Germany was a forerunner to economic cooperation. As early as the 1970s the German State Railroad acquired numerous freight cars from the German Federal Railroad, among them the class Gos 245 cars. These cars were originally built with sheet walls and part of them were equipped in the former German Democratic Republic with doors built up with boards



4701 Boxcar.
Go 1008. Length over buffers 4.2 cm (5/5/8").
DC wheel set 70 058



4896 Gondola.
Association Design Om 37. Side walls of built up boards. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 058

4879 Boxcar.
G 09 without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027



4883 Boxcar.
Interchange design G 04. Sliding doors that can be opened. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 058

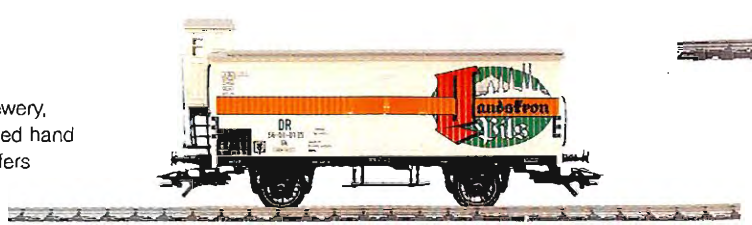


HOBBY

4418 Beer Car.
Privately owned by Schweriner Schloß Brewery, Schwerin, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



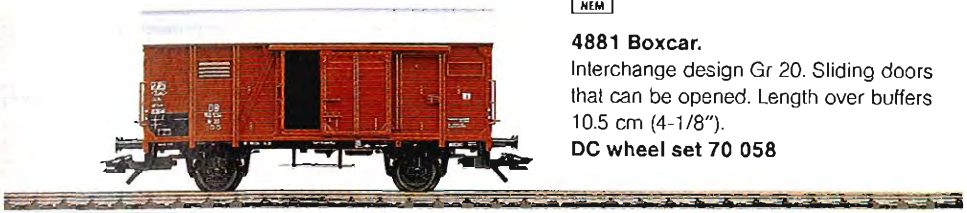
4893 Beer Car.
Privately owned by Landskron Brewery, Görlitz, Germany. Separately applied hand rails on the ends. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 032



German Federal Railroad (DB)

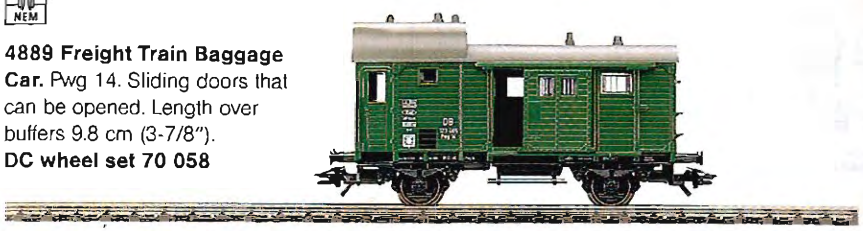


4890 Refrigerator Car with Brakeman's Cab. Privately owned by Kaiser Friedrich Quelle, Offenbach/Main, Germany. Separately applied hand rails on the ends. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027



4881 Boxcar.
Interchange design Gr 20. Sliding doors that can be opened. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 058

4889 Freight Train Baggage Car. Pwg 14. Sliding doors that can be opened. Length over buffers 9.8 cm (3-7/8").
DC wheel set 70 058



4880 Boxcar.
G 10 with brakeman's cab. Sliding doors that open. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 058

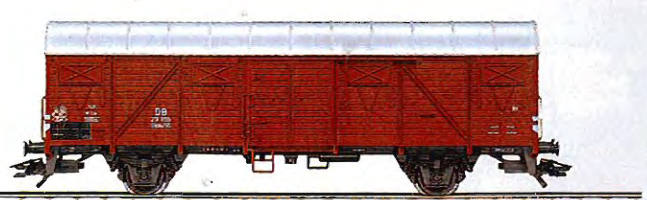






4878 Boxcar.
G 10 without brakeman's cab. Sliding doors that can be opened. Length over buffers 11.0 cm (4-5/16").
DC wheel set 70 027

4700 Boxcar.
Gbrs 245 with walls of built up boards. Length over buffers 14.2 cm (5-5/8").
DC wheel set 70 058





4886 Gondola.
O 10 with brakeman's cab
Length over buffers 10.1 cm (4").
DC wheel set 70 058

Boxcars

German Federal Railroad (DB)

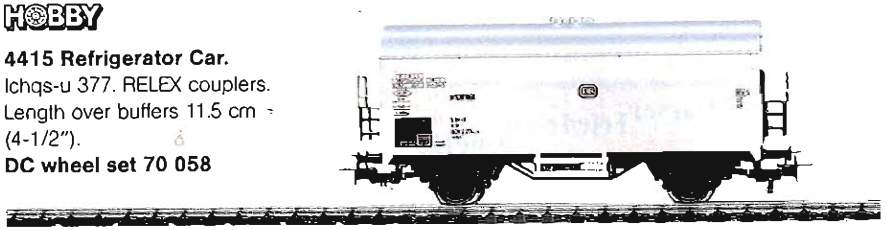
HOBBY N

4420 Refrigerator Car.
Privately owned car for Mineral-brunnen AG, Bad Teinach, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

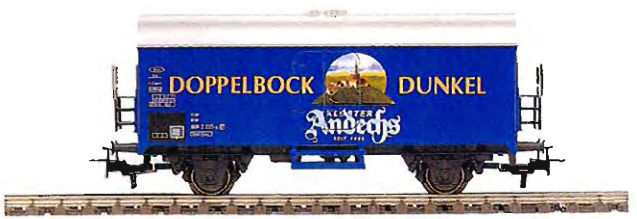
4415 Refrigerator Car.
Ichqs-u 377. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





HOBBY

4439 Beer Car.
Privately owned car of the "Stuttgarter Hofbräu" Brewery. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY N

4421 Beer Car.
Privately owned car for Kloster-brauerei Andechs, Andechs, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4417 Beer Car.
Privately owned by Warsteiner Brewery, Warstein, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4416 Beer Car.
Privately owned by Veltins Brewery, Meschede, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4419 Beer Car.
Privately owned by König Brewery, Duisburg-Beeck, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

German Federal Railroad (DB)

HOBBY **4485 Refrigerator Car.**
Privately owned car with advertising for "Bärenmarke". RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



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

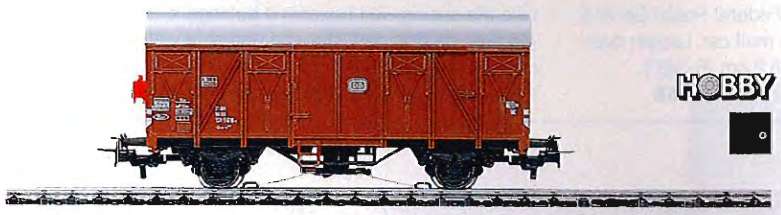
HOBBY **4414 Refrigerator Car.**
Ibbls for transporting bananas. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY **4410 Boxcar.**
Gs 210. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058







HOBBY **4411 Boxcar.**
Gs-uv 213. With pickup shoe and lighted marker lantern. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

An appropriate locomotive for the refrigerator cars from the HOBBY assortment is the 3131 diesel hydraulic switch engine (see page 50).



Boxcars

German Federal Railroad (DB)

In the 1950s the German Federal Railroad acquired over 12,000 12.5 meter (41 feet) boxcars in a large building program. With wide sliding doors and side loading and ventilation hatches, this type of car is suitable for a variety of different freight. The first series, designated as Glmhs 50 when built, was constructed with walls built up from boards. Most cars, however, have walls made up of car body panels.

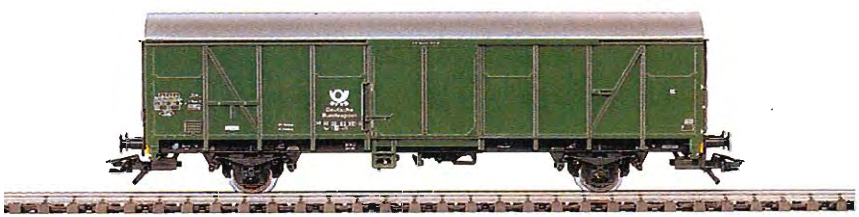


4710 Boxcar.
Gos 245 with panel walls.
Length over buffers
14.2 cm (5-5/8″).
DC wheel set 70 058

In the German Federal Railroad's GEP network, trains are operated primarily at night that transport exclusievely **G**epäck, **E**xpress- und **P**ostgut – baggage, parcel post and mail.



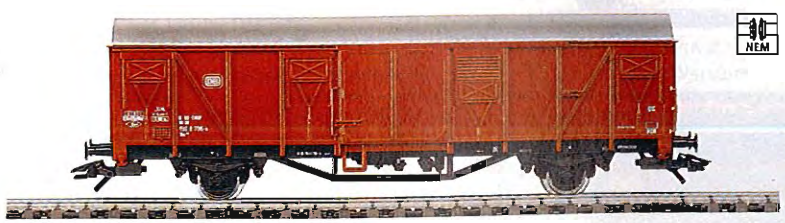
4703 Boxcar.
Gos 245 with smooth side walls. Length over buffers 14.2 cm (5-5/8″).
DC wheel set 70 058



4736 Boxcar.
German Federal Postal Service 2-t/13 ss mail car. Length over buffers 16.2 cm (6-3/8″).
DC wheel set 70 058

This railroad postal car serves to transport mail directly to the destination. Like the sliding wall boxcars it belongs to the group of large 14 meter (46 feet) freight cars. The end and side wall sheathing consists of beechwood panels bonded together with synthetic resin, the roof is sheet steel. The walls are painted green on the outside and yellow on the inside.

At the start of the 1960s national and international regulations set the dimensions for a large freight car that the railroads had wanted built 10 years earlier. This modern, 14 meter (46 feet) standard freight car offers a large loading area and, above all, two loading openings each 2.5 by 2.15 meters (about 8 by 7 feet). The loading and ventilation openings can be locked from inside for customs purposes. Almost all of the European railroads can use these cars in the EUROP car pool.



4732 Boxcar.
Gbs 254 with panel walls. Length over buffers 16.2 cm (6-3/8″).
DC wheel set 70 058

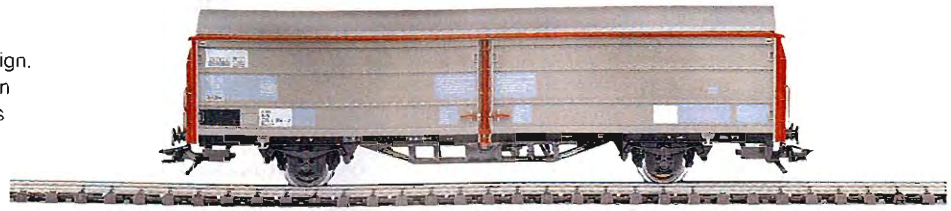


4460 Tilt Roof Boxcar.
Taems 890. RELEX couplers. Length over buffers 16.0 cm (6-5/16″).
DC wheel set 70 058



German Federal Railroad (DB)

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



NEM

4734 Sliding Wall Boxcar.
Hbis 299. Paint finish with repaired areas picked out in color. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 058

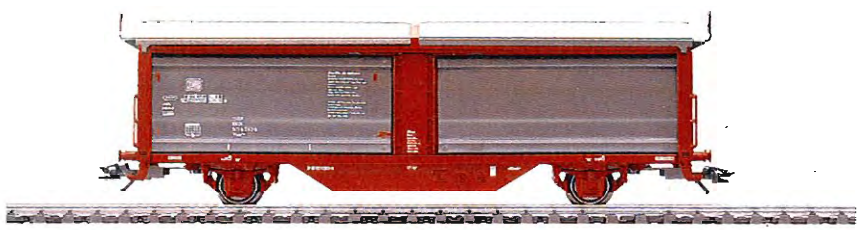


NEM

4728 Boxcar.
Hbis 299. Lettered for Viessmann Company, Allendorf/Eder, Germany. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 058

NEM

4633 Sliding Wall/Sliding Roof Boxcar.
Tbis 870. Metal roof halves and side walls that can be opened. Length over buffers 15.7 cm (6-13/16").
DC wheel set 70 060



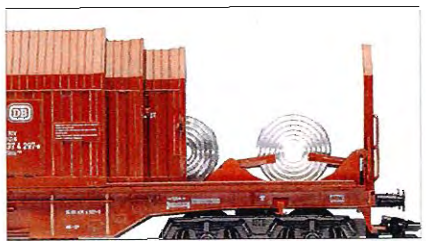




On page 68 you can find an appropriate DB class 151 electric locomotive (Märklin model 3361) for these boxcars.

Special Design Freight Cars

German Federal Railroad (DB)





4693 Flat Car with Telescoping Covers.
Shis 708. Fixed end walls. 3 telescoping, sliding covers. 5 load cradles with adjustable restraint arms. 3 coils of sheet steel as loads. Length over buffers 13.8 cm (5-3/8").
DC wheel set 70 058

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

The gondola with a retractable roof is used to transport high-value, moisture sensitive bulk freight. Many of these cars are presently used for the transport of aluminum oxide.

4726 Gondola with Retractable Roof.
Tams 886. Length over buffers 16.1 cm (6-1/2"). .
DC wheel set 70 058







Open Freight Cars

German Federal Railroad (DB)

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



4465 Gondola.
E 040. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4431 Gondola.
EI-u 061. With removable coal load insert. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

HOBBY

4430 Gondola.
EI-u 061. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





4602 Gondola.
E 037. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





NEM

4690 Gondola.
Eaos 106.
Length over buffers 16.1 cm (6-1/2").
DC wheel set 70 058

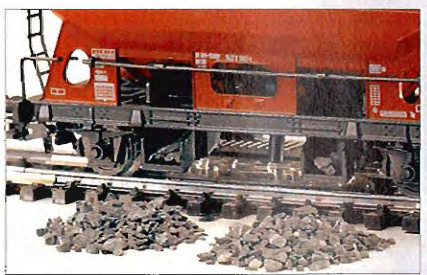
The class 220 diesel hydraulic locomotive (V 200.0) is an appropriate locomotive for the DB gondolas and hopper cars (see Märklin model 3380 on page 55).

Dump Cars

German Federal Railroad (DB)



4624 High Capacity Hopper Car.
Fals 176. Metal car frame.
Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 028



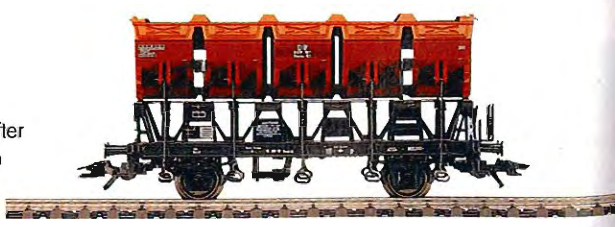


4631 Side Dump Car.
Fc 090. Unloading hatches can be opened with hand lever or by remote control with uncoupler track.
Length over buffers 11.2 cm (4-3/8").
DC wheel set 70 060

4626 High Capacity Hopper Car with Hinged Roof Hatches.
Tad-u 961. All hatches can be opened.
Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 028



4635 Dump Car.
F-z 120. Buckets can be tipped after releasing the middle latch. Length over buffers 10.5 cm (4-1/8").
DC wheel set 70 060



4610 Ballast Car.
Maintenance car. Unloading hatches can be opened with hand levers. RELEX couplers.
Length over buffers 9.5 cm (3-3/4").
DC wheel set 70 050





4413 Dump Car.
Bucket can be tipped to both sides and locked in center position. RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

Car Set

märklin HO

N NEM

4824 "RAG Ruhrkohle AG" Car Set.
Set consists of 5 class Fals 176 hopper cars for Ruhr Coal, Inc. (RAG) with different car numbers. Weathered car bodies. Loaded with scale-sized real coal. Total length 67.5 cm (26-9/16").
DC wheel set 70 058

German Federal Railroad (DB)



The 4824 car set is being produced in a one-time series only in 1994 and already sold out at the factory. Your dealer has already ordered this item.

The class 80 locomotive (see page 34), Märklin model 3404, is the appropriate locomotive to add to the "RAG" car set.



Container Cars

German Federal Railroad (DB)

Starting in 1966 the DB ordered flatcars for the transport of containers; these flatcars could be loaded with 5 pa containers as well as with 2 each 20 foot containers or a single 40 foot container. With an unloaded weight of about 11,000 kilograms (about 12 tons) the load capacity, depending on the route class, is 29 tons, the maximum speed 80–100 km/h (50–63 m.p.h.), depending on the load. These cars were originally designated Btmms 598, but currently bear the designation Lgjs 598. In 1969 the Lgjs 573 appeared as a UIC standard car on DB track. Externally it differs from the class Lgjs 598 in the truss rod system under the outer, longitudinal support members. It is used to transport large containers. With an unloaded weight of 11,500 tons, it can transport 28.5 tons in RIV traffic and 30 tons on DB rails at a maximum speed of 100 km/h (63 m.p.h.).

4767 Flatcar.
Lgjs 598. Loaded with 5 removable containers "Von Haus zu Haus". Minimum radius required for operation approximately 360 cm (14-3/16"). Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058

4768 Container Car.
Lgjs 573 flatcar. Loaded with 2 removable 20 ft. containers. Minimum radius required for operation approximately 360 cm (14-3/16"). Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058



N NEM

4769 Container Car.
German Federal Railroad (DB) Lgjs 598. Loaded with 1 removable 40 ft. container. Minimum radius required for operation approximately 360 cm (14-3/16"). Length over buffers 17.0 cm (6-11/16").
DC wheel set 70 058

German Federal Railroad (DB)



Flat Cars

German Federal Railroad (DB)



HOBBY

4424 Low Side Car.
Kklm 505. Loaded with a bulldozer.
RELEX couplers.
Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4473 Low Side Car.
Rlmms. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058

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



HOBBY

4475 Low Side Car.
Rlmms. With tarp. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058

HOBBY

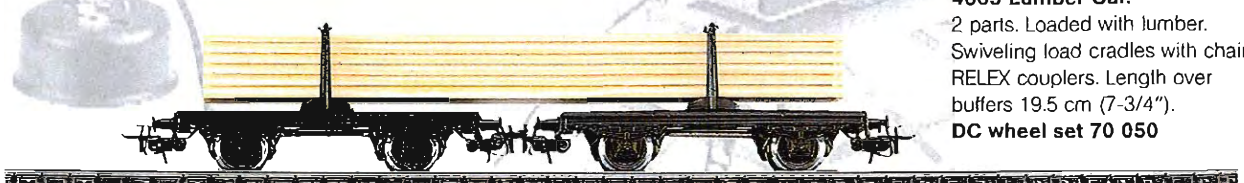
4423 Low Side Car.
Kklm 505. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





HOBBY

4474 Low Side Car.
Rlmms. Loaded with a bulldozer and a skip loader. RELEX couplers.
Length over buffers 16.0 cm (6-5/16").
DC wheel set 70 058



HOBBY

4665 Lumber Car.
2 parts. Loaded with lumber.
Swiveling load cradles with chains.
RELEX couplers. Length over buffers 19.5 cm (7-3/4").
DC wheel set 70 050



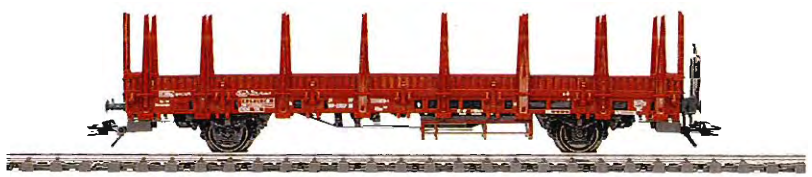
German Federal Railroad (DB)

4664 Container Car.
Type Lgjs 598. Loaded with 2 removable TFG containers. Length over buffers 15.6 cm (6-1/8").
DC wheel set 70 027





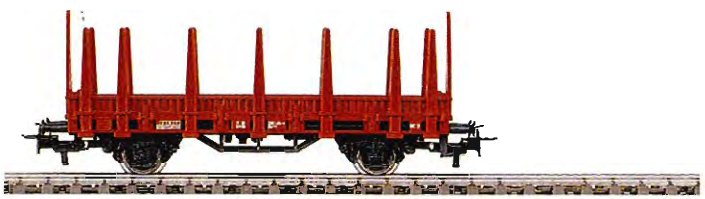




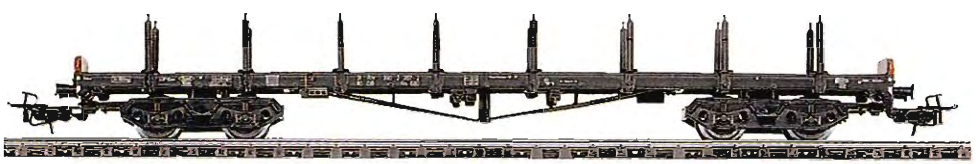
4694 Stake Car.
Kbs 443. Removable stakes. Length over buffers 15.7 cm (6-3/16").
DC wheel set 70 058

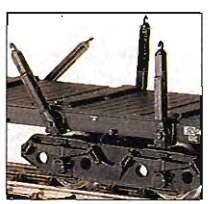
HOBBY

4459 Stake Car.
Kbs. 18 fixed stakes. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



4663 Flat Car.
Rs 680. Stakes can be folded down. RELEX couplers. Length over buffers 22.7 cm (9").
DC wheel set 70 027







An appropriate DB diesel hydraulic locomotive for these flatcars is the class 212 (Märklin models 3347/3647) and it can be found on page 52.

Stake Cars

German Federal Railroad (DB)

With the increase in speeds for freight trains the need arose at the end of the 1970s for modern cars for the transport of pipe, logs and lumber. The Snps 719 has 16 fixed stakes with tiedown equipment, each of which can be operated by an individual. Its load weight is, according to route class, 39–63 tons, its maximum speed 90 - 100 km/h or approximately 56 to 63 m.p.h. (120 km/h or 75 m.p.h. unloaded).

4771 Stake Car.
Snps 719. Finely detailed, fixed double stakes-with tiedown levers. Load surface in different color. Length over buffers 23.9 cm (9-3/8").
DC wheel set 70 058



German Federal Railroad (DB)

4666 Stake Car.
Snps 719. Loaded with rail sections. Finely detailed, fixed double stakes with tiedown levers. Load surface in different color. Length over buffers 23.9 cm (9-3/8").
DC wheel set 70 058

4766 Stake Car.
Snps 719. Loaded with structural steel matting. Finely detailed, fixed double stakes with tiedown levers. Load surface in different color. Length over buffers 23.9 cm (9-3/8").
DC wheel set 70 058

The 4666 and 4766 stake cars are being produced in a one-time series only in 1994 and already sold out at the factory. Your dealer has already ordered this item.



Heavy Duty Freight Cars

German Federal Railroad (DB)

HOBBY

4471 Low Side Car.
Maintenance car. Suitable for use with the 4671 crane car. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

HOBBY

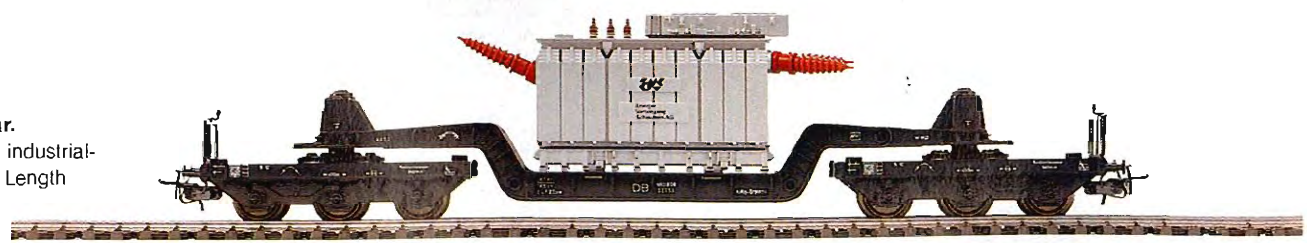
4671 Crane Car.
With rotating crane, movable boom and boom support. Crane hook can be raised and lowered with hand crank. RELEX couplers. Length over buffers 8.3 cm (3-1/4").
DC wheel set 70 053





HOBBY N

4617 Depressed Center Flatcar.
SSI 53. Loaded with a removable, industrial-size transformer. RELEX couplers. Length over buffers 25.0 cm (7-7/8").
DC wheel set 70 053





HOBBY N

4618 Depressed Center Flatcar.
SSI 53. Loaded with a removable, overseas crate. RELEX couplers. Length over buffers 25.0 cm (7-7/8").
DC wheel set 70 053

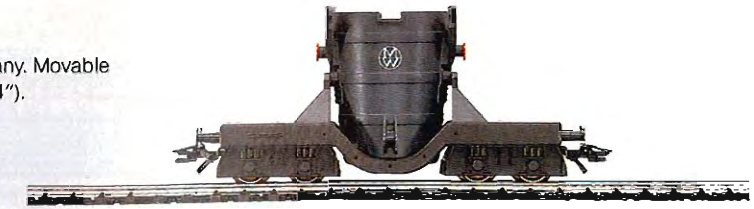
Special Design Freight Cars

märklin HO

German Federal Railroad (DB)

4478 Crude Iron Car.
Privately owned by Mannesmann Company. Movable container. Length over buffers 10.2 cm (4").
DC wheel set TRIX 66609

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





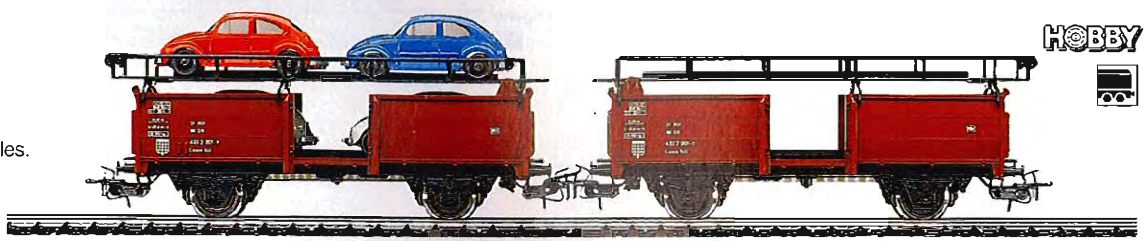
4479 Slag Car.
Privately owned by Mannesmann Company. Movable container. Length over buffers 10.8 cm (4-1/4").
DC wheel set TRIX 66609

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

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

HOBBY

4613 Auto Transport Car.
Laae 540. Loaded with 4 VW Beetles. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 050

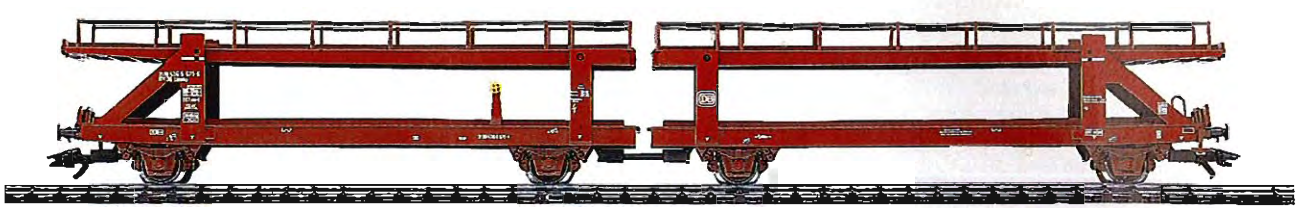


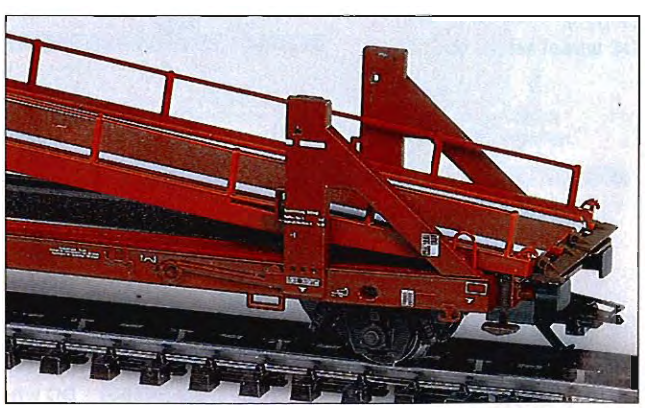
HOBBY

4612 Auto Transport Car.
Laae 540. Without automobile load. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 050

Two of the 4612 or 4613 auto transport cars make up a prototypical double unit.

4712 Double Auto Transport Car.
Laekks 553. Both upper decks can be lowered at the car ends. Upper and lower access with two movable loading gates. Chock blocks for model autos included. Close-coupled, special connection with standard coupler pockets between the car halves. Length over buffers 31.0 cm (12-1/4").
DC wheel set 70 058





Tank Cars

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



HOBBY N

4443 Tank Car.
Minol Mineralölhandel AG, Berlin, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058

German Federal Railroad (DB)



NEM

4644 Tank Car.
Standard design tank car of German BP, Inc. Length over buffers 10.0 cm (4").
DC wheel set 70 027



NEM

4750 Tank Car.
Standard design tank car of DEA Petroleum, Inc. Length over buffers 10.0 cm (4").
DC wheel set 70 027

HOBBY

4441 Tank Car.
Privately owned car of the Esso Company. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



HOBBY

4442 Tank Car.
Privately owned car of the German Shell Company. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058





HOBBY

4440 Tank Car.
Privately owned car of the Aral Company. RELEX couplers. Length over buffers 11.5 cm (4-1/2").
DC wheel set 70 058



4761 Container Car.
Ucs 908. Lettered for the Dyckerhoff-Zement Company, Wiesbaden, Germany. RELEX couplers. Length over buffers 10.0 cm (4").
DC wheel set 70 050

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



N NEM

4856 Oil Tank Car.
Minol Mineralölhandel AG, Berlin, Germany. Finely detailed open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058

German Federal Railroad (DB)



NEM

4758 Oil Tank Car.
Privately owned by German BP, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058

The BP tank car is the model of a new design of four axle cars with a capacity of 880 hectoliters (approx. 23,250 gallons). This model has a particularly high level of detailing.

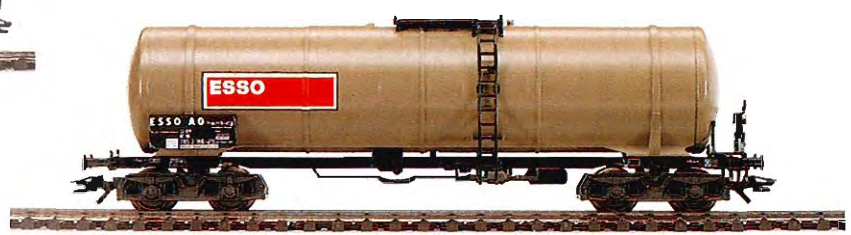
NEM

4756 Oil Tank Car.
Privately owned by German Shell, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058



NEM

4754 Oil Tank Car.
Privately owned by ESSO, Inc. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058





NEM

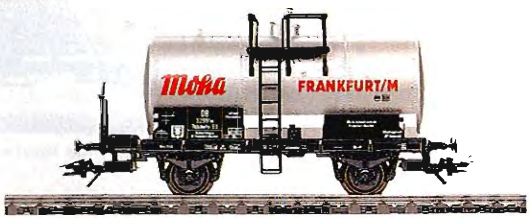
4752 Oil Tank Car.
Privately owned by Aral AG. Finely detailed open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058

Tank Cars

German Federal Railroad (DB)

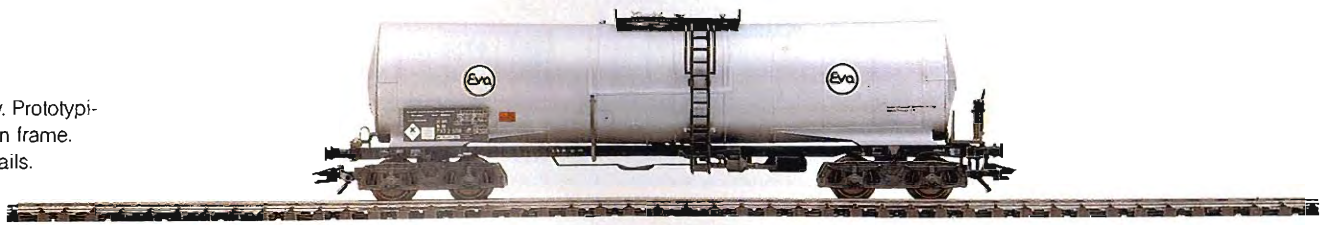


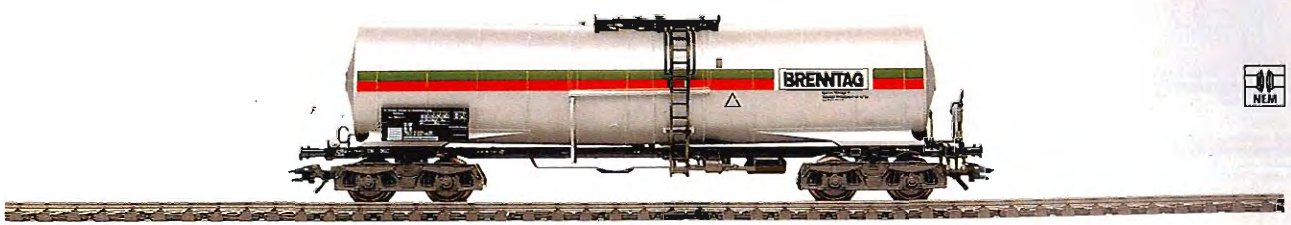
4642 Tank Car.
Privately owned car for the German Distillery Processing Center in Münster, Germany. The decal set included with the car allows you to reproduce the second tank car with the correct operating number as owned in real life by the German Distillery Processing Center. Length over buffers 10.0 cm (4").
DC wheel set 70 027



4872 Tank Car.
Car for express milk delivery, Frankfurt-Hoechst. Tank platform and ladders separately applied. Length over buffers 10.1 cm (4").
DC wheel set 70 058

4757 Chemical Tank Car.
Privately owned by EVA, Company. Prototypical funnel-flow tank. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058





4753 Chemical Tank Car.
Privately owned by BRENNTAG Company. Prototypical funnel-flow tank. Detailed, open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058

4848 Pressure Gas Tank Car.
Privately owned by PRIMAGAS GmbH, Krefeld, Germany. Finely detailed open frame. Numerous, separately applied details. Length over buffers 18.0 cm (7").
DC wheel set 70 058



Car Set

märklin HO

German Federal Railroad (DB)



4854 "Eva" Car Set.
Set consists of 3 tank cars. Cars privately owned by Eisenbahn-Verkehrsmittel AG, Düsseldorf, Germany. Different car numbers. Weathering on the cars. Total length 30.6 cm (12")
DC wheel set 70 027

All cars in special edition. Not available separately.



4855 "Eva" Car Set.
Set consists of 1 petroleum tank car, 1 pressure gas tank car and 1 pressure gas tank car with heat shield. Cars privately owned by Eisenbahn-Verkehrsmittel AG, Düsseldorf, Germany. Total length 54.2 cm (21-11/32")
DC wheel set 70 058

All cars in special edition. Not available separately.

Both of the "Eva" car sets 4854 and 4855 are being produced in a one-time series only in 1994 and already sold out at the factory. Your dealer has already ordered this item.

The DB class 151 electric freight locomotive (Märklin model 3343, see page 69) is an appropriate locomotive to add to both of the "Eva" car sets 4854 and 4855.



The "Rollende Landstraße" ("Rolling Road")

German Federal Railroad (DB)

The slumber coaches for the "Rollende Landstraße", in which the truck drivers can accompany their rigs, bear the colors of Kombiverkehr, Inc. Since this form of transport takes place mostly at night, a slumber coach is usually included in the train, in which the trucker can sleep to the destination station. This car is located directly behind the locomotive most of the time. The "Rollende Landstraße" trains carry complete trucks from the truck/trailer combination to semi truck/trailer rigs straight across Europe. This keeps the freeways free of traffic.

Next to West Germany, Switzerland and Austria with their Alpine through traffic are probably the most important transit countries in Europe. For this reason the Austrian Federal Railways and the Swiss Federal Railways (through the HUPAC Company) participate with the German Federal Railroad in the "Rollende Landstraße" concept for transport by rail between Germany and Italy.

Despite this cross border cooperation, the available capacity up till now has been sufficient for only a small part of the truck transit traffic.



4232 Slumber Coach. Kombiverkehr Company Bcm 247 for the "Rollende Landstraße" Car Association. Equipped for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 27.0 cm (10-5/8"). **DC wheel set 70 058**

4740 Depressed Floor Flatcar for Truck Transport. Saadkms 690 for "Rollende Landstraße" Car Association. End car with 2 hinged and removable buffer beams. Chock blocks for trucks and special coupler for depressed floor flatcars included. 2 special close couplers for coupling to cars with standard couplers. Length over buffers 23.2 cm (9-1/8"). **DC wheel set 43 295**





4741 Depressed Floor Flatcar for Truck Transport. Saadkms 690 for "Rollende Landstraße" Car Association. Intermediate car without buffer beams. Chock blocks for trucks and special coupler for depressed floor flatcars included. Length 21.4 cm (8-7/16"). **DC wheel set 43 295**

4841 Depressed Floor Flatcar for Truck Transport. Saadkms 690 for "Rollende Landstraße" Car Association. Intermediate car without buffer beams. Loaded with a truck/trailer combination (Wiking model) lettered for Brunnen-Union St. Christophorus GmbH, Göppingen, Germany. Chock blocks for trucks and special coupler for depressed floor flatcar included. Length 21.4 cm (9-1/8"). **DC wheel set 43 295**

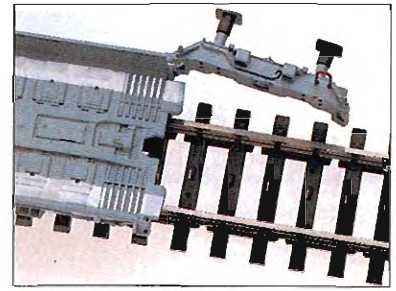




Swiss Federal Railways (SBB)

4796 "Depressed Floor Flatcars for Truck Transport" Set.
Consists of 2 Saadkms depressed floor flatcars. Included in this set of cars: 2 buffer beams that can be installed on the cars, 4 chock blocks for trucks, 2 special couplers that serve as a connection between the depressed floor flatcars, 2 special close couplers for coupling to cars with standard couplers. Total length 45.2 cm (17-3/4").
DC wheel set 43 295





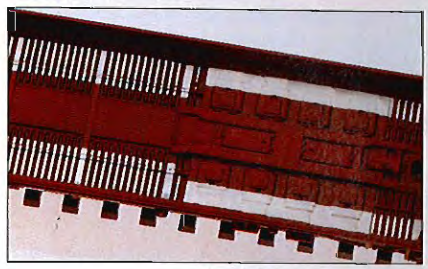




Austrian Federal Railways (ÖBB)







4797 "Depressed Floor Flatcars for Truck Transport" Set.
Consists of 2 Saadkms depressed floor flatcars. Included in this set of cars: 2 buffer beams that can be installed on the cars, 4 chock blocks for trucks, 2 special couplers that serve as a connection between the depressed floor flatcars, 2 special close couplers for coupling to cars with standard couplers. Total length 45.2 cm (17-3/4").
DC wheel set 43 295

The "Rollende Landstraße" trains are hauled by class 216 general purpose diesel hydraulic locomotives (Märklin model 3373, see page 53) as well as class 151 electric locomotives (Märklin model 3343, see page 69).



Freight Cars

Swiss Federal Railways (SBB)



N NEM

4698 Boxcar.
Hhk with brakeman's cab. Sliding doors that can be opened. Length over buffers 14.1 cm (5-9/16").
DC wheel set 70 058

NEM

4718 Gondola.
Eaos. Length over buffers 16.1 cm (6-1/2").
DC wheel set 70 058





The Swiss Federal Railways have reorganized less-than-carload freight under the name "Cargo Domizil". The sliding wall boxcars used for this are also included in the new color concept and are being given a gleaming blue paint job and a special marketing identity in the languages of Switzerland.

NEM

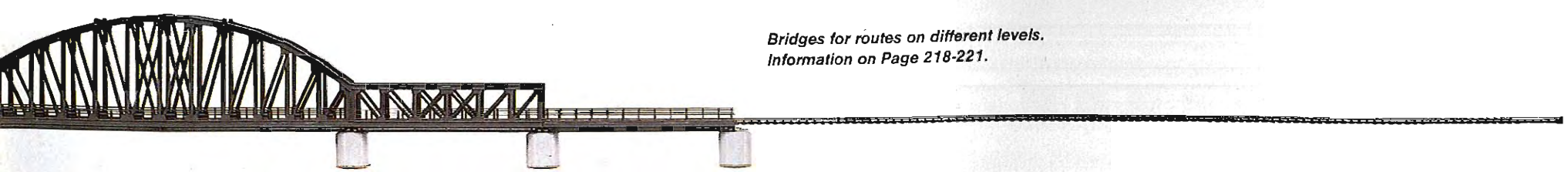
4735 Sliding Wall Boxcar.
Hbis. "Cargo Domizil" less-than-carload-lot car with lettering in German and French. Separately applied brakeman's platforms and grab irons. Length over buffers 16.8 cm (6-5/8").
DC wheel set 70 058





NEM

4835 Sliding Wall Boxcar.
Hbils. Lettered on the side walls and on the roof for "Maggi" Company. Separately applied brakeman's platforms and grab irons. Length over buffers 16.8 cm (6-5/8").
DC wheel sets 70 058



Bridges for routes on different levels.
Information on Page 218-221.

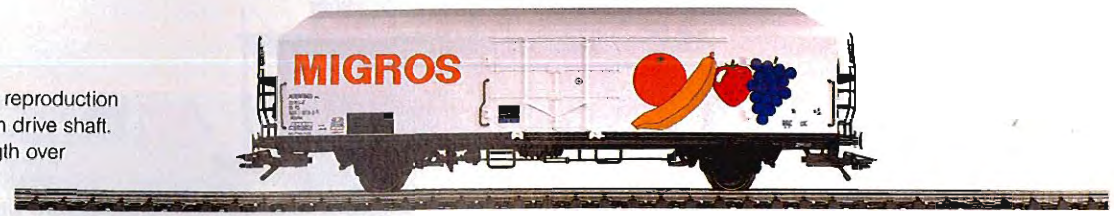
Swiss Federal Railways (SBB)

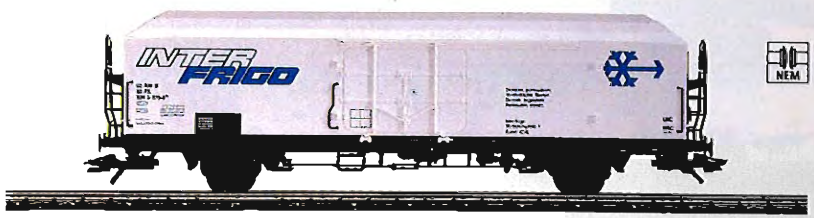


4834 Sliding Wall Boxcar.
Hbils. Version with corrugated side walls. Railroad technical data on one side in German and on the other in French. Separately applied brakeman's platform. Separately applied grab irons. Length over buffers 16.8 cm (6-5/8").
DC wheel set 70 058

Italien State Railways (FS)

4738 Boxcar.
Privately owned by INTERFRIGO. Finely detailed reproduction of the mechanical gear and of the generator with drive shaft. Lettered for the Swiss company "MIGROS". Length over buffers 16.2 cm (5-5/8").
DC wheel set 70 058





4733 Refrigerator Car.
Privately owned by INTERFRIGO. Finely detailed reproduction of the mechanical gear and of the generator with drive shaft. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 058

International refrigerator car traffic is served by the INTERFRIGO Company in Basle in cooperation with 23 European railroads. This company has a rolling stock pool of over 20,000 refrigerator cars of different designs. A large part of the standard cars is registered in Italy with the Italian State Railways; they are used quite freely in all countries, however.

The class Re 4/4^{N} electric locomotive is an appropriate locomotive for the SBB freight cars and can be found on page 73.



Freight Cars

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

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

An exception to this were cabooses; they made up a colorful end to the often mile-long trains in the symbols (also borne by the locomotive) of their respective companies.

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

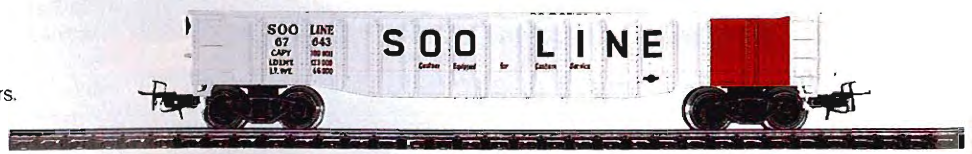
American Freight Cars



4775 Caboose.
Burlington Northern Railroad. Separately applied ladders and roofwalk. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 060



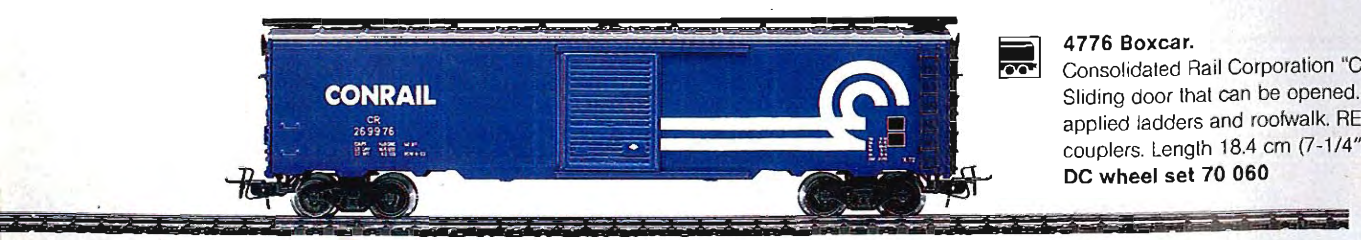
4777 Caboose.
Atchison Topeka and Santa Fe Railroad. Separately applied ladders and roofwalk. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 060



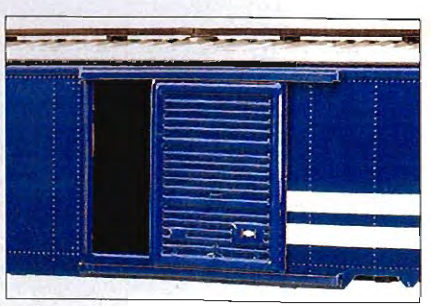
4774 Gondola.
"SOO LINE" Railroad. Load area picked out in gray. RELEX couplers. Length 17.0 cm (6-5/8").
DC wheel set 70 060



4773 Boxcar.
Privately owned car of the Rail Box Freight Car Company. Sliding doors that can be opened. Separately applied ladders and roofwalk. RELEX couplers. Length 18.4 cm (7-1/4").
DC wheel set 70 060



4776 Boxcar.
Consolidated Rail Corporation "CONRAIL". Sliding door that can be opened. Separately applied ladders and roofwalk. RELEX couplers. Length 18.4 cm (7-1/4").
DC wheel set 70 060





N

4864 Tank Car.
Tank car with the design and lettering for Baker's Chocolate. Detailed open frame. Dome, ladders, platforms and grabirons separately applied. RELEX couplers. Length 12.5 cm (5").
DC wheel set 70 060

N

4865 Flatcar.
Flatcar with the design and lettering for "Seaboard Air Line Railroad System". Model of an American truck (Wiking model) as a load. Chock blocks for truck included. RELEX couplers. Length 19.1 cm (7-1/2").
DC wheel set 70 060



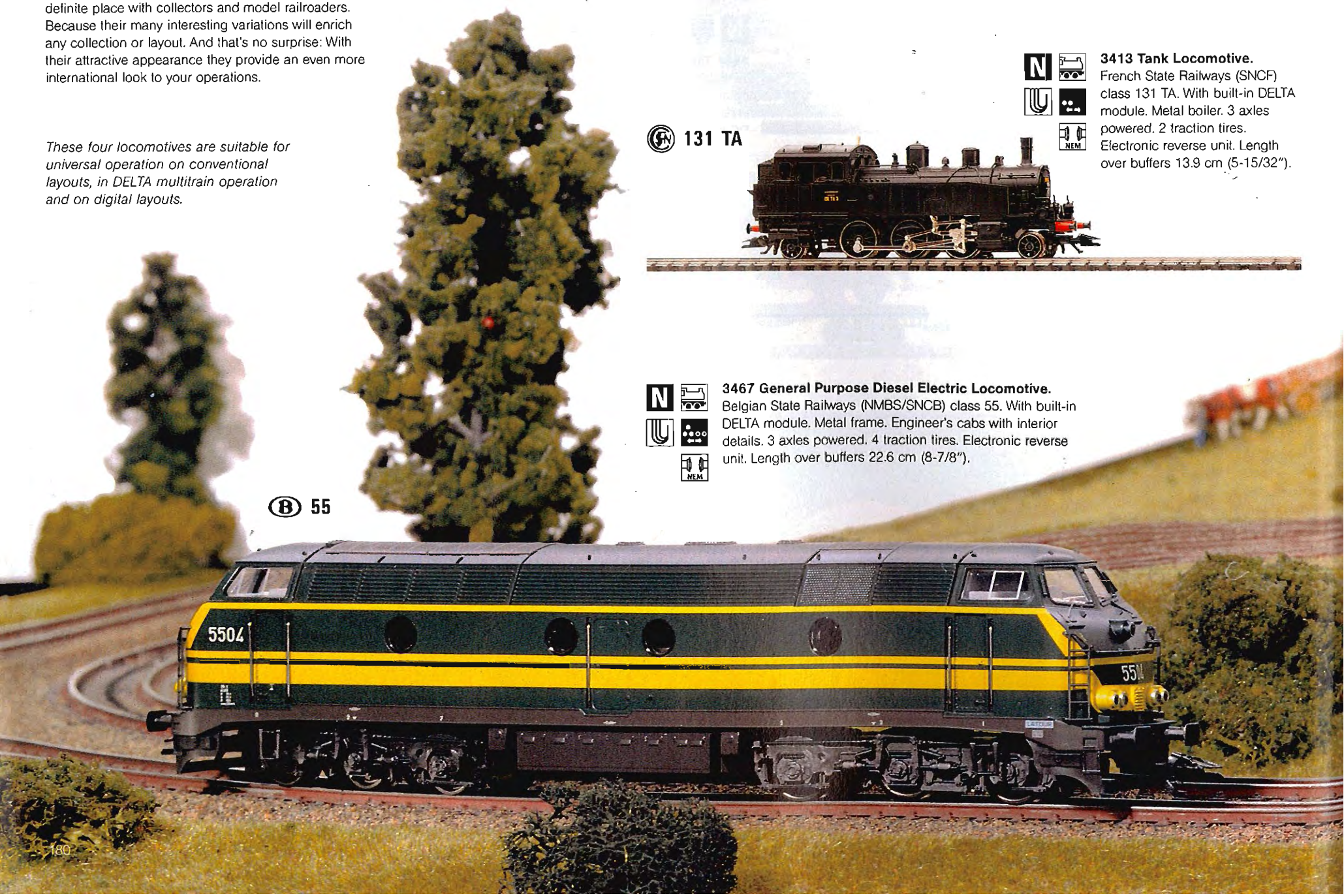
The "Santa Fe" F 7 diesel electric locomotive (Märklin model 3060+4063) is an appropriate locomotive for the American freight cars and can be found on page 57.



Export Models

Export models by Märklin – for years they have had a definite place with collectors and model railroaders. Because their many interesting variations will enrich any collection or layout. And that's no surprise: With their attractive appearance they provide an even more international look to your operations.

These four locomotives are suitable for universal operation on conventional layouts, in DELTA multitrain operation and on digital layouts.



3413 Tank Locomotive.
French State Railways (SNCF) class 131 TA. With built-in DELTA module. Metal boiler. 3 axles powered. 2 traction tires. Electronic reverse unit. Length over buffers 13.9 cm (5-15/32").

3467 General Purpose Diesel Electric Locomotive.
Belgian State Railways (NMBS/SNCB) class 55. With built-in DELTA module. Metal frame. Engineer's cabs with interior details. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.6 cm (8-7/8").

3474 General Purpose Diesel Hydraulic Locomotive.
Class 133 for the French construction company SECO/DG. These locomotives were used for the construction of the English Channel Tunnel. With built-in DELTA module. Metal frame. 2 axles powered. 4 traction tires. Prototypically scale narrow hoods. Electronic reverse unit. Length over buffers 14.1 cm (5-9/16").



SECO/DG 133

3468 General Purpose Diesel Electric Locomotive.
Luxembourg State Railways (CFL) class 1800. With built-in DELTA module. Metal frame. Engineer's cabs with interior details. 3 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 22.6 cm (8-7/8").

CFL 1800

Export Models

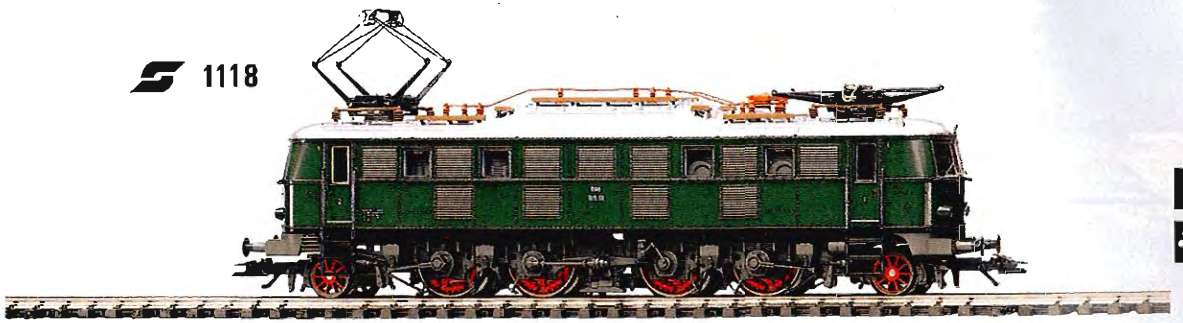
1100



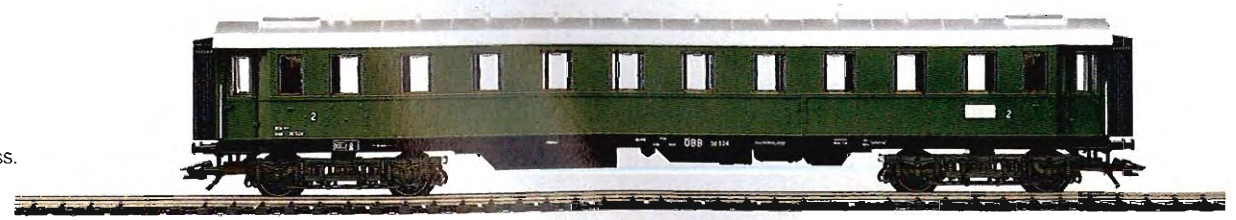
3424 Electric Locomotive.
Dutch State Railways (NS) class 1100. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Length over buffers 16.3 cm (6-7/16").

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

1118



3369 Electric Locomotive.
Austrian Federal Railways (ÖBB) class 1118. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs and engine room with interior details. Older design pantographs. Quill drive driving wheels and pilot wheels with oxidized wheel treads. Length over buffers 19.5 cm (7-11/16").



4241 Express Coach.
Austrian Federal Railways (ÖBB) B4ü. 2nd class. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058

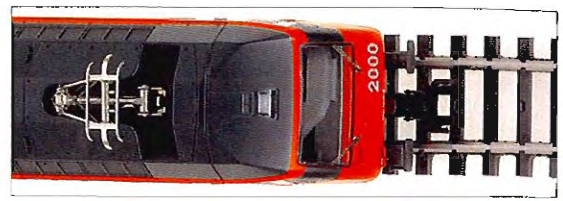


4341 Express Coach.
Danish State Railways (DSB) museum passenger car CA 1031. Length over buffers 24.8 cm (9-3/4").
DC wheel set 70 058

83460 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").



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



World Premiere:: SBB "Lok 2000" with Agfa advertising

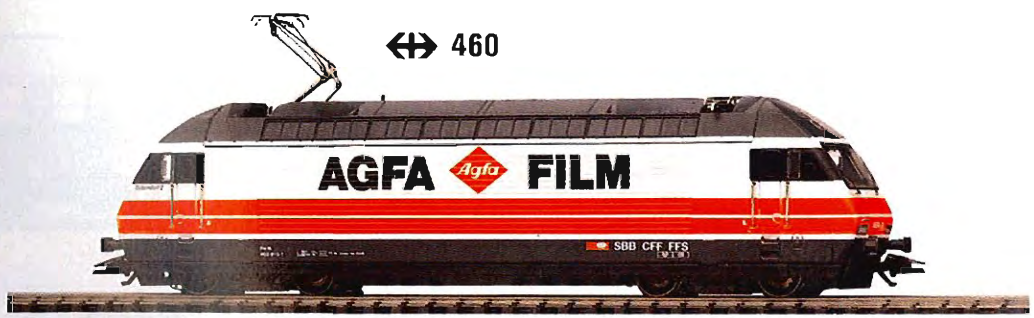
The first locomotive in the world with a company's advertising was put into service jointly by the Agfa photographic company and the Swiss Federal Railways (SBB). The 8,300 horsepower powerful locomotive painted in Agfa colors is the latest class 460 and bears on both sides the approximately 8 meter (26 feet 3 inches) long and 1 meter (approx. 39 inches) high lettering "Agfa Film". In the future this locomotive will be in regular service on the IC main route St. Gallen – Zürich – Bern – Geneva.

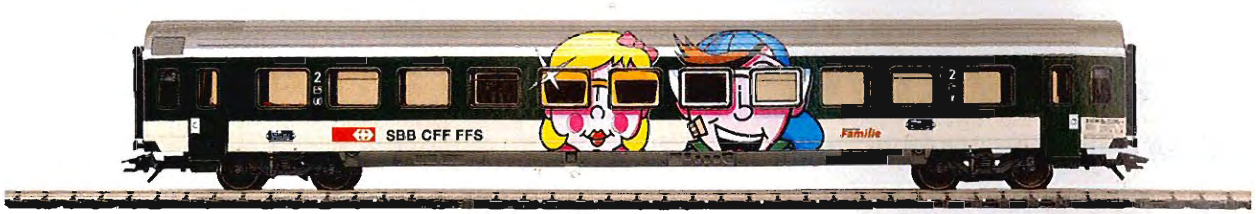


83463 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. With built-in DELTA module. 2 axles powered. 4 traction tires. Electronic reverse unit. Engineer's cabs with interior details. SBB pantograph prototypically recessed in the roof fairing. Prototypical front and side skirting. Length over buffers 21.3 cm (8-3/8").

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

HAMO **88363** Same as 83463, but in HAMO version for two-rail DC systems.





4236 Family Coach.
Swiss Federal Railways (SBB) Mark IV standard design coach in the "Swiss Family" version. Equipped for installation of 7319 current-conducting couplers. Telescoping buffers. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

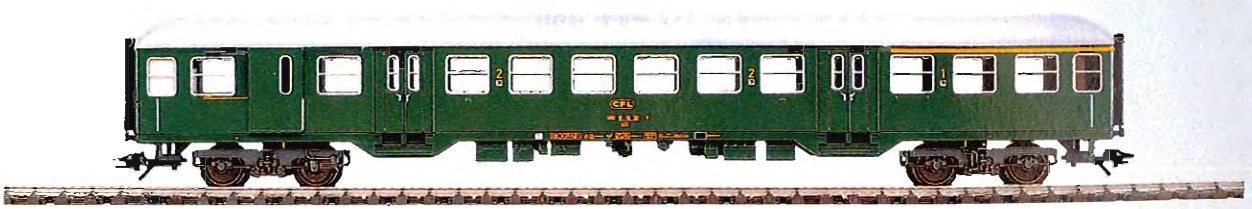
Export Models



4204 Compartment Car.
French State Railways (SNCF) A2B3. 1st/2nd class. Sprung middle axle with side play for good operation on curves. Length over buffers 13.5 cm (5-1/4").
DC wheel set 70 063



4205 Compartment Car.
French State Railways (SNCF) B2C4. 2nd/3rd class. Sprung middle axle with side play for good operation on curves. Steps and grab irons separately applied. Length over buffers 13.8 cm (5-5/16").
DC wheel set 70 063



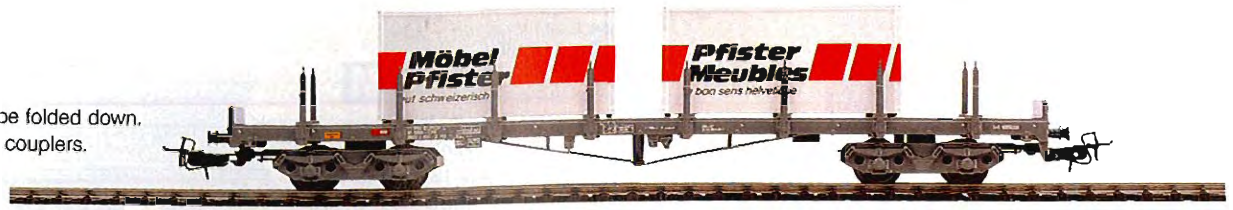
4126 Commuter Car.
Luxembourg State Railways (CFL) ABD. 1st/2nd class with baggage compartment. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

The 4126 and 4127 cars have telescoping buffers and are equipped for installation of 7319 current-conducting couplers.

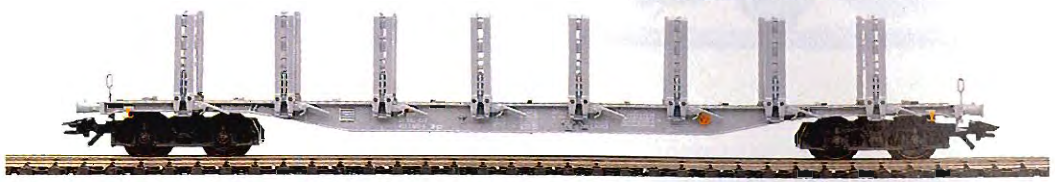


4127 Commuter Car.
Luxembourg State Railways (CFL) B. 2nd class. Length over buffers 26.4 cm (10-3/8").
DC wheel set 70 058

4668 Flatcar.
Swiss Federal Railways (SBB) Rs. Stakes can be folded down. Loaded with two removable containers. RELEX couplers. Length over buffers 22.7 cm (8-15/16").
DC wheel set 70 027



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



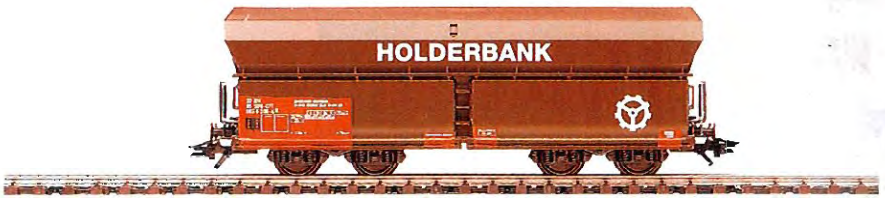
4669 Stake Car.
Swiss Federal Railways (SBB) Snps. Finely detailed, fixed double stakes with tiedown levers. Load surface in different color. Length over buffers 23.9 cm (9-3/8").
DC wheel set 70 058



4898 "Circus Knie" Car Set.
Set consists of 3 Swiss Federal Railways (SBB) freight cars of different designs: 1 elephant transport car type Hcks with posters printed on the sides, 1 animal transport car type Gbs with posters printed on the sides, 1 flatcar type Kps loaded with metal circus trailer with rubber tires, 1 Indian elephant and a brochure about "Circus Knie". Total length 46.5 cm (18-5/16").
DC wheel set 70 058

All cars in special edition. Not available separately.

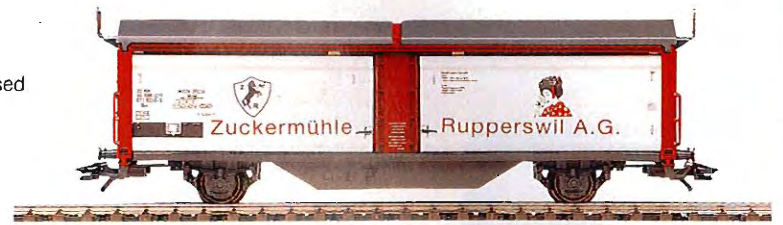
Export Models

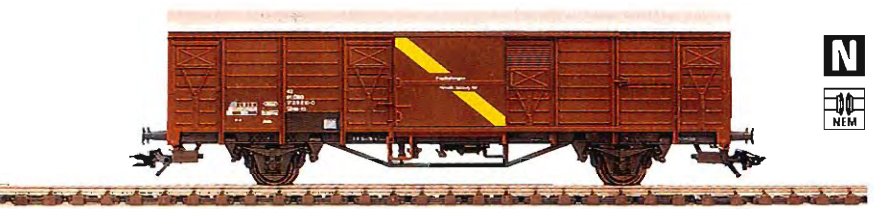


4691 Dump Car.
Privately owned type Fals for "Holderbank", used on the Swiss Federal Railways (SBB).
Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 058



4833 Sliding Wall/Sliding Roof Boxcar.
Tbis for the sugar refiner Rupperswil AG, used on the Swiss Federal Railways (SBB). Metal roof halves and side walls that can be slid open. Different design on both side walls.
Length over buffers 15.7 cm (6-3/16").
DC wheel set 70 060





4831 Boxcar.
Austrian Federal Railways (ÖBB) Gbssvx postal car. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 058



4832 Boxcar.
Austrian Federal Railways (ÖBB) Gbss "Bahn Express" express parcel post car. Length over buffers 16.2 cm (6-3/8").
DC wheel set 70 058







84854 "CAIB Belgium" Car Set.
Set consists of 3 privately owned tank cars for Brambles Europe Company, used on the Belgian State Railways (NMBS/SNCB).
All 3 cars with different car numbers and in different states of maintenance, with repaired areas and weathering.
Total length 31.0 cm (12-1/4").
DC wheel set 70 027

All cars in special edition. Not available separately.



4705 Dump Car.
Belgian State Railways (NMBS/SNCB) Fals.
Length over buffers 13.3 cm (5-1/4").
DC wheel set 70 058

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



4717 Gondola.
French State Railways (SNCF) Eaos.
Length over buffers 16.1 cm (6-11/32").
DC wheel set 70 058



4707 Flatcar with Telescoping Covers.
French State Railways (SNCF) Shimms. Fixed end walls. 3 telescoping, sliding covers. 5 load cradles with adjustable restraint arms. 3 coils of sheel steel as loads. French design trucks.
Length over buffers 13.8 cm (5-3/8").
DC wheel set 70 058



4706 Flatcar with Telescoping Covers.
Luxembourg State Railways (CFL) Shimms. Fixed end walls. 3 telescoping, sliding covers. 5 load cradles with adjustable restraint arms. 3 coils of sheel steel as loads. Length over buffers 13.8 cm (5-3/8").
DC wheel set 70 058





4708 Flatcar with Telescoping Covers.
Dutch State Railways (NS) Shimms. Fixed end walls. 3 telescoping, sliding covers. 5 load cradles with adjustable restraint arms. 3 coils of sheel steel as loads. French design trucks. Length over buffers 13.8 cm (5-3/8").
DC wheel set 70 058



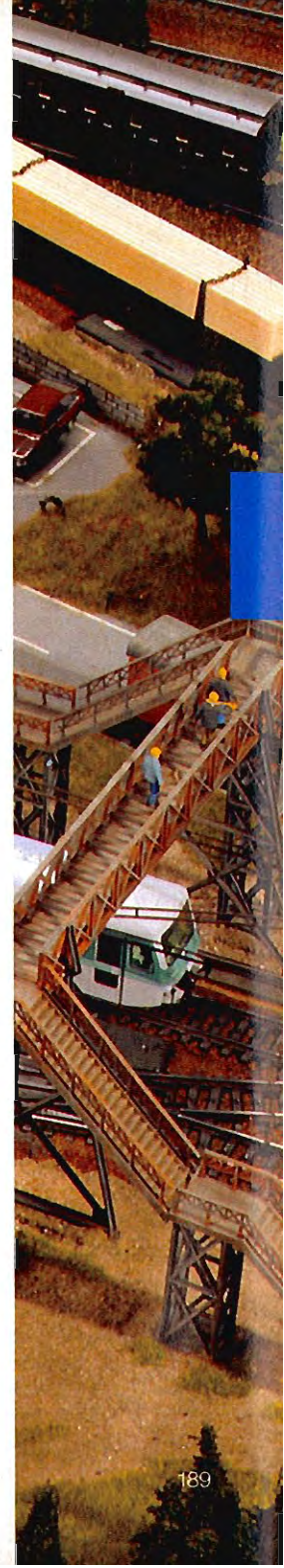


Layout Building

Create your "own world"

Whether summer or winter, mountains or plains, city or country: You alone determine the world in which your model railroad operates. Here you can give free rein to your creativity, there are no limits on your imagination as you form the scenery "en miniature". A model railroad layout comes into being exactly as you want it with turnouts, signals, crossing and bridges. Here lights and lamps create accents, trains control themselves with the aid of function tracks, turntables, the classic Märklin rotary crane, grade crossing gates and transfer tables bring activity to the layout.

Planning aids and extensive literature will give you ideas and help you to avoid mistakes.



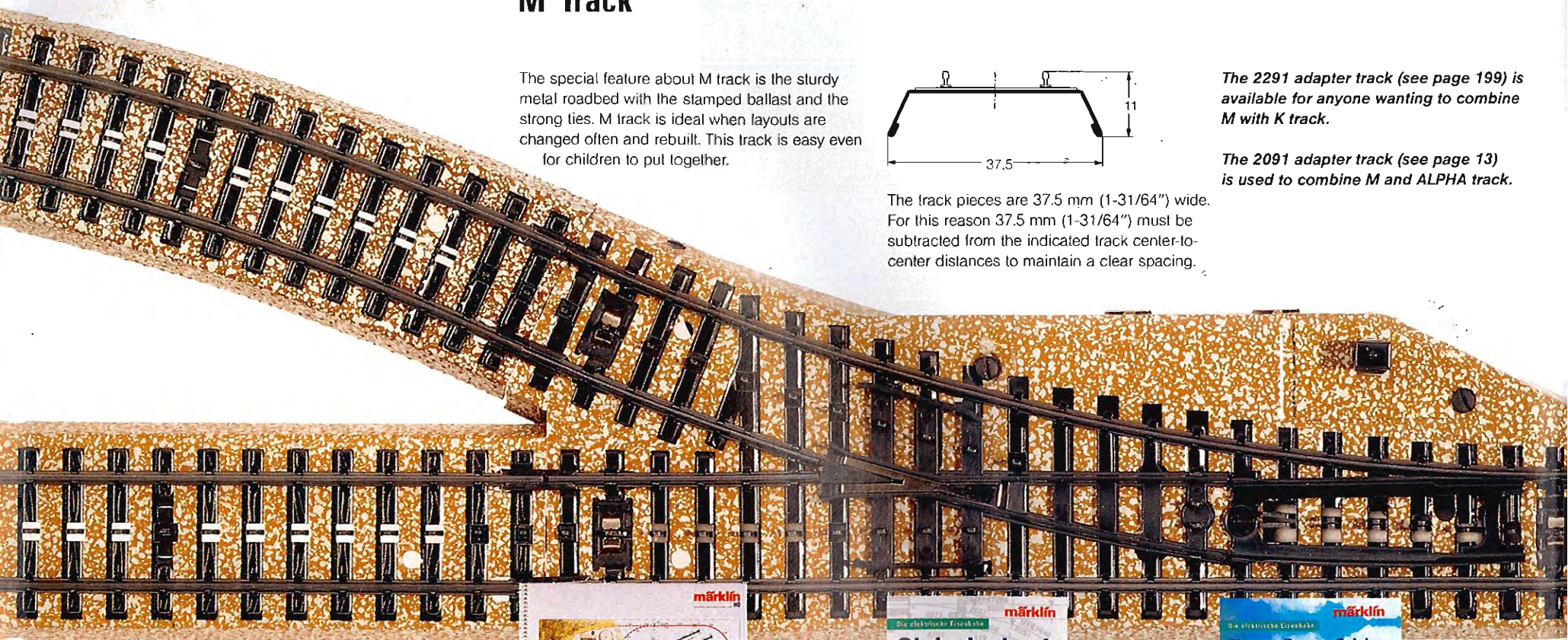
M Track

The special feature about M track is the sturdy metal roadbed with the stamped ballast and the strong ties. M track is ideal when layouts are changed often and rebuilt. This track is easy even for children to put together.

The track pieces are 37.5 mm (1-31/64") wide. For this reason 37.5 mm (1-31/64") must be subtracted from the indicated track center-to-center distances to maintain a clear spacing.

The 2291 adapter track (see page 199) is available for anyone wanting to combine M with K track.

The 2091 adapter track (see page 13) is used to combine M and ALPHA track.



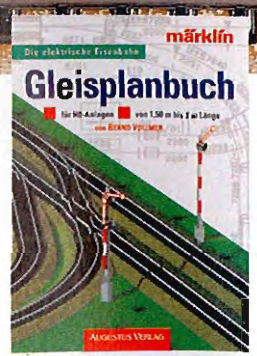
Layout Planning



0722 Small Track Plan Book for K Track.
Illustrated instructions for setting up track layouts with K track. Connecting up locomotive controllers and accessories, conventional and digital. Setting up bridges and catenary. Several suggestions for layouts. Contents 48 pages. Format 22 x 26.4 cm (8-5/8" x 10-3/8").



0702 K+M Track Plan Book.
30 suggested layouts, 15 in K track and 15 in M track. 14 K track plans and 15 M track plans in the appendix. Each layout suggestion contains: track plan to a scale of 1:10 with parts list, wiring plan and power circuit separation points, catenary plan, scenery sketch, color photos of the finished layout, tips and information about laying out the track and building scenery. Contents 186 pages. Format 22 x 26.4 cm (8-5/8" x 10-3/8").



N

0337 Track Plan Book by Bernd Vollmer.
25 track plans for H0 layouts up to 3 meters (9' 9") in length. 160 pages with numerous color illustrations and drawings. Format 21 x 29.7 cm (8-1/4" x 11-11/16"), bound. ISBN 3-8043-0309-9. German text.

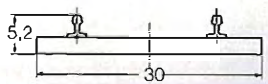


N

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

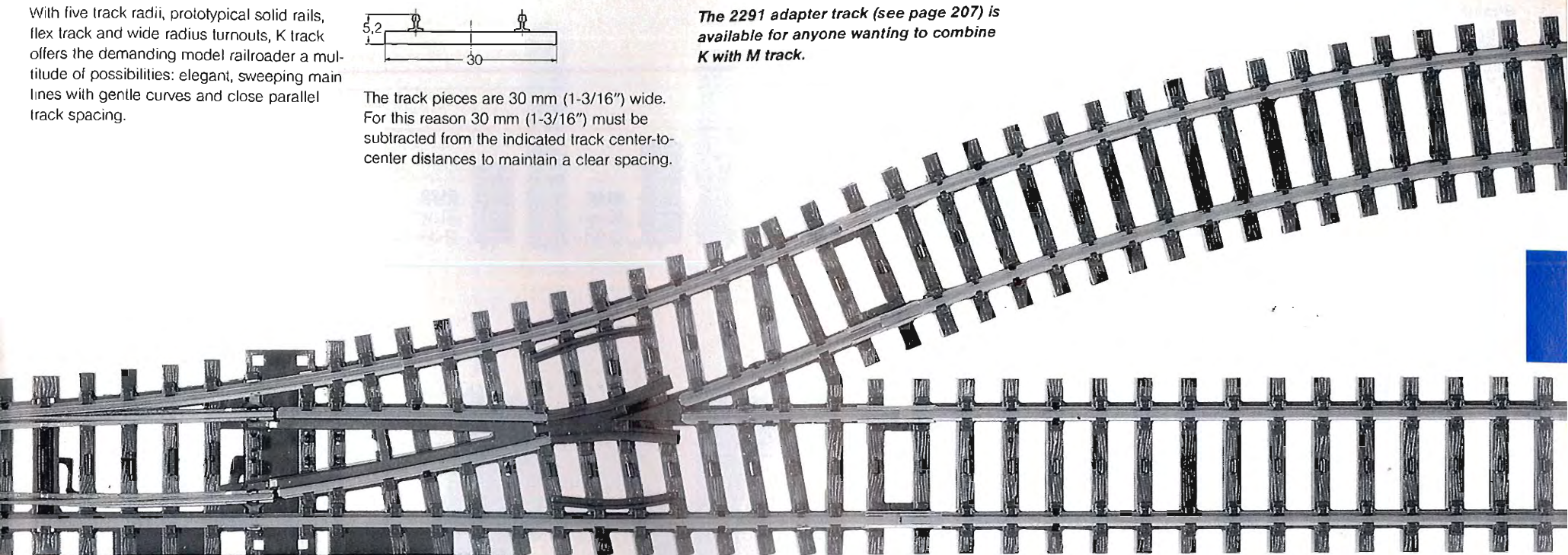
K Track

With five track radii, prototypical solid rails, flex track and wide radius turnouts, K track offers the demanding model railroader a multitude of possibilities: elegant, sweeping main lines with gentle curves and close parallel track spacing.



The track pieces are 30 mm (1-3/16") wide. For this reason 30 mm (1-3/16") must be subtracted from the indicated track center-to-center distances to maintain a clear spacing.

The 2291 adapter track (see page 207) is available for anyone wanting to combine K with M track.





N

0336 Book "H0-Modellbahnanlagen – Planung, Bau und Fahrbetrieb" von Bernhard Stein. ("H0 Model Railroad Layouts – Planning, Construction and Operation" by Bernhard Stein) Instructions, tricks and tips are shown in the construction of a large layout in the Pfarrkirchen (Germany) model railroad center. 1994. 96 pages with approximately 100 color photos and drawings as well as a track plan. Format 21 x 26 cm (8-1/4" x 10-1/4"), bound. German language only. ISBN 3-8043-0252-1.



N

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



N

0277 Video II "Faszination des Fahrbetriebs" von Bernhard Stein. ("The Fascination of Operation" by Bernhard Stein) Shown on a large layout in the Pfarrkirchen (Germany) model railroad center. Playing time about 20 minutes. German narration only. European VHS only. ISBN 3-8043-4001-6.

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

Page 97: *Electrical Manual H0 0716*
Service Manual H0 0733

Page 193: *Track planning stencil 0209 for M track*

Page 195: *Track planning kit 0230 for M track*

Page 203: *Track planning stencil 0210 for K track*

Page 201: *Track planning kit 0231 for K track*

Page 236: Book "Getting Started with Märklin Digital – the multi-train control system" 0308

M Track Overview

Straight Track / Function Tracks



5106
180 mm
(7-3/32")

HOBBY

5166
10 x 180 mm
(7-3/32")



5111
180 mm
(7-3/32")



HOBBY

5131
180 mm
(7-3/32")



5107
90 mm
(3-9/16")



HOBBY

5112
90 mm
(3-9/16")



5146
90 mm
(3-9/16")



5129
70 mm
(2-3/4")



5108
45 mm
(1-3/4")



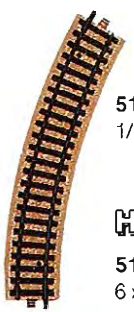
5109
33,5 mm
(1-5/16")

Industrial Curve
Radius 286 mm
(11-1/4")



5120
1/1 = 45°

5100 Standard Curve
Radius 360 mm
(14-3/16")



5100
1/1 = 30°

HOBBY

5160
6 x 1/1 = 30°



5103
1/1 = 30°



5101
1/2 = 15°



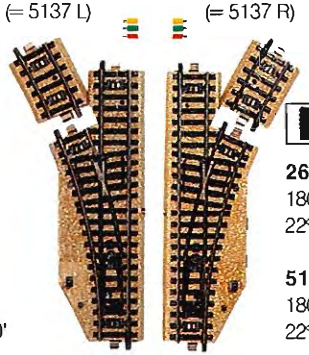
5147
1/2 = 15°



5102
1/4 = 7° 30'

5138
(= 5137 L)

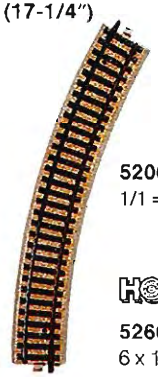
5139
(= 5137 R)



2604 (L+R)
180 mm (7-3/32") /
22° 30'

5137 (L+R)
180 mm (7-3/32") /
22° 30'

5200 Parallel Curve
Radius 437.4 mm
(17-1/4")



5200
1/1 = 30°

HOBBY

5260
6 x 1/1 = 30°



5206
24° 17'

HOBBY

5266
4 x 24° 17'



5201
1/2 = 15°



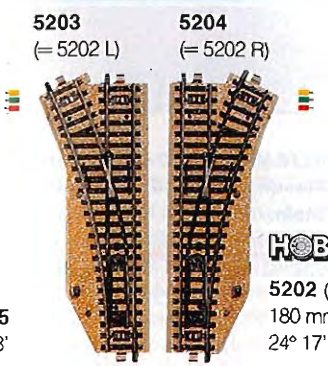
5213
1/2 = 15°



5205
5° 43'

5203
(= 5202 L)

5204
(= 5202 R)

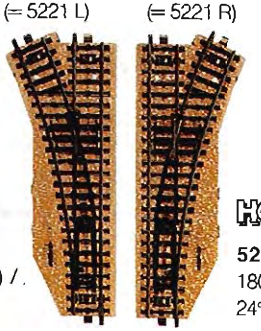


HOBBY

5202 (L+R)
180 mm (7-3/32") /
24° 17'

5222
(= 5221 L)

5223
(= 5221 R)



HOBBY

5221 (L+R)
180 mm (7-3/32") /
24° 17'



5110
22.5 mm
(7/8")



5210
16 mm
(5/8")



5208
8 mm
(5/16")



5145
2 x 90 mm
(3-9/16")



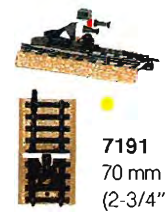
5115
180 mm
(7-3/32")



5116
1/1 = 30°



7190
70 mm
(2-3/4")

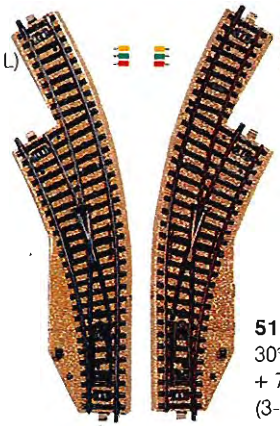


7191
70 mm
(2-3/4")



2291
180 mm
(7-3/32")

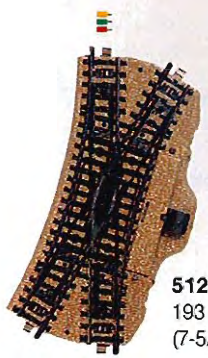
The 2291 adapter track is available for anyone wanting to combine M with K track.



5141
(= 5140 L)

5142
(= 5140 R)

5140 (L+R)
30° / 30°
+ 77.4 mm
(3-1/16")



5128
193 mm
(7-5/8") / 30°



5114
193 mm (7-5/8") /
30°

Straight and Curved Track

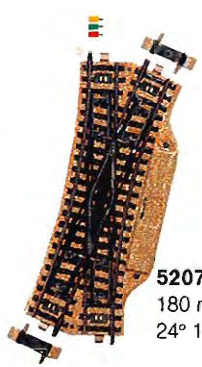


5167
2 x 1/2 = 90 mm
(3-9/16")
4 x 1/8 = 22.5 mm
(7/8")
2 x 1/2 = 15°

On straight track the length of the rails is measured. On curved track the radius out to the middle of the track bed and the angle of the curve are given.



5214
180 mm (7-3/32") /
24° 17'



5207
180 mm (7-3/32") /
24° 17'

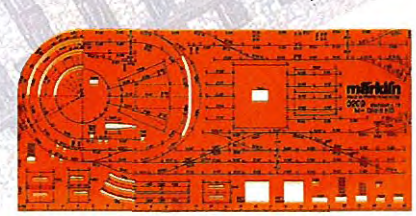


5215
180 mm (7-3/32") /
24° 17'



5211
98 mm (3-7/8") /
48° 30'

Accessories for M track can be found on page 199.



0209 Track Planning Stencil for M Track.
Allows you to plan your own layouts for series 5100 and 5200 M track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.

M Track / Straight and Curved Sections

Straight Track
The M track geometry starts with the grid of the standard straight length of 180 mm (7-3/32"). The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling in odd lengths in combination with turnouts and crossings within the standard track grid.

Straight and Curved Sections

HOBBY

5167 Package of 8 Sections of Track.
2 straight sections. Length 1/2 = 90 mm (3-9/16"). 4 straight sections. Length 1/8 = 22.5 mm (7/8"). 2 curved sections. Length 2 x 1/2 = 15°. Radius 360 mm (14-3/16").

Straight Track



5106 Straight Track.
Length 1/1 = 180 mm (7-3/32") (standard length).

HOBBY

5166 Package of 10 Straight Sections.
Length 1/1 = 180 mm (7-3/32").

5107 Straight Track.
Length 1/2 = 90 mm (3-9/16").

5129 Straight Track.
Length 70 mm (2-3/4").

5108 Straight Track.
Length 1/4 = 45 mm (1-3/4").

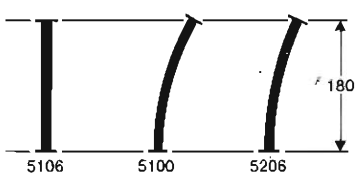
5109 Straight Track.
Length 3/16= 33.5 mm (1-5/16").

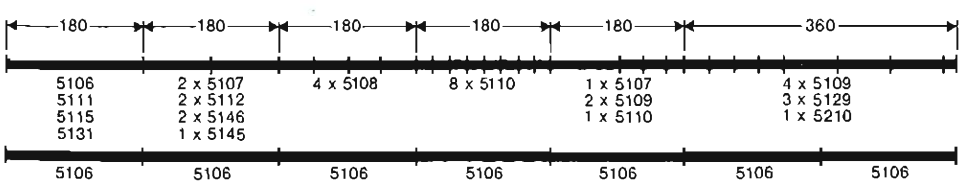
5110 Straight Track.
Length 1/8 = 22.5 mm (7/8").

5110 Straight Track.
Length 1/8 = 22.5 mm (7/8").

5208 Straight Track.
Length 8 mm (5/16").

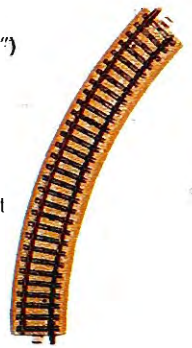
Comparison of M Track Lengths





Curved Track

Industrial Curve
Radius 286 mm (11-1/4")



5120 Curved Track.
Length 1/1 = 45°. Small radius for branchlines and industrial trackage. Cannot be used for long locomotives and cars.

Standard Curve
Radius 360 mm (14-3/16")



5100 Curved Track.
Length 1/1 = 30°.

HOBBY

5160 Package of 6 Curved Sections.
Length 6 x 1/1 = 30°.

5101 Curved Track.
Length 1/2 = 15°.

5102 Curved Track.
Length 1/4 = 7° 30'.

Parallel Curve
Radius 437.4 mm (17-1/4")



5200 Curved Track.
Length 1/1 = 30°.

HOBBY

5260 Package of 6 Curved Sections.
Length 6 x 1/1 = 30°.

5206 Curved Track.
Length 24° 17'. Complementary curve for 5202, 5221 turnouts and 5207, 5214 crossings.

HOBBY

5266 Package of 4 Curved Sections.
Length 24° 17'.

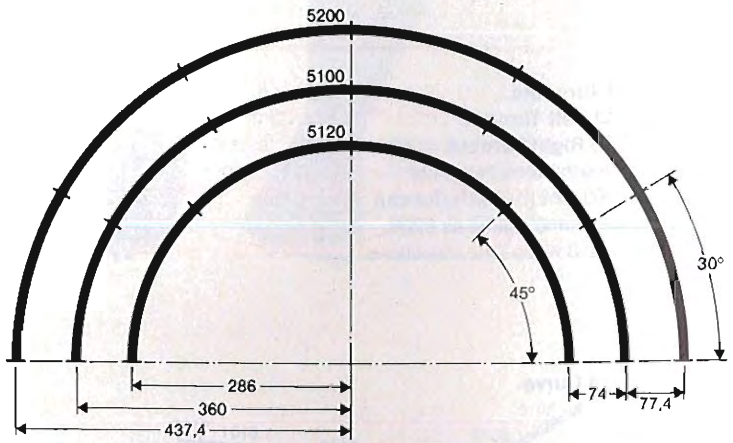
5201 Curved Track.
Length 1/2 = 15°.

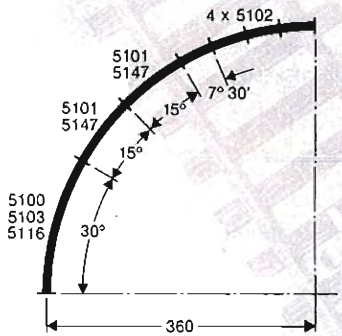
5205 Curved Track.
Length 5° 43'. With 5206 makes up 5200 section.

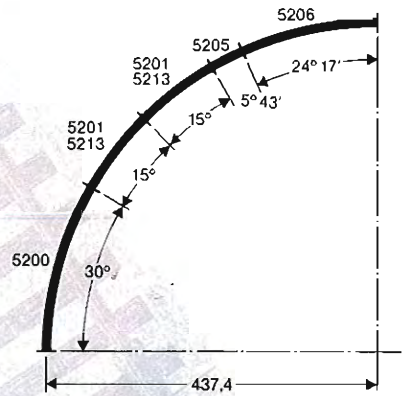
The 3 Track Radii

In addition to the 5100 Standard Curve with a radius of 360 mm (14-3/16"), there is also the larger 5200 Parallel Curve with a radius of 437.4 mm (17-1/4"). The transition between the two is done with the 5202, 5221 or 5140 turnouts. The 5120 Industrial Curve with a radius of 286 mm (11-1/4") is intended for branchlines.

5200 Circle = 12 sections
5100 Circle = 12 sections
5120 Circle = 8 sections

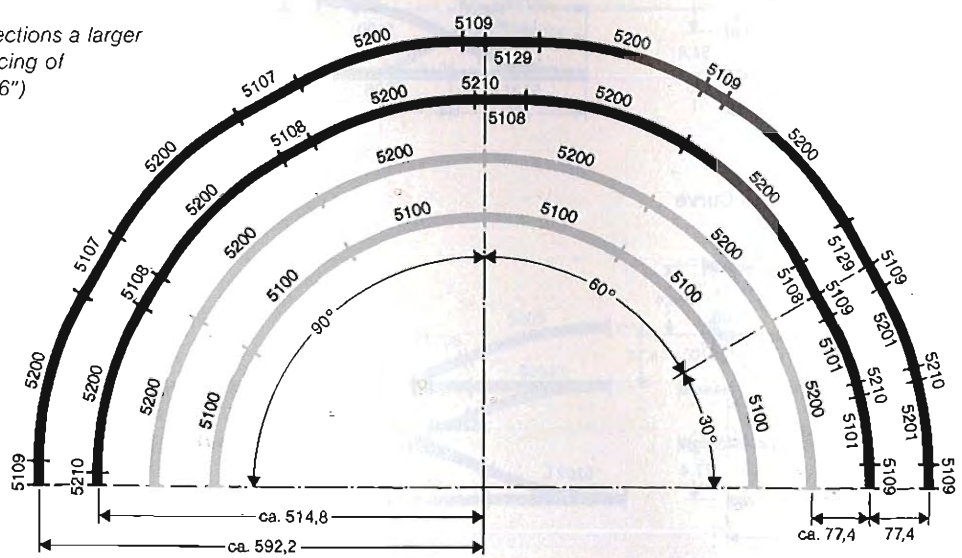






Tip: Larger parallel curves.

By combining existing track sections a larger curve with a parallel track spacing of approximately 77.4 mm (3-1/16") can be made.





HOBBY

0230 Track Planning Kit for M Track.

For planning and for miniaturized setup of model railroad layouts. All M track sections for Märklin H0 in a scale of 1:5. With transfer table, turntable, and pillars. Enough material for a medium size layout. All track sections with catalog numbers on both sides. Arranged in 4 colors (3 radii and straight sections). The track sections can be plugged together quickly and permanently.

M Track / Turnouts and Crossings

Turnouts
All of the turnouts shown are equipped with sprung points and a train can thus run "against" a turnout setting.

The electric turnouts, the double slip turnout, the three-way turnout and the curved turnouts have double solenoids for remote control.

The turnouts with solenoid mechanisms can be operated with the 7072 control box, 5146, 5147 and 5213 circuit tracks, or the 7555 reed contact.

All turnouts can also be used in the Märklin Digital system.

Parallel Curve
Radius 437.4 mm (17-1/4")



HOBBY

5202 Pair of Turnouts.
5203 (5202 L) Left Turnout.
5204 (5202 R) Right Turnout.
Has solenoid mechanism. Length of straight side 180 mm (7-3/32"). Turnout branch 24° 17'. Branch same as 5206. Lighted lanterns. 3 wires for connections.



HOBBY

5221 Pair of Turnouts.
5222 (5221 L) Left Turnout.
5223 (5221 R) Right Turnout.
With hand levers. Length of straight side 180 mm (7-3/32"). Turnout branch 24° 17'. Branch same as 5206.

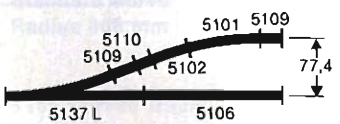
Standard Curve
Radius 360 mm (14-3/16")

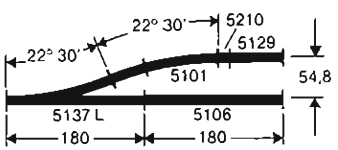


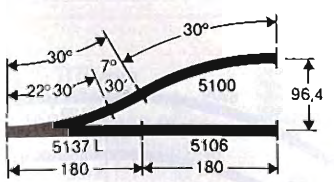
5137 Pair of Turnouts.
5138 (5137 L) Left Turnout.
5139 (5137 R) Right Turnout.
Has solenoid mechanism. Length of straight side 180 mm (7-3/32"). Turnout branch 22° 30'. Can be extended to 30° with the 5102 track included with these turnouts. Lighted lanterns. 3 wires for connections.

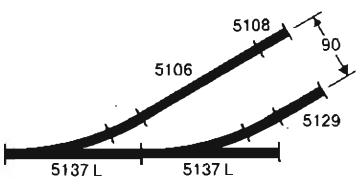
2604 Digital Turnout Set.
Contents: 5137 pair of electric turnouts with built-in digital decoders. Supplements the previous 2602 digital starter set. Permanently coded for buttons 3 and 4 on the Central Control.

Turnouts for 5100 Standard Curve

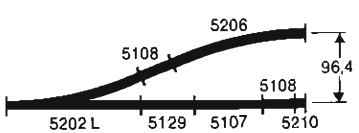


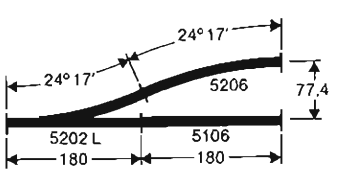


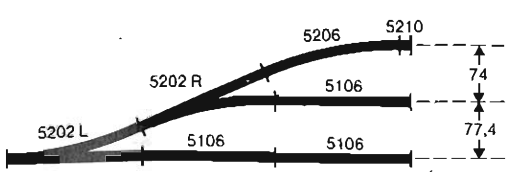


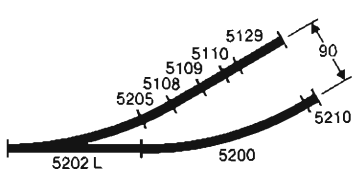


Turnouts for 5200 Parallel Curve









Standard Curve
Radius 360 mm (14-3/16")



5128 Double Slip Turnout.
Has solenoid mechanism. Crossing angle 30°. Curve same as 5100. Length of straight side 193 mm (7-5/8"). Additional hand lever. Lighted lantern with position indications that change. 3 wires for connections.



5114 Crossing.
Crossing angle 30°. Length of straight side 193 mm (7-5/8"). Dimensions same as 5128. The intersecting third rails are electrically separated

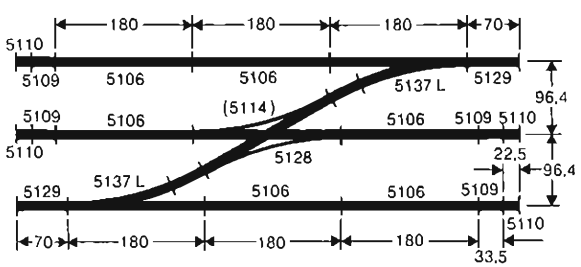
Crossings
The crossings and the double slip turnouts can be used for right or left crossing. The short tracks included with the 5207 and 5215 units are for length adjustments on diagonal approaches.

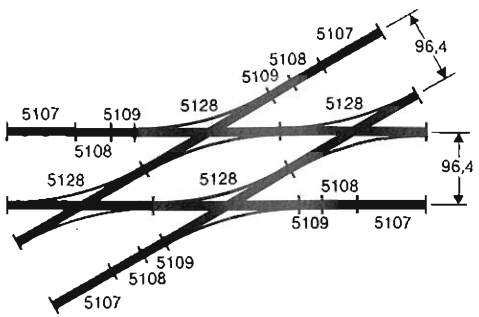
Parallel Curve
Radius 437,4 mm



5207 Double Slip Turnout.
Has solenoid mechanism. Crossing angle 24° 17'. Length of straight side 180 mm (7-3/32"). 3 wires for connections. Additional hand lever. 2 each 5208 adjustment sections included. Curve same as 5206.

Crossings for 5100 Standard Curve







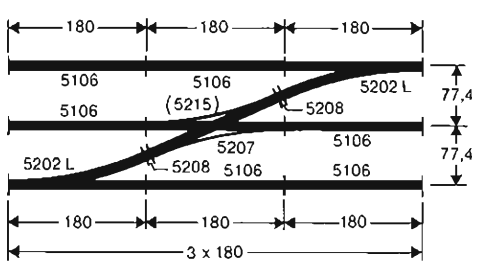
HOBBY

5215 Crossing.
Crossing angle 24° 17'. Length of straight side 180 mm (7-3/32"'). Dimensions same as 5207. The intersecting third rails are electrically separated. 2 each 5208 adjustment sections included.

5211 Crossing.
Crossing angle 48° 30'. Length of straight side 98 mm (3-7/8"). For double track connections. The intersecting third rails are electrically separated.



Crossings for 5200 Parallel Curve









M Track / Three-Way Turnout and Curved Turnouts

Curved Turnouts
Branches can be started on curves with the curved turnouts. This increases the usable areas on straight track considerably.

The curved turnouts facilitate a harmonious transition between the 5100 Standard Curve (radius 360 mm/14-3/16") and the 5200 Parallel Curve (radius 437.4 mm/17-1/4") The turnout angle of 30° permits installation in existing parallel curves without adjustment sections.



5140 Pair of Curved Turnouts.
5141 (5140 L) Left Curved Turnout.
5142 (5140 R) Right Curved Turnout.
Has solenoid mechanism. Inner curve 30°. Outer curve 30° in the parallel curve spacing of 77.4 mm (3-1/16"). Length and radius of the inner curve are the same as 5100. Lighted lanterns. 3 wires for connections.

Three-Way Turnout
The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas.

The three-way turnout has two double solenoids for remote control.

Both branches are the same in length and radius as the 5202 turnout.

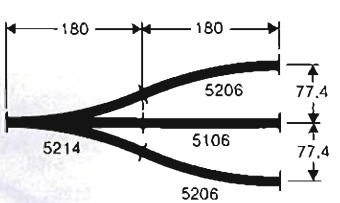
The track spacing of 77.4 mm (3-1/16") can be maintained on both sides when the 5206 section is used with this turnout.

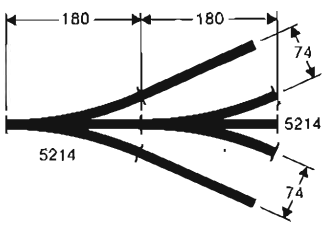
The three-way turnout can be used for direct entry into the 7288 locomotive shed.



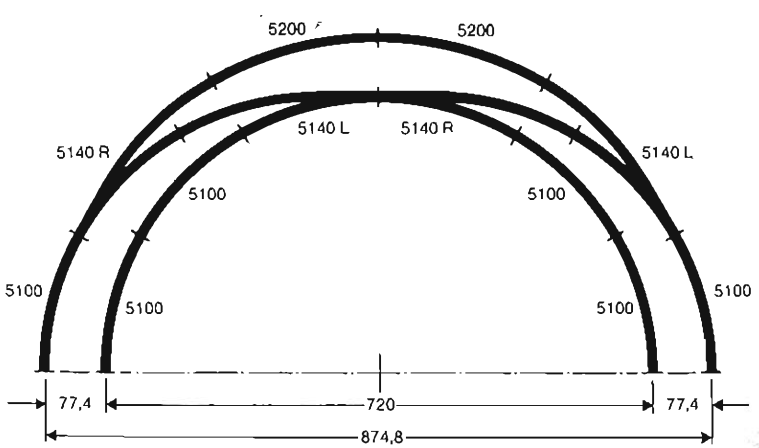
5214 Symmetrical Three-Way Turnout.
Has 2 solenoid mechanisms. Length of straight side 180 mm (7-3/32"). Turnout branches 2 x 24° 17'. Branch radius 437.4 mm (17-1/4"). Curve same as 5206. 2 additional hand levers. 5 wires for connections.

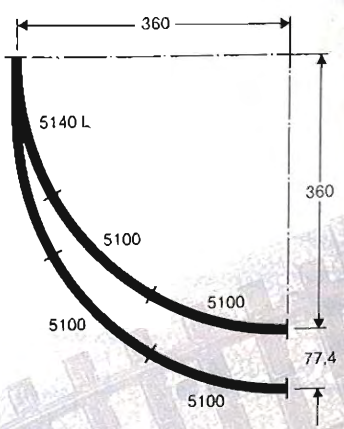
5214 Three-Way Turnout

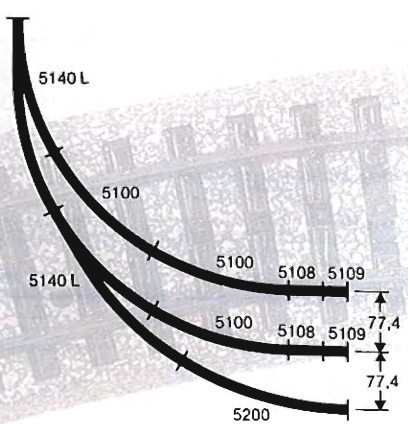




5140 Curved Turnouts







M Track / Function Tracks and Accessories

märklin HO

Feeder Track

Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks should be installed about every 2 meters (approx. 6-7 feet) on longer stretches of track supplying current to the track. A 5131 feeder track with interference suppression capacitor should be used in each track power circuit (not required in DELTA or digital operation).



5111 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Also for DELTA and Digital.

HOBBY

5131 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Built-in capacitor for interference suppression.

5103 Curved Feeder Track.
Length 1/1 = 30°. Radius 360 mm (14-3/16"). 2 feeder wires. Also for DELTA and Digital.

Uncoupler Track

Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism can be activated from the 7072 control box or with the additional hand lever. The 5113 light mast can be attached to the uncoupler track and indicates visually that the uncoupler procedure is taking place.

HOBBY



5112 Straight Uncoupler Track.
Has solenoid mechanism. Length 1/2 = 90 mm (3-9/16"). 2 wires for connections.

Circuit Tracks

The circuit tracks (5146, 5147, 5213) enable automatic control of turnouts and signals by a train in operation. Activated by the pickup shoe on a locomotive or car, they can start different circuit switching functions independently in both directions of travel.



5146 Straight Circuit Track.
Length 1/2 = 90 mm (3-9/16"). Momentary contact with locomotive/car pickup shoe.

5147 Curved Circuit Track.
Length 1/2 = 15°. Radius 360 mm (14-3/16"). Momentary contact with locomotive/car pickup shoe.

5213 Curved Circuit Track.
Length 1/2 = 15°. Radius 437.4 mm (17-1/4"). Momentary contact with locomotive/car pickup shoe.

Contact Tracks

An isolated length of running rail receives contact by means of every locomotive/car that passes over it. The track occupation feedback signal made possible by this takes place through the wheel sets. The contact area can be lengthened with the 5115 and 5116 track sections.



5145 Contact Track Set.
Length 2 x 1/2 = 90 mm (3-9/16"). Continuous contact through wheel sets. Has insulated rail section for track occupation feedback signal when train is passing over. Can be lengthened with the 5115 and 5116 contact track sections.

5115 Straight Contact Track.
Length 1/1 = 180 mm (7-3/32"). Extends contact areas for railroad grade crossings and 5145.

5116 Curved Contact Track.
Length 1/1 = 30°. Radius 360 mm (14-3/16"). Extends contact areas for railroad grade crossings and 5145.

Accessories for M Track



2291 Straight Adapter Track.
Length 1/1 = 180 mm (7-3/32"). Facilitates transition from M to K track.

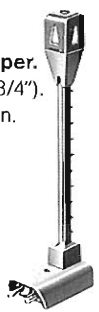
HOBBY



7190 Track Bumper.
Length 70 mm (2-3/4").



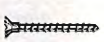
7191 Track Bumper.
Length 70 mm (2-3/4"). With lighted lantern.



5113 Light Mast.
For 5112 uncoupler track. Height 85 mm (3-3/8"). Mast light goes on during uncoupling.



7171 Sound Deadening Strips.
Package of 50 strips and 50 wood screws 1.7 x 15 mm (approx. 1/16" x 1/2") for quieter train operation.



7299 Wood Screws.
200 screws 2 x 15 mm (approx. 5/32" x 1/2"). For mounting M track.



5004 Third Rail Feeder Wire.
Length 750 mm (29-1/2"). Attaches to the third rail clip at the end of the track sections.



5022 Third Rail Insulator.
Is inserted between the third rail clips between the track sections to separate track circuits.





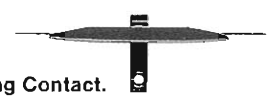
6073 Digital Turnout Decoder.
Suitable for installation in the M track turnouts 5128, 5137, 5140, 5202 and 5207.



7195 Number Sign Set.
12 bases. Signs for 1 – 24. For identifying turnouts and signals.

Switching Contacts

The contact generator can be installed at any spot in the track. The reed switch contained in the switching contacts generates an impulse when a train with a switching magnet passes over it. This makes it possible to distinguish among locomotives/cars.



7555 Switching Contact.
Reed contact generator for installation in track. Activated by locomotive/car magnet.

7556 Locomotive Magnet.
6 pieces. 10 x 5 x 1.5 mm (approx. 3/8" x 3/16" x 1/16"). For locomotives with little ground clearance.

7557 Locomotive Magnet.
3 pieces. 13 x 7 x 2.5 mm (approx. 1/2" x 1/4" x 3/32"). For locomotives with greater ground clearance.

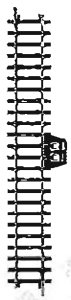
7558 Car Magnet.
2 pieces. 10 x 10 x 3 mm (approx. 3/8" x 3/8" x 1/8"). For freight and passenger cars.

K Track Overview

Straight Track / Function Tracks



2200
180 mm
(7-3/32")



2290
180 mm
(7-3/32")



2291
180 mm
(7-3/32")

The 2291 adapter track is available for anyone wanting to combine K with M track.



2292
180 mm
(7-3/32")



2206
168.9 mm
(6-5/8")



2207
156 mm
(6-1/8")



2209
217.9 mm
(8-9/16")

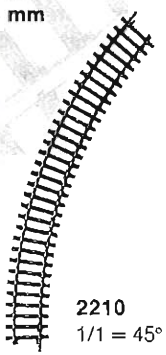


2201
90 mm
(3-9/16")



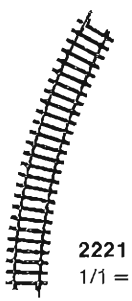
2295
2 x 90 mm
(3-9/16")

Industrial Curve
Radius 295.4 mm
(11-5/8")



2210
1/1 = 45°

Standard Curve I
Radius 360 mm
(14-3/16")



2221
1/1 = 30°



2223
1/2 = 15°



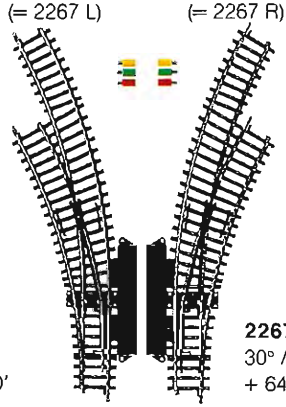
2229
1/2 = 15°



2224
1/4 = 7° 30'

2268
(= 2267 L)

2269
(= 2267 R)

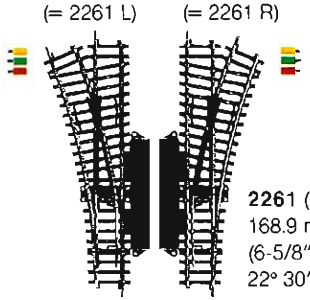


2267 (L+R)
30° / 30°
+ 64.6 mm (2-1/2")

Standard Curve II
Radius 424.6 mm
(16-3/4")

2262
(= 2261 L)

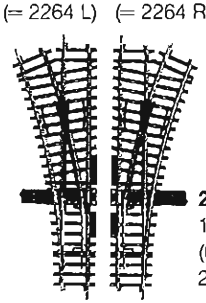
2263
(= 2261 R)



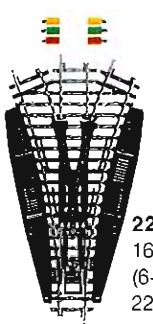
2261 (L+R)
168.9 mm /
(6-5/8")
22° 30'

2265
(= 2264 L)

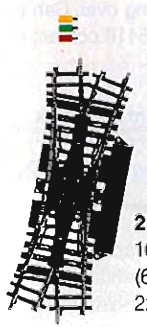
2266
(= 2264 R)



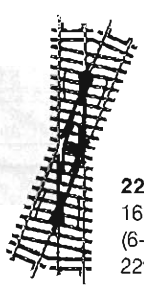
2264 (L+R)
168.9 mm /
(6-5/8")
22° 30'



2270
168.9 mm /
(6-5/8")
22° 30'



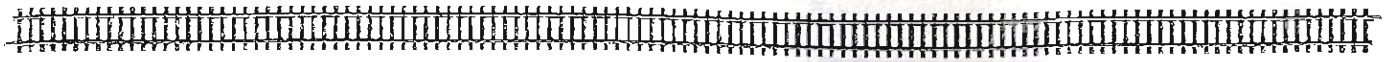
2260
168.9 mm /
(6-5/8")
22° 30'



2259
168.9 mm /
(6-5/8")
22° 30'



2258
90 mm
(3-9/16") /
45°



2205
900 mm
(35-7/16")



2297
90 mm
(3-9/16")



2299
90 mm
(3-9/16")



2202
45 mm
1-3/4")



2293
41.3 mm
(1-5/8")



2208
35.1 mm
(1-3/8")



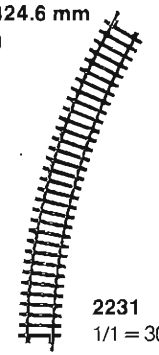
2203
30 mm
1-3/16")



2204
22.5 mm
(7/8")

On straight track the length of the rails is measured. On curved track the radius out to the middle of the track bed and the angle of the curve are given.

Standard Curve II
Radius 424.6 mm
(16-3/4')



2231
1/1 = 30°



2232
3/4 = 22° 30'



2233
1/2 = 15°



2239
1/2 = 15°

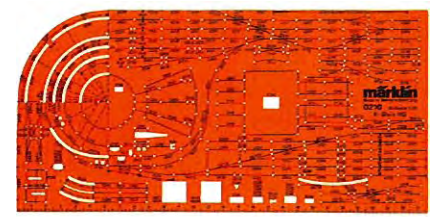


2234
1/4 = 7° 30'



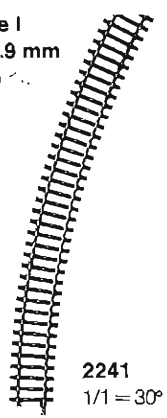
2235
1/8 = 3° 45'

Accessories for K track can be found on page 207.



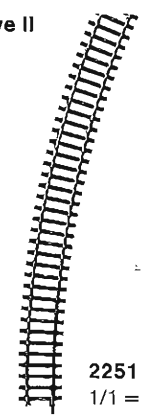
0210 Track Planning Stencil for K Track.
Allows you to plan your own layouts for series 2200 K track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.

Large Curve I
Radius 553.9 mm
(21-13/16")



2241
1/1 = 30°

Large Curve II
Radius
618.5 mm
(24-3/8")

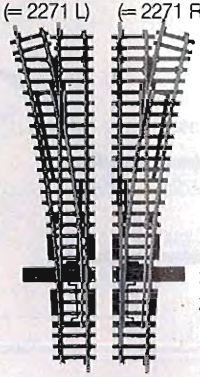


2251
1/1 = 30°

Wide Radius
Turnouts
Radius 902.4 mm
(35-1/2")

2272
(= 2271 L)

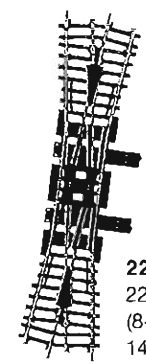
2273
(= 2271 R)



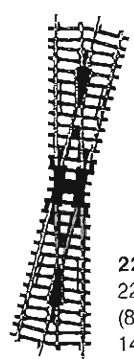
2271 (L+R)
225 mm /
(8-7/8")
14° 26'



2274
14° 26'



2275
225 mm /
(8-7/8")
14° 26'



2257
225 mm /
(8-7/8")
14° 26'

K Track / Straight and Curved Sections

Straight Track
The K track geometry starts with the grid of the standard straight length of 180 mm (7-3/32"). The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling in odd lengths in combination with turnouts and crossings and to supplement the standard track grid.



2200 Straight Track.
Length 1/1 = 180 mm (7-3/32") (standard length).

2206 Straight Track.
Length 168.9 mm (6-5/8"). Same in length as 2261 and 2264 turnouts.

2207 Straight Track.
Length 156 mm (6-1/8").

2201 Straight Track.
Length 1/2 = 90 mm (3-9/16").

2202 Straight Track.
Length 1/4 = 45 mm (1-3/4").

2293 Straight Track.
Length 41.3 mm (1-5/8").

2208 Straight Track.
Length 35.1 mm (1-3/8").

2203 Straight Track.
Length 1/6 = 30 mm (1-3/16")

2204 Straight Track.
Length 1/8 = 22.5 mm (7/8").

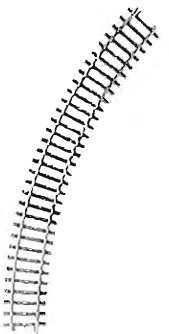
2209 Straight Track.
Length 217.9 mm (8-9/16").

2205 Flex Track.
Length 5 x 1/1 = 900 mm (35-7/16"). Curves with different radii can be made with this track. It can be cut using a coping saw. The 7595 rail joiners and clips are installed at the cut ends.

7595 Rail Joiners and Third Rail Clips.
Contents: 10 pieces of each. For joints with other track when the 2205 flex track is cut.

Curved Track

Industrial Curve
Radius 295.4 mm
(11-5/8")



2210 Curved Track.
Length 1/1 = 45°. Small radius for branchlines and industrial trackage. Cannot be used for long locomotives and cars.

Standard Curve I
Radius 360 mm
(14-3/16")

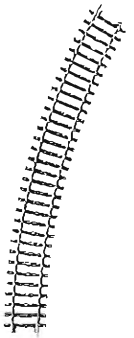


2221 Curved Track.
Length 1/1 = 30°.

2223 Curved Track.
Length 1/2 = 15°.

2224 Curved Track.
Length 1/4 = 7° 30'.

Standard Curve II
Radius 424.6 mm
(16-3/4")



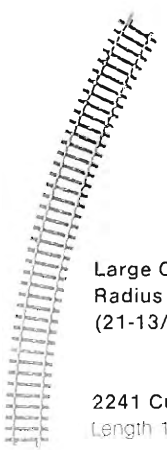
2231 Curved Track.
Length 1/1 = 30°.

2232 Curved Track.
Length 3/4 = 22° 30'.

2233 Curved Track.
Length 1/2 = 15°.

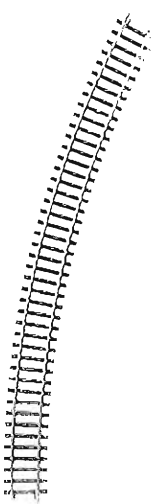
2234 Curved Track.
Length 1/4 = 7° 30'

2235 Curved Track.
Length 1/8 = 3° 45'



Large Curve I
Radius 553.9 mm
(21-13/16")

2241 Curved Track.
Length 1/1 = 30°.



Large Curve II
Radius 618.5 mm
(24-3/8")

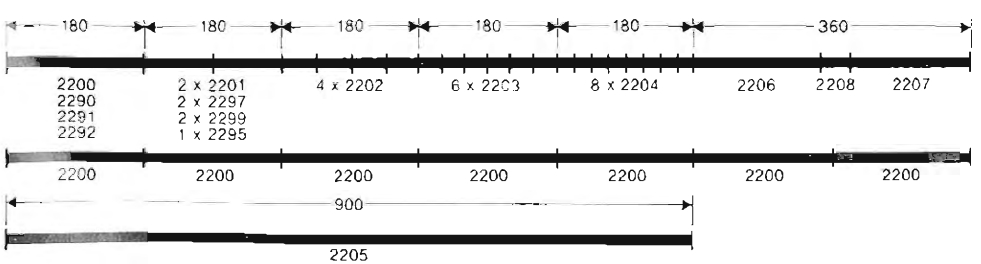
2251 Curved Track.
Length 1/1 = 30°.



Wide Radius Turnouts
Radius 902.4 mm (35-1/2")

2274 Curved Track.
Length 14° 26'. Complementary curve for 2271 turnout.

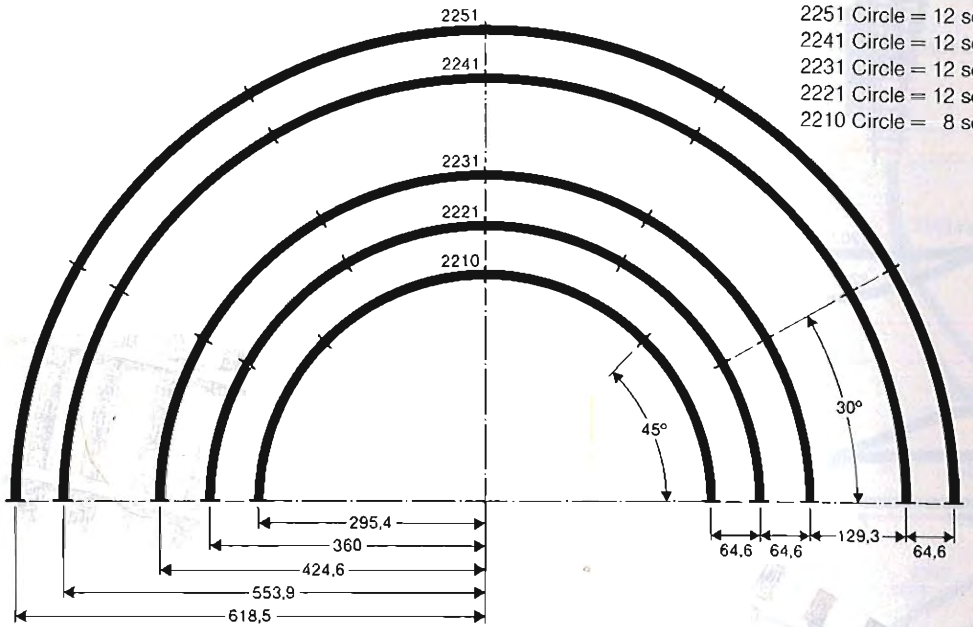
Comparison of K Track Lengths

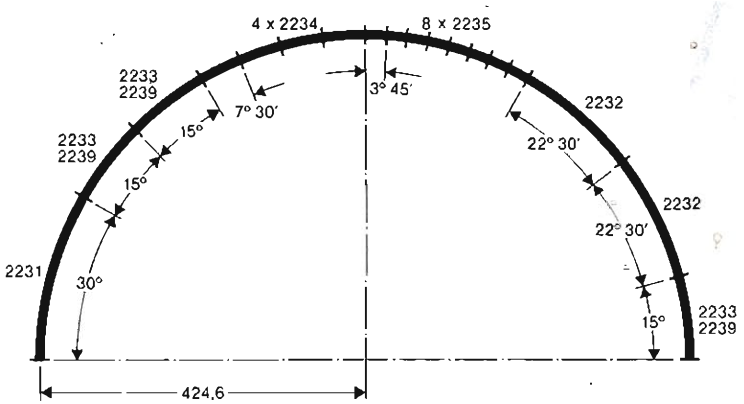


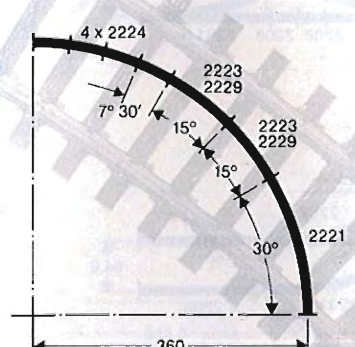
The 5 Track Radii

In addition to the Standard Curve I with a radius of 360 mm (14-3/16"), there is also the larger Standard Curve II with a radius of 424.6 mm (16-3/4"). The catalog number for each track of a particular radius has the corresponding second digit for the Standard Curve I (2221, 2222, 2223, 2224) or II (2231, 2232, 2233, 2234, 2235). The Large Curve I 2241 with a radius of 553.9 mm (21-13/16") and the Large Curve II 2251 with a radius of 618.5 mm (24-3/8") are available for wide radius main lines. The Industrial Curve 2210 with a radius of 295.4 mm (11-5/8") is intended for branchlines.

2251 Circle = 12 sections
2241 Circle = 12 sections
2231 Circle = 12 sections
2221 Circle = 12 sections
2210 Circle = 8 sections

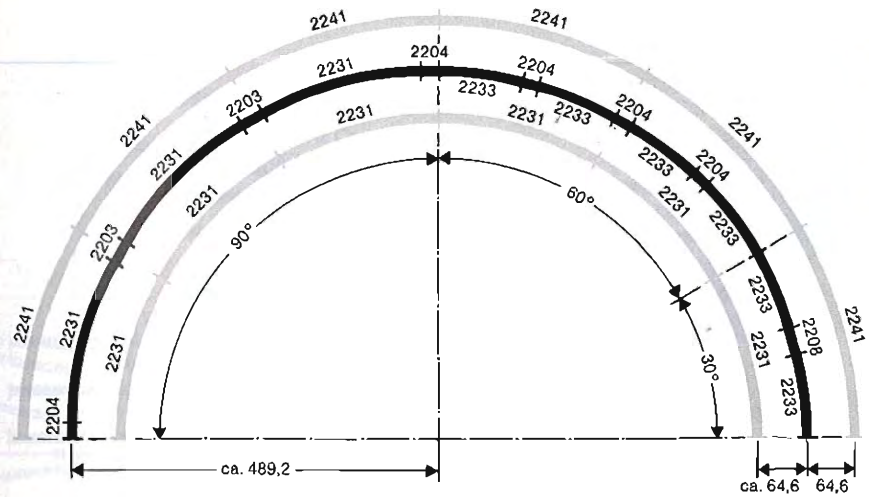


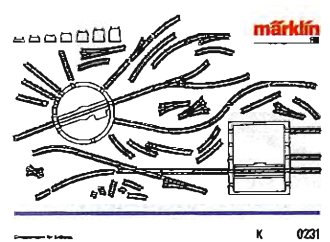




Tip: Medium size parallel curve.

By combining existing track sections a curve between the Standard Curve II and the Large Curve I with a parallel track spacing of approximately 64.4 mm (2-1/2") can be made.





0231 Track Planning Kit for K Track.

For planning and for miniaturized setup of model railroad layouts. All K track sections for Märklin HO in a scale of 1:5. With transfer table, turntable, and pillars. Enough material for a medium size layout. All track sections with catalog numbers on both sides. Arranged in 7 colors (5 radii, straight sections and 14° 26' turnouts). The track sections can be plugged together quickly and permanently.

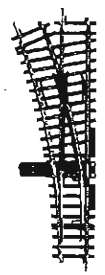
K Track / Turnouts and Crossings

Turnouts and Crossings
All of the turnouts shown are laid out for a standard parallel track spacing of 64.6 mm (2-1/2"). The short design saves space for yard tracks. All turnouts and crossings are interchangeable regarding their length and branch angle. They can be installed either straight or on the diagonal without the need to change the track spacing or the overall track length. The turnouts are equipped with sprung points and a train can thus run "against" a turnout setting. The electric turnouts, the double slip turnout, the three-way and the curved turnouts have double solenoids for remote control. These turnouts can be operated with the 7072 control box, 2229, 2239 and 2299 circuit tracks or the 7555 reed contact. With the 7271 control box an automatic feedback signal function is possible with the 2260, 2261 and 2267 turnouts (new version). All turnouts can also be operated in the Märklin Digital system.

Standard Curve II
Radius 424.6 mm (16-3/4")

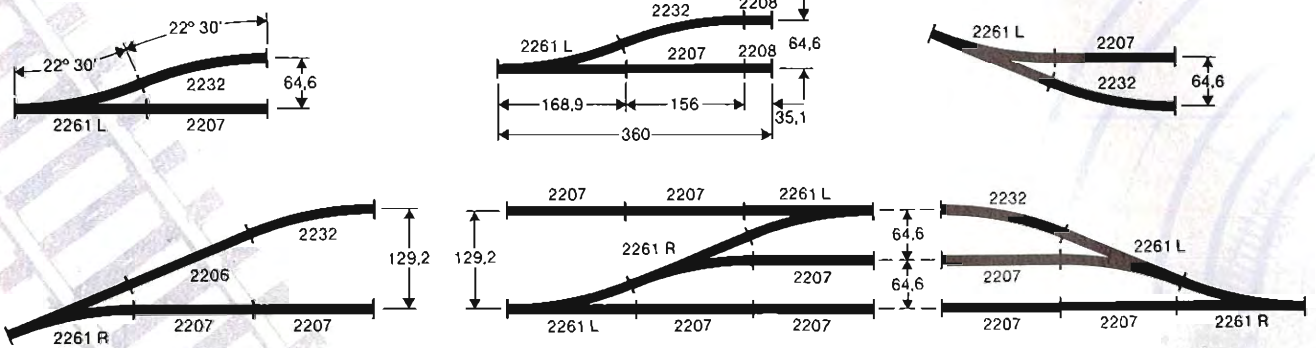


2261 Pair of Turnouts.
2262 (2261 L) Left Turnout.
2263 (2261 R) Right Turnout.
With detachable solenoid mechanism (7549). Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8").



2264 Pair of Turnouts.
2265 (2264 L) Left Turnout.
2266 (2264 R) Right Turnout.
With detachable hand levers. Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168.9 mm (6-5/8"). 7549 solenoid mechanism can be installed on these turnouts.

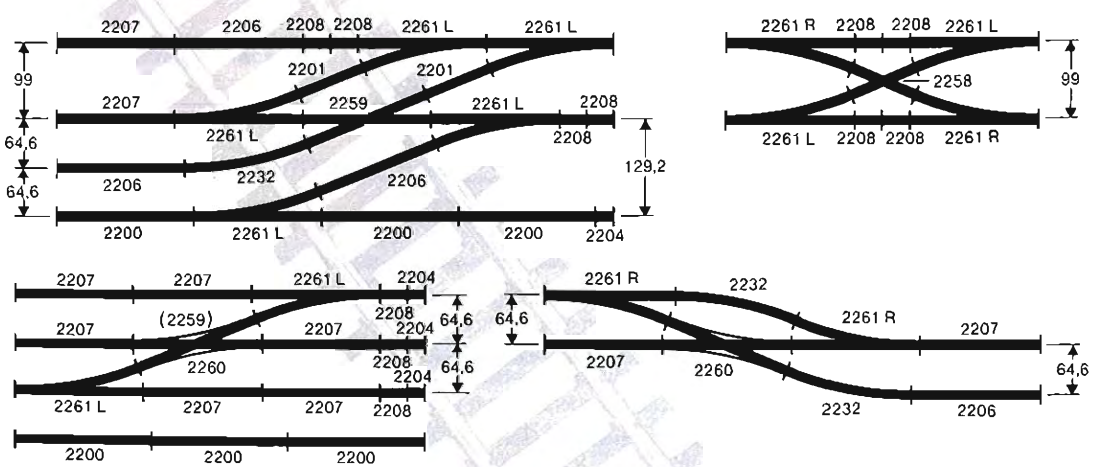
Turnouts for Standard Curve II



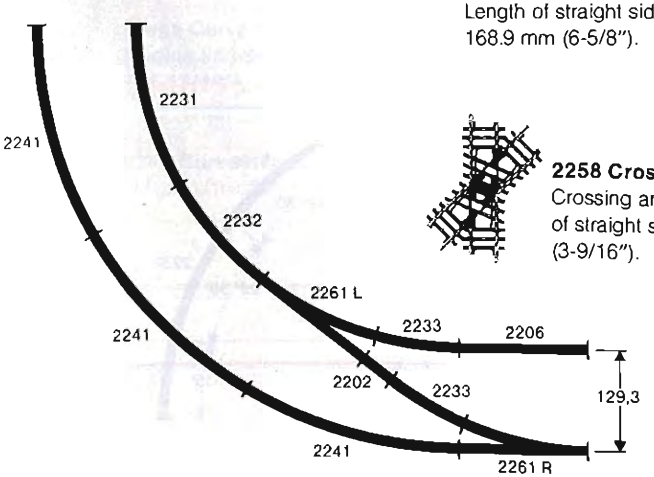


2260 Double Slip Turnout.
With detachable solenoid mechanism (7549). Crossing angle 22° 30'. Curve same as 2232. Length of straight side 168.9 mm (6-5/8").

Crossings for Standard Curve II



Transition to Large Curve I



2259 Crossing.
Crossing angle 22° 30'. Length of straight side 168.9 mm (6-5/8").



2258 Crossing.
Crossing angle 45°. Length of straight side 90 mm (3-9/16").

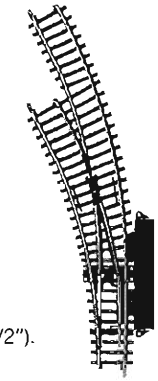
K Track / Curved Turnouts and Three-Way Turnout

Curved Turnouts

Branches can be started on curves with the curved turnouts. This increases the usable areas on straight track considerably. The curved turnouts facilitate a harmonious transition between the two Standard Curves (radius 360 mm / 14-3/16" and 424.6 mm / 16-3/4"). The turnout angle of 30° permits installation in existing parallel curves without adjustment sections.

Standard Curve I
Radius 360 mm (14-3/16")

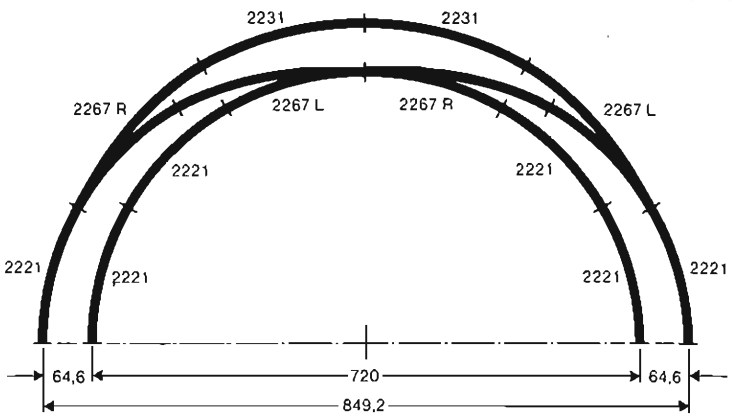
2267 Pair of Curved Turnouts.
2268 (2267 L) Left Curved Turnout.
2269 (2267 R) Right Curved Turnout.
With detachable solenoid mechanism (7549). Inner curve 30°. Outer curve 30° in the parallel curve spacing of 64.6 mm (2-1/2"). Length and radius of the inner curve are the same as 2221.

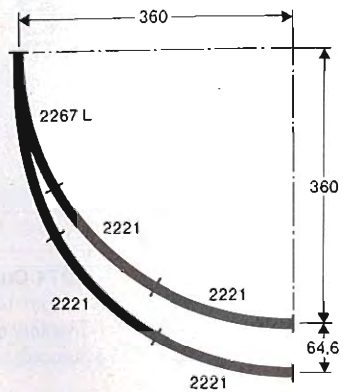


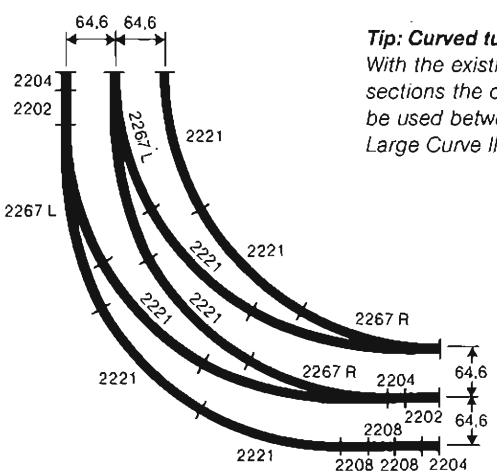
Three-Way Turnout

The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoids for remote control. Both branches are the same in length and radius as the 2261 turnout. The three-way turnout can be used for direct entry into the 7288 locomotive shed.

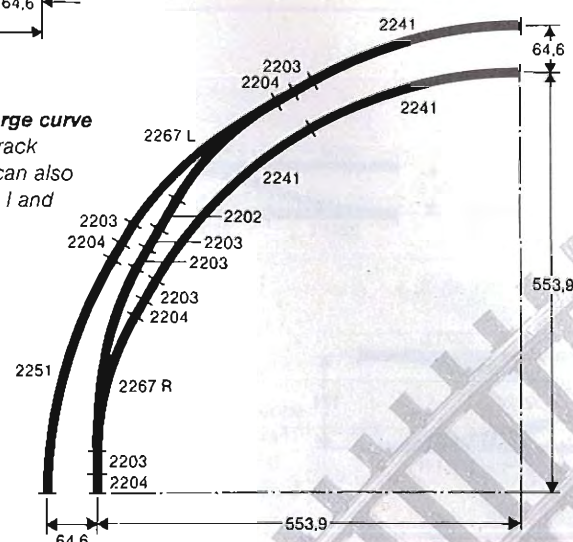
2267 Curved Turnouts



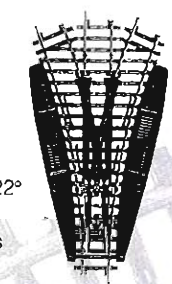




Tip: Curved turnouts on the large curve
With the existing adjustment track sections the curved turnouts can also be used between Large Curve I and Large Curve II.



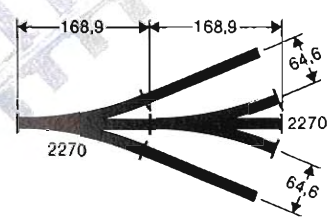
Standard Curve II
Radius 424.6 mm (16-3/4")



2270 Symmetrical Three-Way Turnout.
Has 2 solenoid mechanisms. Length of straight side 168.9 mm (6-5/8"). Turnout branches 2 x 22° 30'. Branch radius 424.6 mm (16-3/4"). Curve same as 2232. 2 additional hand levers. 6 wires for connections.

2270 Three-Way Turnout





K Track / Wide Radius Turnouts and Crossings

Wide Radius Turnouts and Crossings
The wide radius turnouts and crossings with a turnout angle of 14° 26' and a parallel track spacing starting at 57 mm (2-1/4") make it possible to create the elegant, sweeping track configurations desired by demanding model railroaders. The hand lever on the turnouts and the double slip turnout can be mounted on the left or right and can be replaced by the 7549 turnout mechanism. Like the DB's high-speed turnouts, the 2271 turnout has a movable frog which creates a consistently gap-free path. The 2275 double slip turnout offers 4 different paths with its turnout points which can be set separately.



Wide Radius Turnouts and Crossings
Radius 902.4 mm (35-1/2")

2271 Pair of Turnouts.
2272 (2271 L) Left Turnout.
2273 (2271 R) Right Turnout.
With detachable hand levers. Length of straight side 225 mm (8-7/8"). Turnout branch 14° 26'. Branch radius 902.4 mm (35-1/2"). 7549 solenoid mechanism can be installed on these turnouts. Movable frog.



2275 Double Slip Turnout.
With 2 detachable hand levers. Crossing angle 14° 26'. Curve radius 902.4 mm (35-1/2"). Length of straight side 225 mm (8-7/8"). 2 each 7549 solenoid mechanism can be installed on this unit. Separate paths can be set.



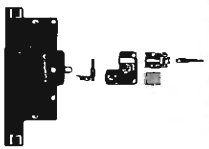
2257 Crossing.
Crossing angle 14° 26'. Track length 225 mm (8-7/8").



2274 Curved Track.
Length 14° 26'. Complementary curve for 2271 turnout.

N

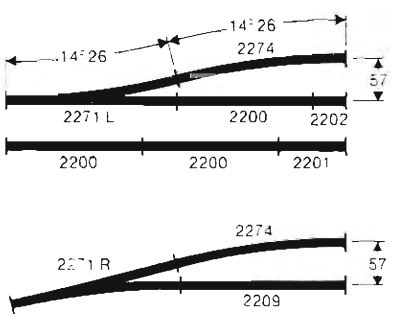
7548 Below Baseboard Mounting Kit.
For mounting the 7549 turnout mechanism below the layout baseboard. Can be adjusted for boards from 8 to 25 mm (approx. 5/16" to 1").

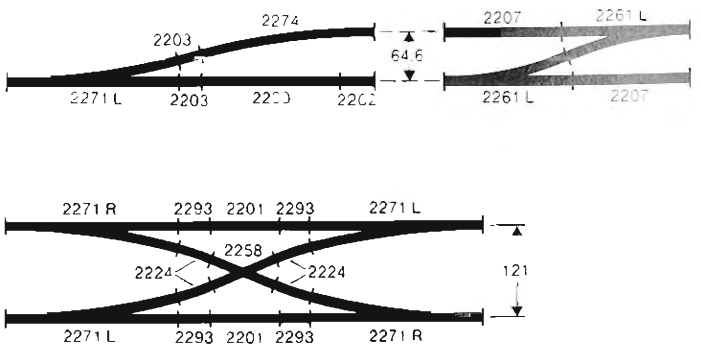




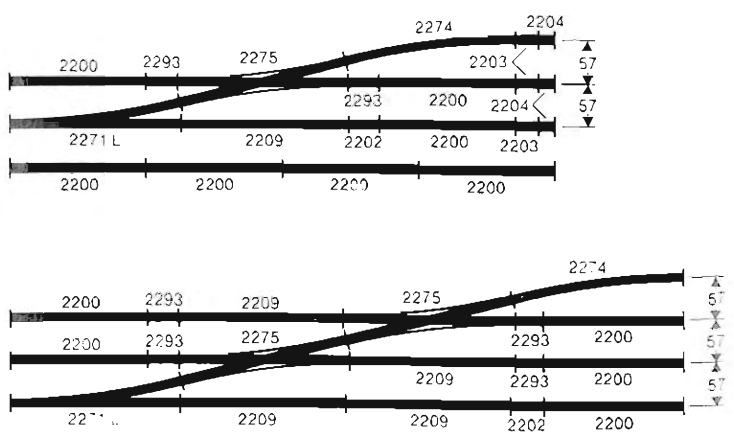
7549 Electric Turnout Mechanism.
For use with 2264 turnouts (new version), 2271 turnout and 2275 double slip turnout. Automatic end shutoff of the power. Feedback signal capability with the 7271 control box. Below baseboard mounting with 7548 kit.

2271 Wide Radius Turnouts





2275 Wide Radius Double Slip Turnout or 2257 Crossing



K Track / Function Tracks and Accessories

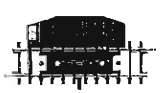
Feeder Track
Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters (approx. 6-7 feet) on longer stretches of track supplying current to the track. To prevent interference with radio and television reception a 2292 feeder track with interference suppression capacitor should be used in each track power circuit (not required in DELTA or digital operation).



2290 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Also for DELTA and Digital.

2292 Straight Feeder Track.
Length 1/1 = 180 mm (7-3/32"). 2 feeder wires. Built-in capacitor for interference suppression.

Uncoupler Track
Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism can be activated from the 7072 control box or with the additional hand lever.



2297 Straight Uncoupler Track.
Has solenoid mechanism. Length 1/2 = 90 mm (3-9/16"). 2 wires for connections.

Circuit Tracks
The circuit tracks (2229, 2239, 2299) enable automatic control of turnouts and signals by a train in operation. Activated by the pickup shoe on a locomotive or car, they can start different circuit switching functions independently in both directions of travel.



2299 Straight Circuit Track.
Length 1/2 = 90 mm (3-9/16"). Momentary contact with locomotive/car pickup shoe.

2229 Curved Circuit Track.
Length 1/2 = 15°. Radius 360 mm (14-3/16"). Momentary contact with locomotive/car pickup shoe.

2239 Curved Circuit Track.
Length 1/2 = 15°. Radius 424.6 mm (16-3/4"). Momentary contact with locomotive/car pickup shoe.

Contact Tracks
An isolated length of running rail receives contact by means of every locomotive/car that passes over it. The track occupation feedback signal made possible by this takes place through the wheel sets. The contact area can be lengthened with straight and curved track sections.



2295 Contact Track Set.
Length 2 x 1/2 = 90 mm (3-9/16"). Continuous contact through wheel sets. Has insulated rail section for track occupation feedback signal when train is passing over. Can be lengthened with the straight and curved track sections.

Accessories for K Track



2291 Straight Adapter Track.
Length 1/1 = 180 mm (7-3/32"). Facilitates transition from K to M track.



7391 Track Bumper.
Length 38 mm (1-1/2"). Can be clipped onto the rails. Wood screw for mounting included.



7389 Track Bumper.
With lighted lantern. Maintenance-free LED. Length 38 mm (1-1/2"). Can be clipped onto the rails. Wood screw for mounting included.



7599 Wood Screws.
200 screws 1.4 x 10 mm (approx. 1/16" x 3/8"). For mounting K track.



7500 Ground Terminal Clip.
Can be installed anywhere on the layout under the rails.



7504 Third Rail Terminal Clip.
Is installed between the third rail clips at the ends of the track.



7522 Third Rail Insulator.
Is installed between the third rail clips between the track sections to separate track circuits.

7595 Rail Joiners and Third Rail Clips.
Contents: 10 pieces of each. For joints with other track when the 2205 flex track is cut.



7195 Number Sign Set.
12 bases. Signs for 1 – 24. For identifying turnouts and signals.

Switching Contacts
The contact generator can be installed at any spot in the track. The reed switch contained in the switching contacts generates and impulse when a train with a switching magnet passes over it. This makes it possible to distinguish among locomotives/cars.



7555 Switching Contact.
Reed contact generator for installation in track. Activated by locomotive/car magnet.

7556 Locomotive Magnet.
6 pieces. 10 x 5 x 1.5 mm (approx. 3/8" x 3/16" x 1/16"). For locomotives with little ground clearance.

7557 Locomotive Magnet.
3 pieces. 13 x 7 x 2.5 mm (approx. 1/2" x 1/4" x 3/32"). For locomotives with greater ground clearance.

7558 Car Magnet.
2 pieces. 10 x 10 x 3 mm (approx. 3/8" x 3/8" x 1/8"). For freight and passenger cars.

Catenary

Brings your layout "under the wire"

Catenary increases the possibilities for operations on your layout and makes it more realistic with its many new operating situations. Getting started with catenary does not mean you have to "electrify" the entire layout: you determine how professional you want your railroad world to look. And finally, in the real world of railroading catenary does not hang over every single track.

Catenary is recommended chiefly for main routes that see fast, long-distance passenger trains or heavy freight trains. There might also be the realistic mountain route which "in its natural setting" is powered with current generated from water power. Tracks which are definitely switch yard or freight yard areas can remain without catenary – here the diesel locomotive is king.

The advantage of catenary for prototypical train operations is obvious: All you have to do is connect a second transformer, and two trains can already be running on the same track independently of each other - provided, of course, that at least one of them is being pulled by an electric locomotive. This opens up all sorts of possibilities for you, such as expanded switching operations – without complicated signal circuits. For example, an electric locomotive can be waiting at the station platform, while a diesel switch engine brings the train to it or takes the train away from it.

Every Märklin electric locomotive is suitable for catenary operation; it can be changed over easily to this mode of operation with a hand switch. In the process of switching over to catenary operation the current pickup by means of the pickup shoe is interrupted and is switched over to the pantograph(s) instead.

The installation of catenary is simple, as the setup tips by this text show. If you are equipping your layout piece by piece for catenary operation, Märklin's complete planning aids will continue to help you. They give information about the necessary quantity of masts and catenary wire for the routes that are to be electrified. This rule of thumb applies in all cases: The catenary wire should begin over a turnout, so that any compensation for odd lengths of wire is done out over open track. Depending on whether you are installing catenary over K or M track, you will need different masts due to the different heights of the track bed; the catenary wire is the same in any event.

Furthermore, don't worry about your historic locomotives not fitting in on a layout with catenary. Even in the prototype steam locomotives are still used on catenary routes – for special excursions, for example.







Installation Tips for Catenary

1. Materials needed
The catenary material needed is best determined by looking at the track plan for the layout. The graphics shown on page 213 give an idea of the required number of masts and wire sections. The 0211 catenary stencil should be used for exact planning.

2. Planning process
Individual construction steps are started at turnouts and crossings with the 7013 turnout wire section or the 7277 crossing piece. This will give the position of the adjacent masts. Open stretches of track between the crossing points are hung with standard wire sections. The required wire length between the last mast on the open stretch of track and the next crossing point can be fitted exactly with the telescoping 7014, 7015 and 7023 wire sections.

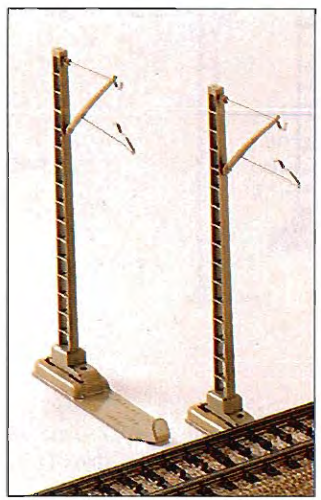
3. Setting up masts
The masts on the open stretches of track are simply clipped onto the track bed. They can be adjusted for side play on their base plates to correspond exactly to the position of the catenary wire sections.

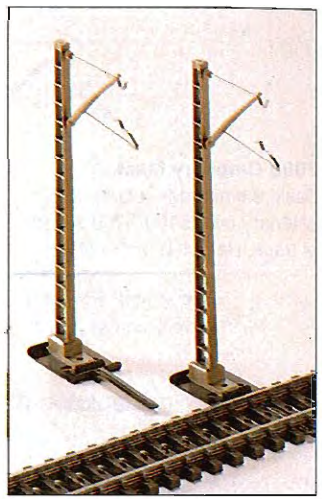
4. Hanging catenary wire
Wire sections for curved track can be bent gently to follow the curve. The wire sections are first slipped over the sprung hooks at the top of the mast and then snapped into place on the lower arm.

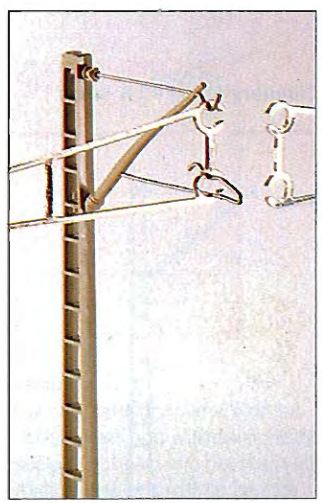
5. Cross spans
Multi-track areas with up to four tracks can be spanned prototypically with the 7021 tower masts and 7017 cross span. The 7016 cross span can be used for up to six tracks, depending on the track spacing. The 7525 catenary arm can be attached to the tower mast for single tracks outside of the cross span area.

6. Installing catenary wire on cross spans
The parallel wire sections are hung on the cross span with the 7006 wire insulator. They are thereby isolated from each other electrically.

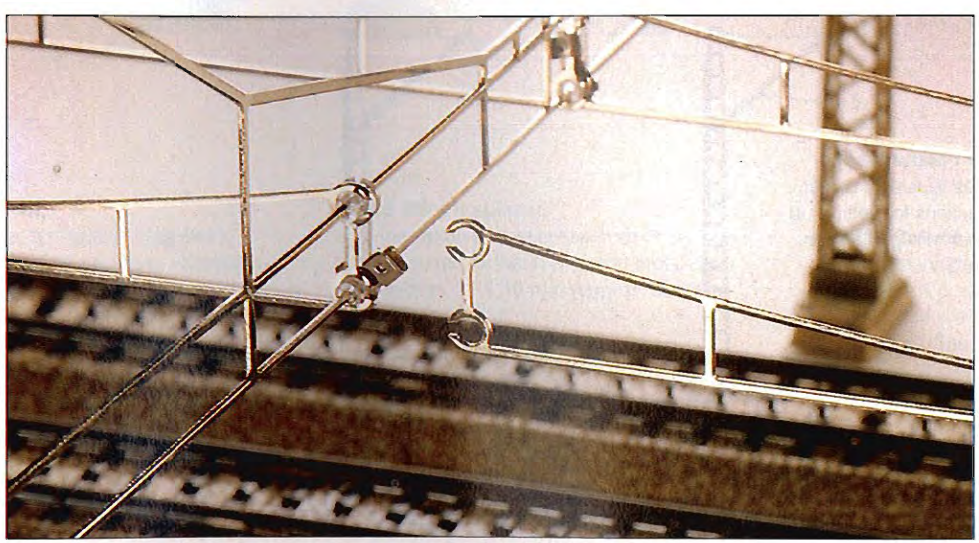
7. Feeding power to catenary
After the feeder masts or the 7003 feeder wire are connected, the electrified route is now ready for genuine catenary operation.





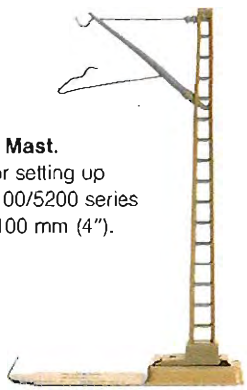




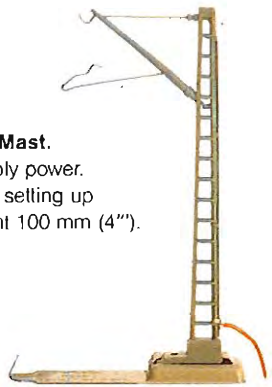


Catenary

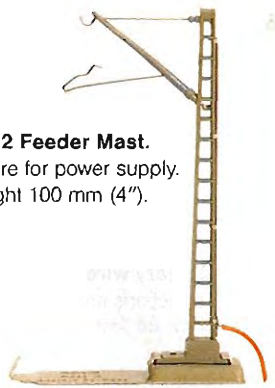
Catenary for 5100/5200 M Track



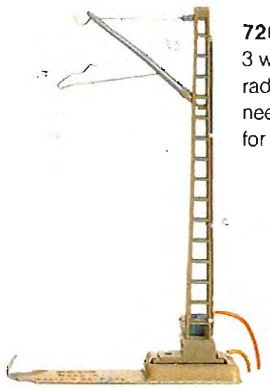
7009 Catenary Mast.
Basic element for setting up catenary over 5100/5200 series M track. Height 100 mm (4").



7010 Feeder Mast.
2 wires to supply power. Instructions for setting up catenary. Height 100 mm (4").



7012 Feeder Mast.
1 wire for power supply. Height 100 mm (4").



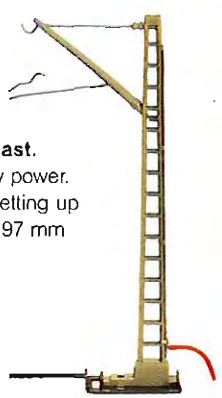
7201 Feeder Mast.
3 wires to supply power. Built-in condenser for radio/television interference supression. One needed for each catenary circuit. Instructions for setting up catenary. Height 100 mm (4").

7005 Catenary Set.
For train control with 7000 series signals which are not set up by tower masts. Consists of 2 no. 7012 feeder masts, 2 no. 7022 insulated wire sections and 2 no. 7014 wire sections.

Catenary for 2200 K Track



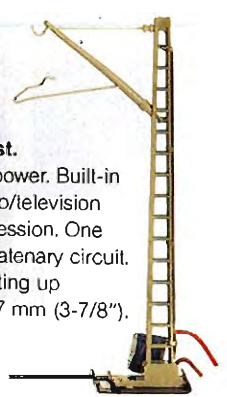
7509 Catenary Mast.
Basic element for setting up catenary over 2200 series K track. Height 97 mm (3-7/8").



7510 Feeder Mast.
2 wires to supply power. Instructions for setting up catenary. Height 97 mm (3-7/8").



7512 Feeder Mast.
1 wire for power supply. Height 97 mm (3-7/8")

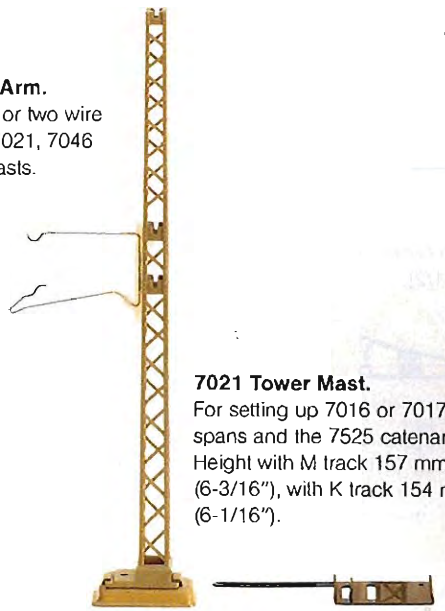


7501 Feeder Mast.
2 wires to supply power. Built-in condenser for radio/television interference suppression. One needed for each catenary circuit. Instructions for setting up catenary. Height 97 mm (3-7/8").

7505 Catenary Set.
For train control with 7200 series signals which are not set up by tower masts. Consists of 2 no. 7512 feeder masts, 2 no 7022 insulated wire sections and 2 no. 7014 wire sections.

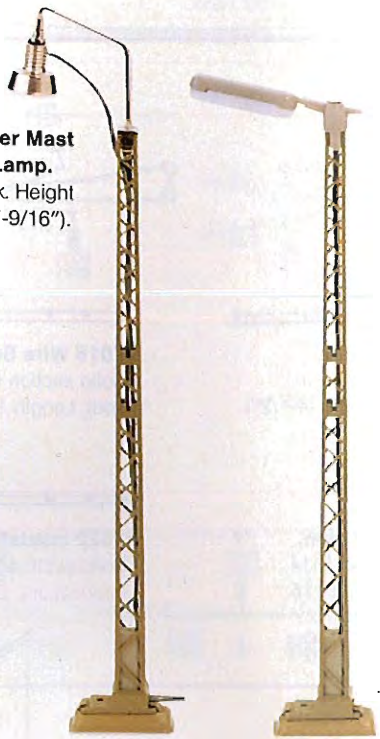
Catenary for K and M Track

7525 Catenary Arm.
For hanging one or two wire sections on the 7021, 7046 or 7283 tower masts.

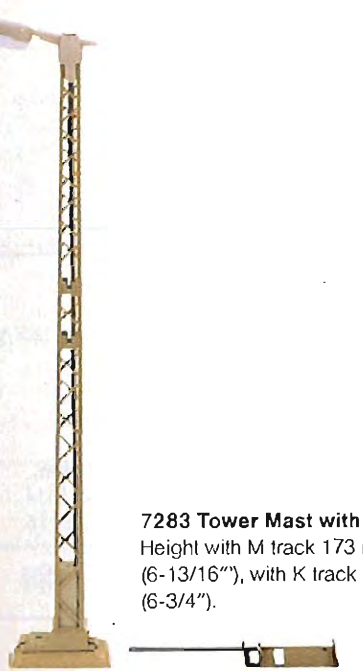


7021 Tower Mast.
For setting up 7016 or 7017 cross spans and the 7525 catenary arm. Height with M track 157 mm (6-3/16"), with K track 154 mm (6-1/16").

7046 Tower Mast with Arc Lamp.
For M track. Height 192 mm (7-9/16").



7283 Tower Mast with Lamp.
Height with M track 173 mm (6-13/16"), with K track 170 mm (6-3/4").





7511 Bridge Mast.
Can be clipped to the side of the plastic bridges and ramps. Height 97 mm (3-7/8").

7003 Catenary Feeder Wire.
For hooking up signals located by tower masts and for supplying power anywhere on a layout. Length 600 mm (23-5/8").

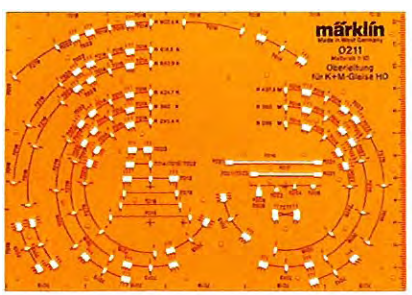


7004 Fastening Kit.
Consists of 5 bolts, 5 nuts and 5 washers. They are used in special situations where the normal push-in connection cannot provide a secure connection for the wires.



7006 Wire Insulator.
For insulation wire sections from cross spans. One required for each wire and cross span connection. 15 x 16 mm (approx. 38/64" x 40/64").

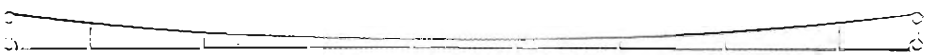




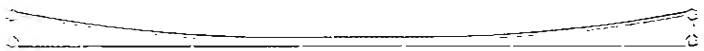
0211 Catenary Stencil.
For designing and drawing catenary plans. Can be used for K or M track. All masts and wire sections on the stencil are in a scale of 1:10 for straight track and all curves. The distribution of wire sections and the position of catenary masts can be plotted on an existing track plan with a sharp pencil. Instructions included.

Catenary

Catenary for K and M Track



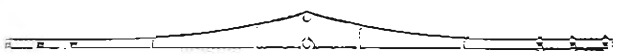
7019 Wire Section.
For straight track only.
Length 360 mm (14-3/16").



7018 Wire Section.
For straight and curved track.
Length 270 mm (10-5/8").



7278 Wire Section.
For straight and curved track.
Length 230 mm (9-1/16").



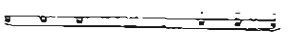
7013 Wire Section.
For push-in connection, expecially for turnouts.
Length 240 mm (9-1/2").



7014 Wire Section.
Hollow section (for push-in connection). Length 115 (4-1/2").



7015 Wire Section.
Solid section (for push-in connection). Length 115 mm (4-1/2).



7023 Adjustment Section.
For push-in connection.
Length 100 mm (4").

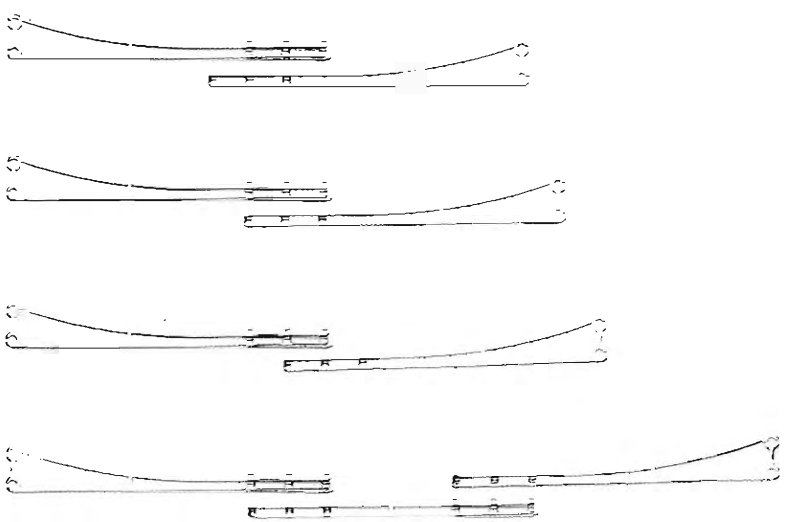


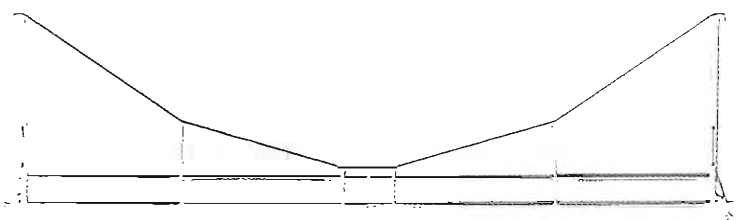
7022 Insulated Section.
Solid section for interrupting current flow (push-in connection). Length 115 mm (4-1/2").

All wire sections are nickel plated



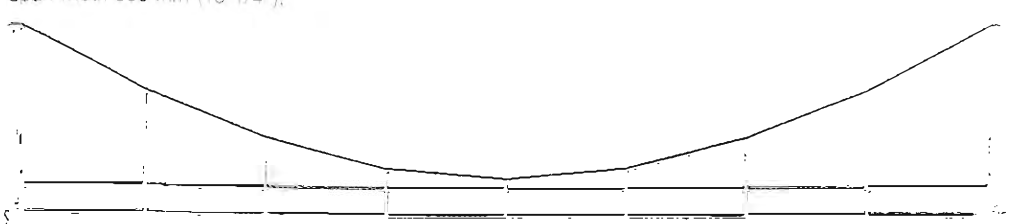
7277 Crossing. Section.
For 2258, 2259, 2260, 5114, 5128, 5207, 5211 and 5215





7017 Cross Span.
Connects to tower masts. Spans up to 4 tracks depending on track spacing.
Span width 280 mm (11").

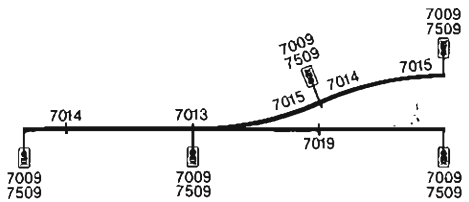
7016 Cross Span.
Connects to tower masts. Spans up to 6 tracks depending on track spacing.
Span width 390 mm (15-1/4").



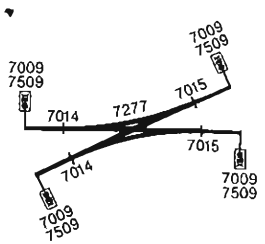
Catenary Geometry

märklin HO

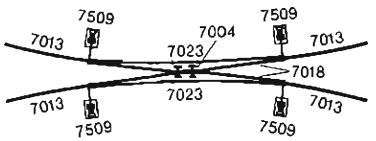
Turnouts
2261, 2264, 2271
5137, 5140, 5202, 5221



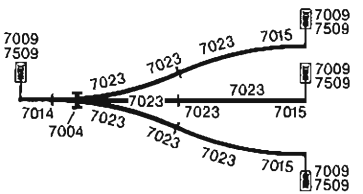
Crossings
2258, 2259, 2260
5114, 5128, 5207, 5211, 5215



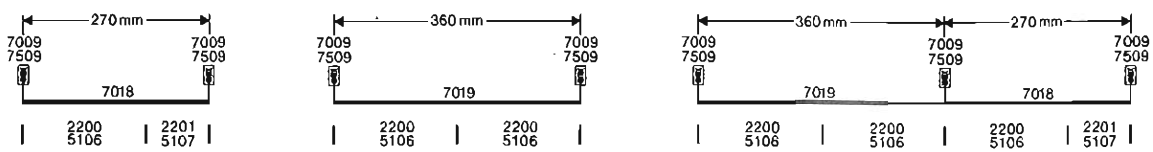
Crossings
2257, 2275



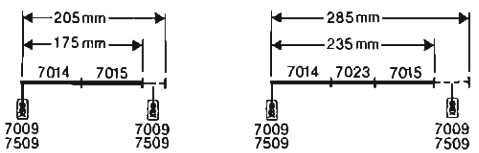
Three-Way Turnouts
2270
5214



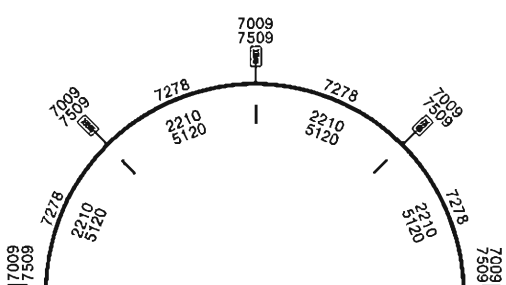
Straight Sections



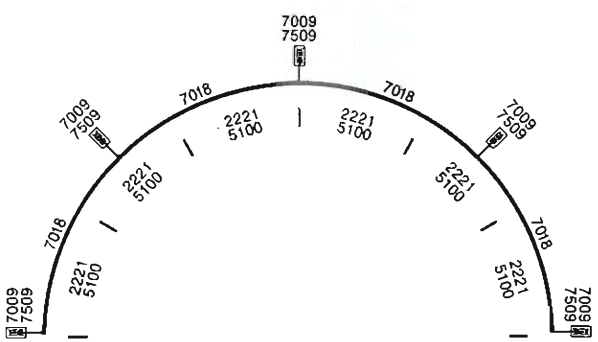
Intermediate Length



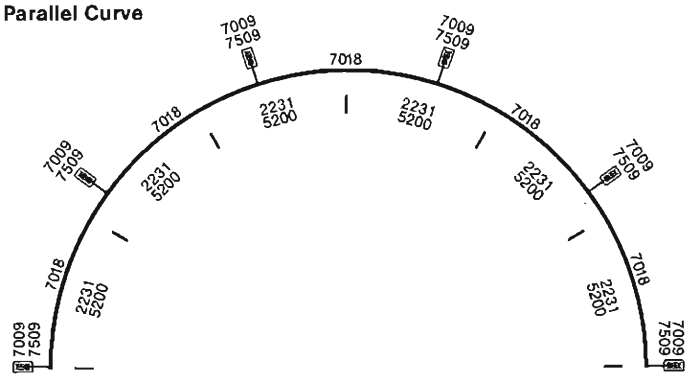
Industrial Curve



Standard Curve



Parallel Curve



Signals For M Track

Clever details

The prototype could not have gotten along without signals – and a model railroad first becomes realistic with the appropriate semaphore/target signals. With the Märklin semaphore/target signals precision electromagnetic mechanisms provide the prototypical look of signals that fits in with the operation of the trains.

The main point: Train movements are controlled by built-in track current relays in accordance with the signals' settings. This precise control is possible with track operation as well as with catenary operation; the necessary track connections and installation instructions are included with each signal.

Those of you wanting to be even more prototypical, will equip your layouts with distant signals. They are electrically coupled with the home signals and are placed at a sufficient stopping distance from the latter; their settings change in accordance with the train movements. As with real life railroad operations, the distant signals have no direct influence on train movements.

Both types of signals can be controlled conventionally with the 7072 control box or in the Digital system by means of accessory decoders. In conjunction with circuit tracks or switching contacts they can even be controlled by a passing train.

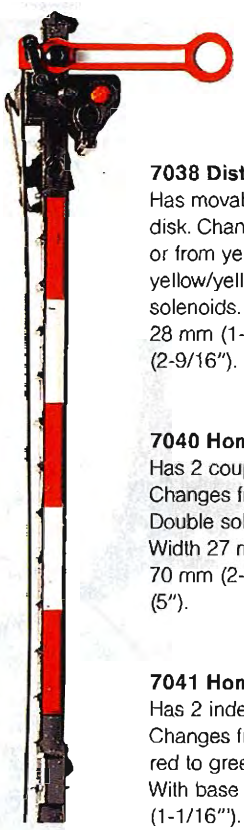
7036 Distant Signal.
Has movable disk. Changes from yellow/yellow to green/green. Double solenoid. With base plate. Width 28 mm (1-1/8"). Length 65 mm (2-9/16"). Height 73 mm (2-7/8").

HOBBY

7039 Home Signal.
Single semaphore. Changes from red to green. Double solenoid. With base plate. Width 27 mm (1-1/16"). Length 70 mm (2-3/4"). Height 125 mm (5").



7036



7039

7038 Distant Signal.
Has movable arm and movable disk. Changes either as the 7036 or from yellow/yellow to yellow/yellow/green. 2 double solenoids. With base plate. Width 28 mm (1-1/8"). Length 65 mm (2-9/16"). Height 73 mm (2-7/8").

7040 Home Signal.
Has 2 coupled semaphores. Changes from red to green/yellow. Double solenoid. With base plate. Width 27 mm (1-1/16"). Length 70 mm (2-3/4"). Height 125 mm (5").

7041 Home Signal.
Has 2 independent semaphores. Changes from red to green or red to green/yellow. 3 solenoids. With base plate. Width 27 mm (1-1/16"). Length 97 mm (2-9/16"). Height 125 mm (5").



7038



7040



7041

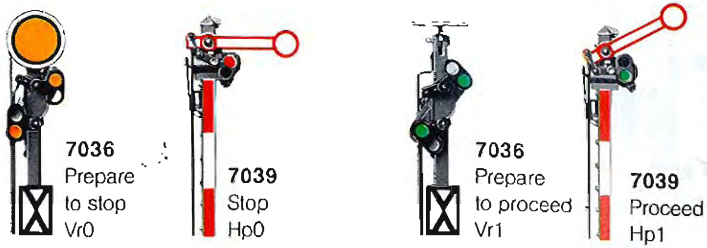
7042 Yard Signal.
Mast with movable front and rear lens. Double solenoid. With base plate. Width 28 mm (1-1/8"). Length 70 mm (2-3/4"). Height 70 mm (2-3/4").



7042

Explanation of signal aspects

Usually on main lines or at stations with no turnouts/crossings.



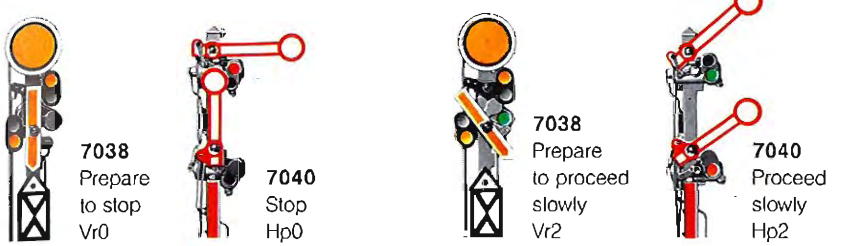
7036 Prepare to stop Vr0

7039 Stop Hp0

7036 Prepare to proceed Vr1

7039 Proceed Hp1

Usually at or near stations with turnouts/crossings.



7038 Prepare to stop Vr0

7040 Stop Hp0

7038 Prepare to proceed slowly Vr2

7040 Proceed slowly Hp2

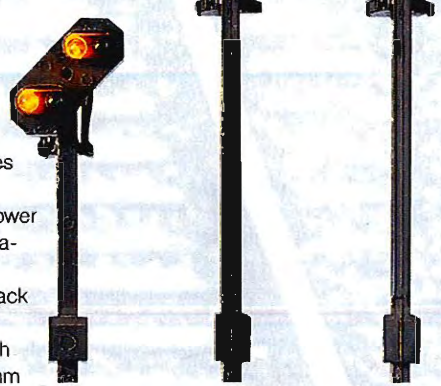
7187 Color Light Distant Signal.
Changes from green/green to yellow/yellow. Width 16 mm (5/8"). Length 11 mm (7/16"). Height 60 mm (2-3/8").

HOBBY

7188 Color Light Home Signal.
Changes from red to green. Double solenoid. Additional hand lever. Pair of sockets for connecting 7187 distant signal. With base plate. Width 28 mm (1-1/8"). Length 70 mm (2-3/4"). Height 90 mm (3-9/16").

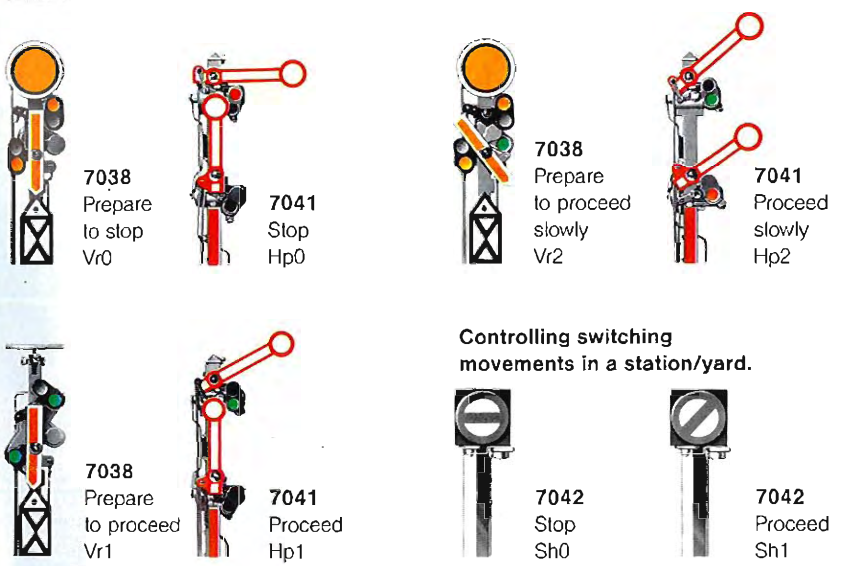
HOBBY

7339 Color Light Home Signal.
For manual operation. Changes from red to green with simultaneous control of the track power in the section of M track permanently attached to the signal. Additional 90 mm (3-9/16") track section with gapped third rail. Width 55 mm (2-3/16"). Length 90 mm (3-9/16"). Height 90 mm (3-9/16").



7187 **7188** **7339**

At or near stations with turnouts/crossings or straight through operation.



7038 Prepare to stop Vr0

7041 Stop Hp0

7038 Prepare to proceed slowly Vr2

7041 Proceed slowly Hp2

7038 Prepare to proceed Vr1

7041 Proceed Hp1

Controlling switching movements in a station/yard.

7042 Stop Sh0

7042 Proceed Sh1



0342 Märklin Signal Manual for 7000 and 7100 Signals.
Extensive explanations with multi-color illustrations of how the 7000 and 7100 signals and universal relay are installed with M track and how they are used. Contents 28 pages. Format 18 x 25 cm (7-1/8" x 9-1/8").

Signals for K and M Track

The mechanism for each color light signal has a set of solenoid-activated contacts which switch the signal lights to the appropriate aspect. Another set of contacts switches the track power on and off for the length of track monitored by this signal. Train control is possible with both track and catenary operation. The necessary track connections and installation instructions are included with each signal.

Distant signals are set up at a sufficient stopping distance before their assigned home signal and are connected to the latter's mechanism. Distant signals do not have any control functions.

The signals can be operated conventionally with the 7072 control box or in the Digital system with the accessory decoder. Control by a moving train is also possible with the circuit tracks or reed contacts.

7236 Color Light Distant Signal.
Changes from yellow/yellow (Vr0) to green/green (Vr1). With 7230 mounting bracket and base plate. Width 16 mm (5/8"). Length 28 mm (1-1/8"). Height 67 mm (2-5/8").

7239 Color Light Home Signal.
Changes from red (Hp0) to green (Hp1) and controls track power with double solenoid mechanism. Additional hand lever. With base plate. Width 30 mm (1-3/16"). Length 70 mm (2-3/4). Height 90 mm (3-9/16").



7236

7239



7237



7240

7237 Color Light Distant Signal.
Changes from yellow/yellow (Vr0) to yellow/green (Vr2). With 7230 mounting bracket and base plate. Width 16 mm (5/8"). Length 28 mm (1-1/8"). Height 67 mm (2-5/8).

7240 Color Light Home Signal.
Changes from red (Hp0) to green/yellow (Hp2) and controls track power with double solenoid mechanism. Additional hand lever. With base plate. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 90 mm (3-9/16").

7238 Color Light Distant Signal.
Changes from yellow/yellow (Vr0) to green/green (Vr1) or yellow/green (Vr2). Double solenoid mechanism for the yellow/green aspect. With base plate. Width 30 mm (1-3/16"). Lenght 70 mm (2-3/4"). Height 67 mm (2-3/8").

7241 Color Light Home Signal.
Changes from red (Hp0) to green (Hp1) or green/yellow (Hp2) and controls track power with double solenoid mechanism with additional third solenoid for the green/yellow aspect. 2 additional hand levers. With base plate. Width 30 mm (1-3/16"). Length 95 mm (3-3/4"). Height 90 mm (3-9/16").



7238



7241

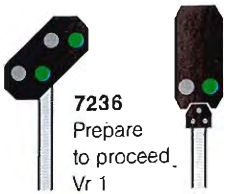
Explanation of signal aspects

Usually on main lines or at stations with no turnouts/crossings.



7236 Prepare to stop Vr0

7239 Stop Hp0



7236 Prepare to proceed Vr 1

7239 Proceed Hp1

Usually at or near stations with turnouts/crossings.



7237 Prepare to stop Vr0

7240 Stop Hp0



7237 Prepare to proceed slowly Vr2

7240 Proceed slowly Hp2



7242 Yard Signal.
Changes from red/red (Sh0) white/white (Sh1) and controls track power with double solenoid mechanism. Additional hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 18 mm (11/16").

7230 Mounting Bracket.
Required if the masts for the 7238, 7239, 7240 7241 and if the 7242 yard signal are to be mounted separately from their mechanism. This allows installation of the mechanism below the baseboard level.

At or near stations with turnouts/crossings or straight through operation.



7238 Prepare to stop Vr0

7241 Stop Hp0

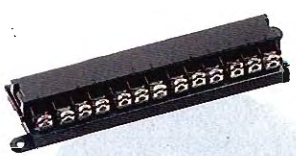


7238 Prepare to proceed slowly Vr2

7241 Proceed slowly Hp2

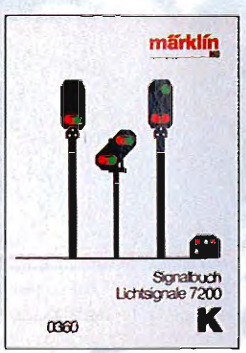
N

7244 Universal Relay.
With 4 single pole switches. Contacts have 2 amp capacity. Can be activated by control box, circuit track, contact track, reed switch or digital decoder.





7245 Universal Relay.
With two single-pole switches and one double-throw switch for various circuits. Unit can operate up to 3 functions simultaneously. Applications described in the 0342 and 0368 signal manuals. Double solenoid mechanism. Can be activated with circuit track, reed contact, control box or hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").



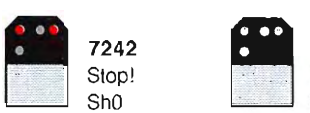
0368 Märklin Signal Manual for 7200 Signals.
Extensive explanations with six-color illustrations of how the 7200 signals and universal relay are installed with K track and how they are used. Contents 48 pages. Format 18 x 25 cm (7-1/8" x 9-1/8").

Controlling switching movements in a station/yard.



7238 Prepare to proceed Vr1

7241 Proceed Hp1



7242 Stop! Sh0

7242 Proceed Sh1

Bridges

Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the Märklin accessory program offers the right solution for each task.

7262 Truss Bridge.
Can be used alone or with 7263 arched bridge. For K or M track. 3 clips for mounting K track and instructions for setting up bridges. Height 45 mm (1-3/4"). Length 180 mm (7-3/32").





7263 Arched Bridge.
For K or M track. 6 clips for mounting K track and instructions for setting up bridges. Arch height 117 mm (4-5/8"). Length 360 mm (14-3/16").

7267 Curved Ramp.
Radius 360 mm (14-3/16"). For K or M track. 3 clips for mounting K track. Length and radius same as 2221 and 5100 track.

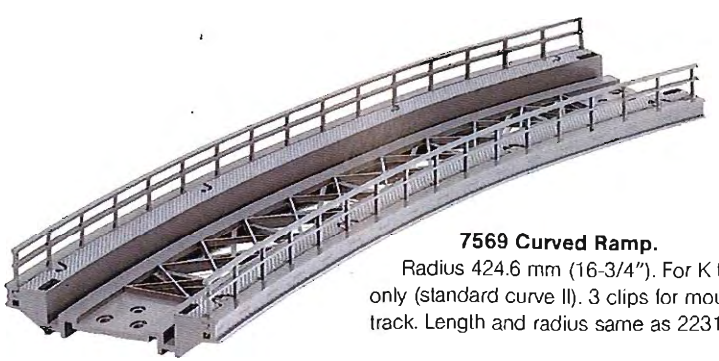


7269 Curved Ramp.
Radius 437.4 mm (17-1/4"). For M track only (parallel curve). Length and radius same as 5200 track.





7268 Straight Ramp.
For K or M track. 3 clips for mounting K track. Length 180 mm (7-3/32").



7569 Curved Ramp.
Radius 424.6 mm (16-3/4"). For K track only (standard curve II). 3 clips for mounting track. Length and radius same as 2231 track.




DB
212 242-2

Bridge Approaches

These drawings show how many track sections and pillars are required for approach ramps to achieve necessary minimum height clearance. This allows you to determine how a line of track should be built on a layout. The grade is 5% and is decreased at the start and end of the approach ramp.

Bridges and approach ramps can be built in any desired combination and length. The 7252 and 7253 pillar sections go together like building blocks and allow you to construct pillars in 6 mm (approx. 1/4") increments. 3 mm (approx. 1/8") increments are possible by combining the 7251 base plates with the 7250 base plate. The 7599 wood screws can be used to fasten the pillar sections to the base board and to each other.

7250 Base Plate.
2.5 mm (3/32") high.
Used as pillar foundation.



7251 Base Plate.
3 mm (1/8") high. Can be used only in conjunction with 7250.



7252 Pillar.
6 mm high (1/4"). For building ramps in 6 mm (1/4") increments.



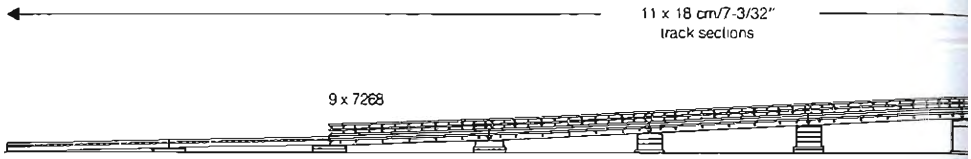
7253 Pillar.
30 mm (1-3/16") high.



7234 Base Plate.
For mounting masts of 7200 signals on bridges.

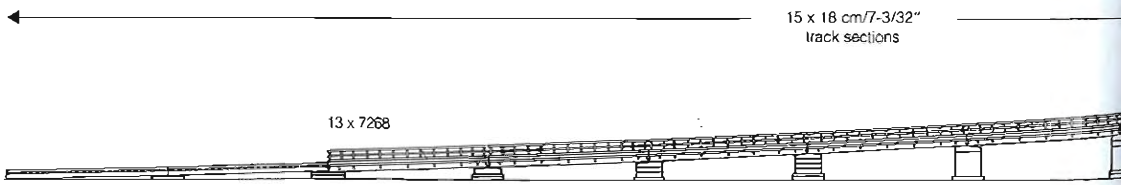


A Grade with M Track for Steam and Diesel Locomotives



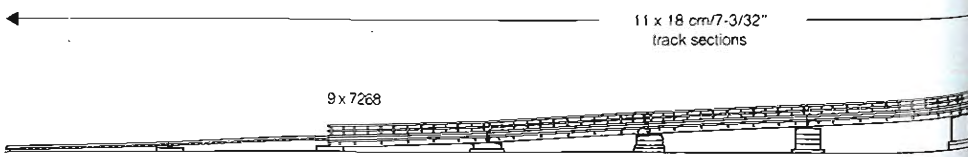
Pillar Height	1	2	3	4	5	6
	2,5 mm 1 x 7250	5,5 mm 1 x 7250 1 x 7251	11,5 mm 1 x 7250 1 x 7251 1 x 7252	20,5 mm 1 x 7250 3 x 7252	29,5 mm 1 x 7250 1 x 7251 4 x 7252	38,5 mm 1 x 7250 1 x 7252 1 x 7253

A Grade with M Track for Electric Locomotives with Catenary



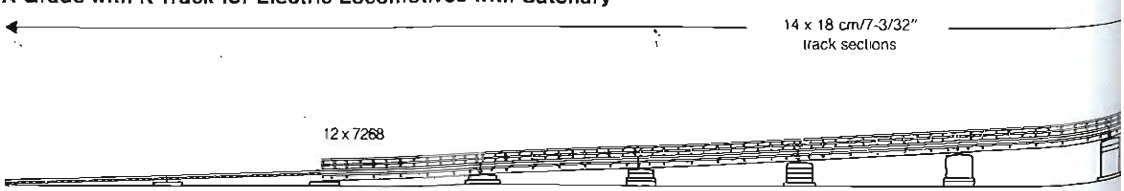
Pillar Height	1	2	3	4	5	6	7
	2,5 mm 1 x 7250	5,5 mm 1 x 7250 1 x 7251	11,5 mm 1 x 7250 1 x 7251 1 x 7252	20,5 mm 1 x 7250 3 x 7252	29,5 mm 1 x 7250 1 x 7251 4 x 7252	38,5 mm 1 x 7250 1 x 7252 1 x 7253	47,5 mm 1 x 7250 1 x 7251 2 x 7252 1 x 7253

A Grade with K Track for Steam and Diesel Locomotives

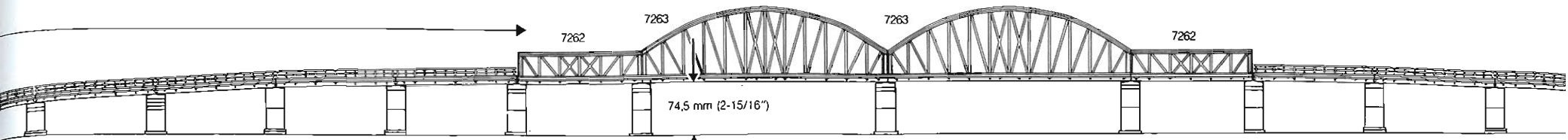


Pillar Height	1	2	3	4	5	6
	2,5 mm 1 x 7250	2,5 mm 1 x 7250	8,5 mm 1 x 7250 1 x 7252	17,5 mm 1 x 7250 1 x 7251 2 x 7252	26,5 mm 1 x 7250 4 x 7252	35,5 mm 1 x 7250 1 x 7251 1 x 7253

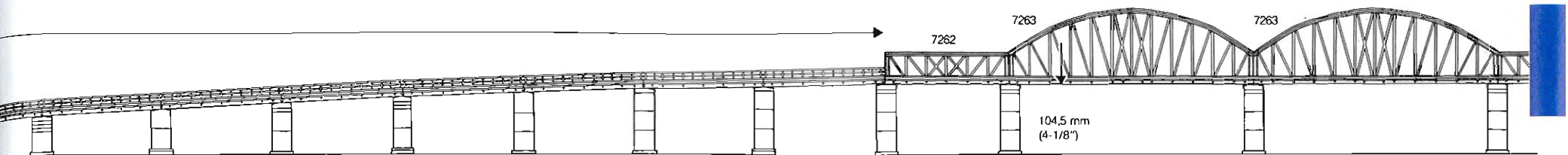
A Grade with K Track for Electric Locomotives with Catenary



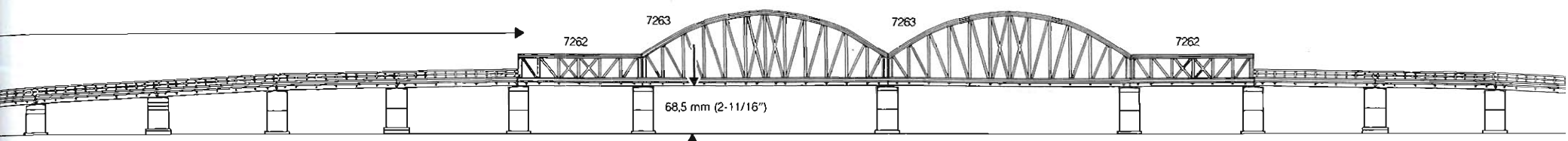
Pillar Height	1	2	3	4	5	6	7
	2,5 mm 1 x 7250	2,5 mm 1 x 7250	8,5 mm 1 x 7250 1 x 7252	17,5 mm 1 x 7250 1 x 7251 2 x 7252	26,5 mm 1 x 7250 4 x 7252	35,5 mm 1 x 7250 1 x 7251 1 x 7253	44,5 mm 1 x 7250 2 x 7252 1 x 7253



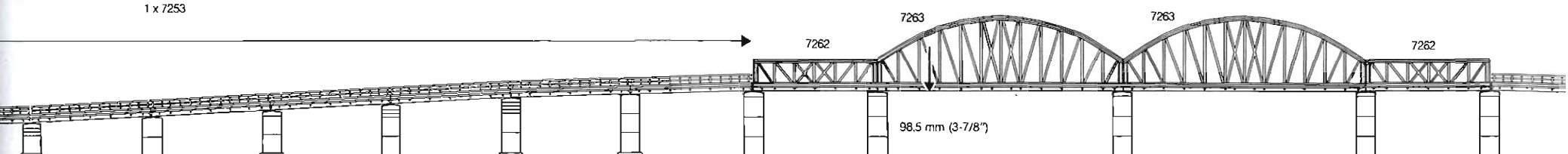
7	8	9	10	11
47,5 mm	56,5 mm	65,5 mm	71,5 mm	74,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	4 x 7252	1 x 7251	1 x 7251	2 x 7252
2 x 7252	1 x 7253	2 x 7253	1 x 7252	2 x 7253
1 x 7253			2 x 7253	



8	9	10	11	12	13	14	15
56,5 mm	65,5 mm	74,5 mm	83,5 mm	92,5 mm	98,5 mm	101,5 mm	104,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
4 x 7252	1 x 7251	2 x 7252	1 x 7251	3 x 7253	1 x 7252	1 x 7251	2 x 7252
1 x 7253	2 x 7253	2 x 7253	3 x 7252		3 x 7253	1 x 7252	3 x 7253
			2 x 7253			3 x 7253	



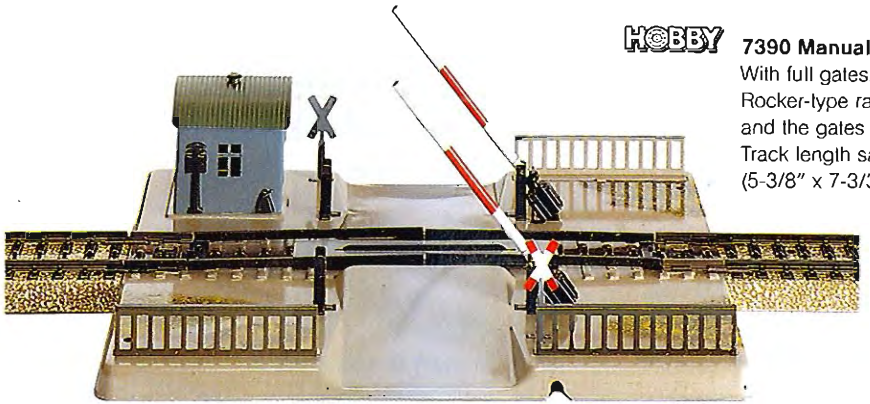
7	8	9	10	11
44,5 mm	53,5 mm	62,5 mm	65,5 mm	68,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
2 x 7252	1 x 7251	2 x 7253	1 x 7251	1 x 7252
1 x 7253	3 x 7252		2 x 7253	2 x 7253
	1 x 7253			



8	9	10	11	12	13	14
53,5 mm	62,5 mm	71,5 mm	80,5 mm	89,5 mm	95,5 mm	98,5 mm
1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
1 x 7251	2 x 7253	1 x 7251	3 x 7252	1 x 7251	1 x 7251	1 x 7252
3 x 7252		1 x 7252	2 x 7253	4 x 7252	3 x 7253	3 x 7253
1 x 7253		2 x 7253		2 x 7253		

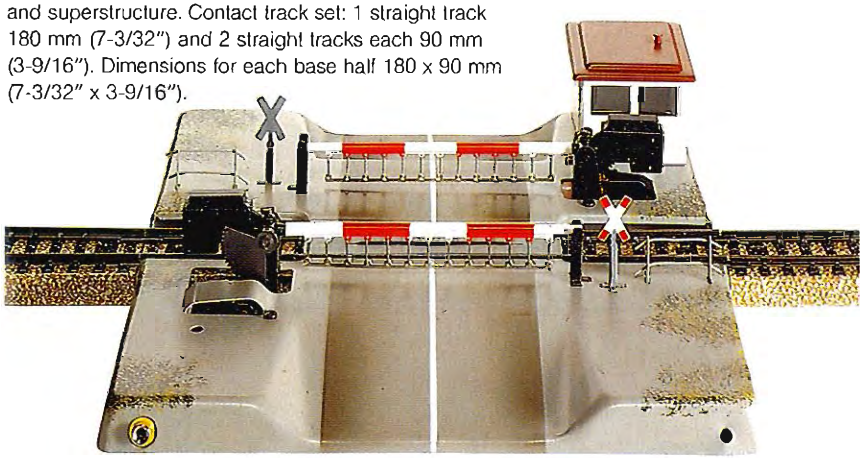
Railroad Grade Crossings

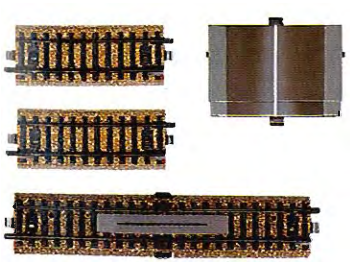
The gates for the fully automatic railroad grade crossing descend the minute an oncoming train reaches the contact area, and do not go back up until the last car has left the contact area. The contact area can be extended to any length desired. Standard straight and curved track sections can be used with K track; with M track only the 5115, 5116 or 5145 contact tracks can be used (see page 223).



HOBBY **7390 Manually Operated Railraod Grade Crossing.**
With full gates. With built-in M track for single track route. Rocker-type rails are pressed down by passing locomotive/car and the gates go down. Gateman's hut and warning sign. Track length same as 5106. Base dimensions 135 x 180 mm (5-3/8" x 7-3/32").

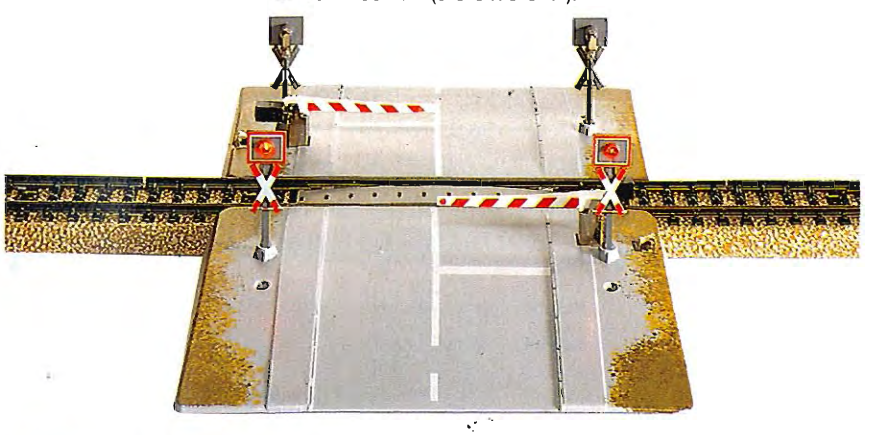
7192 Fully Automatic Railroad Grade Crossing.
With full gates. For M track. 2 solenoid activated gates with gateman's hut and warning signs. Metal base and superstructure. Contact track set: 1 straight track 180 mm (7-3/32") and 2 straight tracks each 90 mm (3-9/16"). Dimensions for each base half 180 x 90 mm (7-3/32" x 3-9/16").

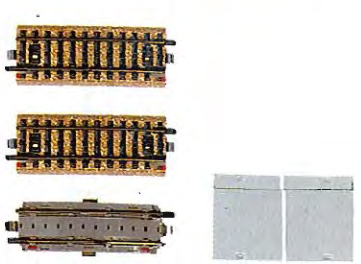




7193 Add-On Set.
For 7192 railroad grade crossing. For M track. Required for each additional parallel track. Contact track set: 1 straight track 180 mm (7-3/32") and 2 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 37 to 67 mm (1-15/32" to 2-5/8") (track spacing of 74 to 104 mm/3" to 4").

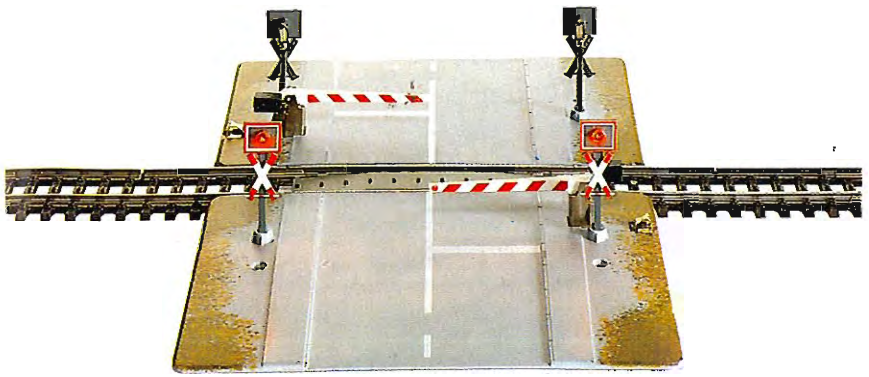
7292 Fully Automatic Railroad Grade Crossings.
With half gates. For M track. 2 solenoid activated gates with 2 warning signs and 2 red warning lights which come on when the gates to down. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Dimensions for each base half 137 x 95 mm (5-3/8 x 3-3/4").

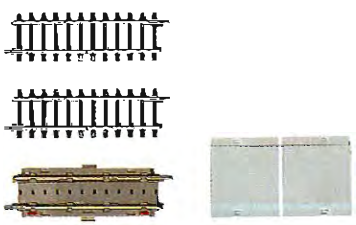




7293 Add-On Set.
For 7292 railroad grade crossing. For M track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 27 to 62 mm (1-1/16" to 2-1/2") (track spacing of 64 to 99 mm/2-1/2" to 3-7/8").

7592 Fully Automatic Railroad Grade Crossings.
With half gates. For K track. 2 solenoid activated gates with 2 warning signs and 2 red warning lights which come on when the gates go down. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Dimensions for each base half 137 x 95 mm (5-3/8" x 3-3/4").





7593 Add-On Set.
For 7592 railroad grade crossing. For K track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm (3-9/16"). Road section can be adjusted for spacing of 33 to 68 mm (1-5/16" to 2-11/16") (track spacing of 64 to 99 mm/2-1/2" to 3-7/8").



5115 Straight Contact Track.
Length 180 mm (7-3/32"). Same as 5106.



5116 Curved Contact Track.
Radius 360 mm (14-3/16"). 30°. Same as 5100.



5145 Straight Contact Track Set. 2 tracks.
Length of each 90 mm (3-9/16"). Same as 5107.



2291 Straight Adapter Track.
Allows K track to be connected to the 7192 and 7390 railroad grade crossings. Length 180 mm (7-3/32")



The Märklin Magazin

Six times a year the Märklin Magazin gives complete information about new items all over the fascinating hobby of model railroad construction, operations in the prototype, technology – for over 25 years, and every issue up-to-date.

The extensive color section of the magazine contains many ideas and complete instructions on layout construction, scenery construction and model railroad technology. Active scratch builders will find a wide range of articles on building or converting rolling stock and buildings. Märklin enthusiasts present their layouts, report their experiences and explain tips to the MM readers.

Delivery updates, special and discontinued models, and promotions are given regularly under the heading "Märklin aktuell". Extensive space is devoted to the presentation of Märklin and accessory companies' new items from the toy fairs. Collectors can get current information about their interest, and the ever growing circle of digital railroaders will find helpful tips about the use of this system.

Photos and reports from the prototype's operations as well as selected literature reviews round out the rich choice of information in the Märklin Magazin.



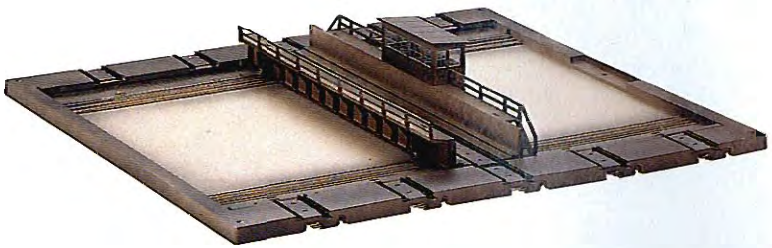


Available at your dealer, in bookstores or from Modellbahnen-Welt Verlags-GmbH, Postfach 9 40, D-73009 Göppingen, Germany.

Transfer Table

märklin HO

7294 Remote Control Transfer Table.
Base plate with 2 approach track and 8 stall tracks. For M track or 2291 K track. Can be used with 7289 locomotive shed. Deck with motor in engine shed for forward and reverse operation. Control box and cable for remote control. Deck stops automatically at the tracks. Track power to the stall tracks through the deck. Dimensions of base 360 x 420 mm (14-3/16" x 16-1/2"). Deck length 288 mm (11-3/8").





7289 Locomotive Shed Kit.
Two-stall shed with 4 manually operated roll doors for run-through operation. For M and K track (track not included). Can be used with 7294 transfer table. Size 280 x 150 mm (11" x 6").

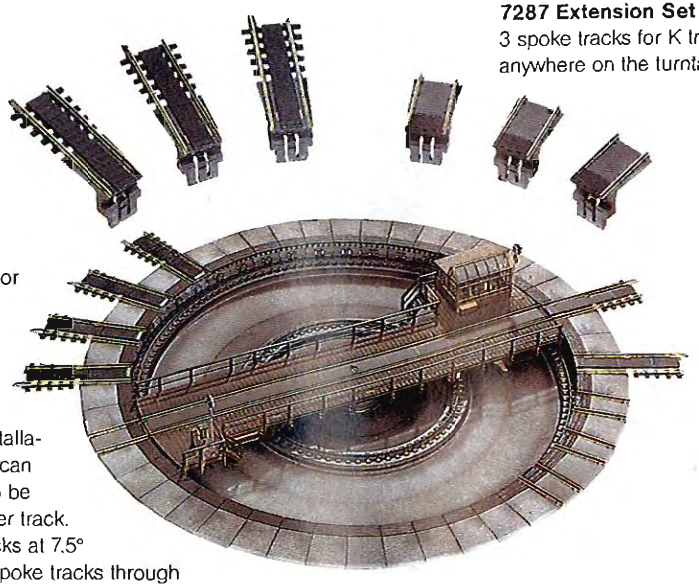
7295 Catenary Set for Transfer Table.
Consists of 2 catenary gantry masts, 1 wire section with a connection wire for the deck and 10 short catenary wire sections for track connections.

2291 Straight Adapter Track.
Allows K track to be connected to the 7294 transfer table. Length 180 mm (7-3/32").





Turntable



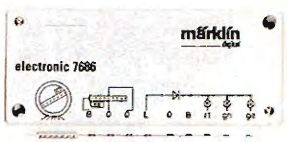
7287 Extension Set for the 7286 Turntable.
3 spoke tracks for K track and 3 dummy tracks. Can be installed anywhere on the turntable. Built-in track power contacts.

7286 Remote Control Turntable.
Standard DB design 27 meters (88' 6"). Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included. Function: turns to the right/left in single steps and continuously to a stop. Can be retrofitted with 7687 digital set for easy control with digital. Turntable pit for inset installation on a layout. 6 spoke tracks for K track which can be installed at any spot on the turntable. Can also be used with M track in conjunction with 2291 adapter track. Can be expanded to a maximum of 48 spoke tracks at 7.5° intervals with 7287 extension kit. Track power to spoke tracks through the turntable deck. External diameter 386 mm (15-3/16"). Deck length 310 mm (12-1/4"). Can be used with 7288 locomotive shed.

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

N

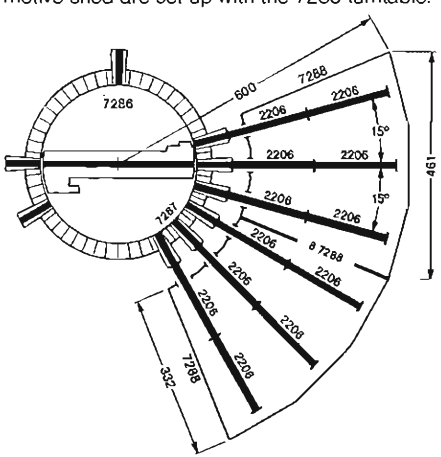
7687 Digital Retrofit Set for 7286 Turntable.
Enables easy control of the turntable with track indexing in the Digital system. Deck turns to the right/left in single steps and continuously. Consists of electronic control circuit with digital decoder, all necessary hardware and complete instructions.



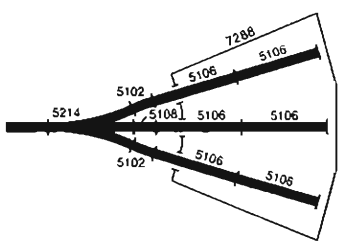
A 6021 Control Unit and a 6040 Keyboard are required to operate the digital turntable (7286 with 7687). It is also possible to control the turntable from a track diagram control board (6041 Switchboard) or with a computer (6051 Interface). The digital control is independent of the conventional or digital control of the trains.

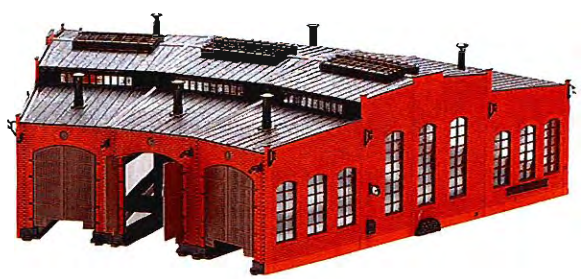
2291 Straight Adapter Track.
Allows M track to be connected to the 7286 turntable. Length 180 mm (7-3/32").

This illustration shows how 2 of the 7288 locomotive shed are set up with the 7286 turntable.



Suggestion for combining the 7288 locomotive shed with a 5214 three-way turnout.





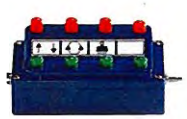
7288 Locomotive Shed Kit.
3 stalls at 15° intervals. Suitable for use with the 7286 turntable. For M and K track (track not included). Doors that close automatically when a locomotive enters. Two each additional 7288 locomotive sheds can be built on to this unit without intermediate walls by using the 87288 roof support kit. Dimensions 335 x 461 mm (13-3/16" x 18-1/8"). Height 128 mm (5").

87288 Roof Supports for the 7288 Locomotive Shed.
Two intermediate supports and suitable wall joints for the construction of 2 or 3 locomotive sheds without intermediate walls.

Rotary Crane

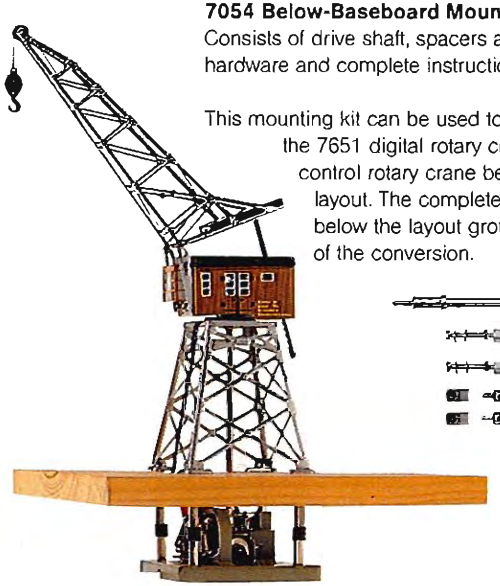
7051 Remote Control Rotary Crane.
Metal base and superstructure. 2 motors for turning the cab and raising and lowering the load. Electromagnet for loading iron parts. Crane cab with lighting. Special control box and connecting cable for remote control. Adjustable boom. Height 240 to 310 mm (9-1/2" to 12-1/4"). Boom swings up to 360 mm (14-3/16"). Base dimensions 90 x 90 mm (3-9/16" x 3-9/16").

The non-digital rotary crane is connected to the control box included with the unit and to a standard transformer with a 6 conductor cable. The speed of the motors is constant.





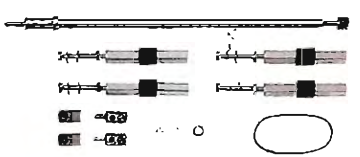


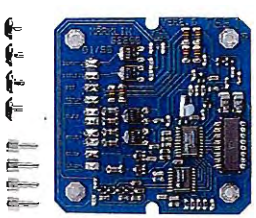


N

7054 Below-Baseboard Mounting Kit for Rotary Crane.
Consists of drive shaft, spacers as well as all necessary hardware and complete instructions.

This mounting kit can be used to install the mechanism for the 7651 digital rotary crane and the 7051 remote control rotary crane below the baseboard on a layout. The complete mechanism unit will be below the layout ground level after completion of the conversion.





N

7652 Digital Retrofit Kit for Rotary Crane.
Consists of crane decoder and all necessary hardware. For converting the 7051 remote control rotary crane to digital operation.

Digital Rotary Crane

märklin HO







7651 Digital Remote Control Rotary Crane.
Metal base and superstructure. 2 motors for turning the cab and raising and lowering the load. Electromagnet for loading iron parts. Crane cab with lighting. Built-in special digital electronics for remote control using a 6036 Control 80 f in the three-rail digital system. Motor speed can be controlled from speed control knob on 6036. Adjustable boom. Height 240 to 310 mm (9-1/2" x 12-1/4"). Boom swing up to 360 mm (14-3/16"). Base dimensions 90 x 90 mm (3-9/16" x 3-9/16").



The digitally controlled rotary crane combines sturdy and proven fine mechanics with the new potential of modern electronics. The loading functions of the crane can be integrated into the digital operation of any layout – the special decoder is built in and ready to be connected. When the crane address is called up, the 6036 Control 80 f becomes the crane operator's cab: mode of operation at the press of a button, precise cab rotation with the speed control knob and exactly positioned loading and unloading with the remote controlled electromagnet.

Lamps and Lights

These lamps and lights are delicate in design and yet sturdily made. All of the round masts are metal. The lattice masts are the same in dimensions and design as the catenary tower masts.



7048 Arc Lamp.
Height 156 mm (6-1/8"). Base diameter 29 mm (1-1/8").



7280 Street Light.
Height 117 mm (4-5/8"). Base diameter 25 mm (1").



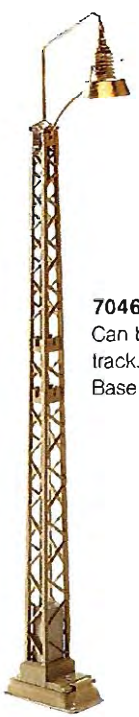
7282 Street Light.
Twin lights. Height 120 mm (4-3/4"). Base diameter 25 mm (1").



7284 Park Light.
Height 63 mm (2-1/2"). Base diameter 15 mm (1/2").



7047 Lamp.
Height 127 mm (5"). Base diameter 27 mm (1-1/16").



7046 Arc Lamp with Lattice Mast.
Can be used with catenary for M track. Height 192 mm (7-9/16"). Base 14 x 28 mm (9/16" x 1-3/32").



7283 Tower Mast Lamp.
Mounted on tower mast. Has base plate. Can be used with catenary. Height 170 mm (6-11/16").



7281 Station Platform Light.
Twin lights. Height 97 mm (3-13/16"). Base diameter 25 mm (1").



Light Bulbs for Accessories



Light Bulbs

Accessory	Catalog Number	Approx. Power Use
Rotary crane	7051, 7651	**60 000** 0,8 VA
Lamps	7280, 7281, 7282, 7283, 7284	
Track bumper	7191	
Signals	7036, 7038, 7039, 7040, 7041, 7042	
Car lighting	7077	
Turnouts	2261, 5128, 5137, 5140, 5202	
Signals	7188, 7339	**60 001** 0,8 VA
Car lighting	7079	
Signals	7188, 7339	**60 002** 0,8 VA
Car lighting	7330, 7333, 7335	**60 008** 0,9 VA
Lamps	7046, 7047, 7048	**60 010** 0,8 VA
Light mast	5113	
Car lighting	7323	
Car lighting	7197, 7318, 7320, 7322, 7329	**60 015** 1,0 VA
Car lighting	7074	**60 020** 0,8 VA
Signal	7242	**60 200** 0,5 VA
Crossing gates	7292, 7592	**60 201** 0,5 VA
Signals	7239, 7240, 7241	
Signals	7187, 7236, 7237, 7238, 7239, 7240, 7241	**60 202** 0,5 VA
Signals	7187, 7236, 7237, 7238, 7240, 7241	**60 204** 0,5 VA
Car lighting	7317	**61 008** 0,7 VA

The power consumption figures given refer to a current of 16 volts available at the accessory sockets of Märklin transformers. The total power required for lighting in a circuit is figured by adding the watts for each of the lamps in that circuit. Note: 1 VA = 1 watt.



The most common colors used in the Märklin H0 wiring system

Red = track current (transformer to third rail or catenary)

Brown = ground from track roadbed or control box to transformer

Yellow = lights and solenoid accessories

Blue = ground return from solenoid accessories to the control box or circuit track (with green, red and orange plugs)

Wire
The copper conductor in this wire consists of 24 separate strands each 0.10 mm (0.004") in diameter with a total cross section of 0.19 sq. mm (0.008 sq. in.). This is sufficient even in the event of a short circuit with a 52 watt transformer.

7100 Single conductor. Gray. 10 m (33").
7101 Single conductor. Blue. 10 m (33")
7102 Single conductor. Brown. 10 m (33")
7103 Single conductor. Yellow. 10 m (33")
7105 Single conductor. Red. 10 m (33")

7000 Staples.
Bag of 50 pieces. For mounting wire on wood base boards.

Sockets.
Bag with 10 pieces.

7111 Brown.
7112 Yellow.
7113 Green.
7114 Orange.
7115 Red.
7117 Gray.

Plugs with Side Sockets.
Bag with 10 pieces.

7131 Brown.
7132 Yellow
7133 Green.
7134 Orange.
7135 Red.
7137 Gray.

7130 Plug and Socket Assortment.
100 pieces (66 plugs and 34 sockets). Assorted according to average requirements for each color.



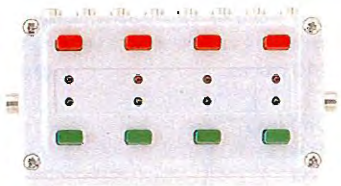
7000 **7115** **7135** **7130**

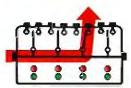
0733 Service Manual H0.
Function, care and maintenance of locomotives. Useful tools and how to use them. Troubleshooting locomotives and layouts. Tips on the Digital system. Extensive spare parts tables. Contents 64 pages. Format 22 x 26.4 cm (8-5/8" x 10-3/8")



Control Boxes

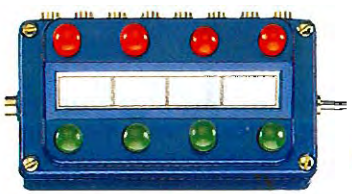
For remote-control operation

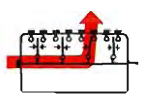




Schematic of 7271 (Button 3 pushed)

N **7271 Control Box with Feedback Function.**
With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LED's when the 7549 turnout mechanism is used. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").

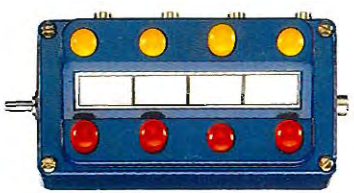


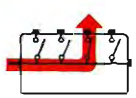


Schematic of 7072 (Button 3 pushed)

HOBBY

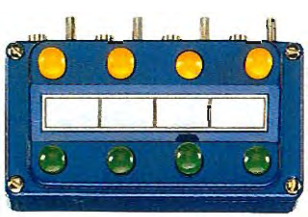
7072 Control Box.
With 8 sockets for connecting 4 double solenoid accessories. The position of the buttons indicates the setting for the signal, turnout, etc. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").

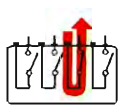




Schematic of 7210 (Button 3 pushed)

7210 Control Box.
For dividing a track or accessory circuit into 4 different circuits by means of buttons. For example, turning power off in 4 storage sidings in a single track circuit. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").





Schematic of 7211 (Button 3 pushed)

7211 Control Box.
For turning 4 different track or accessory circuits on and off by means of buttons. For example, turning power off in 4 storage sidings in 4 different track circuits. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").

Wire, plugs and sockets can be found on page 231.



7209 Distribution Strip.
Has 11 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 11/16").



5022 Third Rail Insulator.
For M track. Is inserted between the third rail clips on the track to separate track circuits.



7522 Third Rail Insulator.
For K track. Is inserted between the third rail clips on the track to separate track circuits.



5004 Third Rail Feeder Wire.
For M track. Attaches to the third rail clip at the end of the track. Length 750 mm (29-1/2").



7504 Third Rail Terminal Clip.
For K track. Is installed between the third rail clips at the ends of the track.



7500 Third Rail Terminal Clip.
For K track. Is installed by pushing between the foot of the rail and the tie strip.

Transformers

Tested for Safety

We guarantee troublefree operation of our trains only when used with original Märklin transformers. The transformers must be protected from dampness and are not designed for use outdoors. Connect the transformer only to alternating current.

Also pay close attention to the operating instructions for the transformers (see "General Information on the hookup and operation of Märklin model railroads" on the inside of the catalog cover.)

Multi-train operation with separate power circuits

In conventional train operation if several trains are to be operated independently of each other, the layout is divided into several power circuits. A transformer and at least one feeder track are assigned to each power circuit and are electrically separated simply from other power circuits with a center conductor insulator (5022 or 7522). In the Märklin HO system the running rails have the same polarity everywhere on a layout and do not need to be interrupted.

Power circuits can be closed routes like most main routes or other areas of track with their own operation. Examples of the latter would be branchlines, station areas, storage sidings, switching yards or railroad maintenance areas. In this way you have the possibility of controlling individual locomotives for specific purposes simultaneously with fully automatic route operations.

As a rule catenary for electrified routes is connected to its own transformer as an additional power circuit. This allows you to control locomotives used in catenary operation independently of locomotives or railcars powered from the track. Catenary power circuits can be separated from each other with the 7022 insulated section.

Power Consumption of Locomotives and Accessories

The output indicated on the transformer (in VA/watts) is available for the power consumption of all users in the power circuit. Some sample power use calculations:

With a load, smaller locomotives (ex. 3000 tank locomotive) require about 9 watts, larger locomotives (ex. 3380 diesel locomotive, 3357 electric locomotive) about 12 watts. The power consumption for train lighting is based on light bulbs built into the cars and is usually less than 2 watts per car.

After subtracting the output required by trains, the remaining reserve in the transformer can be used at the accessory outputs for electric accessories. Here, light bulbs use between 0.5 and 1 watt (see table "Light Bulbs for Accessories" on page 231) and turnout or signal mechanisms use about 6 watts when activated. Additional electric accessories should be connected to an additional accessory transformer.



N HOBBY

6647 230 volts. 32 VA.
32 VA Transformer.
Track current adjustable between 4 and 16 volts. 16 volt accessory current. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/8").



6620 100 volts Japan. 30 VA.
6627 110 volts USA. 30 VA. UL/CSA tested.
6629 240 volts. 30 VA.
Transformer.
30 VA output. Track current adjustable between 4 and 16 volts. 16 volt accessory current. Plastic housing. Red pilot light. Dimensions 158 x 135 x 75 mm (6-1/4" x 4-7/8" x 3").



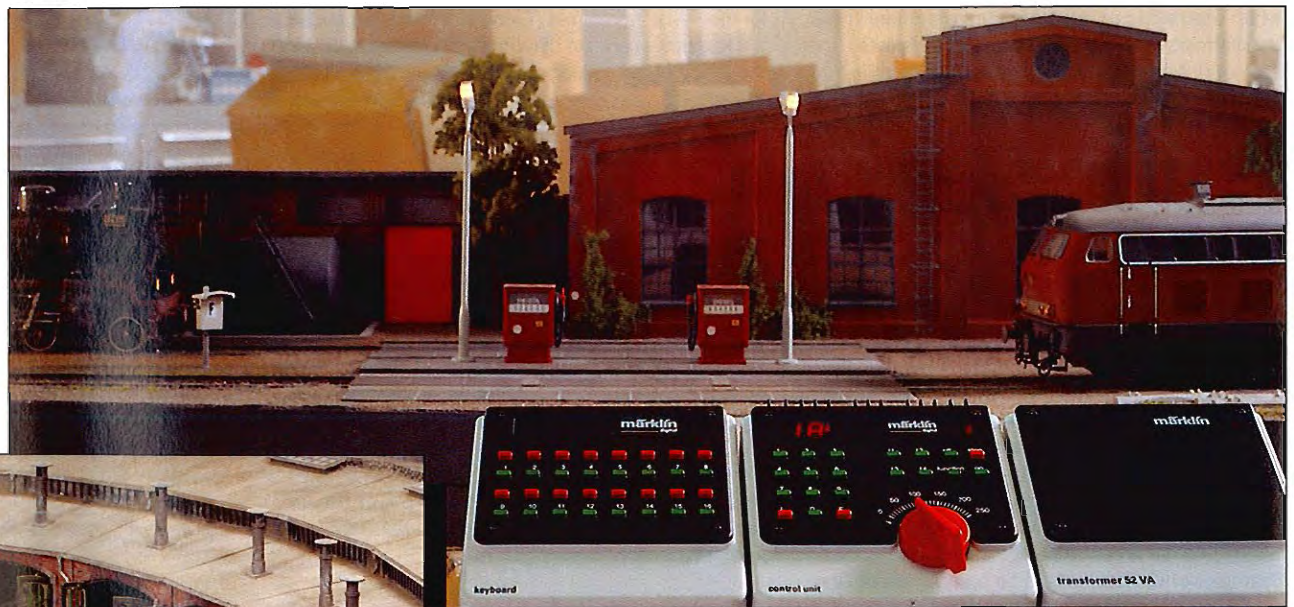
6000 100 volts Japan. 50 VA.
6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA.
6003 240 volts. 52 VA.
Accessory Transformer for Lighting Circuits and Solenoid Accessories.
LED pilot light. 52/42 VA output. 16 volt alternating current. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/8"). VDE/UL/CSA tested.

Digital Operation – The heart of the professional layout

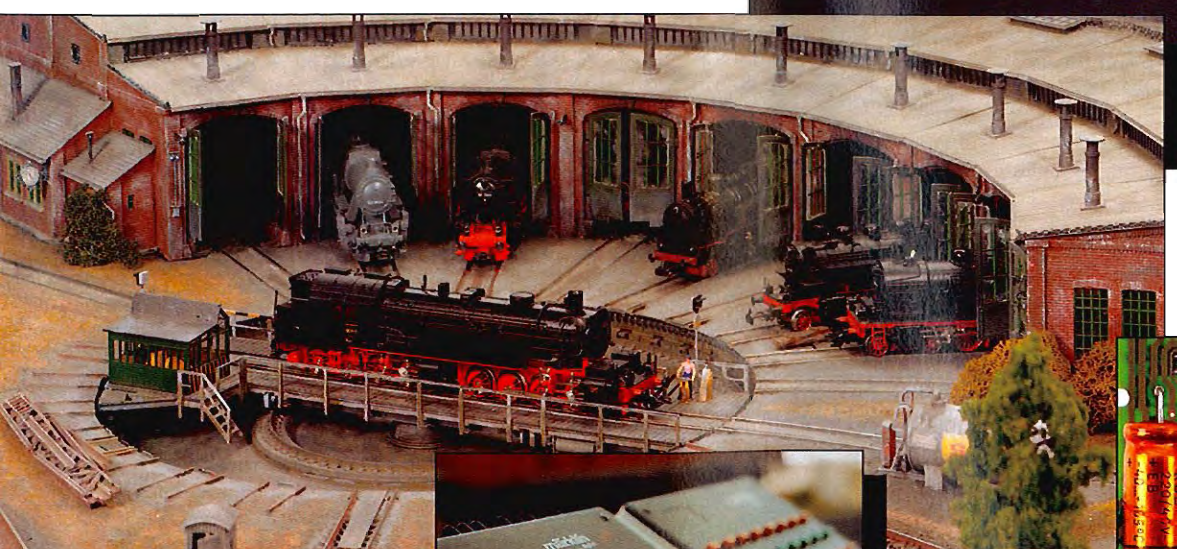
märklin digital

With the introduction of digital control Märklin's small revolution in model railroading has succeeded: Märklin Digital controls up to 80 locomotives and up to 256 solenoid accessories such as turnouts, signals or uncoupler tracks. This increases possible variations in making a layout and thereby, of course, the enjoyment in operations; the entire operation of the trains comes that much more closer to the prototype.

The Märklin Digital system can be used with alternating current as well as with two-rail direct current layouts. This is the way it works: a tiny chip inside the locomotive transforms each command from the control panel into the operation of the train. In this way several trains can be operated independently of each other on a track. With digital high-efficiency propulsion even acceleration and braking delay, load-dependent speed and maximum speed can be controlled separately for each train - it doesn't get much more realistic than this.

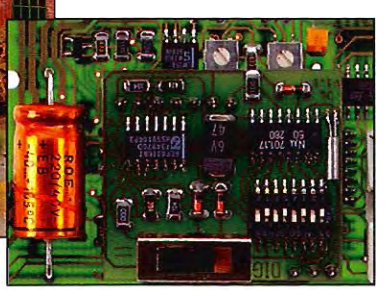


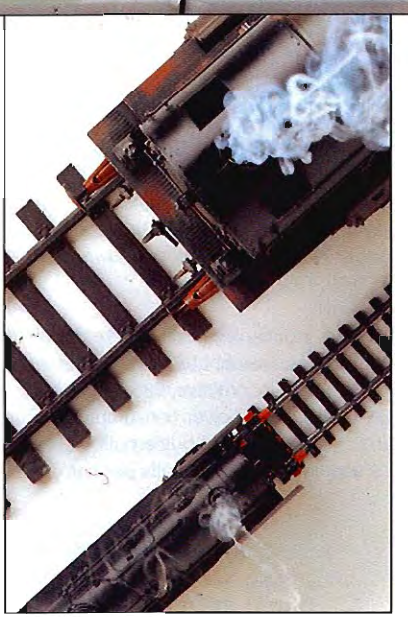
Model Size 1, Scale 1:32



Model Size H0, Scale 1:87







Digital "for all situations"

You would like to buy a Märklin H0 or Märklin 1 model railroad setup and start immediately with multi-train operation.

On pages 23, 24, 26/27 and 28 you will find the H0 starter sets and on pages 328/329 the Maxi starter set with universally usable locomotives for the DELTA multi-train system. These starter sets can be expanded with the DELTA or with the Digital system.

You are fascinated with digital operation of trains and would like to equip an existing Märklin H0 or Märklin 1 layout or one under construction with these advantages.

To get started you need:

- Control Unit
- Märklin Digital locomotives or Märklin locomotives with DELTA modules
- or c 80 / c 81 / c 90 / c 95 decoders or DELTA modules for your conventional locomotives
- and a powerful transformer (example: 6000/6001/6002/6003)

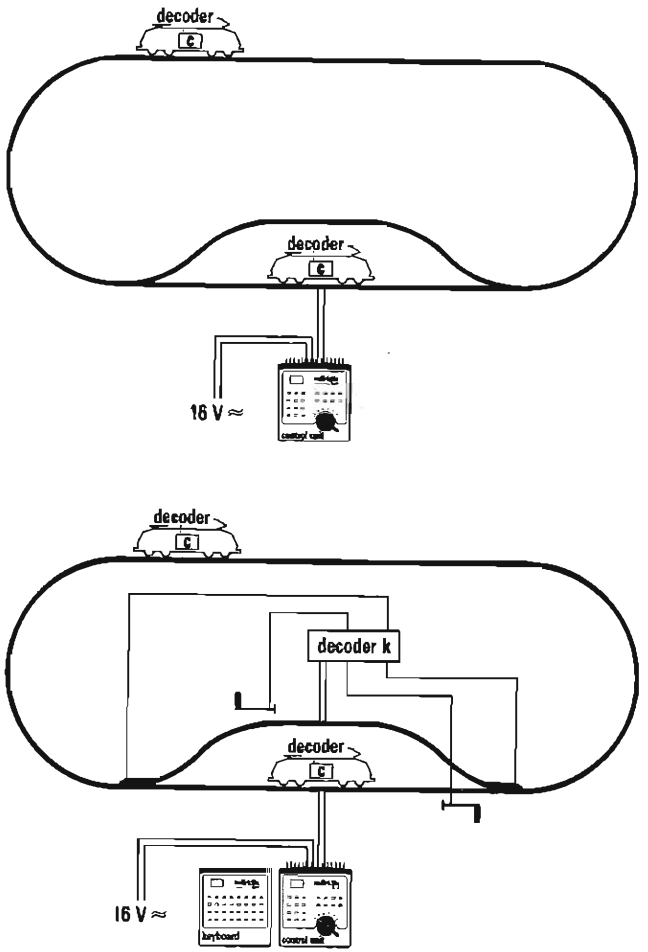
You want to use the advantages of digital accessory operation on your Märklin H0 or Märklin 1 model railroad layout with conventional or digital operation of the trains.

To get started you need:

- Control Unit (if you are still operating trains conventionally)
- Keyboard
- k 83 decoder
- and a powerful transformer (example: 6000/6001/6002/6003)

Your advantages:

- Easy hookup of the digital components even on Märklin H0 or 1 layouts already built.
- Several locomotives can be operated simultaneously and independently of each other on the same track.
- Digital locomotives have a separately controlled function, for example: headlights or TELEX couplers.
- Constant train lighting.
- Digital locomotives can also be run on conventional and DELTA layouts.



Märklin Digital components for two-rail **cannot** be used on Märklin H0 layouts.

These drawings show the principles of the Digital system.

The easy entry or conversion to Märklin Digital in H0 or 1

The desire to improve the possibilities for operations and for variety on a layout, to be able to control several trains independently of each other for example, is the most frequent reason for converting train operations over to Märklin Digital. The 6021 Control Unit makes getting into multi-train control quite easy.

A new era is beginning in Märklin Digital control with the Control Unit (6021). Based on the successful Märklin H0 digital system (Motorola format) that has won more and more friends since 1985, it has been possible to make this system accessible to operators of other gauges and systems.

Regardless of whether you have H0 or 1 Gauge – the Control Unit can be used for all applications. Only the decoders in the locomotives have to be selected according to the installation parameters and the technical conditions present.

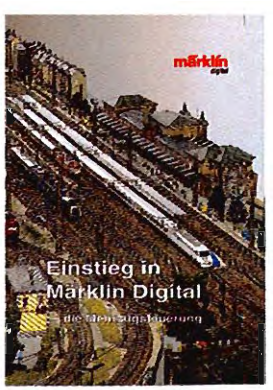
When getting started in the world of multi-train control, the conversion of locomotive operation is at the top of the wish list. The Control Unit with its built-in locomotive controller meets this wish. All 80 locomotive addresses can be distinguished and accessed with it. The Control Unit is fully compatible with the Märklin H0 Digital system that has been produced up till now. It can be expanded with all of the products from this area.

The Märklin Digital system for Märklin 1 that was produced up till now will continue to be serviced with replacement parts, but will not be expanded or developed any further.

A DELTA H0 starter set or a Maxi starter set can be chosen to get started in the hobby of model railroading. The DELTA module contained in the locomotive can be used with the Control Unit – this is the direct entry into Märklin Digital.



6021 Control Unit.
Central unit for Märklin H0 and 1 layouts with built-in locomotive controller. Supplies the layout with power and control commands. The built-in locomotive controller has the same features as the Control 80 f. Terminal clips for transformer and track layout. 1 multi-pin connector for Booster. LED pilot light. Maximum output current 2.5 amps. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



N

0308 Book "Getting Started with Märklin Digital – the multi-train control system".
Complete description of the Märklin DELTA and Märklin Digital systems. Step-by-step presentation of the necessary components. Focal points are the uncomplicated setup and the easy-to-use manual control of a layout with this multi-train control system. 230 pages. Format 17.5 x 24.5 cm (6-7/8" x 9-5/8"). German text. Note: English text version to be available later.

Digital High-Efficiency Propulsion for Märklin H0 and Märklin 1

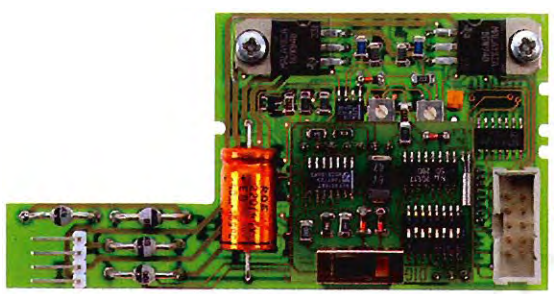
The 6090 Digital High-Efficiency Propulsion for Märklin H0 and 6095 for Märklin 1 offer increased ease of operation. This propulsion is recommended for anyone wanting prototypical operation on model railroad layout. Exact switching maneuvers as well as professional model railroad operations are possible with speeds for the locomotive matched to those of the prototype.







6090 Digital Propulsion Set for Märklin H0.
See page 238 for description.



6095 c 95 Decoder for Märklin 1.
See page 239 for description.

The following features distinguish this propulsion concept:

1. Load-dependent speed control

The locomotive operates – regardless of whether the grade is ascending or descending – at about the same speed.

2. Adjustable maximum speed

The maximum speed for the locomotive can be set over a broad range with a potentiometer on the decoder.

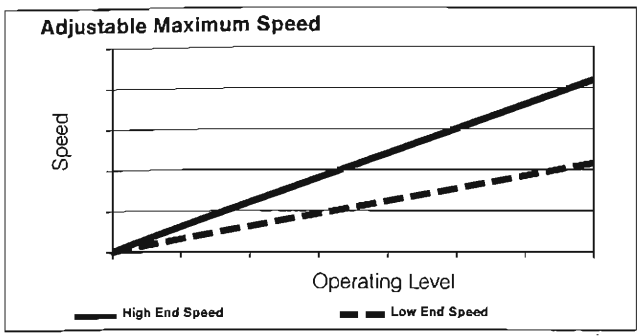
3. Adjustable acceleration and braking delay

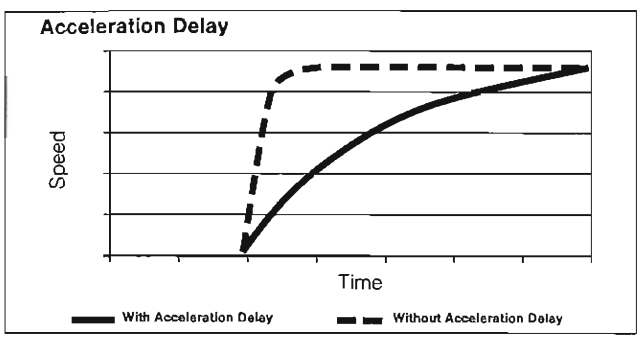
When accelerating and braking in an area of track supplied with power, the locomotive regulates the increase or decrease in speed in very small steps until the new, desired speed is reached.

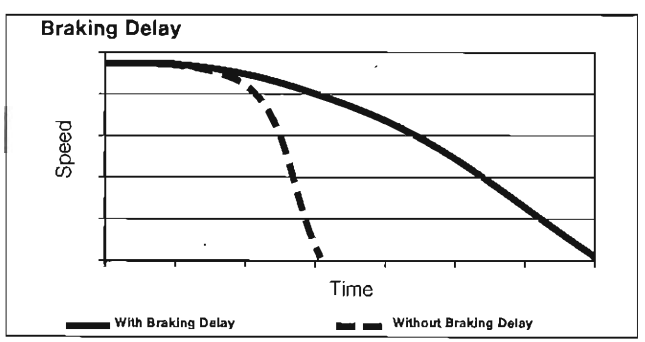
4. Special motor

The motor for the 6090 Digital Propulsion Set is specially designed for the electronics in this set.

The features of the 6090 Digital Propulsion Set are also partially present in conventional operation. The load-dependent control and the braking delay are effective only in a limited fashion or not at all. The maximum speed in conventional operation is somewhat less than in digital operation.







The diagrams present the principles of this propulsion concept.

Digital Components for Märklin H0 and Märklin 1



6000 100 volts Japan. 50 VA.
6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA.
6003 240 volts. 52 VA.
Transformer.
Transformer for supplying power to the 6021 Control Unit, 6015 Booster, 6027 Central Unit = or 6016 Booster =. Suitable for supplying power to Märklin accessories on conventional layouts. LED pilot light. 52/42 VA output. 16 volt alternating current. Plastic housing. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").

The 6000, 6001, 6002 and 6003 transformers may not be set up outdoors. They must be protected against moisture.



6021 Control Unit.
Central unit for Märklin H0 and 1 layouts with built-in locomotive controller. Supplies the layout with power and control commands. The built-in locomotive controller has the same features as the Control 80 f. 2 each terminal clips for transformer and track layout. 1 multi-pin connector for Booster. LED pilot light. Maximum output current 2.5 amps. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2"). (See page 236)

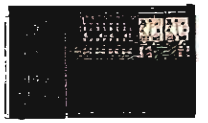


6015 Booster.
Output supply unit for digitally controlled Märklin H0 and Märklin 1 layouts. Maximum output current 2.5 amps. LED pilot light. 2 each terminal clips for transformer and track. 1 each multi-pin connector for Control Unit and additional Boosters. 1 adapter cable for connection to Control Unit. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



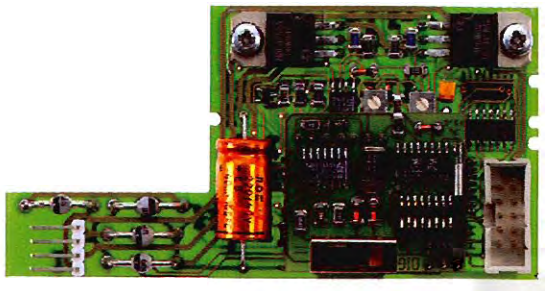


6090 Digital Propulsion Set.
Consists of locomotive decoder and high-effciency motor. Can be controlled with the Control Unit (6021). For Märklin H0 locomotives with drum-style commutator motor. Adjustable maximum speed, acceleration and braking delay. Motor monitored on ascending and descending grades. Can be coded for 80 different locomotive addresses. Decoder dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8"). (See page 237).





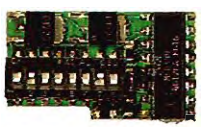
N



6095 c 95 Decoder.
Decoder for single motor Märklin 1 locomotives. Can be controlled with the Control Unit (6021). 5 locomotive functions. Can be coded for 80 different digital addresses. Adjustable maximum speed, acceleration and braking delay. Built-in load-dependent speed control. Dimensions 100 x 50 x 10 mm (4" x 1-31/32" x 3/8"). (See page 237).

In addition to the c 95 decoder (6095) in the standard program, special digital decoders are offered as spare parts for converting double motor Märklin 1 locomotives (such as the Köf or T 3). All of these decoders can be used only with the Control Unit (6021) and not with the older Central Control 1 (6030).





6080 c 80 Decoder.
Decoder for Märklin H0 locomotives with alternating current motor. Can be controlled with the Control Unit (6021). 1 locomotive function. Can be coded for 80 different locomotive addresses. Dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").



6081 c 81 Decoder.
Decoder for H0 locomotives with pickup shoe and permanent magnet motor. Can be controlled with the Control Unit (6021). 1 locomotive function. Can be coded for 80 different locomotive addresses. Dimensions 36 x 21 x 9 mm (1-3/8" x 13/16" x 3/8").



6083 k 83 Decoder.
Decoder for controlling, turnouts, signals or uncoupler track. Can be activated by Keyboard, Switchboard, Memory or Interface. Coding switches for setting decoder address. 4 outputs for solenoid accessories. Dimensions 100 x 54 x 22 mm (4" x 2-1/8" x 7/8").



6084 k 84 Decoder.
Decoder for turning on/off continuous current for lighting circuits or motors in accessories. Can be activated by Keyboard, Switchboard, Memory or Interface. Coding switches for setting decoder address. 4 outputs for solenoid accessories. Dimensions 100 x 54 x 22 mm (4" x 2-1/8" x 7/8").



6603 DELTA Module.
Electronic component for converting conventional Märklin H0 locomotives to the DELTA multi-train system. Locomotives with the Märklin flat or drum-style commutator motor can be converted. Converted locomotives can be operated with conventional transformer, the DELTA Control or Märklin Digital. Locomotive headlights change over with the direction of travel. Headlights on when the locomotive is in motion. Dimensions 36 x 21 x 4 mm (1-3/8" x 13/16" x 1/8").

The possibilities for converting Märklin H0 locomotives to the DELTA multi-train system can be found in the table "Spare Parts for Locomotives" (pages 91-96).

Important Information!

Märklin digital decoders and components are complex electronic systems designed for Märklin models. We can guarantee compatibility and functional reliability only when original Märklin parts and components are used.

The warranty becomes invalid if non-original Märklin parts or other makes of parts not authorized by Märklin are used.

Digital Components for all Märklin Digital systems



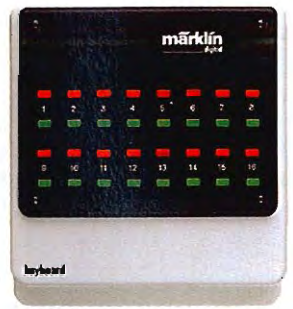
6036 Control 80 f.
Locomotive controller. Access to 80 locomotive and function addresses. Address entry using 10 button keypad. Two-position display of the locomotive address currently called up. On and off buttons for locomotive auxiliary function. 4 combined on/off buttons for additional functions. Function status shown by LED's. Emergency halt and release buttons. Can be connected to Control Unit, Central Unit= or another Control 80 f. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6071 IR Control.
Infrared hand sender for controlling locomotives. Access to 80 locomotive addresses. Switch for setting the sender address (1-4). On and off buttons for 5 locomotive functions.
The commands sent by the IR Control are carried out by the Infra Control 80 f. The battery necessary for operation is not included. Dimensions 147 x 65 x 21 mm (5-3/4" x 2-9/16" x 13/16").



6070 Infra Control 80 f.
Infrared receiver for transmitting control commands from the IR Control. Access to 80 locomotive and function addresses. Can be used with up to 4 IR Control units. Indicators for the current locomotive address called up and for the 5 locomotive functions. Separate receiver probe for installation in or above the layout. Can be connected to the Control Unit or Control 80 f. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6040 Keyboard.
Controller for 16 solenoid accessories. LED's show setting for turnouts and signals. Coding switches for setting the Keyboard address (1-16). Memory storage for the last valid turnout and signal setting after power is shut off. Can be connected to Control Unit, Central Unit= or another Keyboard or Memory. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6038 Adapter 180.
Extension cable for remote setup of the Control 80 f, Keyboard, Memory, Interface or Infra Control 80 f. Ribbon cable with 2 plug-in sockets for the Digital system. Length 180 cm (71").

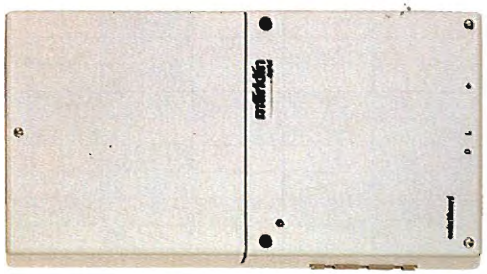


6039 Adapter 60.
Looks and functions like the Adapter 180. Length 60 cm (23-1/2").

See "General Information" on the inside of the catalog cover.



6072 Extension Cable.
3 meter (117") long connecting cable for remote installation of the receiver probe from the Digital remote control Infra Control 80 f (6070).



6041 Switchboard.
Controller for 16 solenoid accessories. Can be connected to a track diagram control board for operating turnouts and signals. Connects to digital components with Adapter 180 or Adapter 60 or directly to another Switchboard. Memory storage for the last valid turnout and signal setting after power is shut off. Dimensions 210 x 110 x 32 mm (8-1/4" x 4-5/16" x 1-1/4").



N **6051 Interface.**
Link to a computer. 80 locomotive addresses and 256 accessory addresses can be controlled through this unit. Connector for s 88 (6088) feedback module. Output features are the same as the previous Interface (6050). A cable for a computer (RS-232-C, 9-pole connector) and a diskette with demo programs is included with the unit. Can be connected to Control Unit, Central Unit= or Control 80 f. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6043 Memory.
Route controller. Several solenoid accessories can be switched with the press of a button. Stores in each of 24 routes the position commands for up to 20 turnouts or signals. A maximum of 4 Memory units can be used with the Control Unit. Position commands are entered with a Keyboard, Switchboard or Interface. Operation is also possible without the accessory controllers. Routes currently called up indicated by LED's. The routes and the last current status for the unit remain in memory storage after the power is turned off. Suitable for automatic operation. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6088 s 88 Decoder.
Feedback module for contact generators on digital model railroad layouts. Can be connected to the Memory or Interface with the cable included with this unit. Connector socket for additional s 88 decoders. 16 inputs for contact generators. Dimensions 124 x 54 x 23 mm (4-7/8" x 2-1/8" x 29/32").

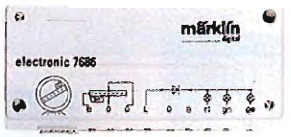


6089 Adapter s 88.
Longer connecting cable for s 88 decoder. Length 200 cm (78-3/4").

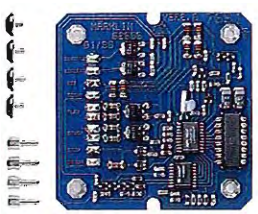
Digital Function Models for Märklin H0 Layouts



7651 Digital Rotary Crane.
Model of a working crane. Raising and lowering the load hook, rotating the cab, magnet and interior lighting as digitally controlled functions. Raising, lowering and rotating can be varied in speed. Manually adjustable boom. Can be controlled from the Interface, Control 80 f or Infra Control 80 f and IR Control. (Also see pages 228/229)



N **7687 Digital Retrofit Set for 7286 Turntable.**
Enables easy control of the turntable with track indexing in the Digital system. Deck turns to the right/left in single steps and continuously. Consists of electronic control circuit with digital decoder, all necessary hardware and complete instructions. (Also see page 227)



N **7652 Digital Retrofit Kit for Rotary Crane.**
Consists of crane decoder and all necessary hardware. For converting the 7051 remote control rotary crane to digital operation. (Also see pages 228/229)

All of these models can be used with the 6021 Control Unit only.



2604 Digital Turnout Set.
Contents: 1 pair of 5137 turnouts with built-in digital decoders. Expands the earlier 2602 digital starter set. Permanently coded for accessory buttons on the Central Control.



6073 k 73 Turnout Decoder.
Can be installed in M track turnouts and double slip, switches 5128, 5137, 5140, 5202 and 5207.

The k 73 turnout decoder is a great aid if you don't have a permanently set up H0 model railroad layout. Simply put the turnouts with the built-in k 73 decoders and the track together to form a layout, connect the feeder wires from the feeder track to the Control Unit, plug a Keyboard into the Control Unit and connect the Control Unit to a transformer – you're ready to go. In a very short time you have a model railroad with multi-train control and remote controlled turnouts/double slip switches.

Digital Overview

Item no.	Description	H0 ≈	H0 =	1 old	1 new
2602	M starter set	•			
2610/2612	K starter set	•			
2620/2622	Basic Set	•			
2627	Basic Set =		•		
5650/5651	1 starter set			•	
6001/6002	Transformer	•	•	•	•
6015	Booster	•			•
6016	Booster =		•		
6018	Booster 1			•	
6020	Central Unit	•			
6021	Control Unit	•			•
6027	Central Unit =		•		
6030	Central Control 1			•	
6032	Programmer		•	•	
6035	Control 80	•	•	•	•
6036	Control 80 f	•	•	•	•
6038	Adapter 180	•	•	•	•
6039	Adapter 60	•	•	•	•
6040	Keyboard	•	•	•	•
6041	Switchboard	•	•	•	•
6043	Memory	•	•	•	•
6050	Interface	•	•	•	•
6051	Interface	•	•	•	•
6070	Infra Control 80 f	•	•	•	•
6071	IR Control	•	•	•	•
6072	IR extension cable	•	•	•	•
6073	Decoder k 73	•			
6074	Decoder k 74		•	•	
6080	Decoder c 80	•			•
6081	Decoder c 81	•			•
6082	Decoder c 82		•		
6083	Decoder k 83	•			•
6084	Decoder k 84	•			•
6085	Decoder c 85			•	
6086	Decoder k 86			•	
6087	Decoder k 87		•		
6088	Decoder s 88	•	•	•	•
6089	Adapter s 88	•	•	•	•
6090	Decoder c 90	•			•
6095	Decoder c 95				•
6603	DELTA-Modul	•			•

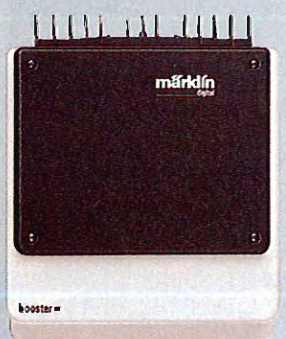
= Product/system no longer offered
= Product/system from current program

Digital Components and Basic Entry Set for H0 Two-Rail Layouts

märklin digital



6027 Central Unit=.
Central Unit for H0 two-rail layouts. Supplies the layout with power and control commands via two wires. 2 each terminal clips for transformer and a feeder track. 1 multi-pin connector for Booster=. Maximum output current 2.5 amps. LED pilot light. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6016 Booster=.
Output supply unit for digitally controlled H0 two-rail layouts. Maximum output current 2.5 amps. LED pilot light. 2 each terminal clips for transformer and track. 1 each multi-pin connector for Central Unit= and additional Boosters=. 1 adapter cable for connection to Central Unit=. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").



6032 Programmer.
Component for programming and reading H0 locomotives with built-in c 82 decoder. Can be used to code locomotive addresses, starting voltage, and acceleration and braking delay. Locomotive data entered from a Control 80 f that is connected to the Programmer. 2-digit indicator to show successful coding. Search button to read out locomotive data. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").

6082 c 82 Decoder.
Decoder for H0 locomotive with two-rail pickup and permanent magnet motor. Can be controlled by Control 80 f or Interface. 1 locomotive function. Can be coded with Programmer. Dimensions 25 x 18 x 7 (63/64" x 23/32" x 9/32").



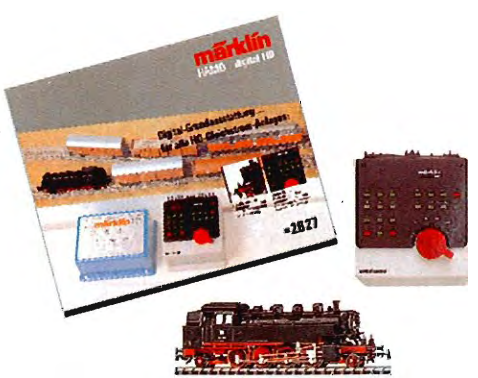


6087 k 87 Decoder.
Decoder for controlling, turnouts, signals or uncoupler track. Can be activated by Keyboard, Switchboard, Memory or Interface. Programming button for setting decoder address. 4 outputs for solenoid accessories. Dimensions 100 x 54 x 22 mm (4" x 2-1/8" x 7/8").



6074 k 74 Decoder.
Decoder for turning on/off continuous current for lighting circuits or motors in accessories. Can be activated by Keyboard, Switchboard, Memory or Interface. Programming button for setting decoder address. 4 outputs for solenoid accessories. Dimensions 100 x 54 x 22 mm (4" x 2-1/8" x 7/8").

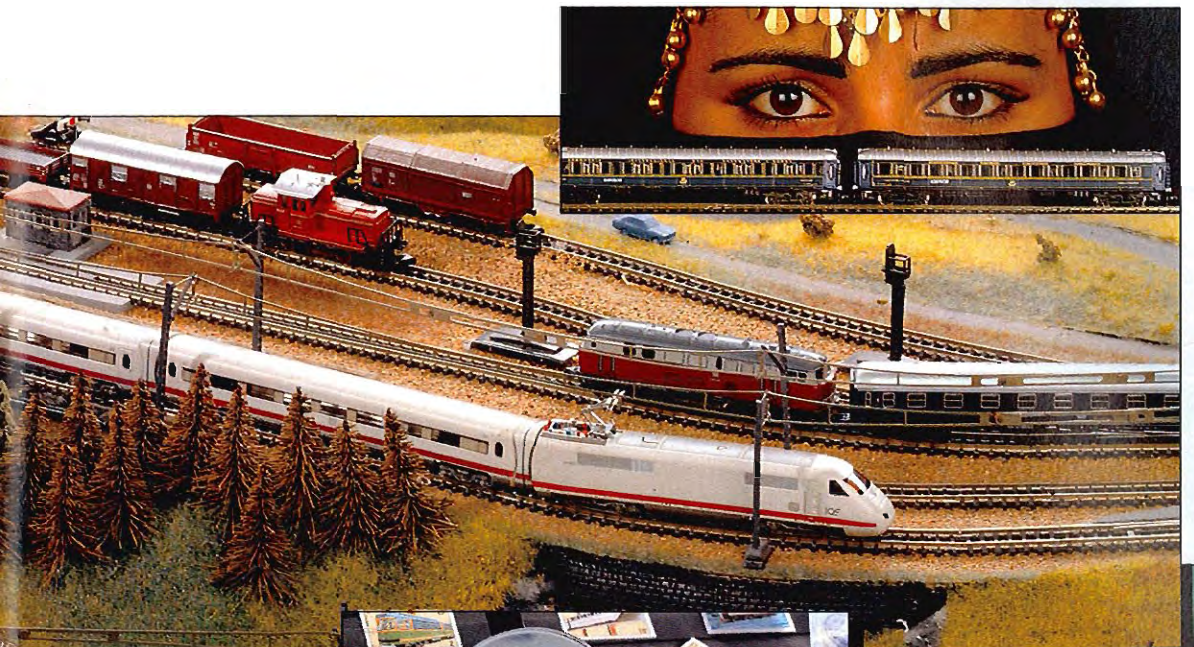
2627 Digital Basic Set for H0 Two-Rail Layouts.
Contents: Central Control=, Class 86 tank locomotive with TELEX couplers and built-in locomotive decoder. Set for converting conventional H0 two-rail model railroad layouts to digital technology. Central Control= is a combination of a Central Unit= and a Control 80 f locomotive controller. Central Control= is not available separately.



here it comes

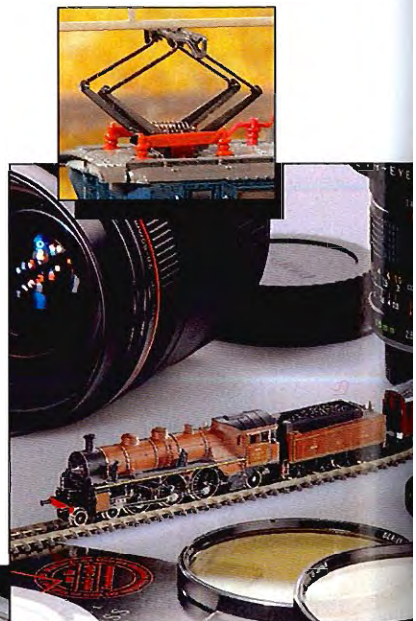
THE SMALLEST

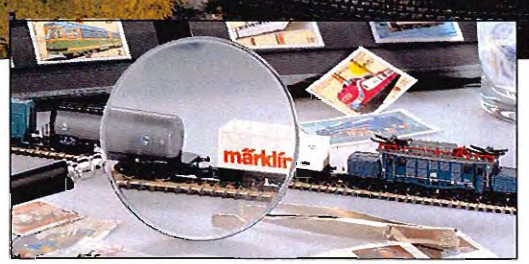
THE TRUE SIZE IS REVE



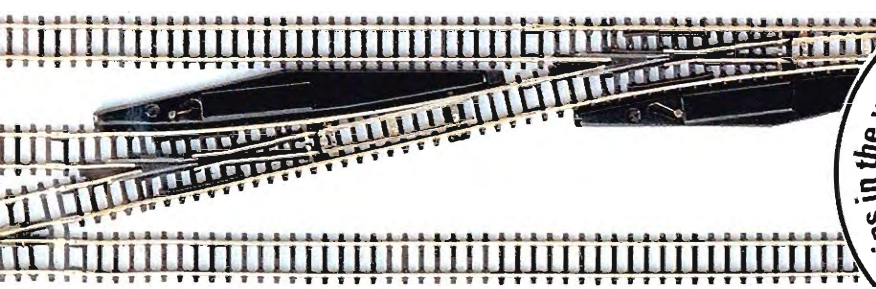
It is simultaneously the smallest and "the largest". With a gauge of 6.5 mm (1/4") and a scale of 1:220 Märklin's mini-club is the smallest, mass-produced electric train system in the world. Yet, as small as it is – in matters of attractiveness no one can outshine you faster than it can. Like all Märklin models, it fascinates with its fidelity to detail – "flawless" so to speak.

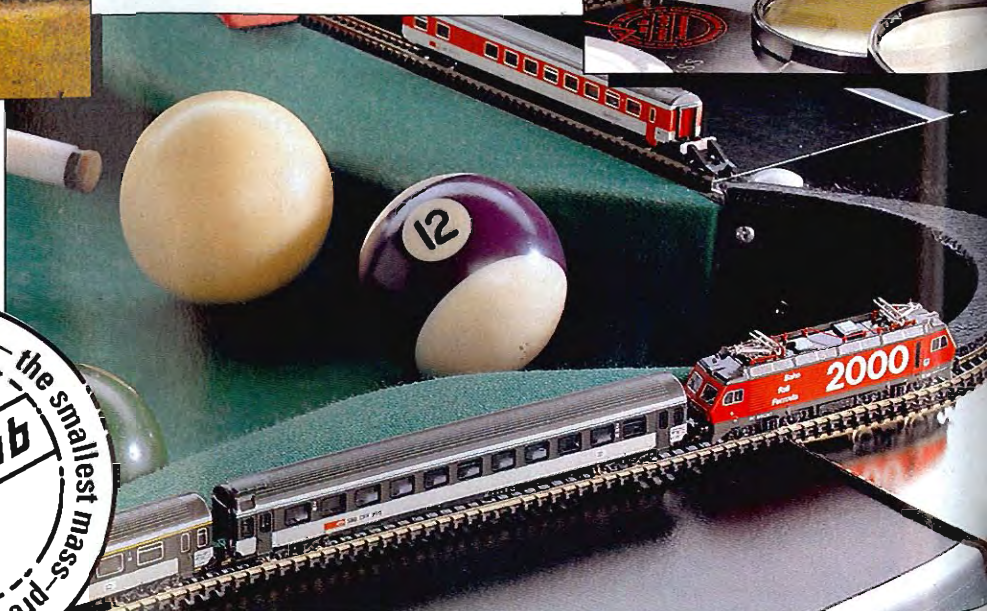
With Märklin mini-club an exclusive hobby with an abundance of possibilities for playing and creating opens up for you. It might be as a realistic layout, as a "secret love" in a private corner, as an original decoration in your residence or office or simply as a fascinating collector's item in the display case – with mini-club you will also experience the full fascination of model railroading in the smallest scale.





Model Size Z
Gauge 6.5 mm (4")
Scale 1: 220





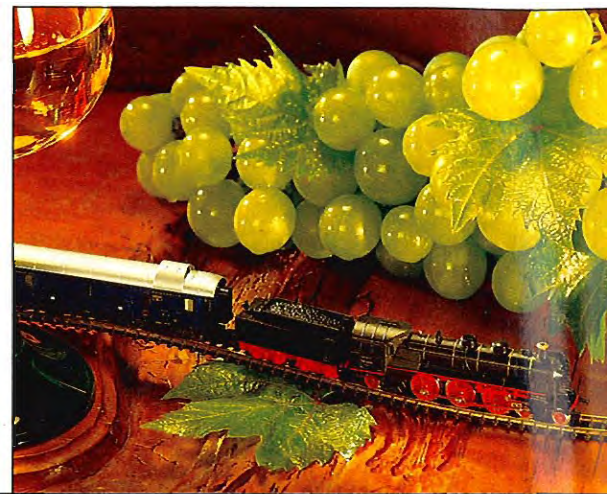
Märklin Z – the smallest mass-produced electric trains in the world – ...for Adults mini-club only

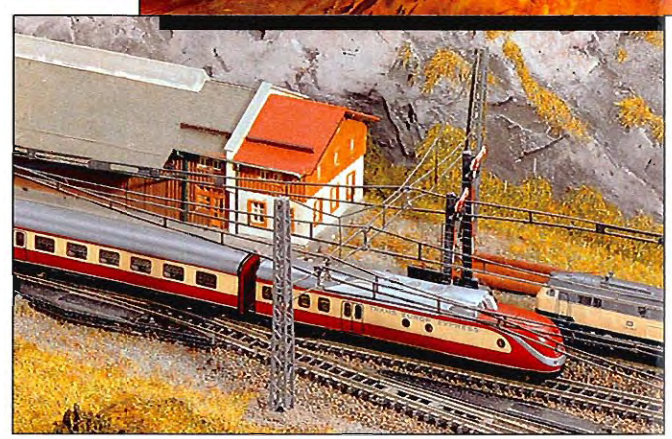
ALED IN THE SMALLNESS

märklin Z









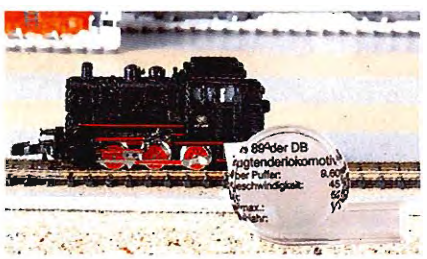
Take your time and look through the magnifying glass. The high degree of miniaturization of mini-club goes well beyond the technical level of a toy. The fine detailing, the precision of the micro technology, the level of integration of a mechanism and electronics demonstrates high tech in the best sense of the word. With over 20 years of experience in the area of miniaturization technology, Märklin has been able to build on its know-how advantage as the manufacturer of the finest model trains.

mini-club
THE SMALLEST
...that excites people

THE ORIGINAL *mini-club* MUSEUM



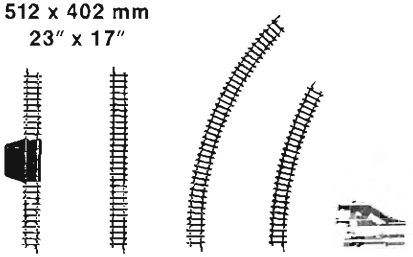
8150 230 volts
"Railroad Museum" mini club Starter Set.
Contents: 1 German Federal Railroad class 89 tank locomotive, 2 passenger cars, 2 straight tracks, 10 curved tracks, 1 feeder track, 1 track bumper, 1 locomotive controller, 1 baseboard, 2 backdrop panels, sheet of cutouts, lens and instruction brochure.

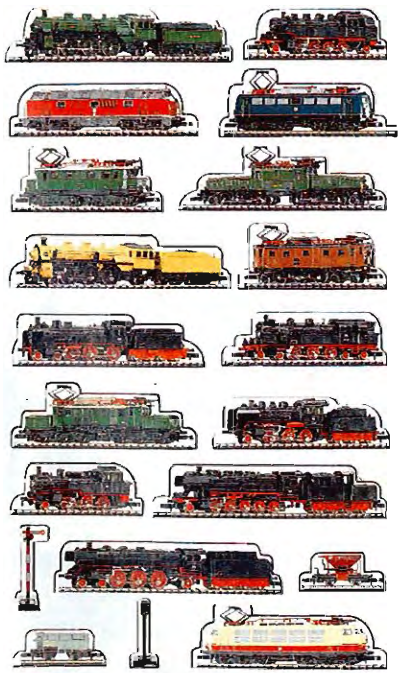


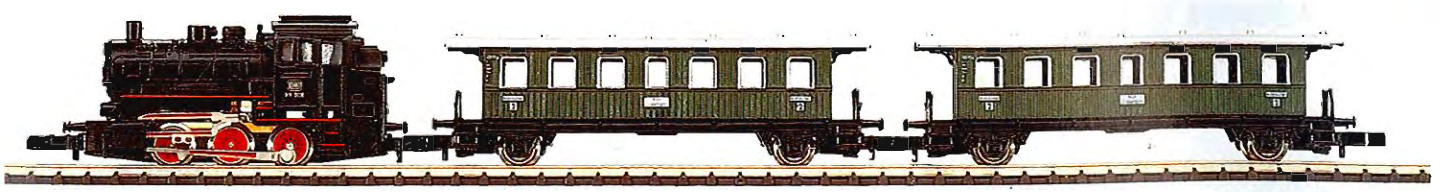


512 x 402 mm
23″ x 17″





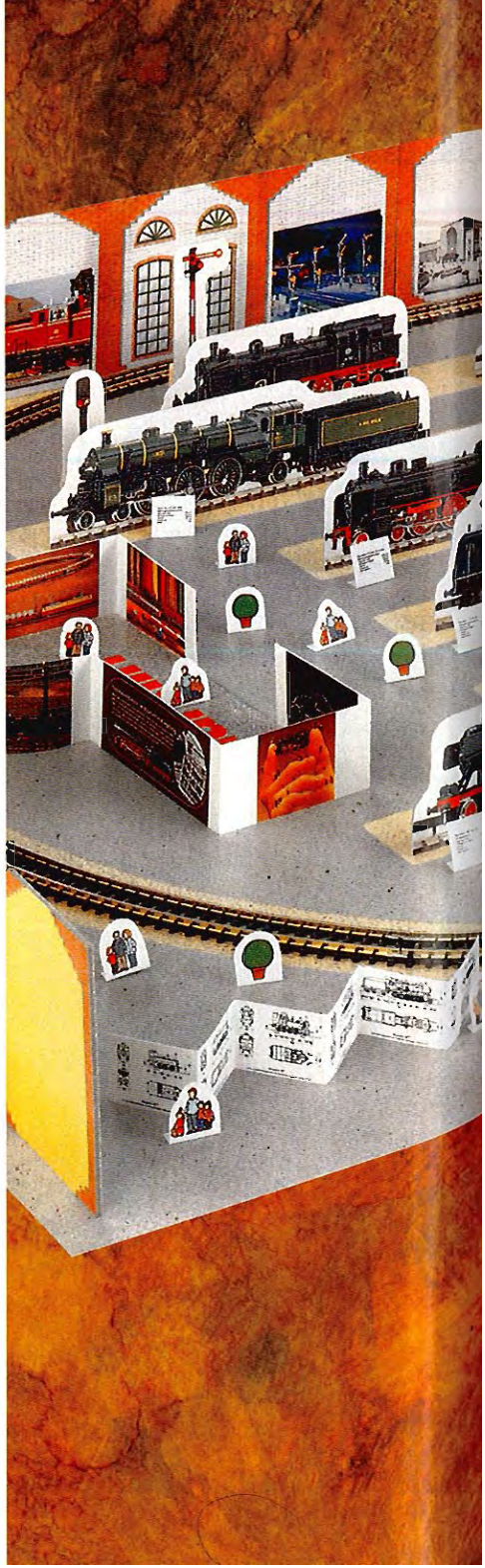


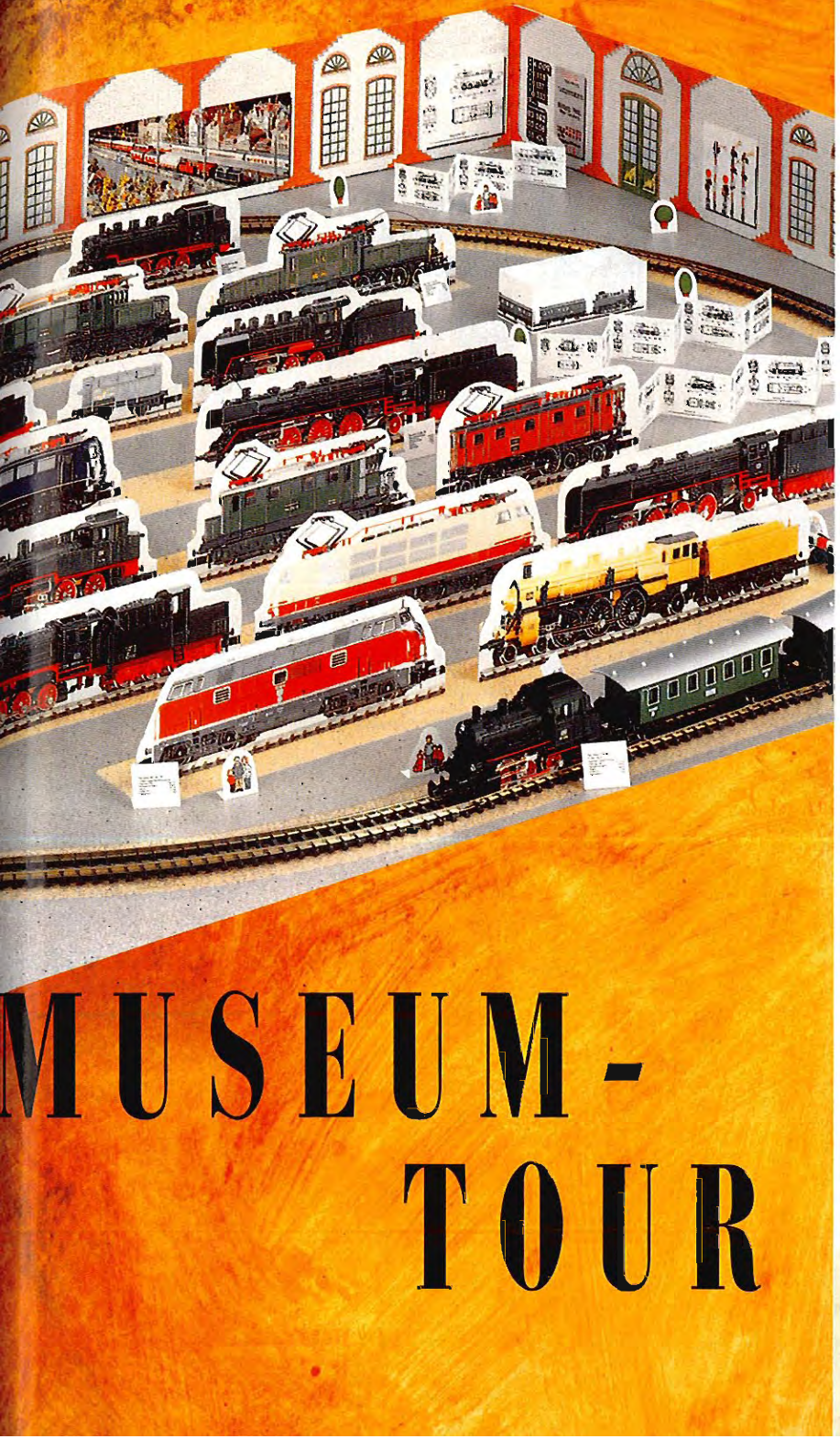


Masterpieces of technology you can touch. For lovers of perfect miniatures. True to the original. Complete working models. The starter set for a personal mini club museum. The original captured perfectly in a scale of 1: 220.

And here is what you get:

- Working locomotive with 2 passenger cars
- Complete oval of track and siding with track bumper
- Train controller, can be connected to 230 volt power supply
- Sturdy Toporama baseboard 58 x 42 cm (about 23″ x 17″)
- Backdrops, parts for appropriate special decorations
- Information signs and magnifying glass for 26 mini club locomotives
- Sheet of color cutouts for 17 museum locomotives





MUSEUM-TOUR

This locomotive is operational and is employed by the German Federal Railroad for excursions. At the start of the 1960s installation was begun on the class 50 of conductor cabs on the tenders (see page 256, Märklin model 8884).

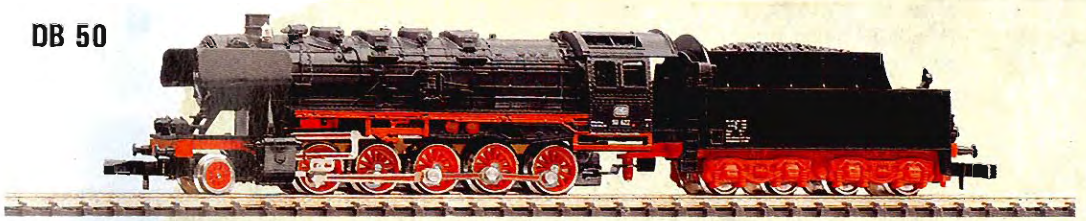
The German Federal Railroad museum locomotive with the road number 50 622 is the prototype for this model.

A small brochure gives information about how the class 50 622 came into being and about its current use as a museum locomotive.



NEW ITEM

DB 50



8154 Freight Locomotive with Tender.
German Federal Railroad class 50. All axles powered. Length over buffers 109 mm (4-1/4").

The 8154 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

mini-club
THE SMALLEST
...that excites people

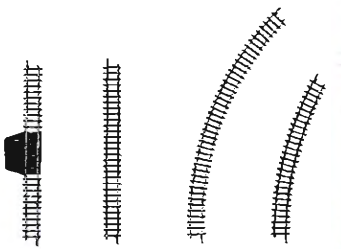
STARTER-SETS



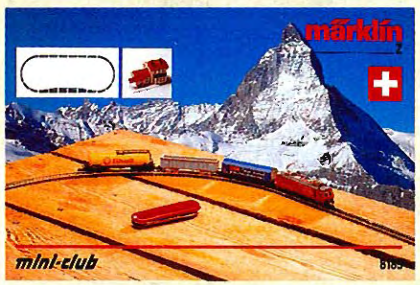
8180

512 x 402 mm
21" x 16"





1x 1x 4x 6x



8185

1062 x 402 mm/42" x 16"

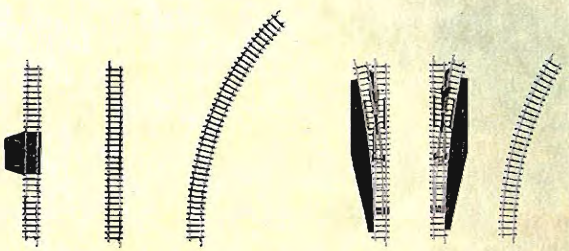






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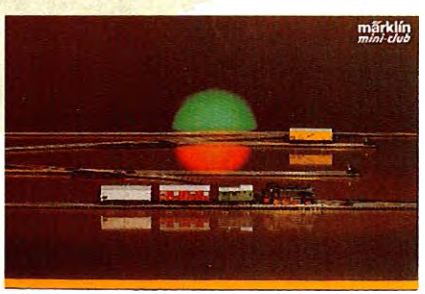
8185 230 volts
Freight Train with Power Pack.
Starter set with Swiss locomotive and cars. Contents: 1 Swiss Federal Railways (SBB) class Re 4/4^{IV} in the current color scheme, 1 Eaos gondola, 1 "Cargo Domizil" sliding wall boxcar, 1 "Shell" tank car, 12 straight tracks, 2 electric turnouts, 1 Wintersdorf station kit, control box, distribution strip, wire plugs, sockets and powerpack. Train length 290 mm (11-3/8"). Can be expanded with the SET sets 8192, 8193, and 8194 or as desired.



1x 11x 4x 6x 1x 1x 2x

NEW ITEM

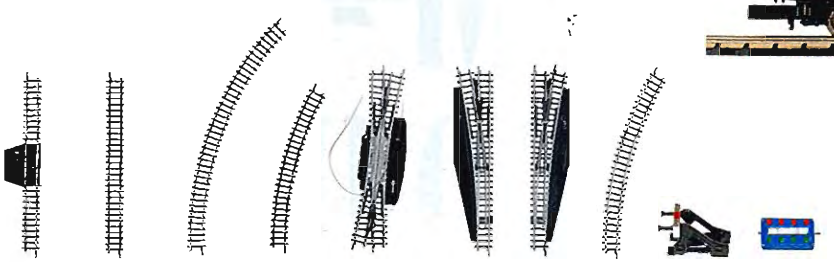




8158

1062 x 402 mm/42" x 16"





1x 19x 4x 6x 1x 1x 2x 2x 3x 1x

8180 S 230 volts
8181 S 100 volts Japan
8182 S 110 volts USA
Freight Train with Power Pack.
Contents: 1 German Federal Railroad class 89 tank locomotive, 1 boxcar, 1 lowside car, 2 straight tracks, 10 curved tracks and power pack. Train length 161 mm (6-3/8"). Can be expanded with the SET extension program or as desired.





Freight train models are illustrated full size

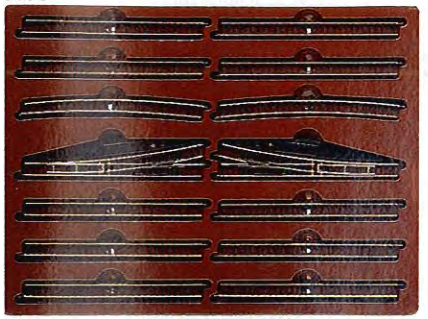


8158 230 volts
8159 100 volts Japan
8160 110 volts USA
8161 240 volts
Freight Train with Power Pack. Contents: 1 German Federal Railroad class 74 tank locomotive, 1 boxcar, 1 refrigerator car, 1 banana car, 1 freight train baggage car, 20 straight tracks, 12 curved tracks, 1 double slip turnout, 3 electric turnouts, 3 track bumpers, water standpipe, control box, distribution strip, wire, plugs, sockets and power pack. Train length 273 mm (10-3/4"). Can be expanded with the SET sets 8192 and 8193 or as desired.

mini-club
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...that excites people

SET EXTENSION PROGRAM

8190

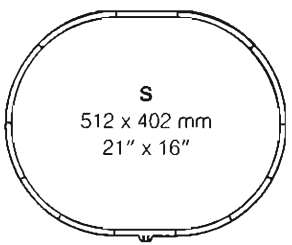


8191

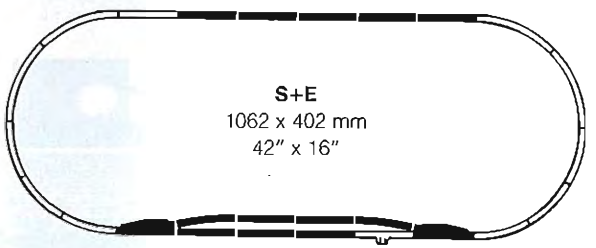


8190 E Extension Set with Manual Turnouts.
Contents: 10 straight tracks, 2 curved tracks, 2 turnouts and instructions.

8191 E Extension Set with Electric Turnouts.
Contents: 10 straight tracks, 2 curved tracks, control box, distribution strip, wire, plugs and sockets, and instructions.



S
512 x 402 mm
21″ x 16″



S+E
1062 x 402 mm
42″ x 16″

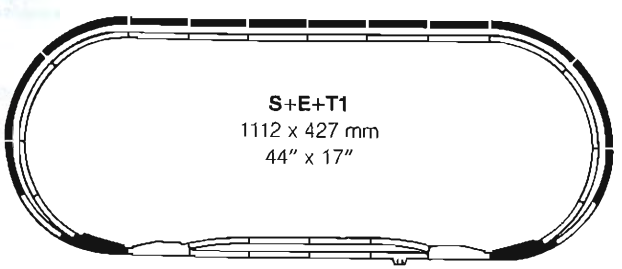
With the SET extension program you can expand the track from a starter set in steps. The 8180 S–8182 S starter set is expanded with the E 8190 or E 8191 track extension set. The T1 8192, T2 8193 and T3 8194 track extension sets can then be added to your layout in any order you wish.

The 8198 catenary set for S + E and 8199 set for T1 + T2 + T3 makes it easy to add working catenary operation in the SET program so that two trains can be controlled independently of each other on a track.

8192



8192 Double Track Set T1.
Contents: 6 straight tracks, 6 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.

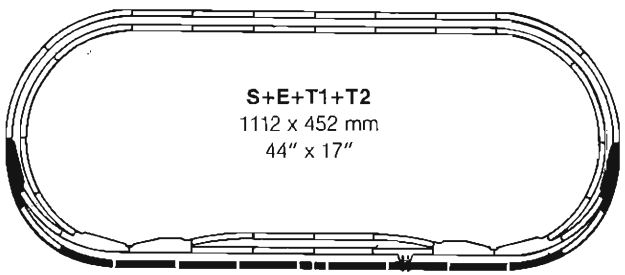


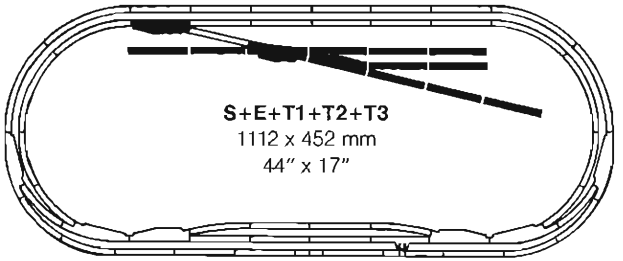
S+E+T1
1112 x 427 mm
44″ x 17″

8193



8193 Station Track Set T2.
Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.

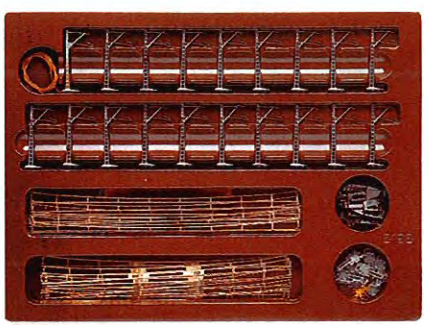




8194 Yard Track Set T3.
Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, control box, distribution strip, wire, plugs and sockets, and instructions.

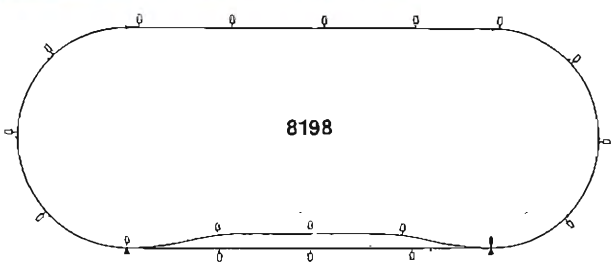
8194

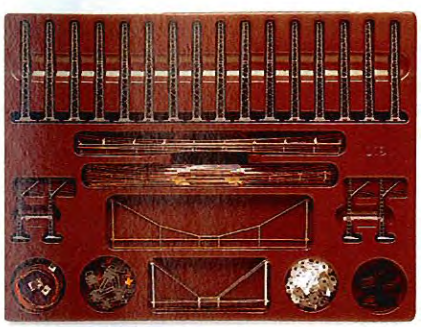




8198

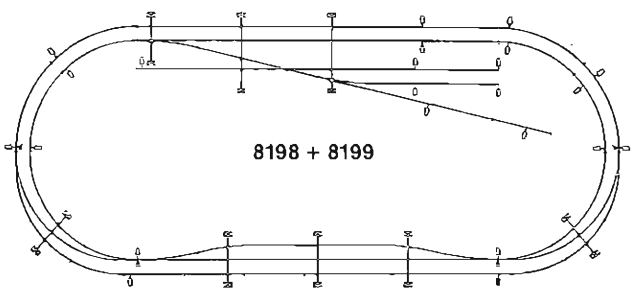
8198 Catenary Set for S + E.
Contains all parts needed to set up catenary on S + E layout. Contents: 19 catenary masts, 20 sections catenary wire, 8 insulators, 6 connecting springs and instructions.





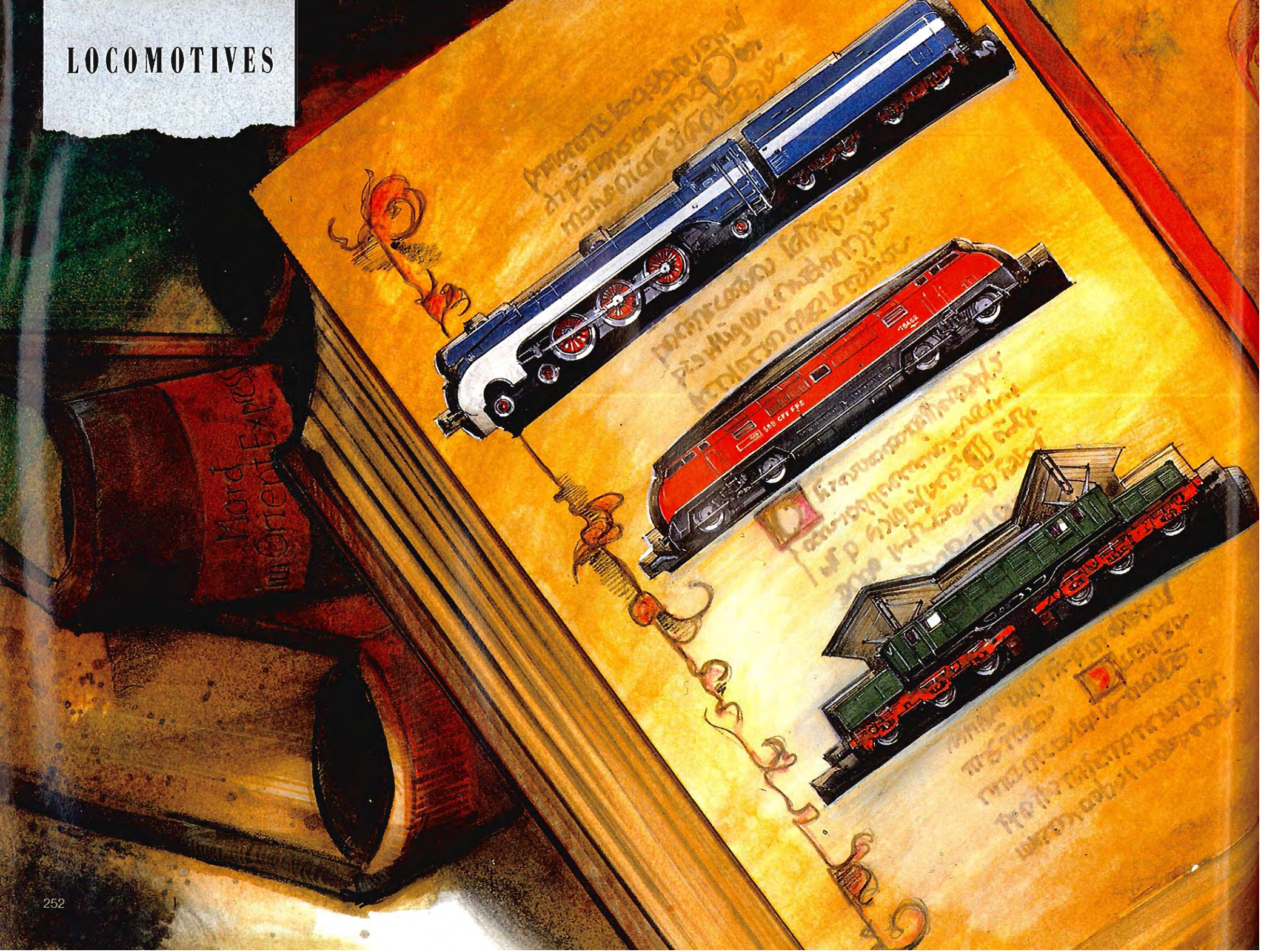
8199 Catenary Set for T1 + T2 + T3.
Supplements 8198 for T1 to T3. Contents: 4 catenary masts, 16 tower masts, 30 sections catenary wire, 8 cross spans, 30 catenary wire insulators, 8 insulators, 6 connecting springs, 5 catenary terminal clips and instructions.

8199



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LOCOMOTIVES



LAYOUTS OF VALUE

Lovers of perfect miniatures become enthusiastic about the wide assortment of historic and modern locomotives in the mini club program.

And it is also simply fascinating that the smallest Märklin locomotives are in no way inferior to their big prototypes.

Precision and fully developed technology bestow pulling power and reliability in operation on even those locomotives that are hardly longer than your finger. Many models offer prototypical headlights "en miniature" too.

As with the larger model railroad systems, electric locomotives in this scale can also be supplied with power from a working catenary - realistic down to the smallest detail.

Quite up-to-date: many new locomotives on the model palette, among them the EuroSprinter, currently the fastest locomotive in operation in Germany.

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STEAM LOCOMOTIVES

8805 Tank Locomotive.
German Federal Railroad class 89. Middle axle sprung. All axles powered. Length over buffers 45 mm (1-3/4").



DB 89

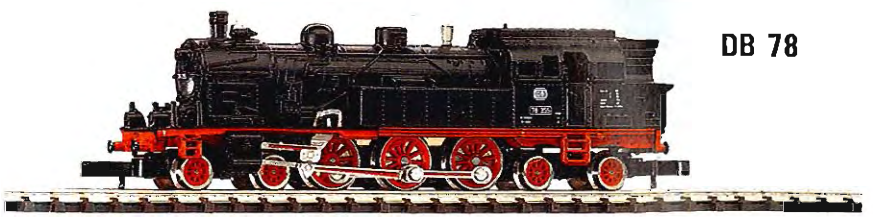
With a length of 9.6 meters (31 feet 6 inches) the class 89 locomotives were designed for light switching work and were the smallest standard design locomotives in Germany. This locomotive was first placed into service in 1934, for the first time many classes of locomotives were no longer riveted together, rather they were welded.

8895 Tank Locomotive.
German Federal Railroad class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16").



DB 74

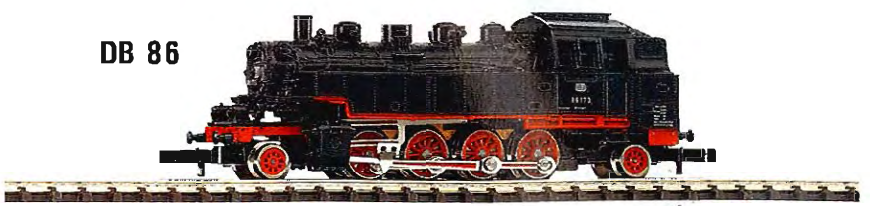
8806 Passenger Train Tank Locomotive.
German Federal Railroad class 78. All driving axles powered. Length over buffers 70 mm (2-3/4").



DB 78

The class 78 of the former German State Railroad and the later German Federal Railroad came out of the Prussian T 18. It pulled passenger, fast passenger and D-Zug express trains. It was often used with push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same high speeds both forward and in reverse.

8896 Tank Locomotive. German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8").



DB 86



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

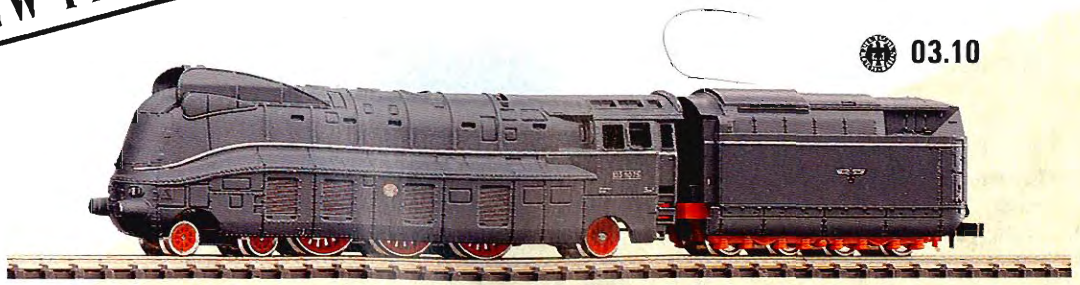
8892 Express Train Locomotive with Tender.
Royal Bavarian State Railroad S 3/6. All driving axles powered. Length over buffers 106 mm (4-1/8")

NEW ITEM

N

8886 Streamlined Express Locomotive with Tender.
Former German State Railroad (DR) class 03.10 in dark gray color scheme with full streamlining applied to the locomotive and tender. All driving axles powered. Length over buffers 113 mm (4-7/16").

03.10



NEW ITEM

03.10



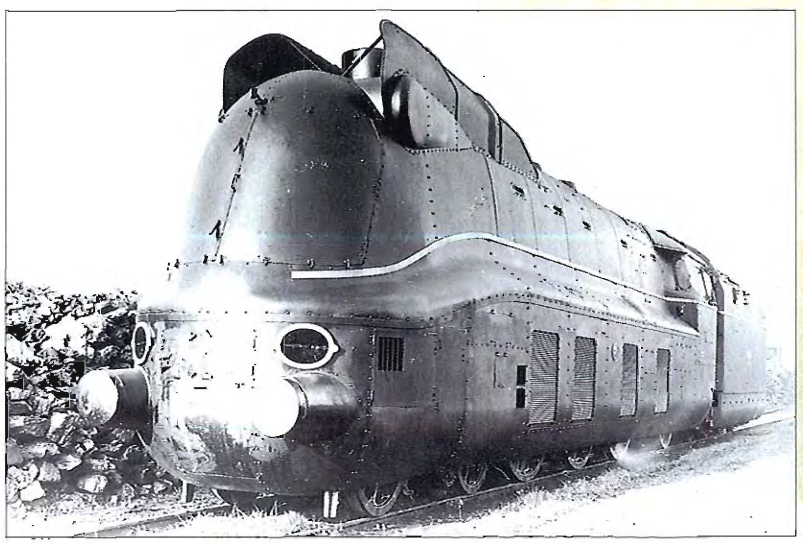


Photo: Bellingrodt / Obermayer Collection

In 1938 the German State Railroad ordered 140 class 03.10 streamlined locomotives for express train use on routes with an axle load limit of 18 tons. After cancellations caused by the war only 60 units were still delivered. The locomotives delivered by Krupp and Krauss-Maffei were given full streamlining. On the locomotives from Borsig the driving gear had partial skirting with cutouts on the sides.

The Märklin model has as a prototype a locomotive with full driving gear skirting.

N

8890 Express Locomotive with Tender.
Former German State Railroad class 03.10 (DR) in blue builder's paint scheme with full streamlining applied to the locomotive and tender. All driving axles powered. Length over buffers 113 mm (4-7/16").

The 8890 locomotive is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Models are illustrated full size

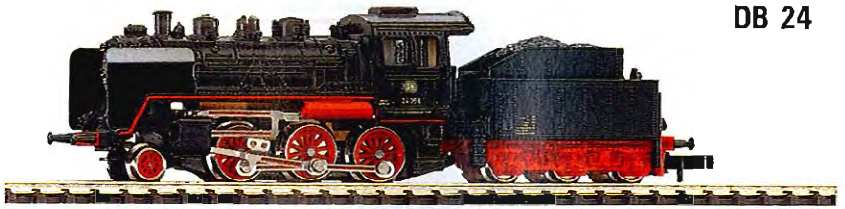
mini-club locomotives will not disrupt television/radio reception

mini-club locomotives are to be operated only with a Märklin 6701 or 6727 power pack (maximum output 8 volts), or with the power pack included with a starter set.

mini-club
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STEAM LOCOMOTIVES

8803 Passenger Train Locomotive with Tender.
German Federal Railroad class 24. All driving axles powered. Equipped for installation of 8953 light insert. Length over buffers 82 mm (3-1/4").

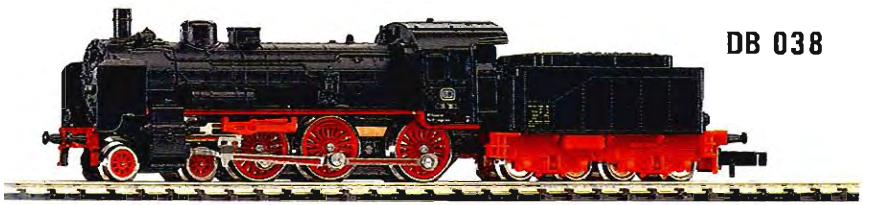


DB 24

8899 Express Train Locomotive with Tender.
German Federal Railroad class 038. All driving axles powered. Length over buffers 89 mm (3-1/2").

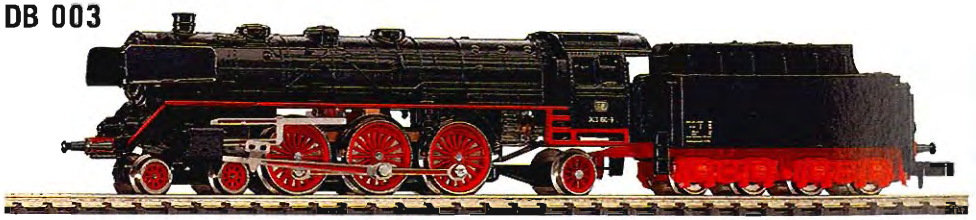
8885 Express Train Locomotive with Tender.
German Federal Railroad class 003. All driving axles powered. Length over buffers 112 mm (4-1/2").

Until 1978 the world record for continuous running for model railroads in the famous "Guinnes Book of Records" was 440.7 km (275.44 miles) in about 300 hours. The 8885 mini-club locomotive with 6 passenger cars ran 720 km (450 miles) without stopping in 1,219 hours. This new record was set in an independent test facility.



DB 038

DB 003

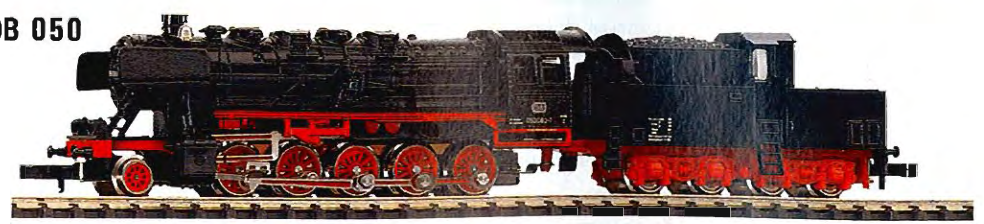


DB 41



8884 Freight Locomotive with Tender with Brakeman's Cabin.
German Federal Railroad class 050. All driving axles powered. Length over buffers 109 mm (4-1/4").

DB 050



8827 Freight Locomotive with Tender.
German Federal Railroad class 41. All driving axles powered. Length over buffers 112 mm (4-1/2").



8807 "Mikado" Locomotive with Tender.
Southern Railway USRA 2-8-2. All driving axles powered. Single headlight at the front. Length 116 mm (4-1/2").

Around 10,000 of this heavy steam locomotive with a tender were built and it owes its name "Mikado" to the Japanese emperor. At the turn of the century he had several units of this design purchased in the USA for the increasingly important rail traffic in Japan.

The German Federal Railroad considered the procurement of a new class of locomotive as a replacement for their worn out express locomotives, and an attractive design study was done first for this new machine.



Photo: H. J. Obermayer

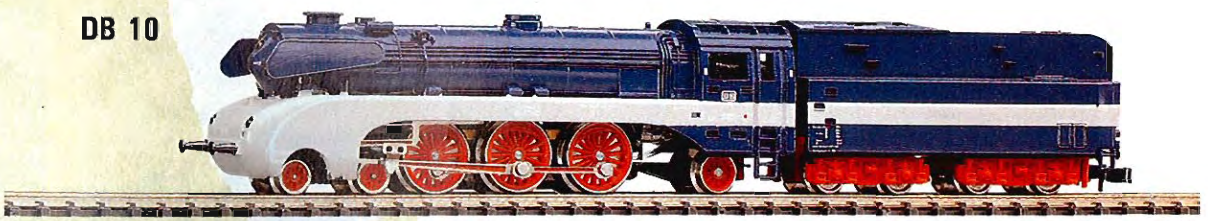
However, only two units of this new class 10 with partial streamlining were built by Krupp, the 10 001 with supplemental oil firing and the 10 002 with main oil-firing. Both locomotives were taken out of active service in 1967 and 1968 after several instances of damage to the running gear. The 10 002 was used as a heating locomotive until 1971 and then scrapped. The 10 001 can be found in the German Steam Locomotive Museum in Neuenmarkt-Wirsberg in Germany.

8888 Express Locomotive with Tender.
German Federal Railroad class 10 with partial streamlining as design study. All driving axles powered. Length over buffers 120 mm (4-3/4").

The 8888 locomotive is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

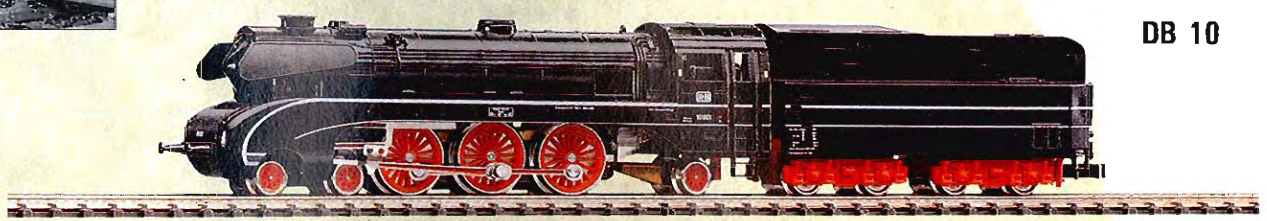
NEW ITEM

DB 10



NEW ITEM

DB 10



8889 Express Locomotive with Tender.
German Federal Railroad class 10 with partial streamlining. All driving axles powered. Length over buffers 120 mm (4-3/4").

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DIESEL LOCOMOTIVES

CUSTOM WORK

8864 Diesel Locomotive.
German Federal Railroad class 260. All axles powered. Length over buffers 49 mm (2").

DB 260



8820 Diesel Hydraulic Express Locomotive.
German Federal Railroad class 221. All axles powered. Length over buffers 84 mm (3-5/16").

DB 221



8866 Diesel Locomotive.
German Federal Railroad class 216 pre-production locomotive. All axles powered. Maintenance-free LED's for headlights. Length over buffers 75 mm (3").

The pilot series of locomotives for the class V 160, later 216, had the nickname "Lollo" because of the projecting ends on these units.

DB 216



Am 4/4



NEW ITEM

N

8833 Diesel Hydraulic Locomotive.
Swiss Federal Railways (SBB) class Am 4/4.
All axles powered. Length over buffers
84 mm (3-5/16").

8878 Diesel Locomotive.
German Federal Railroad class 218. All axles powered. Maintenance-free LED's for headlights. Length over buffers 75 mm (3").

The experiences from a development period of almost 15 years for the V 160 general purpose road diesel locomotive led in 1971 to the German Federal Railroad class 218. The output of these single motor units was increased to over 2,500 horsepower and offers sufficient reserves for all types of train services.



DB 218

8879 Diesel Locomotive.
German Federal Railroad class 218 in new color scheme. All axles powered. Maintenance-free LED's for headligths. Length over buffers 75 mm (3").



DB 218

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DIESEL LOCOMOTIVES



S.P. F 7

8809 Diesel Locomotive.
General Motors Electro-Motive Division F 7 in the Daylight colors of the Southern Pacific Coast Line. All axles powered. Lighted number boards. Front coupler interchangeable with pilot included with unit. Length 74 mm (3″).

The Southern Pacific Railroad's Daylight streamliner with its typical orange and red color scheme was one of the comfortable, long-distance passenger trains on the West Coast of the United States. These trains were pulled by the F series diesel locomotives, also in double and multiple unit sets, such as the "Shasta Daylight" from San Francisco to Portland, Oregon. This route was 718 miles long, the longest of the Daylights.

8860 Diesel Locomotive.
General Motors Electro-Motive Division F 7 in the colors of the Atchison, Topeka and Santa Fe Railway. All axles powered. Front coupler interchangeable with pilot included with unit. Length 74 mm (3″).



AT & SF F 7

NEW ITEM



U.P. F 7

N

8832 Three Unit Diesel Electric Locomotive.
General Motors EMD type F 7 in the colors of the Union Pacific Railroad Company. 2 A units with engineer's cabs. 1 B unit without engineer's cabs. Units permanently coupled to one another. 8 axles powered from 2 motors. Couplers interchangeable with pilots included with unit. Total length 227 mm (9″).

On the occasion of the 125th anniversary of the first American transcontinental rail link (Union Pacific – Central Pacific) the 8832 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

8825 Electric Locomotive.
German Federal Railroad class 144. Both trucks powered. Length over buffers 68 mm (2-11/16").

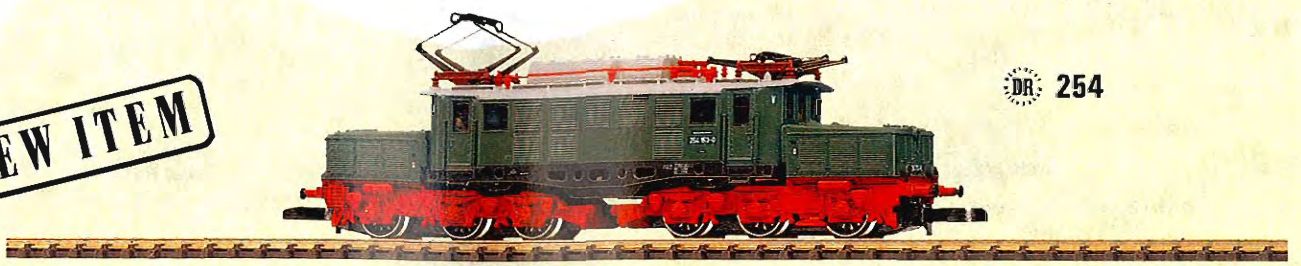
The class E 44 locomotives, later called the 144, were used for passenger and freight trains. Some of these units, of which the first prototypes were built in 1930/31, were in service for over 50 years. In 1984 the last units were retired by the German Federal Railroad.

DB 144



NEW ITEM

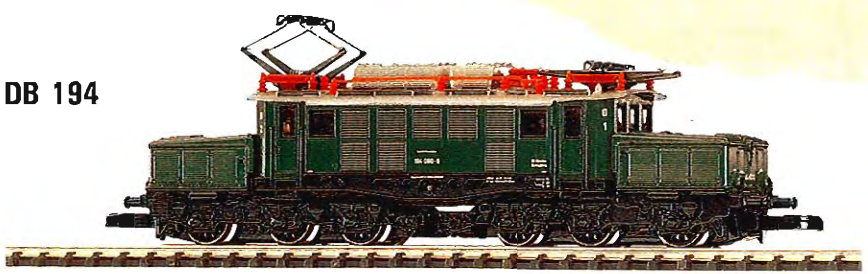
DR 254



N

8812 Freight Locomotive.
Former German Democratic Republic German State Railroad (DR) class 254. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

DB 194



8822 Freight Locomotive.
German Federal Railroad class 194. Both trucks powered. Metal end pieces. Length over buffers 85 mm (2-3/8").

8824 Freight Locomotive.
German Federal Railroad class 194. Both trucks powered. Metal end pieces. Length over buffers 85 mm (2-3/8").

DB 194



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ELECTRIC LOCOMOTIVES

DB 139



8838 Electric Locomotive.
German Federal Railroad class 139. Both trucks powered. Length over buffers 75.5 mm (3").

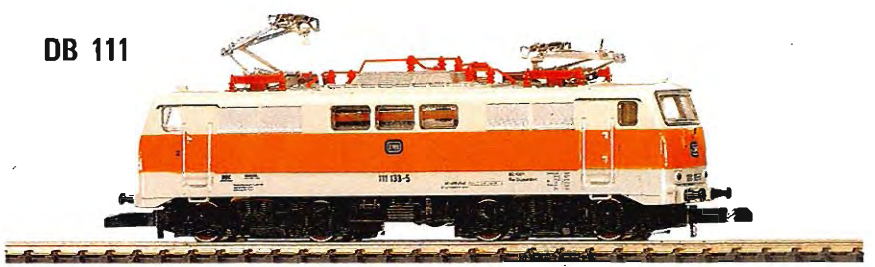
The German Federal Railroad class 140 is a "Jack-of-all-trades". Its range of uses extends from light express trains to freight trains. A special version of the class 140 – equipped with reinforced resistance brakes for steep grades – is designated as the class 139.

DB 110



8841 Express Locomotive.
German Federal Railroad class 110 in new color scheme. Both trucks powered. Length over buffers 75.5 mm (3").

DB 111



8855 Electric Locomotive.
German Federal Railroad class 111 in S-Bahn version. Both trucks powered. Length over buffers 76.8 cm (3").

The German Federal Railroad class 111 in the S-Bahn version is the appropriate locomotive for both of the S-Bahn car sets 8779 and 8783 with advertising on the car sides (see pages 276/277). In the prototype this locomotive and S-Bahn cars are employed daily in commuter service in the Rhine-Ruhr area.

DB 111



8843 Express Locomotive.
German Federal Railroad class 111 in new color scheme. Both trucks powered. Length over buffers 76.8 mm (3").



DB 103

8854 Express Locomotive.
German Federal Railroad class 103. Both trucks powered. Length over buffers 88 mm (3-1/2").

DB 103



8867 Express Locomotive.
German Federal Railroad class 103 in new color scheme. Both trucks powered. Length over buffers 88 mm (3-1/2").



DB 120.1

8848 Express Locomotive.
German Federal Railroad class 120.1 in new color scheme. Both trucks powered. Length over buffers 87 mm (3-1/2").

The color scheme currently planned by the German Federal Railroad for all new and newly painted locomotives is both highly individual and brilliantly simple: red. A white surface on the ends of the units remains as an design element to improve recognizability.

DB 151



8826 Freight Locomotive.
German Federal Railroad class 151 in new color scheme. Both trucks powered. Length over buffers 88 mm (3-1/2").

As one of the last large classes of the German Federal Railroad, the electric 151 freight locomotives are being painted in the new red color scheme. They are used chiefly for heavy freight trains, sometimes even in multiple units.

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ELECTRIC LOCOMOTIVES

LINKING

8837 "EuroSprinter" General Purpose Locomotive.
Prototype of the Krauss-Maffei and Siemens Companies. Used on the German Federal Railroad as class 127 with road number 127 001-6. Both trucks powered. Length over buffers 87 mm (3-1/2").

NEW ITEM



DB 127



Photo: Siemens

The prototype of a new, high power, electric locomotive has been developed and built with the name "EuroSprinter" by the firms of Krauss-Maffei and Siemens. With an output of 6,400 kilowatts (approx. 8,582 horsepower) and a maximum speed of 230 km/h (approx. 144 m.p.h.) this general purpose locomotive can be used for heavy freight trains as well as express passenger trains. It is designed for cross border use and for the different European power systems.

The official presentation was in Bonn in March of 1993. Test runs and the the first scheduled runs followed in July of 1993. In addition, this locomotive was already on its way to test runs in several European countries.

With the "EuroSprinter" the German Federal Railroad and the European railroads have available a fast and elegant general purpose locomotive for the future.



The "Crocodiles" are among the most interesting locomotives in the world. Even in the mini-club gauge these massive units have a length of 91 mm (3-5/8"). With their articulated design they can master all of the mini-club curves with no difficulty.

Ae 3/6^{II}



8851 Express Locomotive.
Swiss Federal Railways (SBB) class Ae 3/6^{II}. 3 axles powered. Length over buffers 64 mm (2-1/2").

Be 6/8^{III}

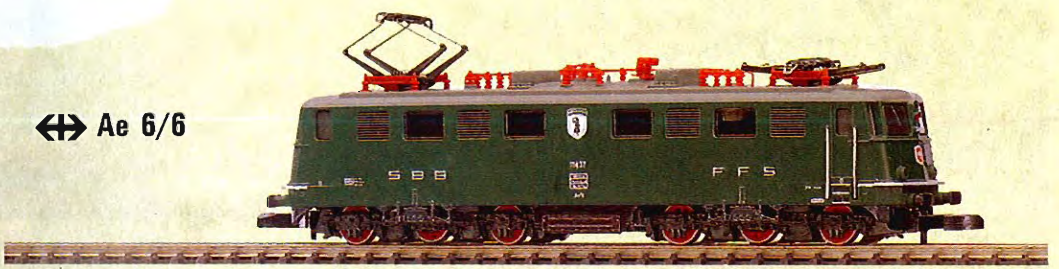


8856 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8^{III}. Both trucks powered. Length over buffers 91 mm (3-5/8")

NEW ITEM

8829 General Purpose Locomotive.
Swiss Federal Railways (SBB) class Ae 6/6. City locomotive "Stadt Basel" in green color scheme with road number 11 437. Both trucks powered. Length over buffers 87 mm (3-1/2 ").

Ae 6/6



8847 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4^{IV}. Both trucks powered. Length over buffers 76 mm (3").

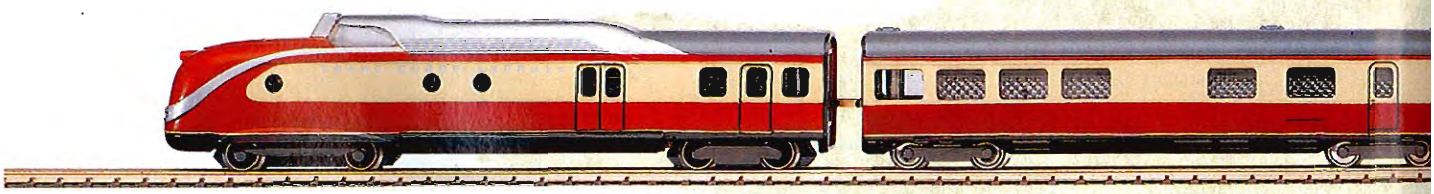
This locomotive has been employed by the Swiss Federal Railways since 1978, and its end shape and windowless side walls were developed in wind tunnel tests. In 1986 the differently painted units were repainted. The bodies were painted all red and provided with the posterlike lettering "Bahn 2000" ("Rail 2000").

Re 4/4^{IV}



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DB VT 11.5

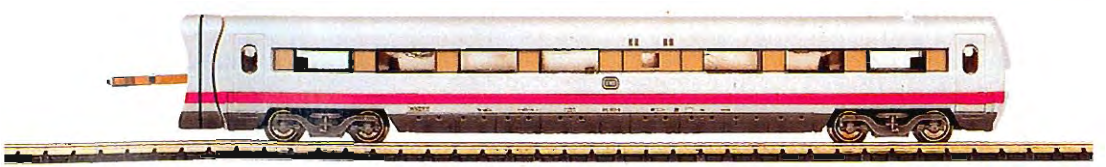


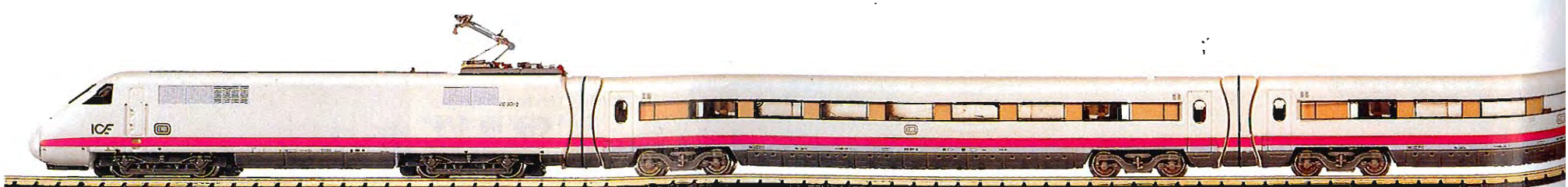


8771 ICE Intermediate Car.
Goes with 8871 ICE railcar train. Special vestibule connections. Special couplings, only for ICE train. Length 110 mm (4-5/16″).



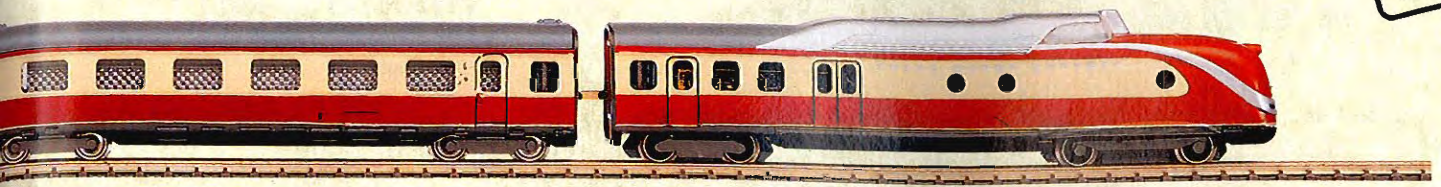
8871 ICE Railcar Train.
German Federal Railroad class 410 InterCity Experimental high speed train. 2 powered end cars. 2 open seating intermediate cars. Each powered end car with its own motor driving 4 axles. Special vestibule connections with special couplings give the train an almost seamless look. Train length 412 mm (15-1/4″).





8873 Trans Europe Express (TEE) Diesel Railcar Train.
In the original version of as VT 11.5 of the German Federal Railroad. 2 powered end units. 1 Aü compartment car 1st class. 1 WRy dining car with galley. Each powered end unit with separate motor powering 4 axles. Special couplings, only for the TEE train. Train length 350 mm (13-3/4")

NEW ITEM



Starting in 1957 the German Federal Railroad created a new level of quality in traveling with the modern class VT 11.5 railcar trains for international TEE service. These comfortable trains came into being as a joint effort between the railroad's central office in Munich and the companies MAN, LHB and Wegmann.

A train consisted of a power car at both ends and, as a rule, five intermediate cars with different interiors and equipment. This provided 168 seats, of which 46 were in the bar and dining areas.

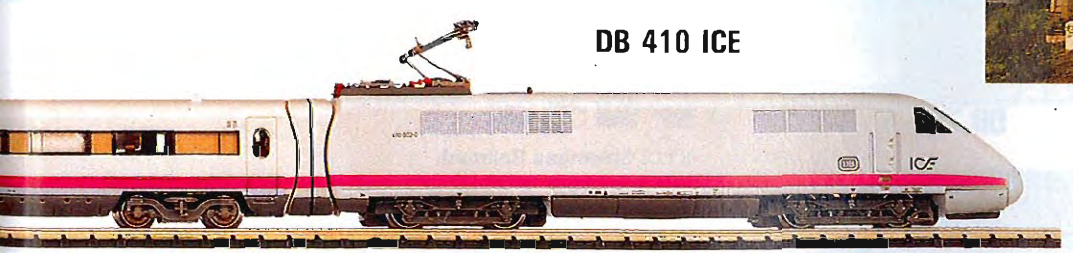
The power plant in each power end car was a diesel motor with an output of 1,100 horsepower. The power transmission was hydraulic. Two axles on the power end car were driven. A supplemental diesel motor with 296 horsepower in each end power car insured power for up to ten car compositions.

After being used for TEE service, these trains were operated until 1988 in InterCity service and for large travel agencies.

Photo: E. Palm-Baumann



DB 410 ICE



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RAILCARS

NEW ITEM

DB 798



8831 Railbus.
German Federal Railroad class 798 lettered for "Jägermeister". All axles powered. Length over buffers 62 mm (2-1/2").

DB 998

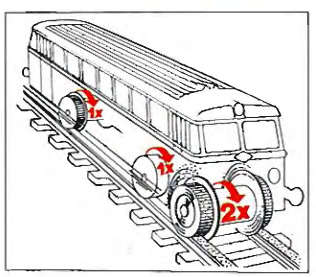


8817 Railbus Trailer.
German Federal Railroad class 998. Length over buffers 62 mm (2-1/2").



8802 Track Cleaning Car.
Two axles powered. Length over buffers 62 mm (2-1/2").

Two of the three axles on the track cleaning car are powered. The wheels on the rear and front axles are grooved. The cleaning wheels on the front axle turn faster than the wheels on the inner and rear axles. Regular use of this car will prevent dirt buildup on the rails of the track.



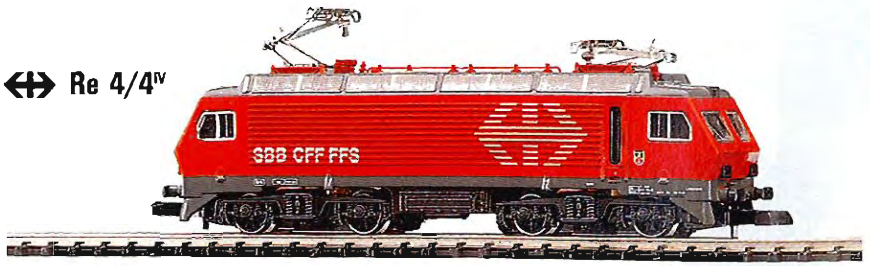
DB 798



8112 Chiemgau Railroad.
Contents: 1 German Federal Railroad class 798 railbus and 1 class 998 cab control trailer car. Color scheme is the DB concept for the Bavarian "Chiemgau Railroad". Units not available separately. Total length 124 mm (4-7/8").

EXPORT MODELS

Re 4/4IV



8846 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4IV in the current color scheme. Both trucks powered. Length over buffers 76 mm (3").

Export models by Märklin reproduce the typical look of international railroad operations and give a particular accent to a model railroad layout or collection. With their attractive visual qualities they provide a more international atmosphere to train operations.

8881 "Pacific" Locomotive with Tender and Caboose. Contents: 1 steam locomotive with tender lettered for Baltimore and Ohio with the name "President Washington". All 3 driving axles powered. Single headlight at the front. Length over buffers 116 mm (4-1/2"). 1 caboose lettered for Baltimore and Ohio. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version. Not available separately.



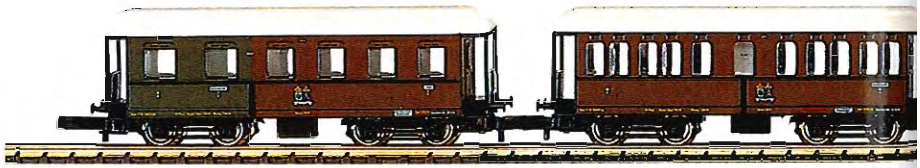


8882 "Pacific" Locomotive with Tender and Caboose. Contents: 1 steam locomotive with tender lettered for Pennsylvania Railroad. All 3 driving axles powered. Single headlight at the front. Length over buffers 116 mm (4-1/2"). 1 caboose lettered for Pennsylvania Railroad. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version. Not available separately.

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LEGENDS

8119 Langenschwalbach Passenger Train in Prussian Version.
Contents: 1 Royal Prussian Railroad Administration (KPEV) T 18 steam locomotive, 1 baggage car, 1 passenger car 2nd/3rd class, 1 passenger car 3rd class and 1 passenger car 4th class. Locomotive and cars in special version. Not available separately. Train length 306 mm (12-1/16").



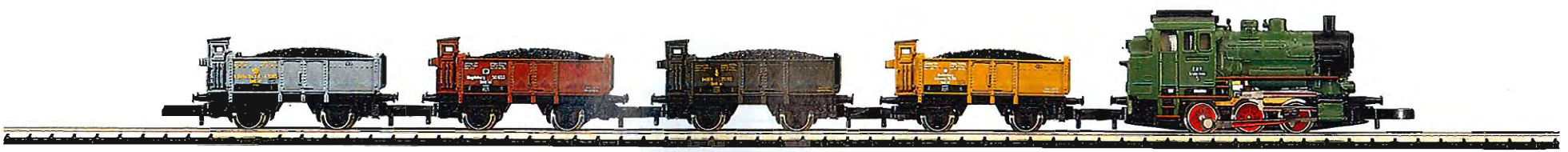
8137 RAG Freight Train.
Contents: 1 German Federal Railroad class 221 diesel locomotive, 4 Ruhrkohle AG (RAG) type Fals 176 hopper cars. Cars are weathered. Locomotive and cars in special edition. Not available separately. Train length 314 mm (12-3/8").



The "Langenschwalbacher" were developed and built out of an order from the Royal Prussian Railroad Administration (KPEV) to provide resort guests with a pleasant ride between Wiesbaden and the Tanus resort of Langenschwalbach. Since the route had numerous curves, the cars had to be short in design. For this reason and for a comfortable ride they were equipped with lightweight trucks. The T 18 tank locomotives were given the difficult assignment of pulling these cars. The Prussian Railroad cars differed from the later German Federal Railroad versions chiefly in their striking color schemes. These cars proved to be successful and were later used on other routes. They are still run today in museum trains.

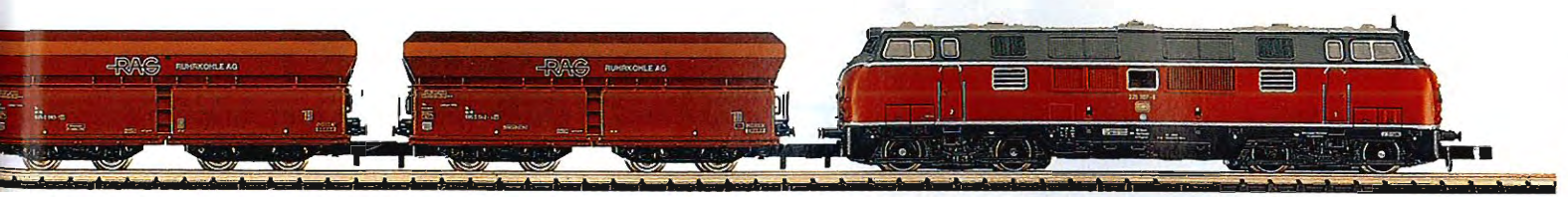


8138 Provincial Railroad Coal Train.
Contents: 1 class 89 tank locomotive, 4 coal transport cars. Freight Car Association designs. Cars in 4 different provincial railroad versions. Locomotive and cars in a special edition. Not available separately. Train length 197 mm (7-3/4").



The 8137 RAG freight train can be added to with the 8237 car set (see page 292).

Models of the trains are illustrated full size



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TRAINS

8108 Orient Express Train.
1 class 231 Pacific express locomotive with tender, 1 Fourgon baggage car, 1 Sud Express dining car, 1 type Côte d'Azur Pullman car, 1 type LX20 sleeping car. Locomotive and cars in special version. Not available separately. Train length 530 mm (20-7/8")





8133 "Rheingold" Train.
Contents: 1 class 18.4 express locomotive with tender of the former German State Railroad Company (DRG), 1 salon car SB 4ü 28 2nd class, 1 salon car SB 4ü K28 2nd class with galley, 1 salon car SA 4ü 28 1st class, 1 salon car SA 4ü K28 1st class with galley and 1 baggage car SPw 4ü 28. Locomotive and cars in special version. Not available separately. Train length 639 mm (25-5/32").

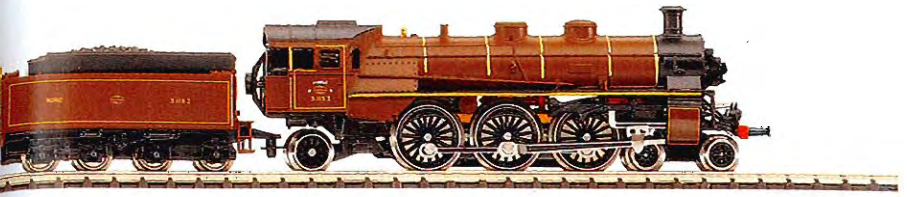


The first scheduled operation of the "Rheingold" on the route from Hook of Holland to Basle, Switzerland was on May 15, 1928.

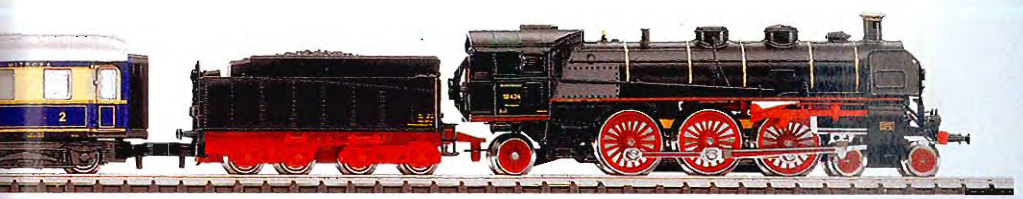
Right from the start it was considered one of the leading deluxe trains in Europe and added to the offerings of deluxe trains which



In 1888 Constantinople, the gateway to the Orient, was linked with the European rail network. Five years previously the Belgian Georges Nagelmackers had placed an



elegant train in operation from Paris. It became a railroad legend directly afterward whose end has yet to be written: the Orient Express. Princes, diplomats, captains of industry and spies from all over the world traveled on the rails from Paris across the continent to the Bosporus. The train was a symbol for luxurious travel and at the same time a place where intrigue, and also business and political interests, came together in the closest of quarters.



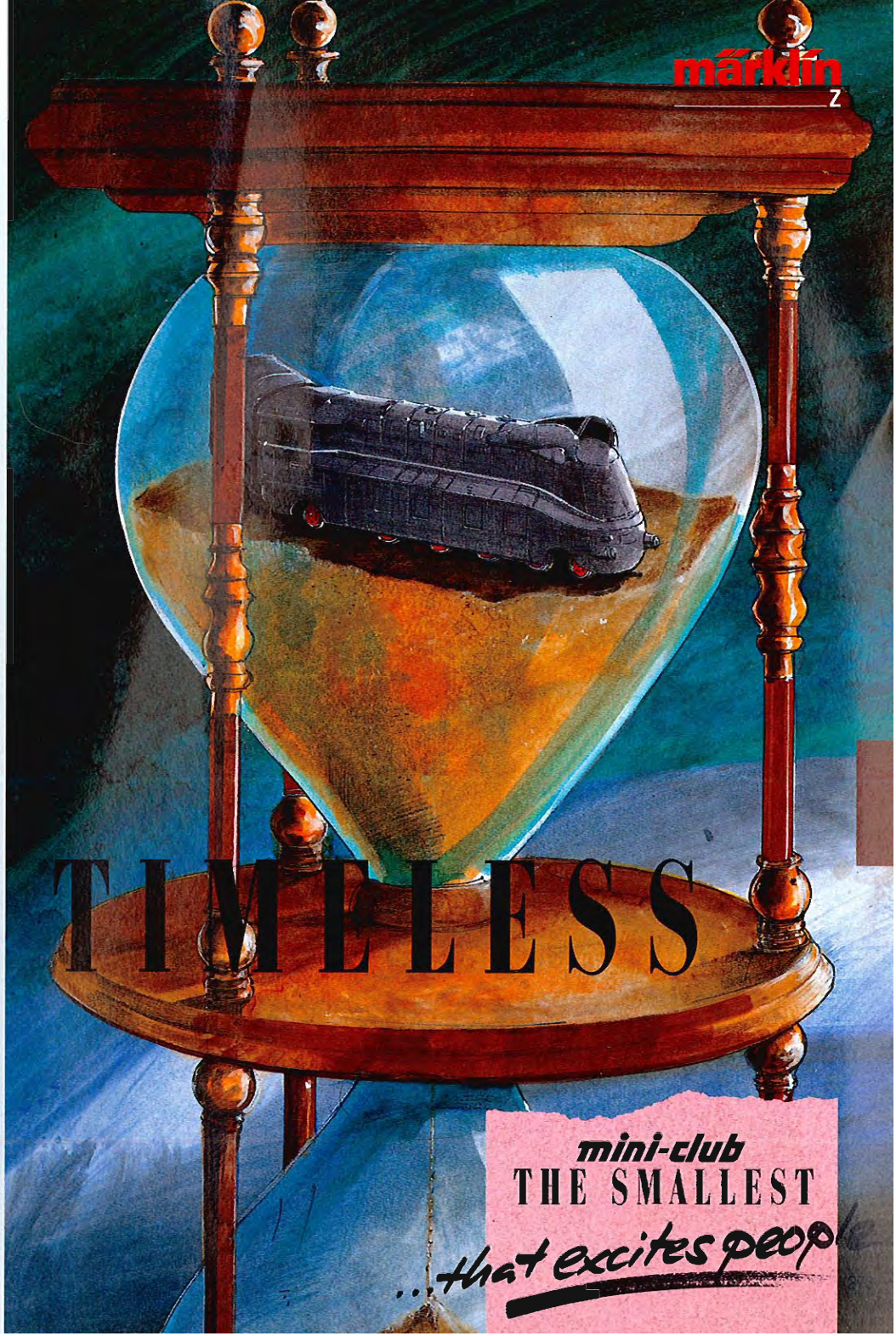
at that time bore such sonorous names such as "North Express", "Riviera Express" and of course the "Orient Express". As a total con-



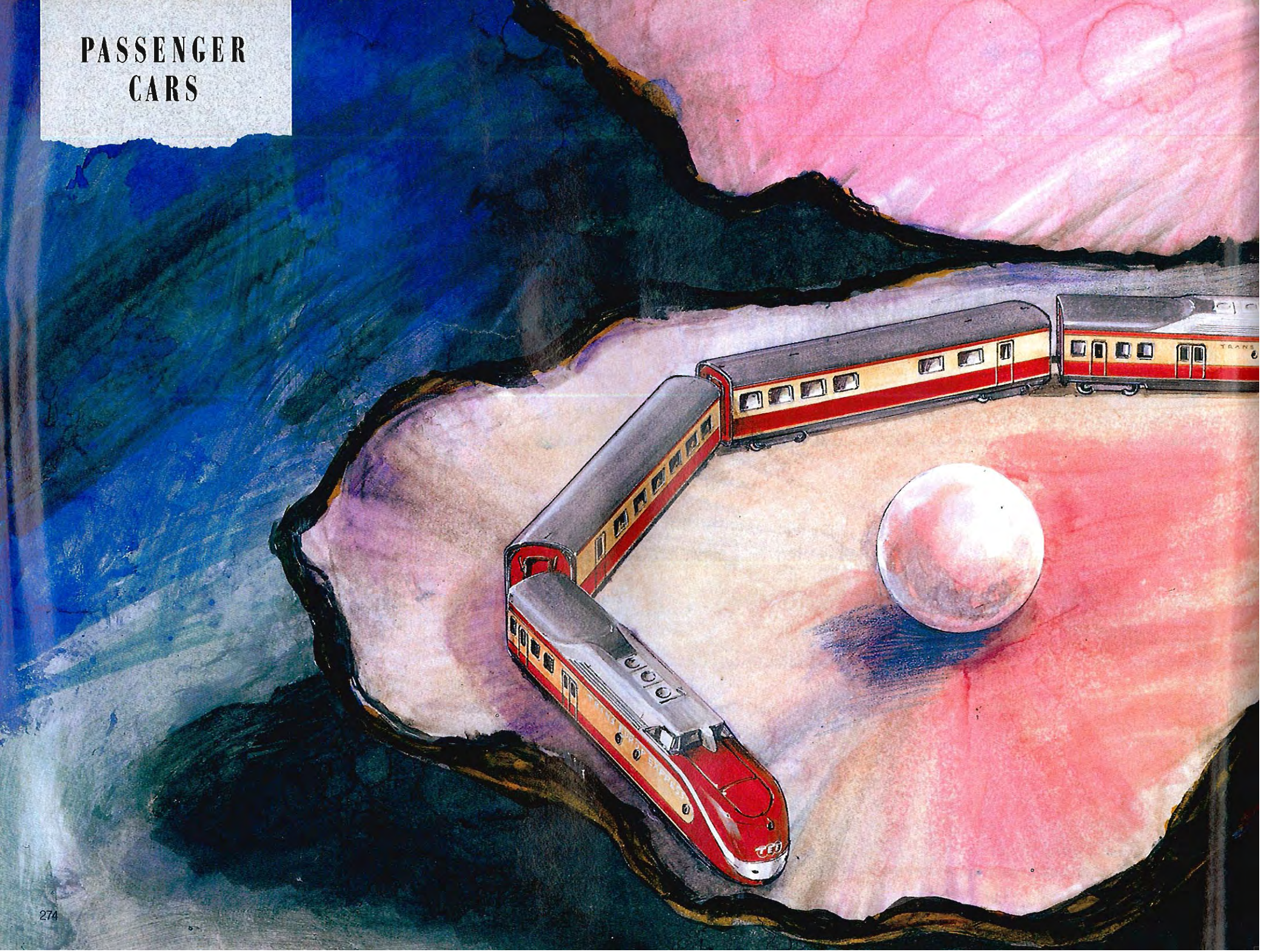
After the state railroads gave up the Orient Express in 1977, the Swiss Alby Glatt has continued the tradition of this luxury train with his company Intraflug. The mini-club locomotive and cars are exact reproductions of the rolling stock used in the Nostalgia Orient Express on trips through Europe.

cept the "Rheingold" cars stood out with their multi-color paint scheme and extraordinary lettering. Naturally, a characteristic feature of the "Rheingold" was the cars' interior decoration which was created by famous artists and designers.

Luxurious travel at high speed in an exclusive atmosphere was without a doubt quite a special experience at that time.



PASSENGER CARS





COLLECTOR'S PIECES

Precision down to the smallest one

You've always wanted to take the "Orient Express" and never had the time? Then simply take it home! Or how would it be to have the "Rheingold" including a true-to-scale background? This small scale makes it possible for you to have in your residence trains with the prototypical number of cars on the track – without having to build on to the house for it.

Even modern railroad operations with InterCity and Inter-Regio trains or the S-Bahn network in the Rhine-Ruhr area can be achieved with mini-club.

Of course, the Märklin mini-club cars are reproduced with a wealth of detail and lettering true to the original – a look through a magnifying lens will convince you!

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CAR SETS

German Federal Railroad (DB)



When operated control car first, triple white headlights shine.



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



8783 "S-Bahn" Car Set.
With "Toshiba" advertising on the car sides. Contents: 3 Rhine-Rhur S-Bahn cars. 1 S-Bahn car ABx 791.1, 1st and 2nd class. 1 S-Bahn car Bx 794.1, 2nd class. 1 S-Bahn car with engineer's cab Bxf 796.1, 2nd class. All cars in special version. Not available separately. Total length 345 mm (13-1/2").

The 8783 car set is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

NEW ITEM



German Federal Railroad (DB)

8768 "Langenschwalbach" Car Set.
Contents: 1 baggage car Lpw 4i, 1 passenger car Lab 4i 1st and 2nd class, 1 passenger car Lb 4i 2nd class and 1 passenger car Lb 4itr 2nd class with baggage compartment. All cars lettered in early German Federal Railroad version. Not available separately. Total length 233 mm (9-3/16").

These extremely short four-axle cars were in use as early as 1889. The only 21.5 km (about 13.5 miles) route from Wiesbaden to the elegant resort town of Langenschwalbach was traveled at that time chiefly by pampered resort guests. The light-weight design of these cars and their ability to negotiate curves made them especially suited for mountainous routes. The German Federal Railroad made use of these advantages and employed the "Langenschwalbacher" in the early DB period primarily on mountainous routes such as the Odenwald, Taunus, Westerwald or the Harz regions.

The 8806 locomotive (see page 254) is an appropriate locomotive for the 8768 "Langenschwalbach" car set.

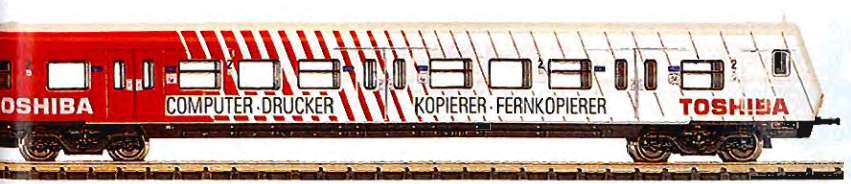
Models of the cars are illustrated full size



The 8855 locomotive in the S-Bahn version (see page 262) is an appropriate locomotive for the 8779 and 8783 car sets.

8779 "S-Bahn" Car Set.
With "Märklin" advertising along the car sides. Contents: 3 Rhine-Rhur S-Bahn cars. 1 S-Bahn car ABx 791.1, 1st and 2nd class. 1 S-Bahn car Bx 794.1, 2nd class. 1 S-Bahn car with engineer's cab Bxf 796.1, 2nd class. All cars in special version. Not available separately. Total length 345 mm (13-1/2").

On September 28, 1991 at the so-called "closing of the gap" at the Sonneberg station Märklin presented an S-Bahn set for the first time with Märklin advertising. The three S-Bahn cars are entirely covered with advertising on their sides and are presently in daily service in the Rhine-Ruhr region.



When operated control car first, triple white headlights shine.



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

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PASSENGER CARS

Württemberg Provincial Railroad



8700 Passenger Car.
Length over buffers 60 mm (2-3/8").

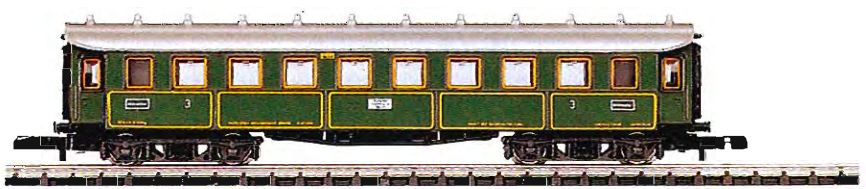


8701 Passenger Car.
Length over buffers 60 mm (2-3/8").



8739 Passenger Car.
Length over buffers 60 mm (2-3/8").

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

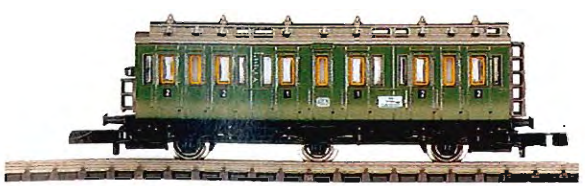


8730 Express Passenger Car.
CCü. 3rd class. Length over buffers 87 mm (3-7/16").

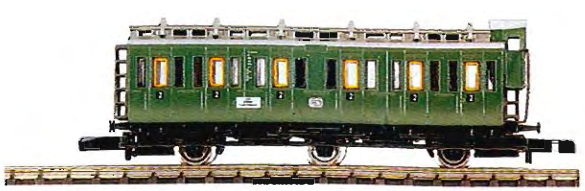
Prussian Compartment Cars of the German Federal Railroad (DB)



8703 Bagage Car.
Former Pw3-pr02. Length over buffers 57 mm (2-1/4").



8704 Compartment Car.
Former BC3-pr03. Length over buffers 57 mm (2-1/4").



8705 Compartment Car.
Former B3-pr03 with brakeman's cab. Length over buffers 57 mm (2-1/4").

The Prussian compartment cars can be viewed as the original design for railroad passenger cars. The typical passenger train on the main lines of the Prussian State Railroad consisted of this type of car. Around 1920 there were 23,300 three-axle compartment cars versus 3,363 three-axle cars with vestibules The Prussian compartment cars were the backbone of the German Federal Railroad's passenger car fleet well into the 1950s.

"Thunder Boxes" – Standard Design Passenger Cars of the German Federal Railroad (DB)



8750 Passenger Car.
ABi 29. 1st and 2nd class. Length over buffers 63 mm (2-1/2").

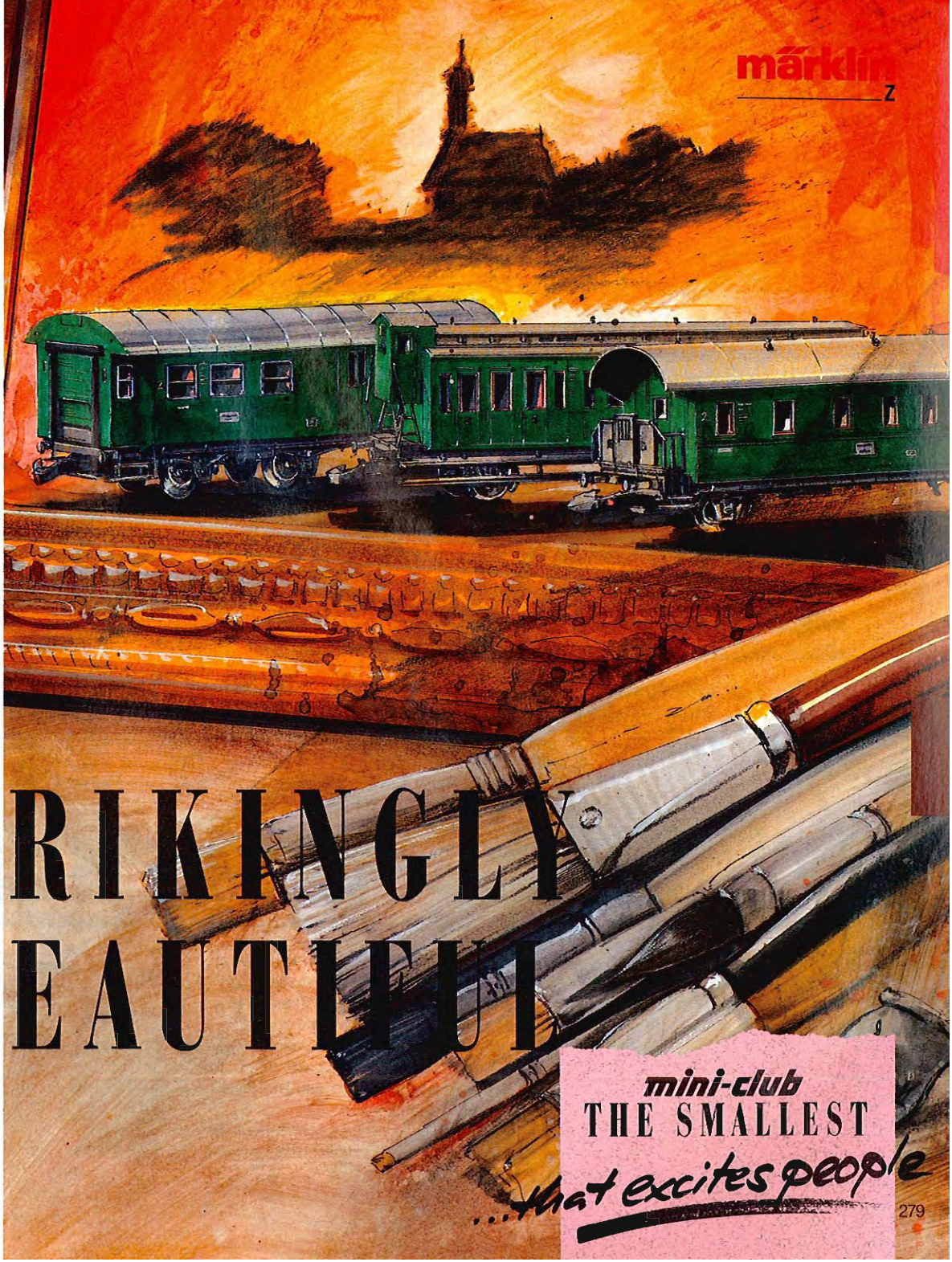
The two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the class 29. By today's standards these German Federal Railroad cars are very loud and rumble a great deal. For this reason they were colloquially called "Donnerbüchsen" ("Thunder Boxes").



8751 Passenger Car.
Bi 29. 2nd class. Length over buffers 63 mm (2-1/2").

8752 Baggage Car.
D2ie. Length over buffers 63 mm (2-1/2").



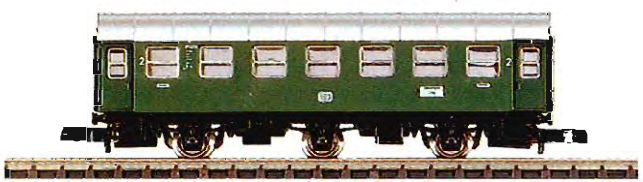


PASSENGER CARS

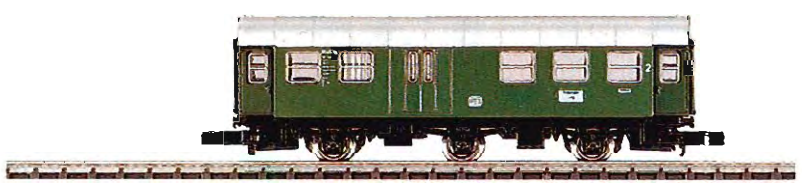
Three-Axle Rebuild Cars of the German Federal Railroad (DB)



8706 Passenger Car.
AB3yge. 1st and 2nd class. Length over buffers 61 mm (2-3/8″).



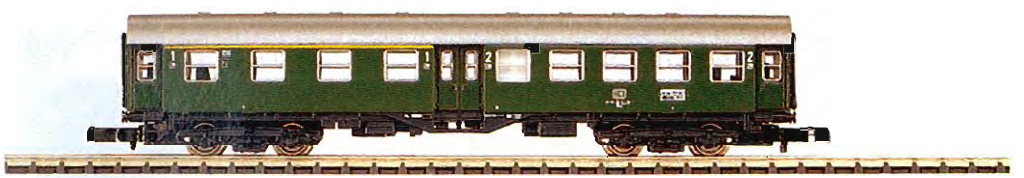
8707 Passenger Car.
B3yge. 2nd class. Length over buffers 61 mm (2-3/8″).



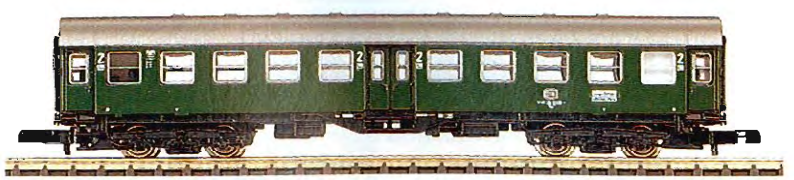
8708 Passenger Car.
BD3yge with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8″).

At the start of the 1950s the German Federal Railroad had a large quantity of exceedingly old and more or less damaged 2- and 3-axle passenger cars. By modifying the original frames, thousands of these cars were rebuilt by 1958 into 3-axle passenger cars for mixed 1st and 2nd class, 2nd class, and 2nd class with baggage compartment.

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



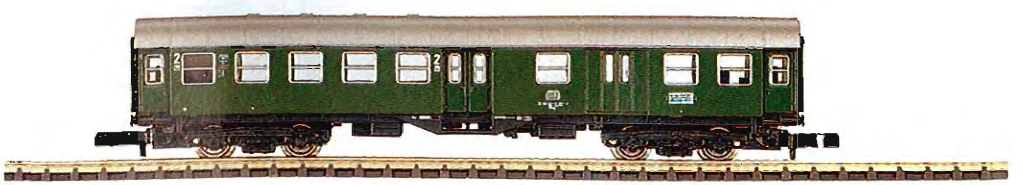
8753 Passenger Car.
AByg 503. 1st and 2nd class. Length over buffers 89 mm (3-1/2″).



8754 Passenger Car.
Byg 515. 2nd class. Length over buffers 89 mm (3-1/2″).

Starting in 1954 the German Federal Railroad rebuilt a large number of old two-, three- and four-axle passenger cars into modern units.

The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for the most part.



8755 Passenger Car.
BDyg 533 with baggage compartment. 2nd class. Length over buffers 89 mm (3-1/2″).

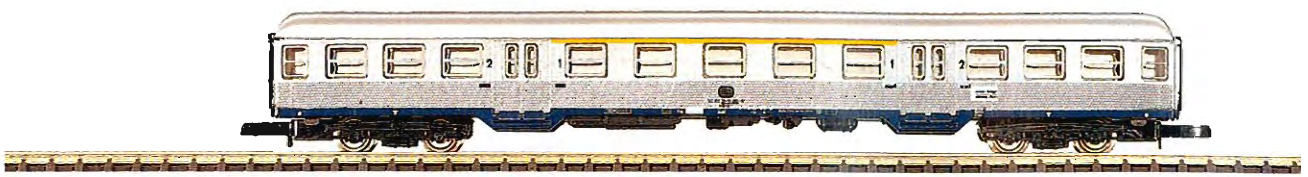
"SILBERLINGE" ("SILVER COINS")

Commuter Cars of the German Federal Railroad (DB)

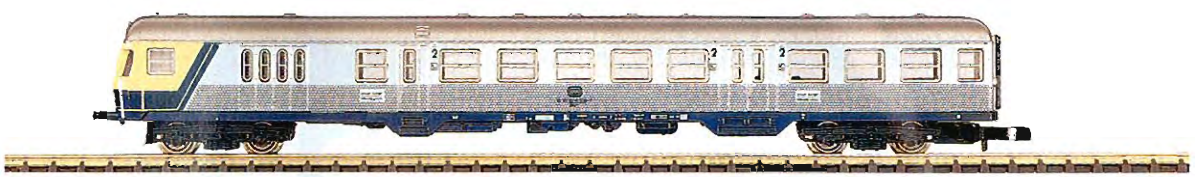
märklin Z



8716 Commuter Car.
Bnb 719. 2nd class. Length over buffers 120 mm (4-3/4").



8717 Commuter Car.
Abnrzb 704. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



8718 Commuter Car with Control Cab.
BDnf 735 with baggage compartment. 2nd class. Length over buffers 120 mm (4-3/4").



When operated control car first, triple white headlights shine.



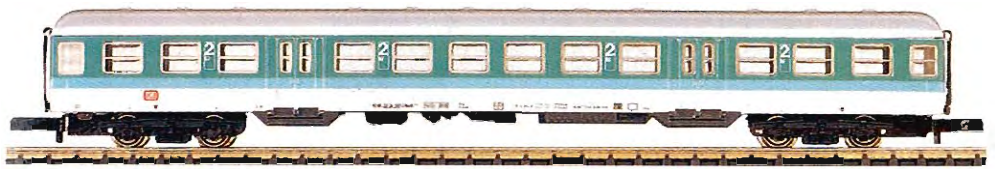
When operated control car last, dual red marker lights shine.

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CITYBAHN CARS

Commuter Cars of the German Federal Railroad (DB)

8780 CityBahn Commuter Car.
Bnrzb 778.3 in new color scheme. 2nd class. Length over buffers 120 mm (4-3/4").



8781 CityBahn Commuter Car.
ABnrzb 772.5 in new color scheme. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



8782 CityBahn Commuter Car with Engineer's Cab.
BDnrzf 784.3 with baggage compartment, in new color scheme. 2nd class. Length over buffers 120 mm (4-3/4").

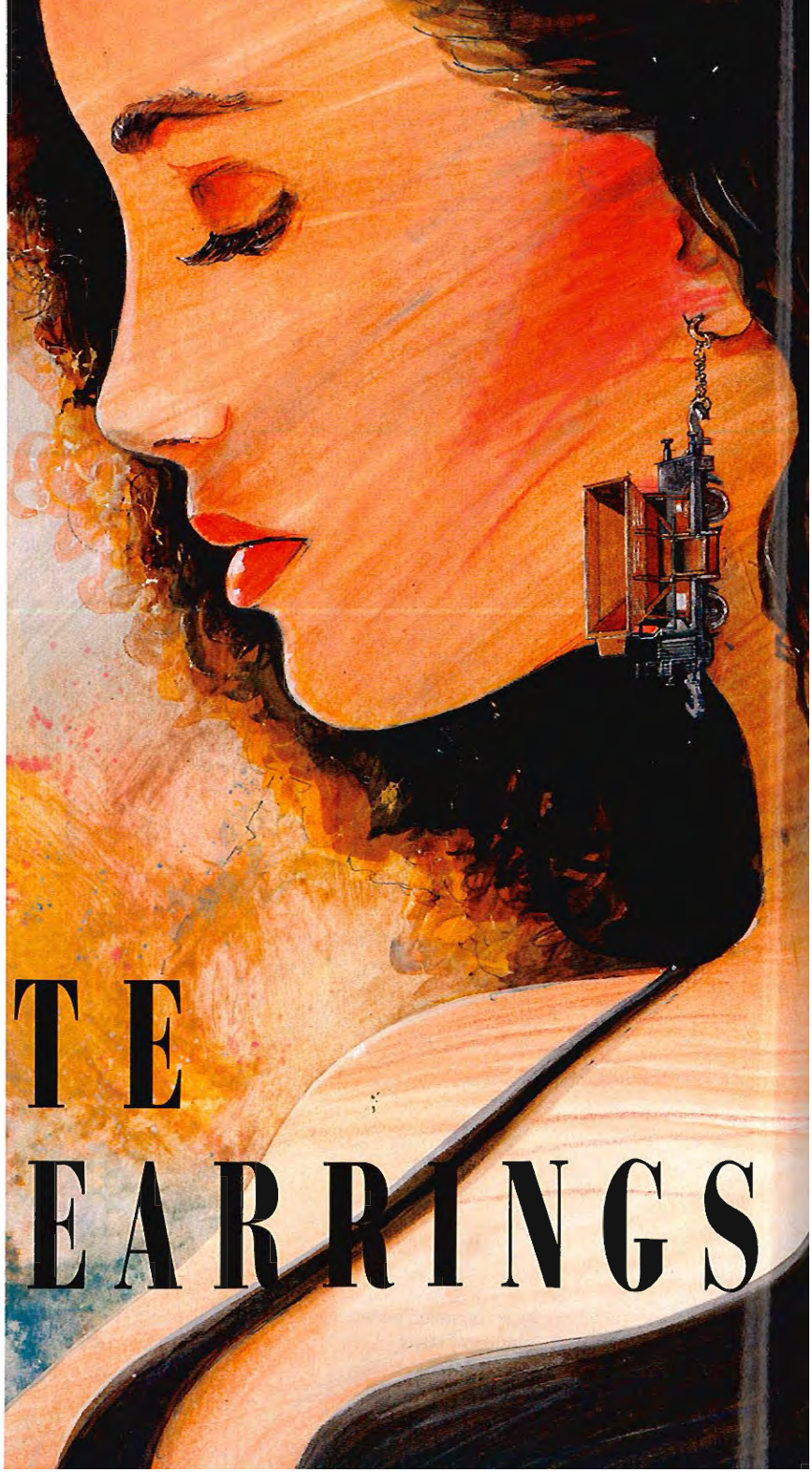




When operated control car first, triple white headlights shine.

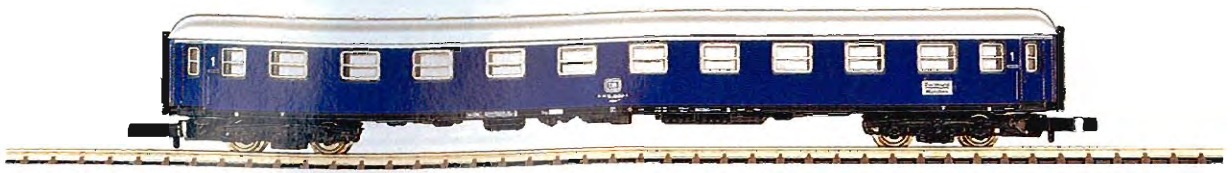


When operated control car last, dual red marker lights shine.

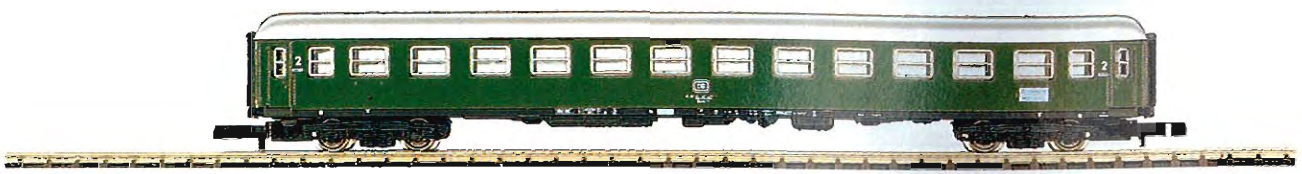


EXPRESS TRAIN PASSENGER CARS

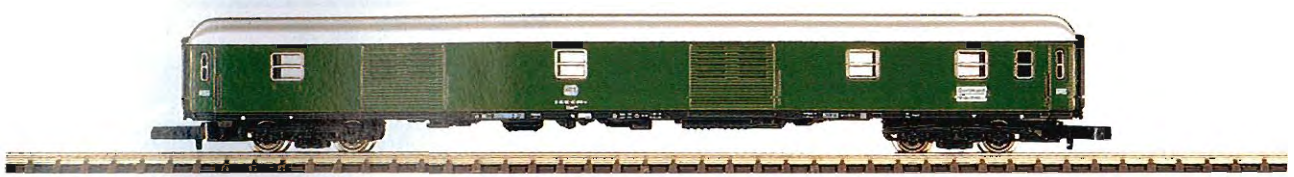
German Federal Railroad (DB)



8710 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm (4-3/4").



8711 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm (4-3/4").



8712 Express Train Baggage Car.
Dm 902. Length over buffers 120 mm (4-3/4").



8713 Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").

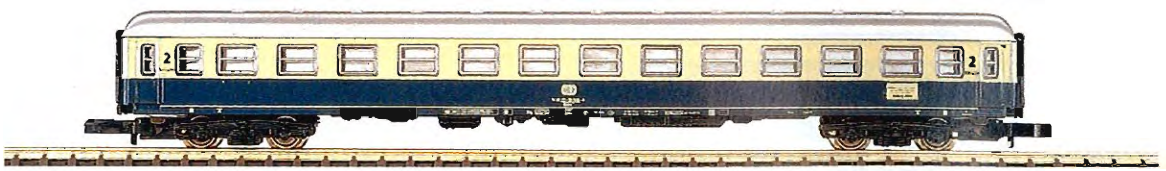
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EXPRESS TRAIN PASSENGER CARS

German Federal Railroad (DB)

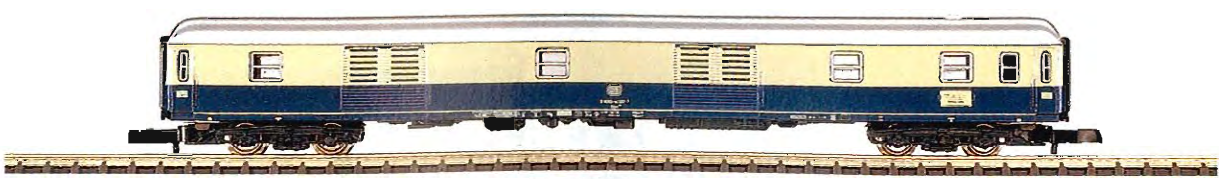
8720 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm (4-3/4").





8721 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm (4-3/4").

8722 Express Train Baggage Car.
Dm 902. Length over buffers 120 mm (4-3/4").





8757 Express Train Baggage Car.
Dm 902 in new color scheme. Length over buffers 120 mm (4-3/4").

The gray baggage car is also part of the German Federal Railroad's new color concept. Baggage cars are seen in passenger trains less and less; they are increasingly operated in unit trains of baggage cars and express freight cars. This means that the station stops for passenger trains are shorter and that shipments can be concentrated in lots.

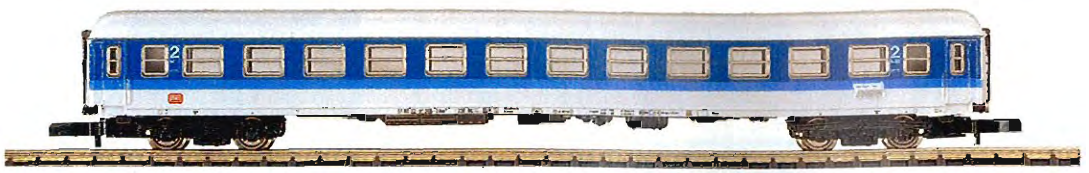
EXPRESS TRAIN PASSENGER/ INTERCITY CARS

märklin Z

German Federal Railroad (DB)



8743 InterRegio Car.
Aim. 1st class. Length over buffers 120 mm (4-3/4").

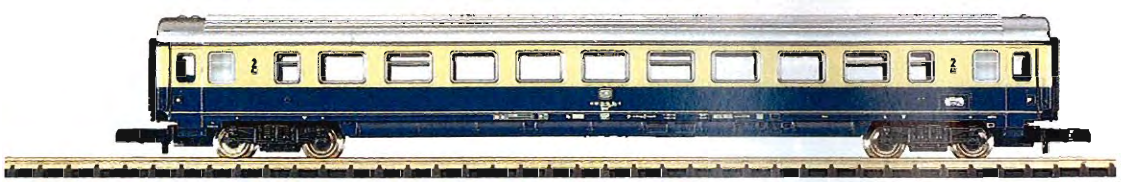


8744 InterRegio Car.
Bim. 2nd class. Length over buffers 120 mm (4-3/4").

InterRegio (IR) trains will replace the classic express train network in the future. The first of 18 planned routes are already in operation. The cars are operated on these routes on regular schedules of every two hours and have been completely rebuilt inside as well as painted in the German Federal Railroad's new color scheme.

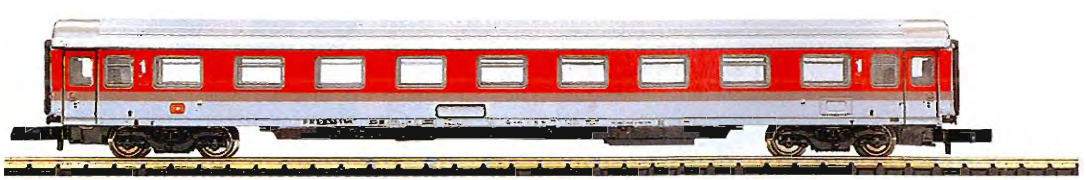


8758 InterCity Open Seating Car.
Apmz 123. 1st class. Length over buffers 120 mm (4-3/4").



8759 InterCity Open Seating Car.
Bpmz 291. 2nd class. Length over buffers 120 mm (4-3/4").

The open seating coaches for InterCity trains are a new development for the German Federal Railroad. A different interior layout and smaller vestibule areas has made it possible to expand the number of seats by three reclining seats that can also be rotated.



8734 Express Train Coach.
Avmz 207. (A9 EUROFIMA). 1st class. Length over buffers 120 mm (4-3/4").

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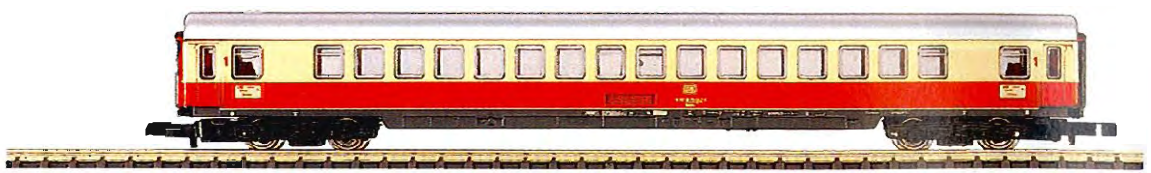
INTERCITY CARS

German Federal Railroad (DB)

8724 TEE/IC Compartment Car.
Avmz 111. 1st class. Length over buffers 120 mm (4-3/4").



8725 TEE/IC Open Seating Car.
Apmz 121. 1st class. Length over buffers 120 mm (4-3/4").

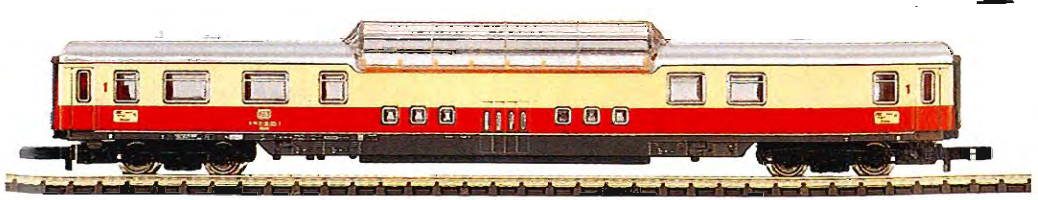


8726 TEE/IC Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").



8728 TEE Vista Dome Car.
ADm 101. 1st class. Length over buffers 120 mm (4-3/4").

InterCity trains are the best that the German Federal Railroad has to offer in passenger train service. The IC trains with first class operate exclusively with air conditioned compartment and open seating cars of the highest level of comfort.

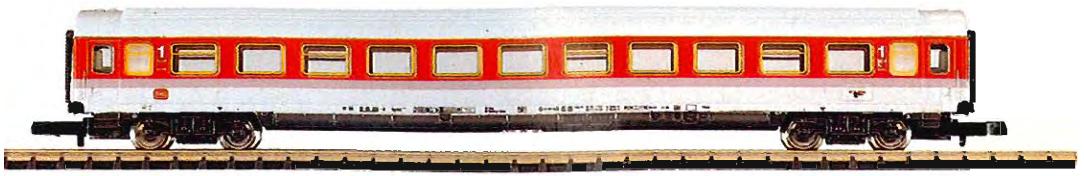




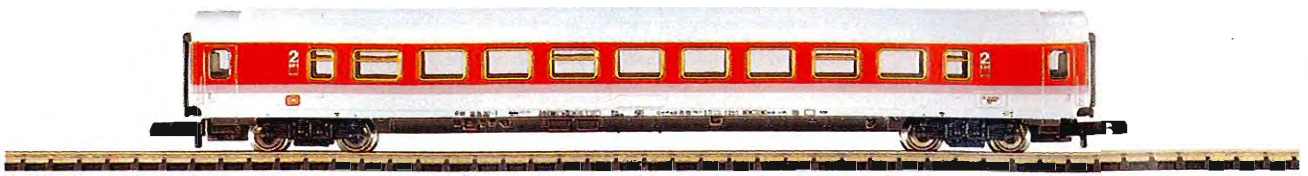
TREND-SETTING

INTERCITY CARS/ SPECIAL CARS FOR PASSENGER TRAINS

German Federal Railroad (DB)



8772 InterCity Open Seating Car.
Apmz 123 in new color scheme. 1st class.
Length over buffers 120 mm (4-3/4").



8773 InterCity Open Seating Car.
Bpmz 293 in new color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").

The German Federal Railroad's new color concept has already been introduced for the high quality InterCity (IC) and EuroCity (EC) network. Numerous cars are already operating in the red/gray paint scheme.

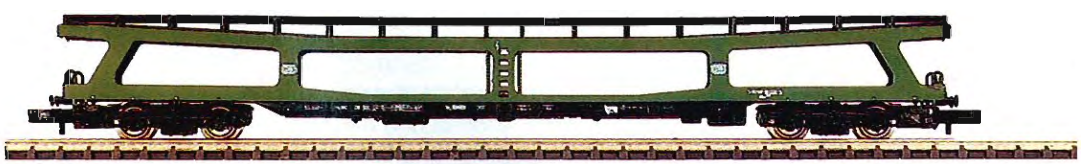
8774 Bord Restaurant.
WRmz 135 in new color scheme.
Sprung single-arm pantograph.
Length over buffers 120 mm
(4-3/4").



8952 Miniature Autos. 4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.



8715 Passenger Train Auto Transport Car.
DDm 915. Length over buffers 120 mm (4-3/4").
Can be loaded with 8952 miniature autos.



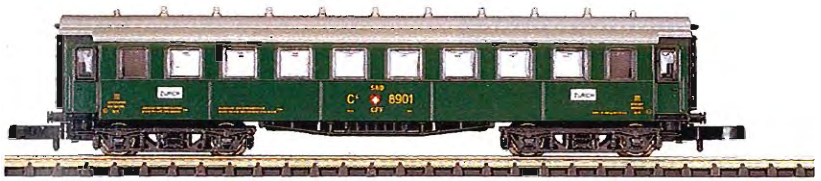
8709 Passenger Train Auto Transport
Car. German Federal Railroad (DB) DDm 915
in new color scheme. Length over buffers
120 mm (4-3/4").



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EXPRESS TRAIN PASSENGER CARS

Swiss Federal Railways (SBB)



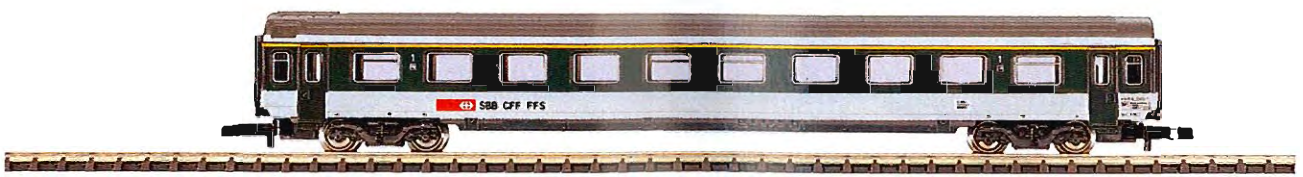
8748 Express Train Passenger Car.
Older design C4ü. 3rd class. Length over buffers 87 mm (3-7/16").

The Swiss Federal Railways car type C4ü was built with side corridors from 1913 to 1928 and was used for international service. From 1933 to 1948 the entire series was rebuilt to center aisle cars and used in domestic service.

8749 Express Train Baggage Car.
Older design F4ü. Length over buffers 91 mm (3-9/16").

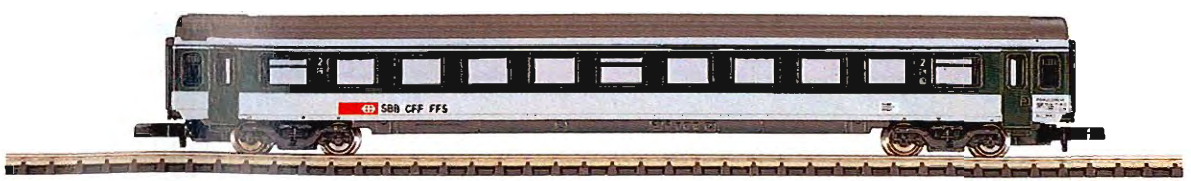
The F4ü baggage car was built in 1913 for the BLS (Bern-Lötschberg-Simplon Railroad). Around 1927 it was acquired by the Swiss Federal Railways and used in the Gotthard Pullman train.

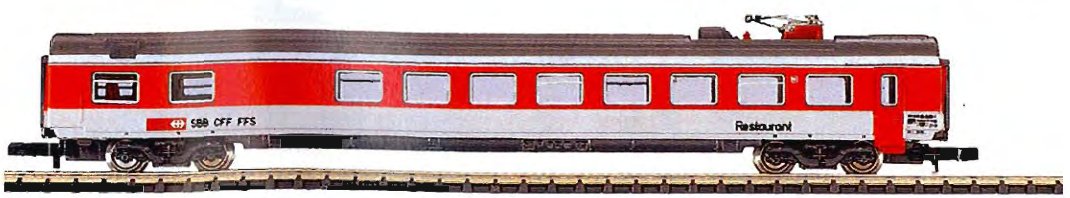




8745 Express Train Passenger Car.
Standard design Mark IV A. 1st class. Length over buffers 120 mm (4-3/4").

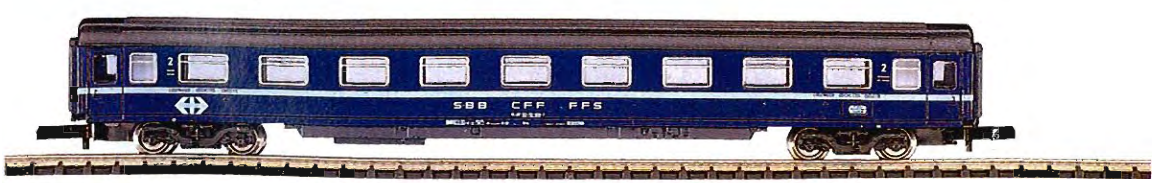
8746 Express Train Passenger Car.
Standard design Mark IV A. 1st class. Length over buffers 120 mm (4-3/4").





8747 Express Train Dining Car.
Standard design Mark IV WR. Length over buffers 120 mm (4-3/4").

The Swiss Federal Railways purchased these new standard design Mark IV cars for use in express trains running between major cities. They are longer, higher, heavier, quieter and considerably more comfortable than their predecessors.



8742 Slumber Coach.
Bcm. 2nd class. Length over buffers 120 mm (4-3/4").

"DAYLIGHT" STREAMLINED PASSENGER CARS

Southern Pacific Railroad (USA)



8784 Coach.
Length 115 mm (4-1/2").



8785 Dining Car.
Length 115 mm (4-1/2").



8787 Vista Dome Car.
Length 115 mm (4-1/2").



8788 Baggage Car.
Length 98 mm (3-7/8").

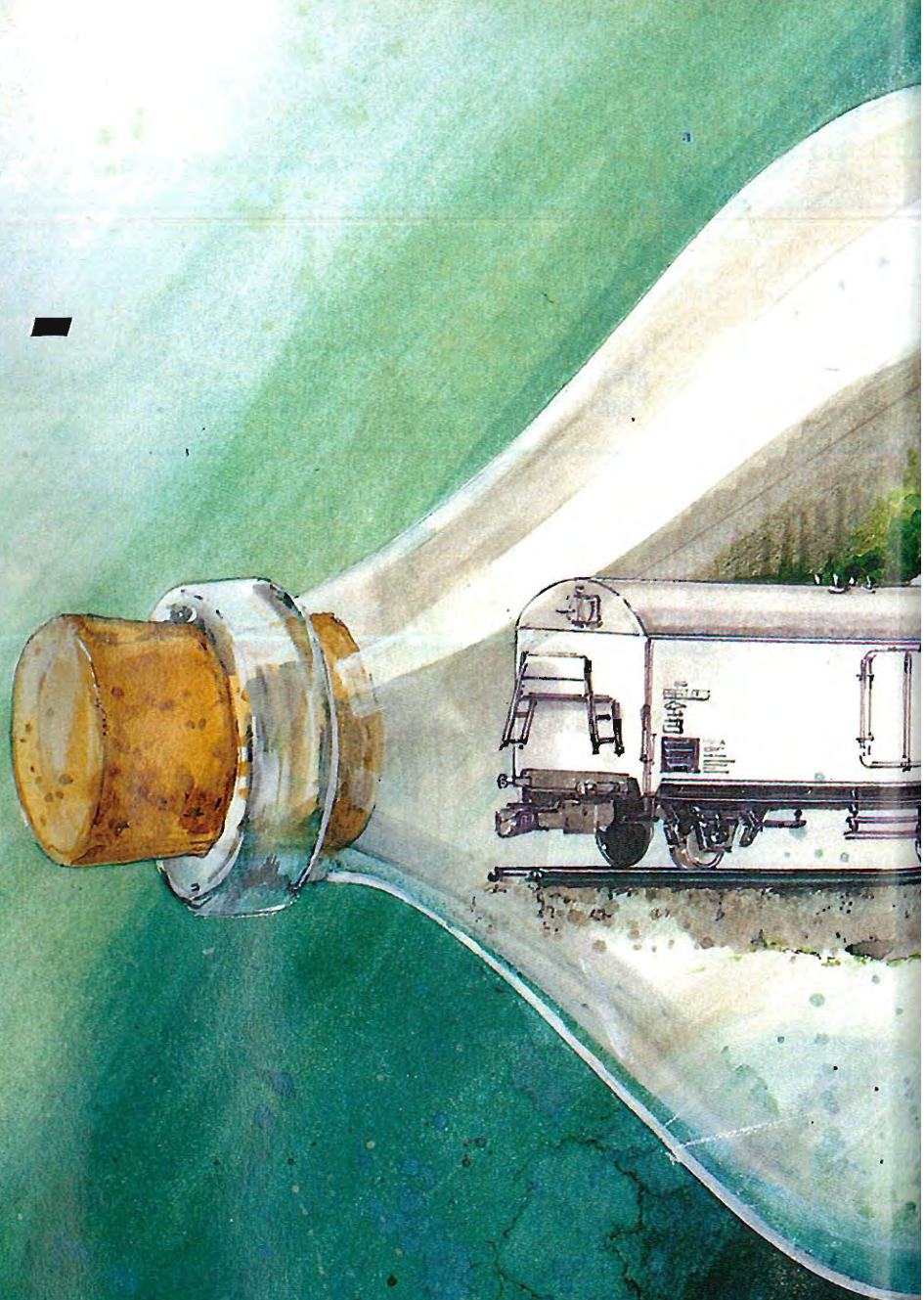
Steam locomotives were used at first to pull Southern Pacific trains which consisted of coaches, dining car, vista dome car, baggage car and observation car. Musical names such as "Sunbeam", "Morning Daylight" or "Noon Daylight" quickly made the trains well known. Later the trains were hauled by F-type diesel locomotives.



8789 Observation Car.
Length 108 mm (4-1/4").

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MASTER-PIECES



Full of gadgets

Granted, a little bit of a "fine touch" is required if you want to try out the surprising details on the mini club freight cars - for example, the gondola with hinged roof covers at 33 mm (1-5/16"), probably one of the smallest freight cars in the world. In spite of that it has movable loading and unloading openings and thereby sets quite astounding standards in the smallest scale for model railroad design that is true to the original.

The meticulous fidelity to realism is characteristic for mini club freight cars. Here too you can find lettering true to the original right down to the loading instructions. Particularly interesting for collectors and enthusiasts: The car sets which in some instances are only produced in one-time annual series.



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CAR SETS

German Federal Railroad (DB)



8776 "Track Maintenance Train" Car Set. Contents: 3 crew and equipment cars of various designs, 1 tank car, 1 low side car loaded with a work crew trailer. All cars in a special edition. Not available separately. Total length 290 mm (11-7/16").

Track maintenance trains generally consist of cars that have been retired from their original assignments. In addition, they are altered for the new work and are painted in the typical maintenance train blue. Windows are also welded shut in the crew cars according to need, such as for a sleeping compartment, or are provided with frosted glass.



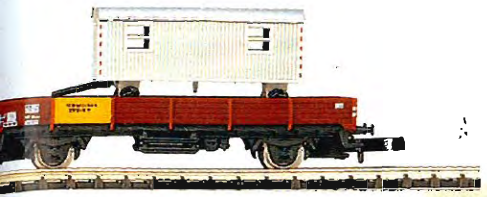
8237 "RAG Ruhr Coal, Inc." Car Set. Contents: 3 Ruhr Coal, Inc. (RAG) Fals 176 hopper cars with different car numbers. Cars are weathered. All cars in special version. Not available separately. Total length 165 mm (6-1/2").

The 8237 car set supplements the 8137 RAG freight train (see pages 270/271).



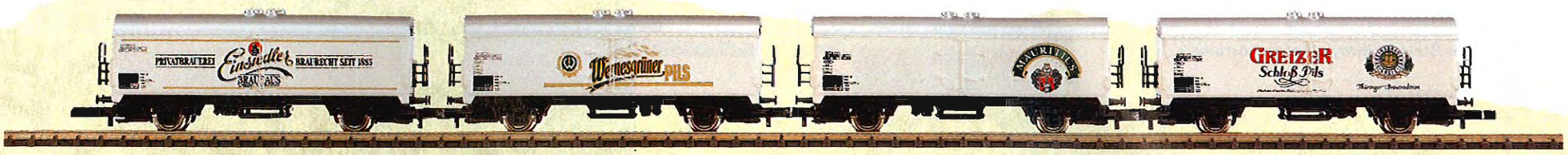
Models of the freight cars are illustrated full size

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



NEW ITEM

8208 "Breweries from the New Federal States" Car Set.
Contents: 4 beer cars for different breweries. 1 privately owned car for Mauritius Brewery, Zwickau, Germany. 1 privately owned car for Vereinsbrauerei, Greiz, Germany. 1 privately owned car for Wernesgrüner Brewery, Wernesgrün, Germany. 1 privately owned car for Einsiedler Brewery, Einsiedel, Germany. All cars in special version. Not available separately. Total length 227 mm (8-15/16").



NEW ITEM

8204 "Freight Cars of the former GDR" Car Set.
Contents: 1 two-axle gondola lettered "VEB Pechsiederei Eich/Sachs", 1 four-axle gondola, 1 boxcar, 1 powdered bulk freight car lettered "Plaste aus Schkopau" and 1 tank car. All cars in special version. Not available separately. Total length 263 mm (10-3/8").



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PROVINCIAL RAILROAD FREIGHT CARS

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



8633 Coal Gondola.
Omk(u) Association design. With brakeman's cab. Length over buffers 33 mm (1-5/16").



Royal Saxon State Railways

8601 Gondola with Hinged Covers.
Association design with brakeman's cab. Hinged covers that can be opened. Length over buffers 33 mm (1-5/16").

German State Railways Alsace-Lorraine



8602 Boxcar.
Association design with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



Grand Ducal Baden State Railways

8661 "Fürstenberg" Beer Car.
With brakeman's cab. Length over buffers 40 mm (1-9/16").

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

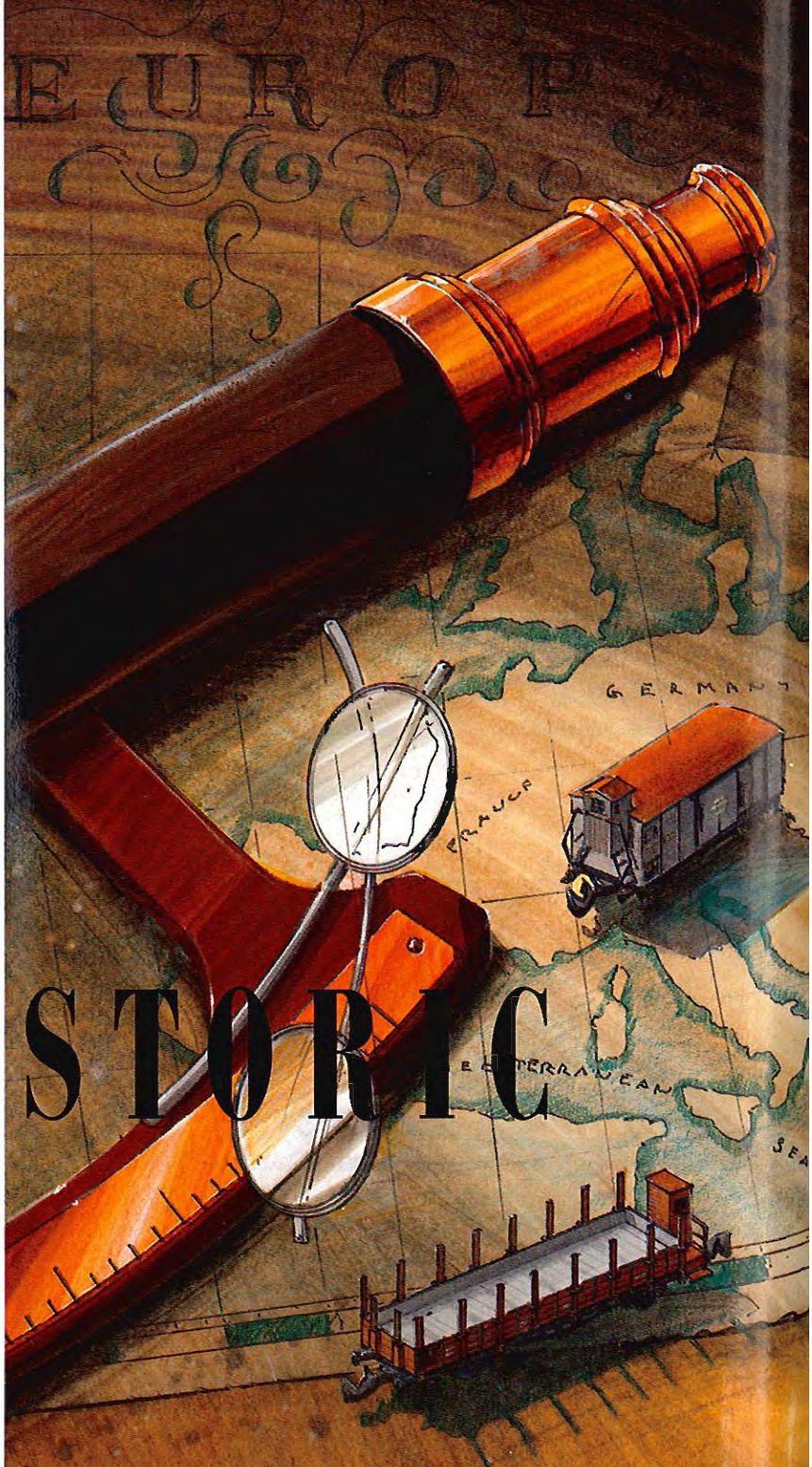


8649 Boxcar.
Association design Gm with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



Grand Ducal Oldenburg State Railroad

8658 Stake Car.
Association design Rm with brakeman's cab. Spoked wheels. Length over buffers 56 mm (2-1/14").



HISTORIC

FREIGHT CARS

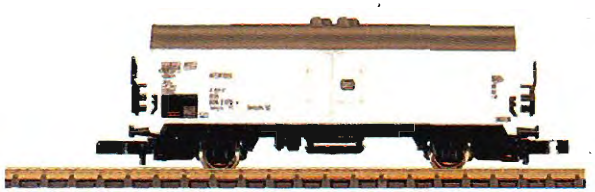
German Federal Railroad (DB)



8639 Boxcar.
G 10 with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



8609 Freight Train Baggage Car.
Pwg 012. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



8600 Refrigerator Car.
Ichqs- u. 377. Length over buffers 54 mm (2-1/8").



8669 Beer Car.
Privately owned by Einbecker Brewery, Inc. Length over buffers 54 mm (2-1/8").

8648 Beer Car.
Privately owned car of Dinkelacker. Length over buffers 54 mm (2-1/8").



8631 Beer Car. Privately owned by Veltins Brewery. Length over buffers 54 mm (2-1/8").





8647 Beer Car.
Privately owned car of Staufen Bräu. Length over buffers 54 mm (2-1/8").

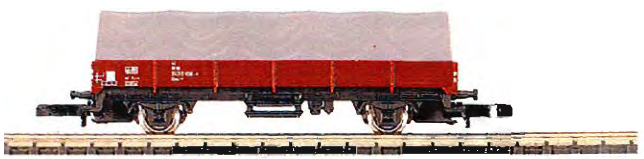
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FREIGHT CARS

German Federal Railroad (DB)



8610 Low Side Car.
Length over buffers 54 mm (2-1/8").



8665 Low Side Car with Tarp.
Klms 440. Tarp is removable insert.
Length over buffers 54 mm (2-1/8")



8622 Gondola.
E 037. Length over buffers 54 mm (2-1/8").



8605 Boxcar.
Gos-u 253. Length over buffers 54 mm (2-1/8").

8668 Gondola with Hinged Roof.
Tams 886. Length over buffers 63 mm (2-1/2").

The German Federal Railroad transport moisture-sensitive freight in the gondola with a hinged roof. The roof design allows easy loading and unloading from above.





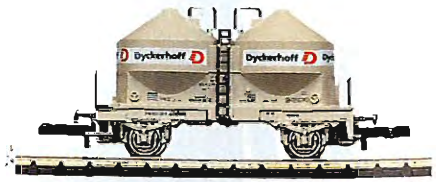
8650 Gondola.
Eaos 106. Length over buffers 63 mm (2-1/2").



8617 Container Car.
With Märklin container. Length over buffers 54 mm (2-1/8").

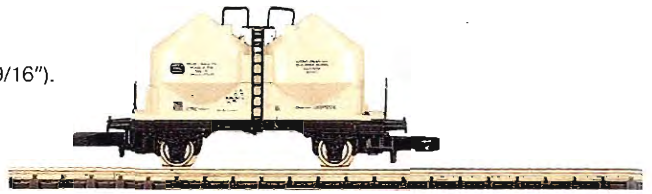
German Federal Railroad (DB)

8632 Powdered Bulk Freight Car.
Type Ucs 908 for Dyckerhoff Company. Length over buffers 40 mm (1-9/16").



8666 Powdered Freight Silo Car.
Ucs 908. Length over buffers 40 mm (1-9/16").

Fine grained materials of all types and powdered materials are transported in the powdered bulk freight car.

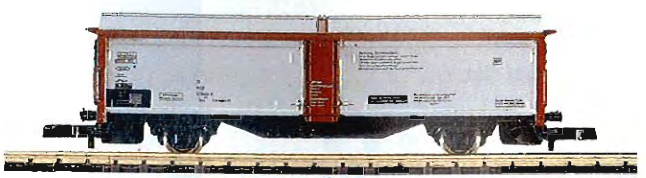




8630 Hopper Car.
Fals 176. Length over buffers 53 mm (2-1/8").



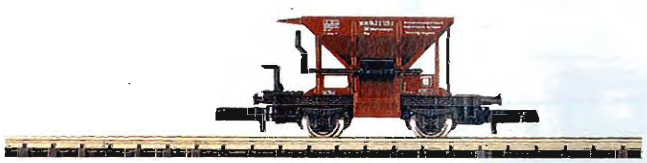
8685 Covered Hopper Car.
Tad-u 961. Length over buffers 53 mm (2-1/8").



8623 Sliding Roof/Sliding Wall Boxcar.
Tbis 870. Length over buffers 64 mm (2-1/2").



8635 Flat Car with Telescoping Covers.
Shimms 708. Length over buffers 55 mm (2-1/8").



8624 Ballast Car.
Talbot self-unloader for DB maintenance work. Unloading hatches. That can be opened. Length over buffers 33 mm (1-5/6").

8655 Stake Car.
Spns 719. Length over buffers 95 mm (3-3/4").

This car is used on the German Federal Railroad chiefly to transport pipe, lumber, steel matting and similar freight.



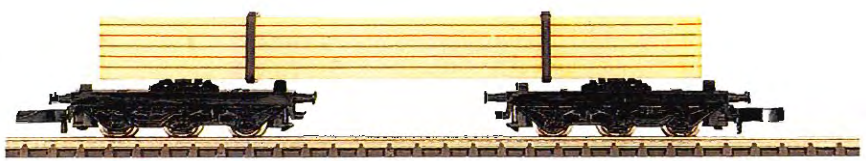
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SPECIAL DESIGN FREIGHT CARS

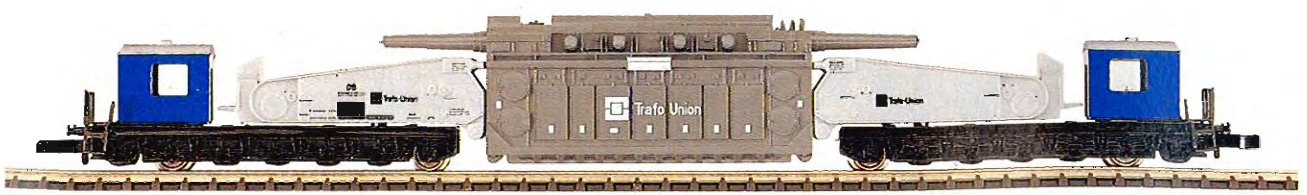
German Federal Railroad (DB)

8657 Crane Car Set.
Contents: 1 low side car and 1 crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with hand crank. Total length 93 mm (3-5/8″)

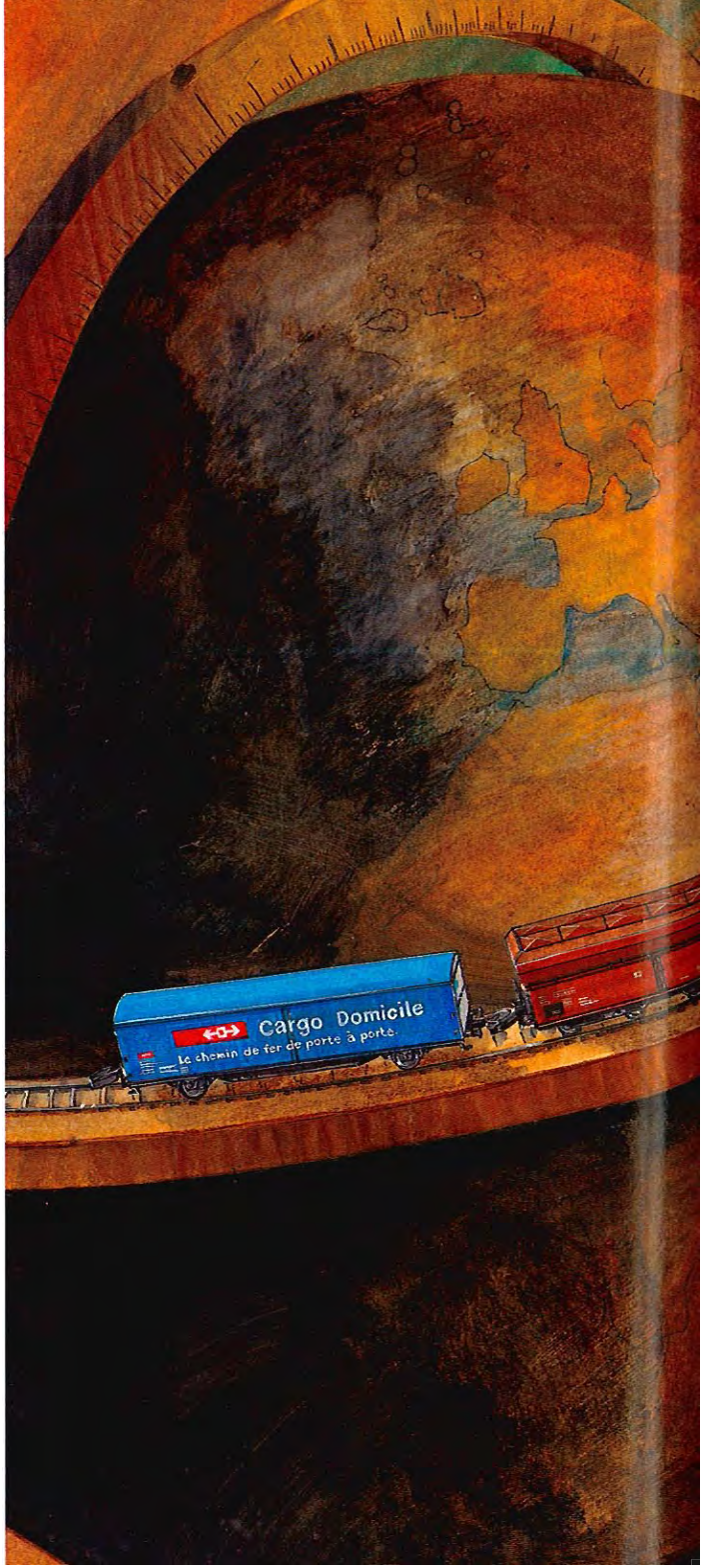


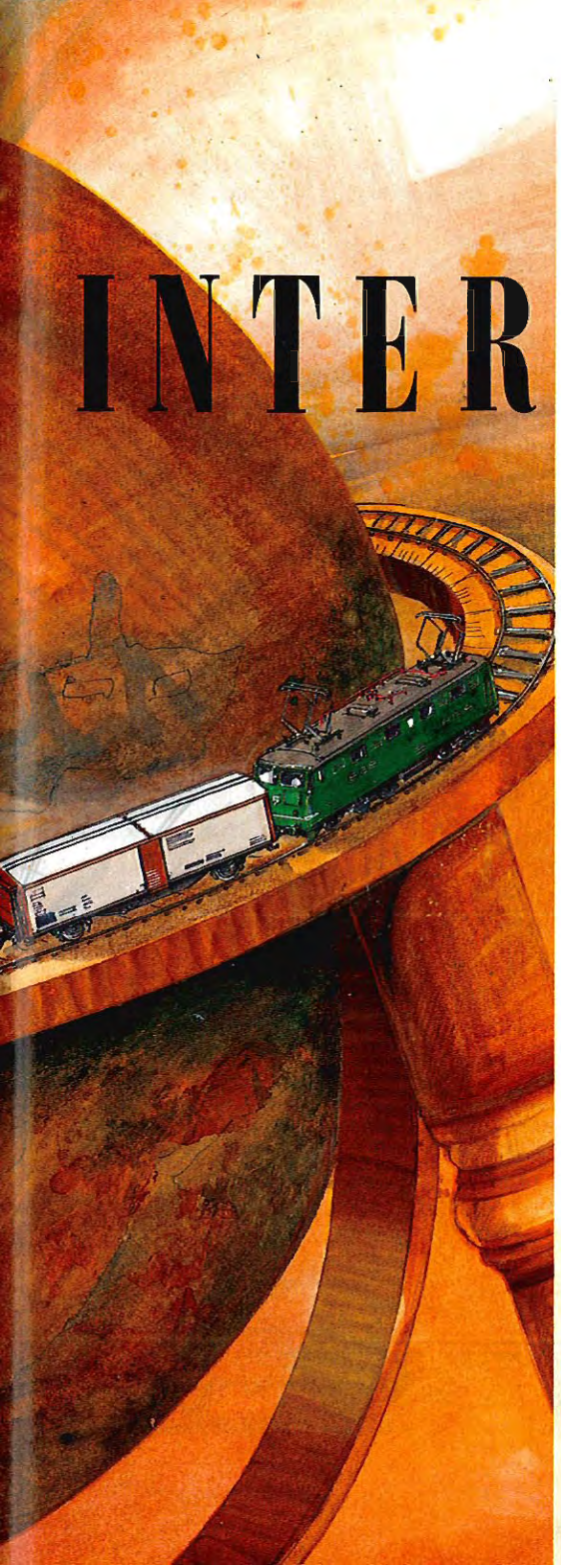


8619 Lumber Car.
2 part car. Loaded with lumber. Length over buffers 93 mm (3-5/8″).



8620 Depressed Center Flat Car.
Loaded with transformer. Length over buffers 154 mm (6-1/16″).



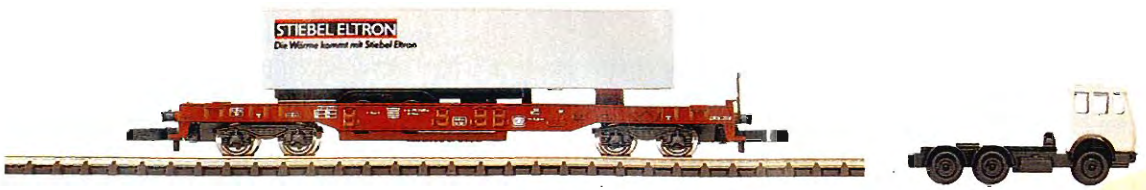


German Federal Railroad (DB)

INTERNATIONAL

8662 Piggyback Flatcar.
Sdkms 707. Loaded with a removable semi trailer for Stiebel Eltron Company. Tractor included. Length over buffers 78 mm (3-1/16").

The piggyback flatcars are used for environmentally friendly combination freight traffic between rails and the roads. These cars are loaded vertically and are designed for the transport of truck trailers, interchangeable containers and standard containers.



8211 Piggyback Flatcar.
Sdkms 707. Loaded with a removable semi trailer for Warsteiner Brewery, Warstein, Germany. Tractor included. Length over buffers 78 mm (3-1/16").

NEW ITEM



The 8211 Piggyback Flatcar is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

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TANK CARS

German Federal Railroad (DB)



8629 Oil Tank Car.
Privately owned by DEA Petroleum, Inc.
Length over buffers 40 mm (1-9/16″).

NEW ITEM

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



N

8203 Oil Tank Car.
Tank car lettered for Minol Petroleum Oil Distribution, Inc., Berlin. Length over buffers 40 mm (1-9/16″).

NEW ITEM

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



N

8202 Oil Tank Car.
Tank car lettered for Minol Petroleum Oil Distribution, Inc., Berlin. Length over buffers 75 mm (3″).

German Federal Railroad (DB)



8625 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 75 mm (3″).



8611 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 40 mm (1-9/16″).

8626 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 75 mm (3″).



8612 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 40 mm (1-9/16″).



German Federal Railroad (DB)

8613 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 40 mm (1-9/16").

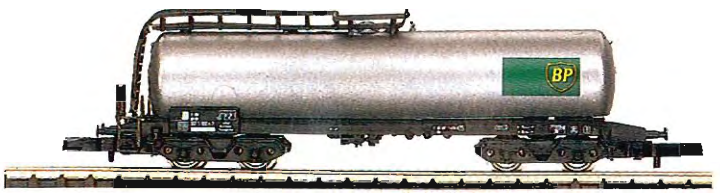


8627 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 75 mm (3").





8614 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 40 mm (1-9/16").



8628 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 75 mm (3").



8607 Gas Tank Car with Heat Shield.
Privately owned by VTG, Company. Length over buffers 75 mm (3").

8608 Gas Tank Car with Heat Shield.
Privately owned by EVA Company. Length over buffers 75 mm (3").





8667 Gas Tank Car with Heat Shield.
Privately owned by ETRA Company. Length over buffers 75 mm (3").

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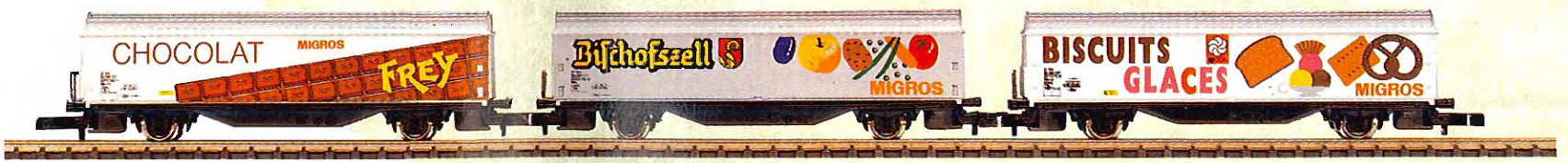
CAR SETS

Swiss Federal Railways (SBB)

NEW ITEM

8210 "MIGROS" Car Set.
Contents: 3 Hbils sliding wall boxcars with different lettering for the MIGROS wholesale and retail company. 1 sliding wall boxcar lettered for "Biscuits Glaces". 1 sliding wall boxcar lettered for "Bischofszell". 1 sliding wall boxcar lettered for "Chocolat Frey".

All cars in special version. Not available separately. Total length 198 mm (7-3/4").





8201 "Swiss Mineral Waters" Car Set.
Contents: 3 Swiss Federal Railways (SBB) Hbils sliding wall boxcars with different lettering. 1 sliding wall boxcar lettered for "Orangina", 1 sliding wall boxcar lettered for "Elmer Citro", 1 sliding wall boxcar lettered for "Valser".

All cars in special version. Not available separately. Total length 198 mm (7-3/4").

märklin Z

Swiss Federal Railways (SBB)

8653 Flat Car with Telescoping Covers.
Shimms. Length over buffers 55 mm (2-1/8").



8656 Sliding Wall Boxcar.
Hbis. Less-than-carload car "Cargo Domizil" with dual language lettering in German and French. Length over buffers 64 mm (2-1/2").

These sliding wall boxcars are used in the SBB's Less-than-carload freight. The large surfaces of their side walls are used for advertising this new transportation concept called "Cargo Domizil".

8651 Gondola.
Eaos. Length over buffers 63 mm (2-1/2").









8603 Piggyback Car.
Version for the Swiss company "Hupac". Loaded with removable trailer for the freight forwarder Jacky Maeder Company. Truck tractor included. Length over buffers 78 mm (3-1/16").

Austrian Federal Railways (ÖBB)



8604 Piggyback Car.
Loaded with removable trailer for the freight forwarder Lkw-Walter. Truck tractor included. Length over buffers 78 mm (3-1/16").



The piggyback flatcars are used in unit trains for combination freight traffic. These trains serve to relieve the much traveled pass roads. The different lettering printed on the trailers makes for a very colorful appearance in unit trains.

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GOLDEN SPIKE

NEW ITEM



NEW ITEM

N

8212 Caboose.
Union Pacific Railroad Company caboose. Separately applied ladders. Length 51 mm (2-5/8").

The 8212 caboose is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

A small brochure gives information about the historic event of the first American transcontinental rail link, which was completed 125 years ago between the Union Pacific and Central Pacific (later Southern Pacific) Railroad Companies. A golden spike was pounded into the last tie in an official ceremony as a symbol of this continuous rail link.

A "Golden Spike" in the form of a pin is included with this caboose.



USA Freight Cars



8205 USA Freight Car Set 1.
Contents: 3 boxcars lettered for different railroads. 1 "Union Pacific" boxcar. 1 "Bangor and Aroostook – State of Maine Products" boxcar. 1 "Southern Pacific" boxcar.

All cars in special edition. Not available separately. Total length 226 mm (8-7/8").

NEW ITEM



8206 USA Freight Car Set 2.
Contents: 3 gondolas lettered for different railroads. 1 "Union Pacific" gondola. 1 "Western Maryland" gondola. 1 "Southern Pacific" gondola.
All cars in special edition. Not available separately. Total length 211 mm (8-5/16").



NEW ITEM

8214 USA Freight Car Set 3.
Contents: 3 tank cars lettered for different companies. 1 "Dupont" tank car. 1 "Baker's Chocolate" tank car. 1 "Hooker Chemicals" tank car.
All cars in special edition. Not available separately. Total length 172 mm (6-3/4").

On the occasion of the 125th anniversary of the first American transcontinental rail link (Union Pacific – Central Pacific) the 8205, 8206 and 8214 car sets are being produced in a one-time series only in 1994 and are already sold out at the factory. Your dealer has already placed orders for these units.

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PLANNING BUILDING OPERATING

The "smallest one" shows its true size in layout building. Mini-club offers a broad field of activity in the smallest space for the model railroader. At its simplest it is the SET extension set program which expands operating enjoyment in steps with systematic extension possibilities up to multi-train operation with signals and working catenary.

There are hardly any limits to your planning. A wide assortment of accessories such as bridges, turntable and transfer table, locomotive sheds, lights and buildings or the container crane round out the items offered.

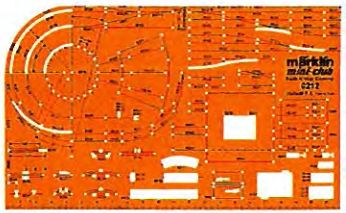

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LAYOUT PLANNING/ OVERVIEW OF TRACK



0232 Track Planning Game.
For planning and setting up mini-club layouts in a scale of 1:2. Enough material for a medium size layout. All track sections provided with catalog numbers. Arranged in 5 colors (3 radii, straight sections and turnouts). The track sections can be snapped together quickly and firmly.

Layouts can be planned in a reduced scale almost like a game without prior knowledge of the track geometry. Departures from the geometry are immediately recognizable thanks to the different colors of the track radii.



0212 Track Planning Stencil.
For planning your own track layout. All track sections in the stencil are in a scale of 1:5. Extensive instructions included.

Overview of Track

With a gauge of 6.5 mm (1/4″), the total width of the track is 11.5 mm (29/64″), the height 2.5 mm (approx. 3/32″). Rail joiners are used to connect sections of track, and an additional lug/socket feature built into the tie strip reinforces the track joint. The mini-club track system has an easy-to-understand geometry.

With the 3 track radii 145 mm (5-3/4″), 195 mm (7-11/16″) and 220 mm (8-11/16″) as well as turnouts with a 13° angle, it is possible to have a wide variety of track configurations.

Straight Track/Function Tracks



8504
25 mm
(1″)



8503
55 mm
(2-3/16″)



8587
55 mm
(2-3/16″)



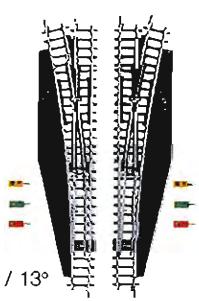
8588
55 mm
(2-3/16″)



8589
55 mm
(2-3/16″)

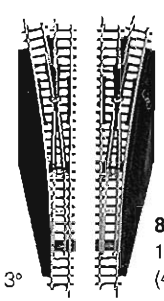
Crossings and Turnouts

Radius
490 mm
(19-1/4″)



8562 L
110 mm
(4-3/8″) / 13°

8563 R
110 mm
(4-3/8″) / 13°



8565 L
110 mm
(4-3/8″) / 13°

8566 R
110 mm
(4-3/8″) / 13°

Curved Track

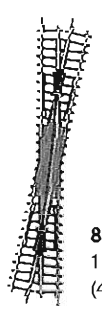
Radius
145 mm
(5-3/4″)



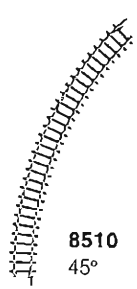
8591
13°



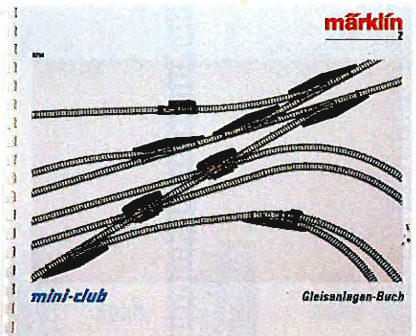
8560
112,8 mm
(4-7/16″) / 13°
r = 323 mm
(12-3/4″)



8559
112,8 mm
(4-7/16″) / 13°



8510
45°



0296 Track Plan Book.
Illustrated instructions for the setup of track layouts and catenary, how to connect up power packs and accessories, constructing bridges, with tips for building layouts. Contents 72 pages. Format 22 x 26.4 cm (8-21/32" x 10-3/8").



8500
110 mm
(4-3/8")



8506
108,6 mm
(4-1/4")



8590
110 mm
(4-3/8")



8507
112,8 mm
(4-7/16")



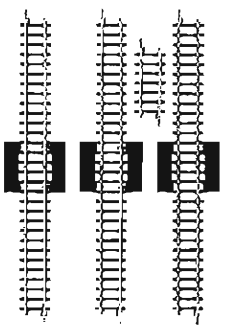
8592
100 to 120 mm
(3-15/16"
to 4-3/4")



8505
220 mm
(8-13/16")



8594
660 mm
(26")



8993
3 x 110 mm
(4-3/8")
1 x 25 mm (1")

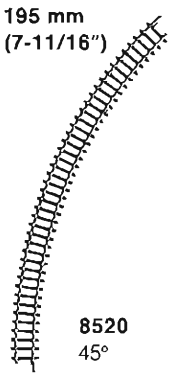


8931
16 mm
(5/8")



8991
15 mm
(19/32")

Radius
195 mm
(7-11/16")



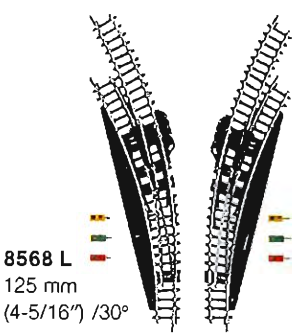
8520
45°



8521
30°



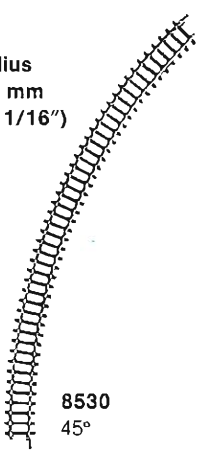
8529
30°



8568 L
125 mm
(4-5/16") /30°

8569 R
125 mm
(4-5/16") /30°

Radius
220 mm
(8-11/16")



8530
45°



8531
30°



8539
30°

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STRAIGHT AND CURVED TRACK


8500


8503


8504


8592


8505

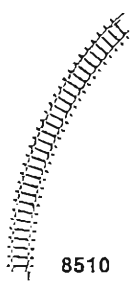

8594

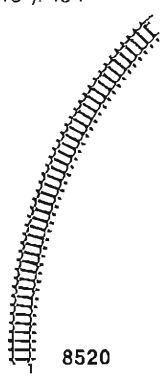
Curved Track

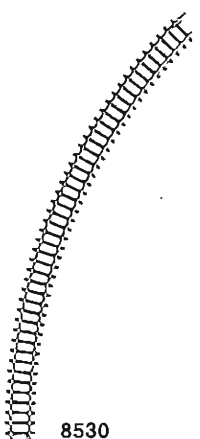
8510 Curved Track.
Radius 145 mm (5-3/4"). 45°.

8520 Curved Track.
Radius 195 mm (7-11/16"). 45°.

8530 Curved Track.
Radius 220 mm (8-11/16"). 45°.


8510


8520


8530

Straight Track

8500 Straight Track.
Length 110 mm (4-3/8").

8503 Straight Track.
Length 55 mm (2-3/16").

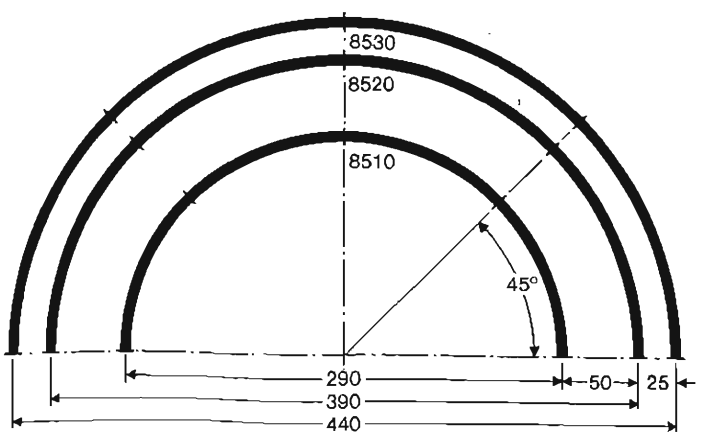
8504 Straight Track.
Length 25 mm (1").

8505 Straight Track.
Length 220 mm (8-13/16").

8592 Adjustment Track.
Adjustable in length from 100 to 120 mm (3-15/16" to 4-3/4") for situations where a standard section will not fit.

8594 Flex Track.
Length 660 mm (26"). Can be made flexible by cutting the tie strip. Cut rails and tie strip to desired length and install new rail joiners (8954).

8954 Package with 10 Insulated and 20 Regular Rail Joiners. For electrically separating rails or for crating an electrical rail joint.



The 3 Track Radii
8510 circle = 8 sections
8520 circle = 8 sections
8530 circle = 8 sections

EX

TURNOUTS

8562 L Left Electric Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

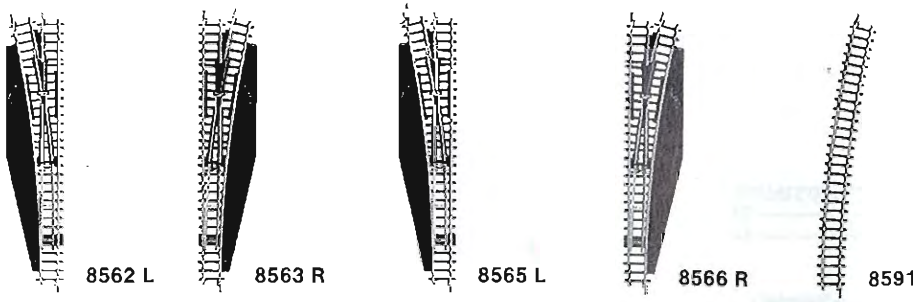
8563 R Right Electric Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

The 8562 L and 8563 R turnouts have a soleoid mechanism and manual lever. They can be operated from the 7072 control box or from circuit tracks.

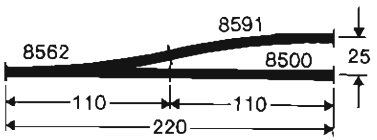
8565 L Left Manual Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

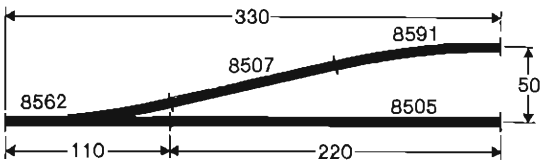
8566 R Right Manual Turnout.
Length 110 mm (4-3/8"). 13°. Radius 490 mm (19-1/4").

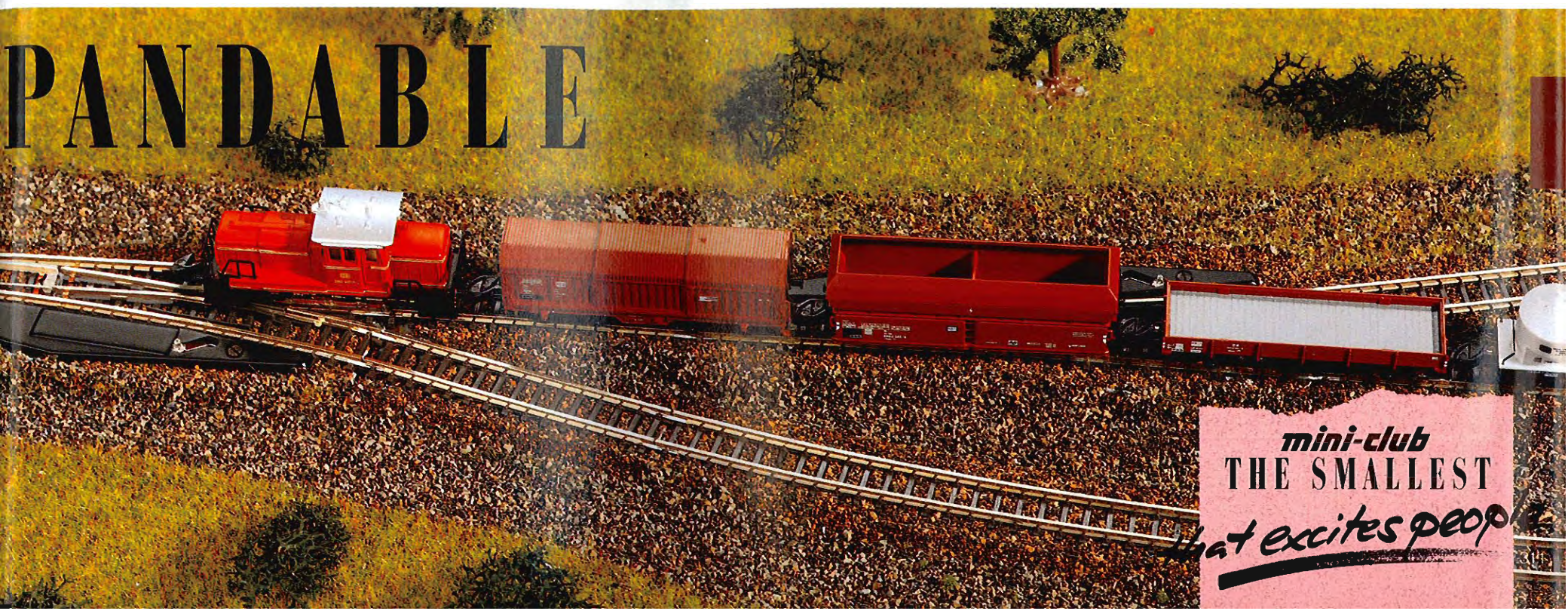
8591 Curved Track.
Complementary curve for turnouts. 13°. Radius 490 mm (19-1/4"). Same curve as branch on the 8562 L, 8563 R, 8565 L and 8566 R turnouts.



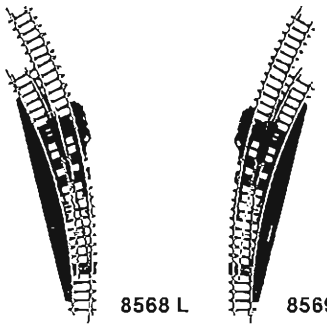
Turnouts 8562 L, 8563 R, 8565 L and 8566 R







CURVED TURNOUTS/ CROSSINGS



8568 L

8569 R

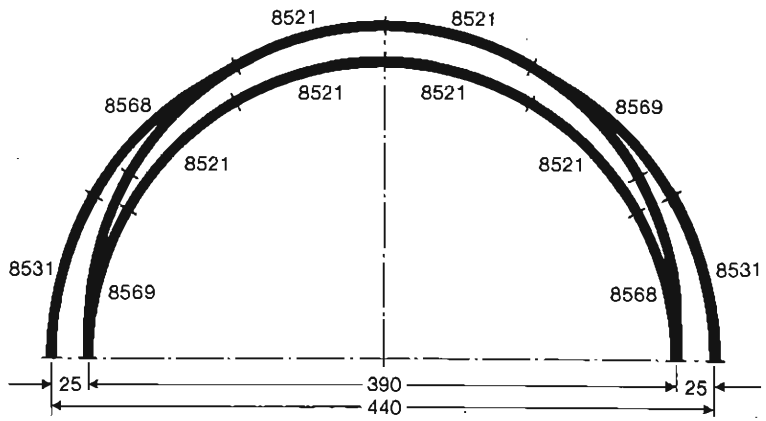


8521



8531

8568 L and 8569 R Curved Turnouts



Curved Turnouts

8568 L Electric Left Curved Turnout.
Radius 195 mm (7-11/16"). 30° (same as 8521). Main track length 125 mm (4-5/16").

8569 R Electric Right Curved Turnout.
Radius 195 mm (7-11/16"). 30° (same as 8521.) Main track length 125 mm (4-5/16").

8521 Curved Track.
Radius 195 mm (7-11/16"). 30°.

8531 Curved Track.
Radius 220 mm (8-11/16"). 30°.

The 8568 L and 8569 R turnouts and 8560 double slip turnout have a solenoid mechanism and manual lever. They can be operated from the 7072 control box or from circuit tracks.



8559



8560

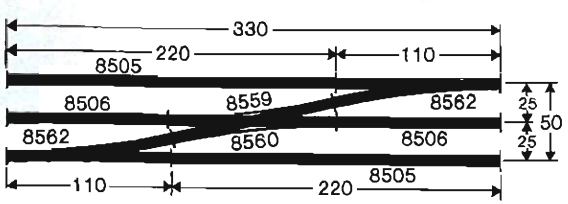


8506



8507

8559 and 8560 Crossings



Crossings

8559 Crossing.
Length 112.8 mm (4-7/16"). 13°.

8560 Double Slip Turnout.
Length 112.8 mm (4-7/16"). 13°. Radius 323 mm (12-3/4").

8506 Straight Adjustment Track.
Length 108.6 mm (4-1/4"). For adjusting length on the 8559 crossing and 8560 double slip turnout.

8507 Straight Adjustment Track.
Length 112.8 mm (4-7/16"). Same length as the straight length of 8559 crossing and 8560 double slip turnout.

FUNCTION TRACKS/ ACCESSORIES

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8587

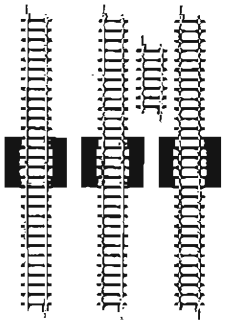

8588


8589


8590


8529


8539


8993


8931


8991

Straight Function Tracks

8587 Straight Uncoupler Track.
Has hand lever or can be remote controlled with 7072 control box. Length 55 mm (2-3/16").

8588 Straight Isolating Track.
Length 55 mm (2-3/16"). With terminal clips. One rail is gapped in the middle.

8589 Straight Circuit Track.
Length 55 mm (2-3/16"). With terminal clips. Passing train activates function.

8590 Straight Feeder Track.
With capacitor for preventing radio/television reception interference. Length 110 mm (4-3/8"). With 2 terminal clips for connecting wires included with the unit.

Curved Function Tracks

8529 Curved Circuit Track.
Radius 195 mm (7-11/16"). 30°. With terminal clips. Passing train activates function.

8539 Curved Circuit Track.
Radius 220 mm (8-11/16"). 30°. With terminal clips. Passing train activates function.

Accessories

8931 Track Bumper.
Has LED for lighted lantern. Length 16 mm (5/8"). Can be screwed to the end of the track. Wood screw included.

8991 Track Bumper.
Length 15 mm (19/32"). Can be clipped to the rails.

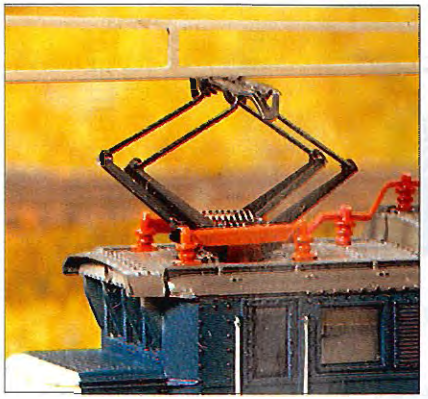
8993 Reverse Loop Set.
Trains can traverse reverse loops in one direction when reverse loop set tracks are installed in order according to their markings.

8999 Track Nails.
0.5 x 8 mm (approx. 0.02" x 0.32").
100 pieces.

LAYOUT SECTIONS



CATENARY





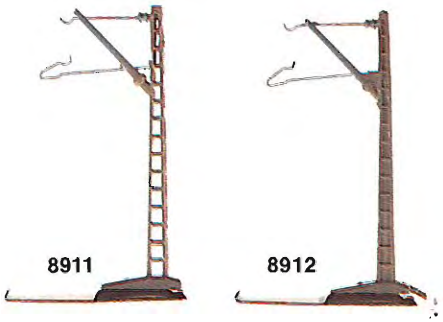
mini-club catenary functions and supplies power just like catenary in the prototype. All electric locomotives can easily be set for catenary operation by adjusting the selector switch. This increases the operating enjoyment considerably, because now 2 locomotives can be operated independently of each other on the same track with 2 power packs.

The standard masts are sufficient for single or double track lines. For double track lines they are placed on the outside of each track. The sprung catenary arms guarantee reliable contact for the wire sections.

Tower masts and cross spans are used over three or more tracks (station and yard areas). Catenary circuits can be separated using the catenary insulators.

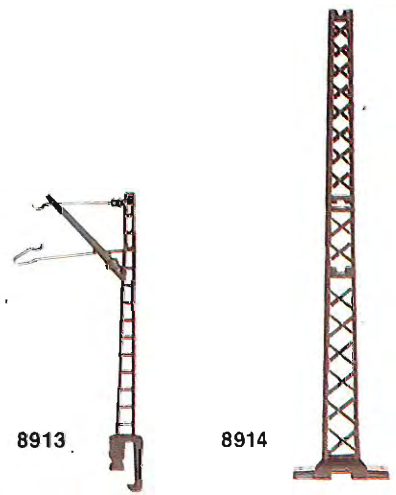
POWER CONDUCTOR





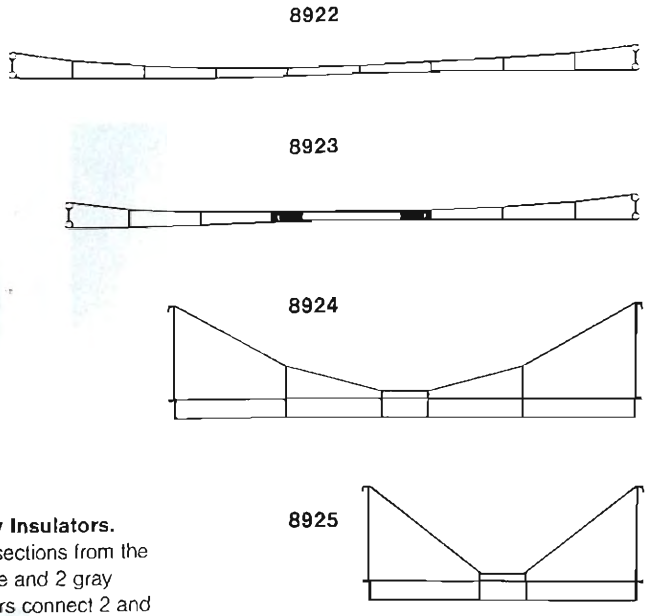
8911 Catenary Mast.
Standard mast with base plate. Height 38 mm (1-1/2").

8912 Feeder Mast.
For supplying power. Has base plate and wires. Height 38 mm (1-1/2").



8913 Bridge Mast.
Can be clipped to the sides of bridges and ramps. Height 41 mm (1-5/8").

8914 Tower Mast.
With notches for attaching 8924 and 8925 cross spans. Base 7 x 13 mm (9/32" x 1/2"). Height 61 mm (2-3/8").



8922 Wire Section.
For straight and curved track. Length 165 mm (6-1/2").

8923 Wire Section.
Adjustable in length from 150 to 180 mm (5-7/8" x 7-1/8").

8924 Cross Span.
For attaching to tower mast. Spans 5 tracks. Span width about 123 mm (4-7/8").

8925 Cross Span.
For attaching to tower mast. Spans 3 tracks. Span width about 72 mm (2-7/8").

Accessories

8921 Package of Catenary Insulators.
For insulating catenary wire sections from the cross spans. Contains 8 white and 2 gray insulators. The white insulators connect 2 and the gray connect 3 wire sections together.



8926 Package of 8 Separater Clips and 6 Connecting Springs.
Units are used to create separation points in the catenary and are used at branches above turnouts.



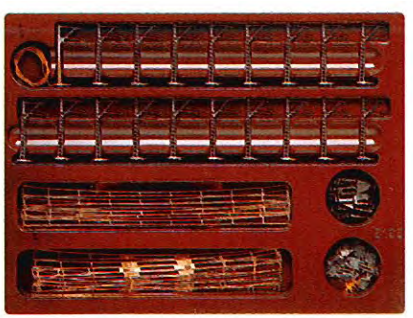
8927 Package of Catenary Terminal Clips.
Contains 2 set screw clips with and 3 without wires. For feeding power to catenary of for holding wire sections together over crossings, for example.



Catenary Sets

8198 S + E Catenary Set.
For SET extension program (pages 250/251). Contains all of the parts for setting up catenary for S + E. Contents: 19 catenary masts, 20 wire sections, 8 separater clips, 6 connecting springs and instructions.

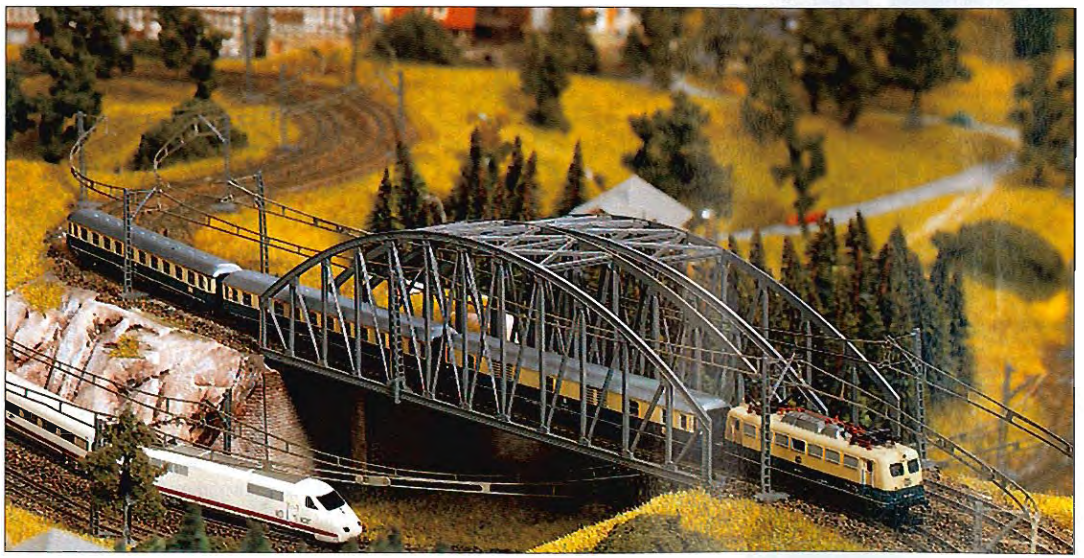




8199 T1 + T2 + T3 Catenary Set.
For SET extension program (pages 250/251). Supplements 8198 for T1 to T3. Contents: 4 catenary masts, 16 tower masts, 30 wire sections, 8 cross spans, 30 catenary insulators, 8 separater clips, 6 connecting springs, 5 catenary terminal clips and instructions.

mini-club
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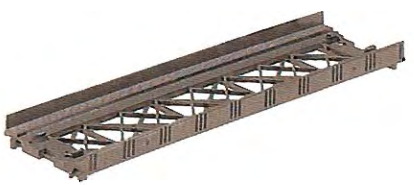
BRIDGES AND RAMPS



Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the mini-club accessory program offers the right solution for each task.



8975 Arched Bridge.
Length 220 mm (8-13/16").



8976 Straight Ramp.
Length 110 mm (4-3/8").



8977 Curved Ramp.
Radius 145 mm (5-3/4"). Track curve 45°.



8978 Set of Approach Pillars.
Contains 10 pillars. Height 4, 8, 12, 16, 20, 24, 28, 32, 36 and 40 mm (5/32" to 1-5/8").



8979 Set of Bridge Pillars.
Contains 5 pillars. Height 40 mm (1-5/8").

7599 Wood Screws.
1.4 x 10 mm (approx. 1/16" x 3/8"). For mounting bridge sections to bridge pillars. 200 pieces.



RAILROAD CROSSING GATES AND SIGNALS

märklin Z



8939 Color Light Home Signal.
Light changes from red (Hp0) to green (Hp1). 2 light bulbs. Can be operated by 8945 universal relay or by the 8946 manual signal controller. Height 34.5 mm (1-3/8").



8940 Home Signal with 1 Semaphore.
Light changes from red (Hp0) to green (Hp1). Double solenoid. Has train control function. Can be operated by 7072 control box or by circuit track. Height 45 mm (1-6/8").



8992 Railroad Crossing Gates with Half Gates.
Set consists of 2 solenoid activated gates, each with 2 red warning lights which go on when the gates descend. Dimensions for each base 96 x 37 mm (3-3/4" x 1-1/2").

The following are required for the railroad crossing gates:
- for manual operation: 1 manual signal controller 8946.
- for automatic operation by a passing train: 1 each 8945 universal relay and 2 circuit tracks (8529, 8539 or 8589 according to the layout) per track.

FULL SPEED AHEAD



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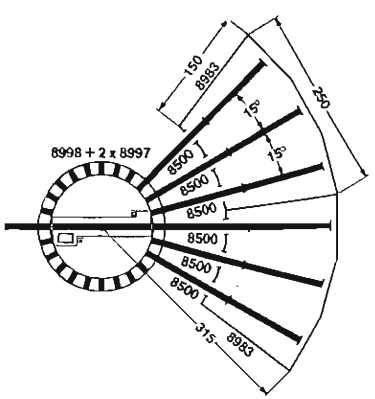
TURNTABLE



8998 Turntable.
Turntable pit requires sunken installation for flush mount on layout. 8 spoke tracks on outer edge. Can be expanded to 24 spoke tracks with 8997 extension set. Extensive details and prototypical paint work. Turntable operated by remote control using control box included with unit. Electric motor mechanism. Automatic shutoff of power to all tracks not in contact with the deck. External turntable diameter 170 mm (6-11/16"). Deck length 132 mm (5-3/16"). Flush mount installation requiring 145 mm (5-3/4") diameter hole. Can be used with 8983 locomotive shed.

8997 Extension Set for 8998 Turntable.
8 spoke tracks that can be snapped onto turntable edge. The turntable can be expanded to 24 spoke tracks with 2 extension sets.





This illustration shows how 2 of the 8983 locomotive sheds can be set up with the 8998 turntable.

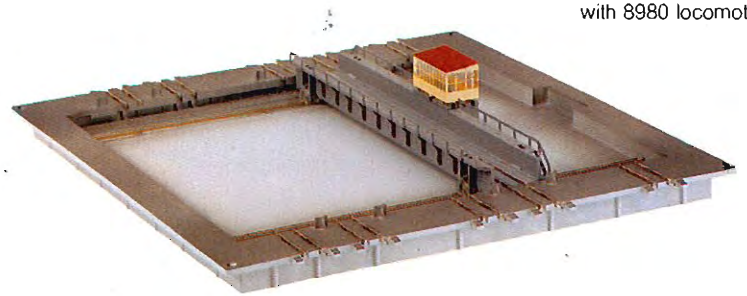
8983 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 3 locomotive stall tracks. 3 special track sections included to automatically stop locomotives. Base dimensions 150 x 250 mm (5-29/32" x 9-7/8"). For use with 8998 turntable.



TRANSFER TABLE

märklin Z

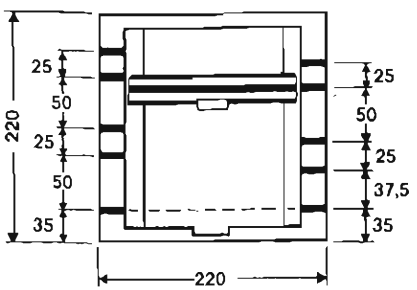
8994 Transfer Table.
2 approach tracks and 8 stall tracks. Transfer table pit requires sunken installation for flush mount on layout. Controller for remote control of deck and locomotives. Electric motor mechanism. Automatic shutoff of power to all tracks not in contact with the deck. Width and length each 220 mm (8-5/8"). Can be used with 8980 locomotive shed.

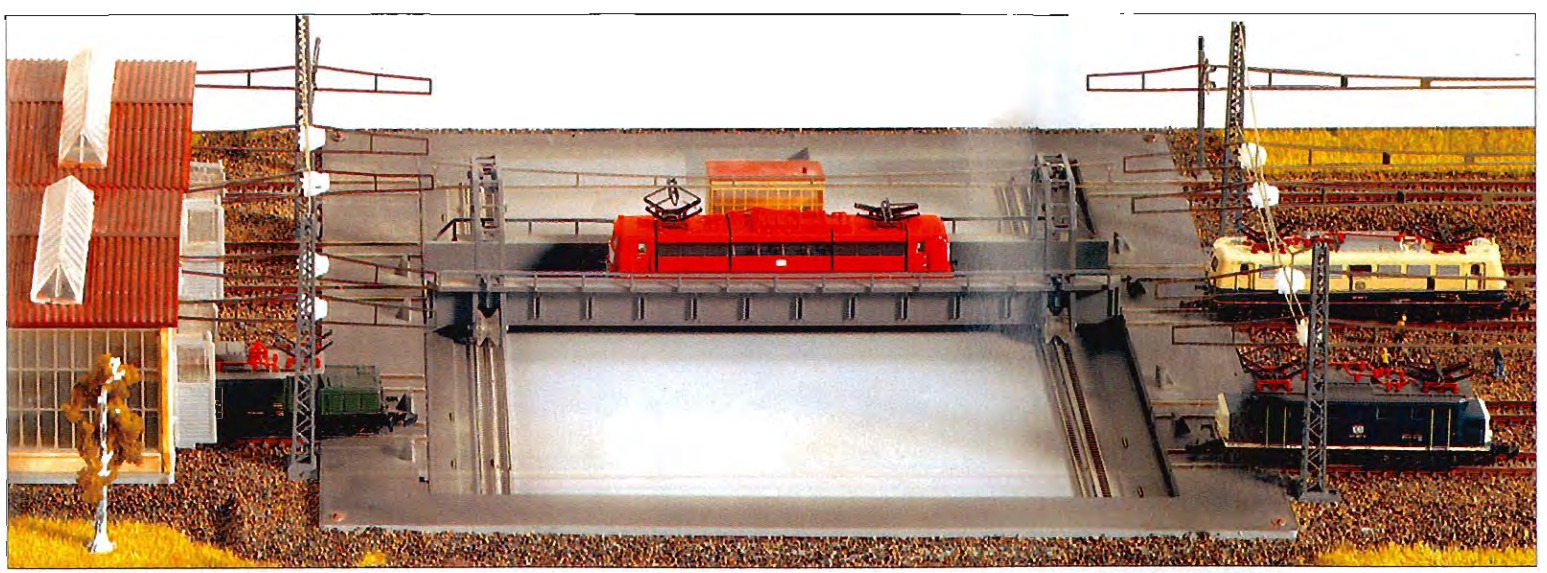




8980 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 2 locomotive stall tracks (center-to-center track spacing 25 mm/1") and catenary. Length 152 mm (6"). Width 74 mm (2-7/8"). Height 51 mm (2"). 2 special track sections included to automatically stop locomotives. For use with 8994 transfer table.

8995 Catenary Set for Transfer Table.
2 catenary gantry masts. 1 no. 8922 wire section with wire soldered to it. 10 short catenary wire sections.





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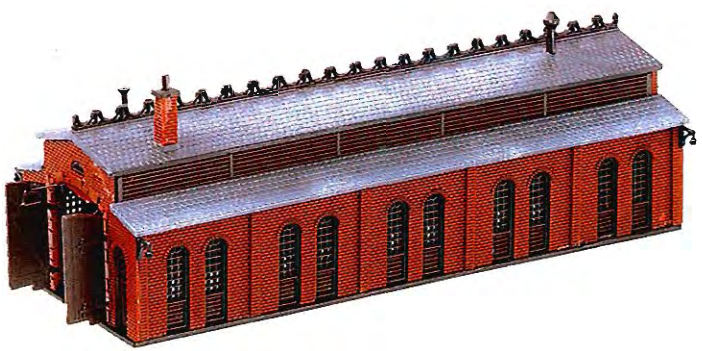
LAYOUT ACCESSORIES



8986 Lineside Detail Set.
Contents: 2 turnout tension levers, 4 grade crossing warning signs, 4 sets of 3 grade crossing approach signs, 1 telephone hut and 1 footbridge.

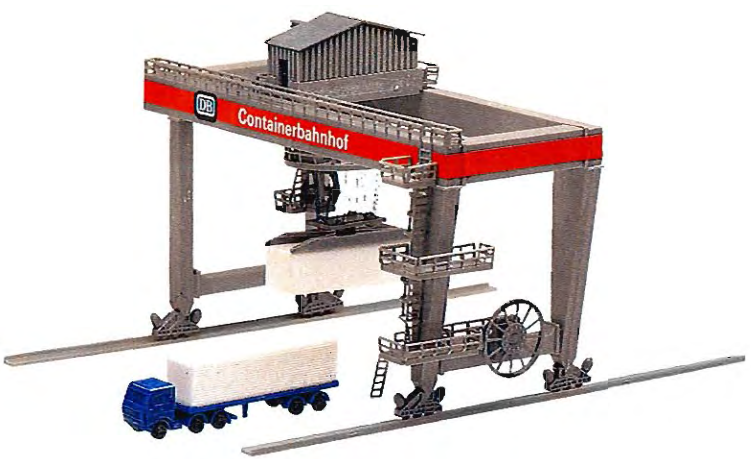
8982 Coaling Station Kit.
With crane, coal bunker, water tower, sand tower and separate water standpipe. Base dimensions 167 x 45 mm (6-9/16" x 1-3/4").





8981 Locomotive Shed Kit.
Doors operated electro-mechanically. Equipped for installation of 1 locomotive stall track. 1 special track section included to automatically stop locomotives. Base dimensions 150 x 50 mm (5-29/32" x 2").

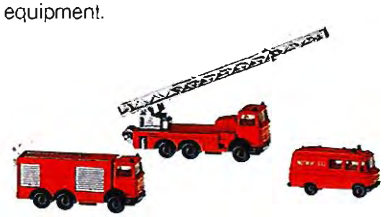
8972 Container Terminal Kit.
Gantry crane with movable crane carriage, containers and truck. Base dimensions 135 x 65 mm (5-5/16" x 2-9/16").

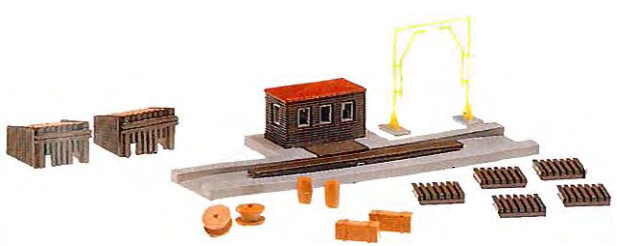




8916 Truck Set.
Contents: 1 semi truck tractor with trailer for Silit Company and 1 semi truck tractor with trailer for Villeroy & Boch Company.

8917 Fire Truck Set.
Contents: 1 fire truck with ladder, 1 crash truck and 1 DB 508 fire truck with fire fighting equipment.





8985 Freight Shed Accessory Set.
Contents: loading gauge, track scales with hut (does not work), 2 track bumpers, 5 stacks of cross ties, 2 cable reels, 2 boxes and 2 barrels.

FOCAL



8957 Street Light. Height 46 mm (1-3/4″). Base 8 x 14 mm (5/16″ x 35/64″).

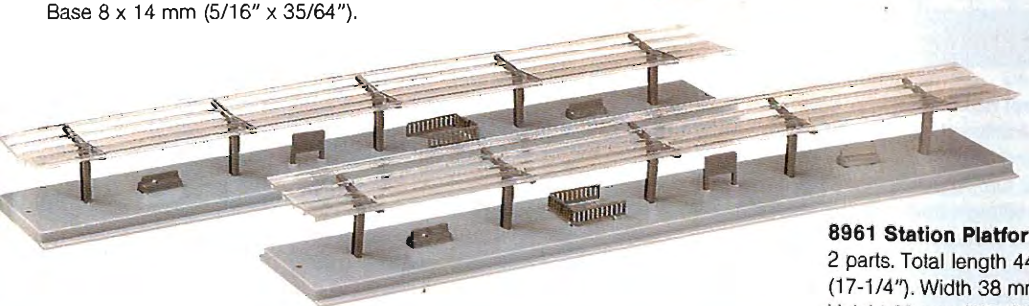
8958 Station Light. Height 46 mm (1-3/4″). Base 8 x 14 mm (5/16″ x 35/64″).

8959 Park Light. Height 25 mm (1″). Base 8 x 14 mm (5/16″ x 35/64″).



8970 Wintersdorf Station Kit. Main and annex building with roofed passageway. Can be used by itself and with 8971 freight shed. Base dimensions 72 x 112 mm (2-7/8″ x 4-3/8″). Height 54 mm (2-1/8″).

8996 Water Tower Kit. With water standpipe. Base dimensions 52 x 52 mm (2″ x 2-1/2″). Height 75 mm (3″).



8961 Station Platform Kit. 2 parts. Total length 440 mm (17-1/4″). Width 38 mm (1-1/2″). Height 23 mm (29/32″).





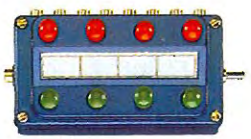


8971 Freight Shed Kit. Warehouse, loading ramp and tool shed. Can be used by itself and with 8970 station. Base dimensions 53 x 130 mm (2-1/8″ x 5-1/8″). Height 38 mm (1-1/2″).

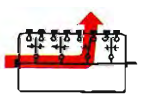


CONTROL BOXES

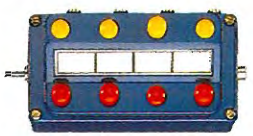
For remote-control operation



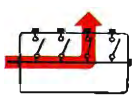
7072 Control Box.
With 8 sockets for connecting 4 double solenoid accessories. The position of the buttons indicates the setting for the signal, turnout, etc. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").



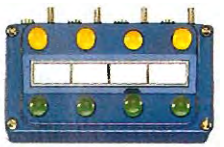
Schematic of 7072
(Button 3 pushed)



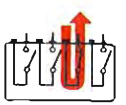
7210 Control Box.
For dividing a track or accessory circuit into 4 different circuits by means of buttons. For example, turning power off in 4 storage sidings in a single track circuit. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").



Schematic of 7210
(Button 3 pushed)



7211 Control Box.
For turning 4 different track or accessory circuits on and off by means of buttons. For example, turning power off in 4 storage sidings in 4 different track circuits. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").



Schematic of 7211
(Button 3 pushed)



8945 Universal Relay.
With two single-pole switches and one double-throw switch for various circuits. Unit can perform a wide variety of tasks automatically (up to 3 functions simultaneously). Operating current 10 volts. Double solenoid mechanism. Can be activated with circuit track, 7072 control box or hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").



8946 Manual Signal Controller.
With two single-pole switches and one double-throw switch for controlling the light changeover on the 8939 signal and track current, for example. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").



8947 Double-Pole Reverse Switch.
(Polarity switch). Operating current 10 volts. Double solenoid mechanism. Can be activated with circuit track, 7072 control box or hand lever. Width 30 mm (1-3/16"). Length 70 mm (2-3/4"). Height 8 mm (5/16").

8950 Light Socket for Buildings.

8953 Light Insert.
Has 10 volt light bulb. For use with 8950 light socket, 8939 and 8940 signal, 8992 railroad crossing gate, in all lighted locomotives and ICE intermediate car.

26906 Light Bulb.
For 8871 ICE power car.

60210 Light Bulb.
For 8851 and 8896 (rear) locomotives and 8957, 8958 and 8959 lamps.

8987 Pair of Brushes.
For locomotives 8803, 8805, 8864 and 8895.

8988 Pair of Brushes.
For locomotives 8112, 8802, 8826, 8829, 8831, 8854 and 8867.

8989 Pair of Brushes.
For locomotives 8154, 8806, 8807, 8809, 8812, 8820, 8822, 8824, 8825, 8827, 8832, 8833, 8834, 8838, 8841, 8843, 8846, 8847, 8848, 8851, 8855, 8856, 8860, 8866, 8871, 8873, 8878, 8879, 8881, 8882, 8884, 8885, 8886, 8888, 8889, 8890, 8892, 8896 and 8899.



8955 Scheren Pantograph.
With mounting screw. For locomotives 8812, 8822, 8824, 8825, 8826, 8829, 8834, 8838, 8841, 8843, 8851, 8854 and 8856.



8956 Single-Arm Pantograph.
With mounting screw. For locomotives 8846, 8847, 8848, 8855, 8867 and 8871.

8974 Rerailer.
Facilitates placing locomotives and cars on the track.

7149 Oiler with Narrow Applicator Opening.
Contains 10 ml (0.0338 oz.) special oil for lubricating locomotives and cars.

POWER PACKS



6701 230 volts
mini-club Electronic 08 Power Pack.
The diode circuit enables a fine, interruption-free adjustment of half wave, mixed wave and full wave current. This results in an extremely gradual acceleration, consistent slow speed operation and a powerful increase in speed up to maximum speed. Single knob operation for setting track current (direct current) from 0 to 8 volts and for determining the direction of travel by turning the speed control knob from the center position. Up to 8 VA available power in the track circuit, 8 VA at 10 volts in the accessory circuit (alternating current). Brown plastic housing. Weight 0.8 kilograms (1 lb. 12 oz.). Dimensions 85 x 117 x 70 mm (3-3/8" x 4-5/8" x 2-3/4").



6727 110 volts USA. UL/CSA tested.
mini-club Power Pack.
12 VA available power. Track current (direct current) adjustable from about 2 volts to 8 volts. Polarity switch for setting the direction of travel. Accessory current (alternating current) 10 volts. Blue plastic housing. Weight 1.2 kilograms (2 lb. 10 oz.). Dimensions 125 x 135 x 75 mm (4-15/16" x 5-5/16" x 3").

Spare Parts

Wire
The copper conductor in this wire consists of 24 separate strands each 0.10 mm (0.0004") in diameter with a total cross section of 0.19 sq. mm (0.008 sq. in.). This cross section of wire will withstand a short circuit.

After the track has been laid, it's time for wiring. This is no problem with the Märklin wiring system.

Operating Trains
The adjustable track voltage (DC) is carried to the track with the red (power to the track) and brown (ground return) wires.

Accessories
The accessory circuit (AC) is completed with the yellow wire to the user and with the gray wire (ground return) back to the power pack.

Solenoid Accessories
The blue wires on the solenoid accessory always go to a contact generator, either to the 7072 control box or to an 8529, 8539 or 8589 circuit track. The gray wire goes from the control box to the power pack.

Wire
7100 Wire. Single conductor. Gray. 10 m (33')
7101 Wire. Single conductor. Blue. 10 m (33')
7102 Wire. Single conductor. Brown. 10 m (33')
7103 Wire. Single conductor. Yellow. 10 m (33')
7105 Wire. Single conductor. Red. 10 m (33')



Sockets. Bag with 10 pieces.
7111 Sockets. Brown.
7112 Sockets. Yellow.
7113 Sockets. Green.
7114 Sockets. Orange.
7115 Sockets. Red.
7117 Sockets. Gray.



Plugs with Side Socket. Bag with 10 pieces.
7131 Plugs. Brown.
7132 Plugs. Yellow.
7133 Plugs. Green.
7134 Plugs. Orange.
7135 Plugs. Red.
7137 Plugs. Gray.



7000 Staples.
Bag of 50 pieces. For mounting wire on wood base boards.

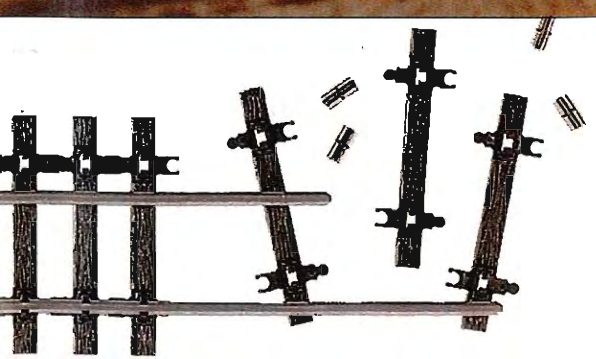


7209 Distribution Strip.
Has 11 elecrically linked connections.
Dimensions 50 x 20 mm (2-3/4" x 1-1/16").

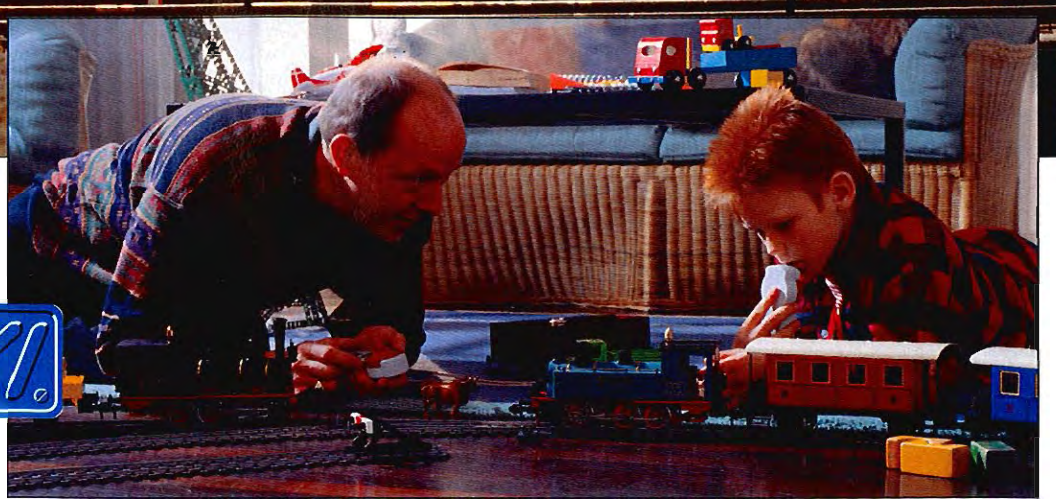
mini-club
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...that excites people

Maximum fun for the entire family.





MAXI





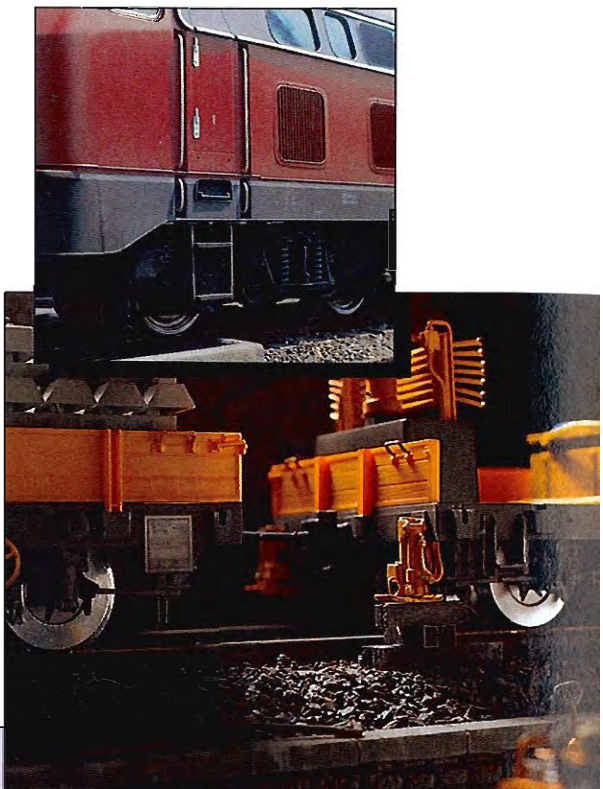


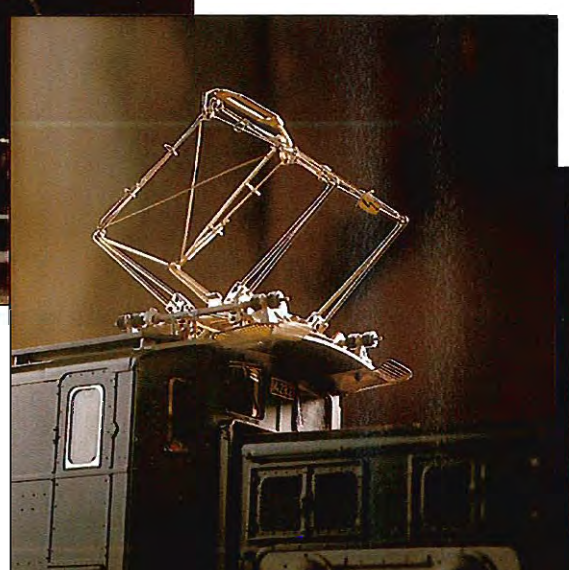
Model Size 1
Gauge 45 mm (1-3/4")
Scale 1:32

High-quality raw materials and strict production quality are the things you notice immediately when encountering Märklin's "royal size" for the first time. These reliable "giants" among model railroads have conquered their place in the hearts of collectors and enthusiasts with special fidelity to detailing, metal frames and precise drive mechanisms on select models.

Now 1 Gauge has acquired an addition to the family: With Maxi the enjoyment of playing is making its entry into the 45 mm (1-3/4") gauge. This new railroad unites playing "as it was in the good old days" with the latest Märklin technology. Maxi has a high-quality exterior of sturdy sheet steel – a loving memory of the long tradition of sheet metal workmanship at Märklin. Moreover, the use of the DELTA or the Digital system, also with 1 Gauge, gives Maxi all the advantages of these controls.

The track system is protected against rust and can be laid down not only in your home, but also in the yard or on the patio – ideal for the whole family to play with. In addition to the attractive starter set, there are other locomotives and cars available for Maxi. This railroad can thus grow with the enthusiasm for playing and/or the size of the family.





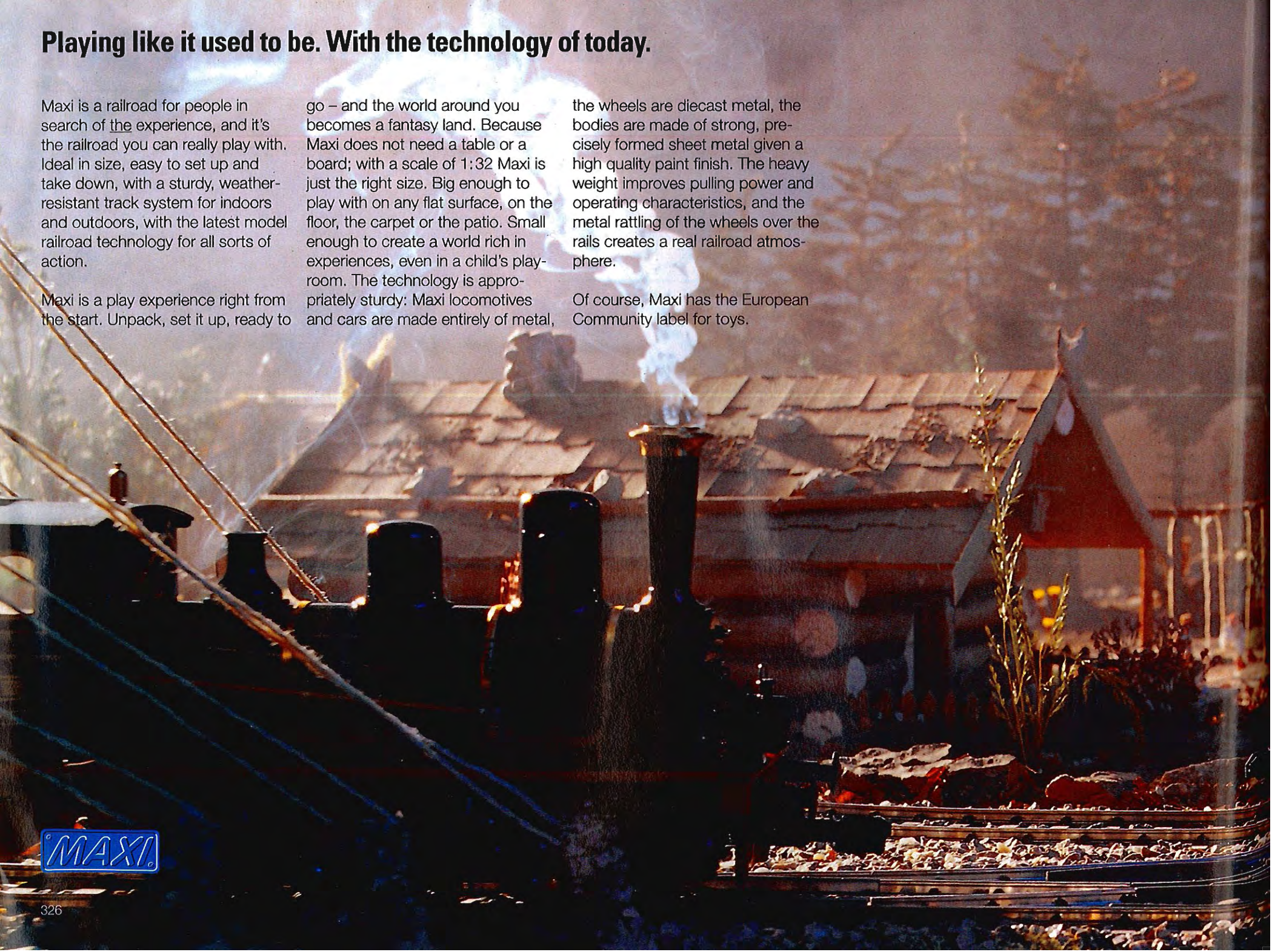


Playing like it used to be. With the technology of today.

Maxi is a railroad for people in search of the experience, and it's the railroad you can really play with. Ideal in size, easy to set up and take down, with a sturdy, weather-resistant track system for indoors and outdoors, with the latest model railroad technology for all sorts of action.

Maxi is a play experience right from the start. Unpack, set it up, ready to go – and the world around you becomes a fantasy land. Because Maxi does not need a table or a board; with a scale of 1:32 Maxi is just the right size. Big enough to play with on any flat surface, on the floor, the carpet or the patio. Small enough to create a world rich in experiences, even in a child's playroom. The technology is appropriately sturdy: Maxi locomotives and cars are made entirely of metal, the wheels are diecast metal, the bodies are made of strong, precisely formed sheet metal given a high quality paint finish. The heavy weight improves pulling power and operating characteristics, and the metal rattling of the wheels over the rails creates a real railroad atmosphere.

Of course, Maxi has the European Community label for toys.







Headlights just like the real railroad.



Thick sheet metal, precisely formed and given a high-quality finish.



Wheels made of nickel-plated diecast metal.



Sturdy couplers for Maxi and for the prof. 1 Gauge.



Built-in smoke generator for the right live steam atmosphere.



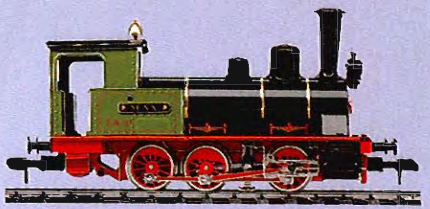
Built-in receiver component for DELTA multi-train operation and the Digital system.

Playing right from the start.

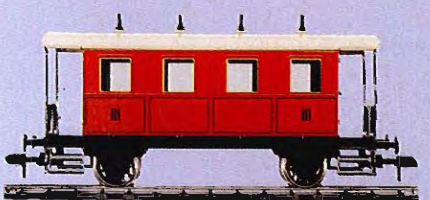




5440 230 volts
5441 110 volts
"Maxi" Starter Set.
Contents: 1 Swabian tank locomotive, 1 passenger car 3rd class, 1 low side car, 12 each 5922 curved track, 2 each 5903 straight track, 1 each 32 VA transformer (30 VA in 5441), 1 locomotive engineer, 1 fireman figure, 1 each 5654 feeder clip set. Can be expanded with the entire Märklin 1 assortment. Tank locomotive with built-in electronics for operation with AC power or Märklin DELTA. Electronic circuit plate included in the set for operating the locomotive with DC power. Locomotive has headlight at the front.











2 x 12 x

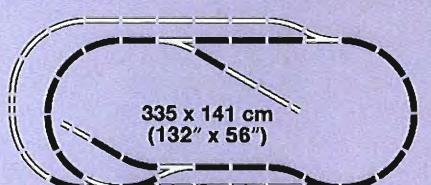


This starter set contains all of the necessary parts to get started in the world of the big Märklin 1. The passenger car and the freight car have a lot of play value. The instruction book included with the set contains many tips for expanding and setting up the track layout.

Expansion possibilities with the 5440/5441 Maxi starter set



Expand with
10 x 5903 straight tracks
2 x 5922 curved tracks
1 x 5965 left turnout
1 x 5966 right turnout

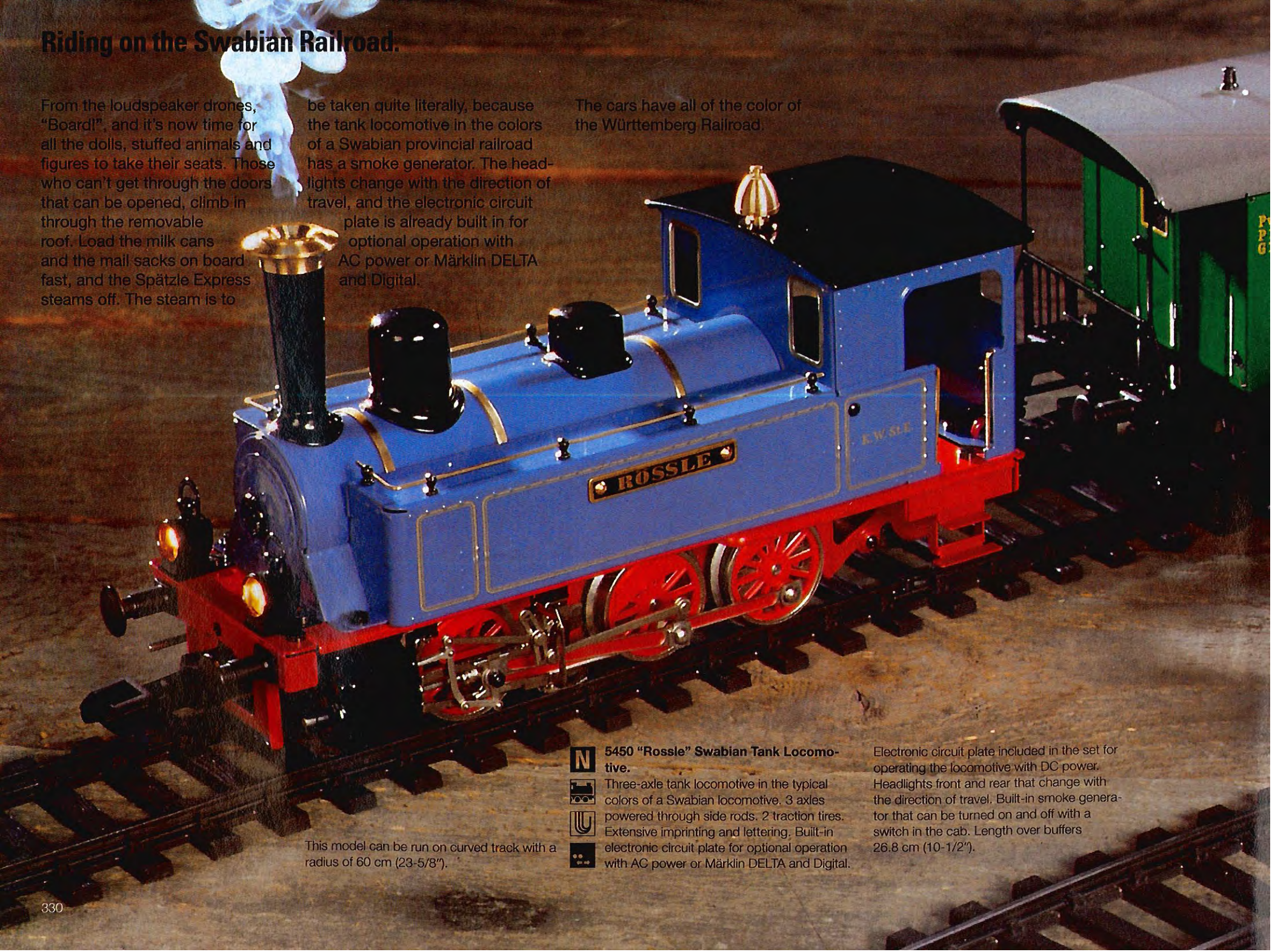


Expand with
7 x 5903 straight tracks
2 x 5904 straight tracks
1 x 5917 straight track
6 x 5922 curved tracks
1 x 5965 left turnout
3 x 5966 right turnouts
2 x 5602 track bumpers

Riding on the Swabian Railroad.

From the loudspeaker drones, "Board!", and it's now time for all the dolls, stuffed animals and figures to take their seats. Those who can't get through the doors that can be opened, climb in through the removable roof. Load the milk cans and the mail sacks on board fast, and the Spätzle Express steams off. The steam is to be taken quite literally, because the tank locomotive in the colors of a Swabian provincial railroad has a smoke generator. The headlights change with the direction of travel, and the electronic circuit plate is already built in for optional operation with AC power or Märklin DELTA and Digital.

The cars have all of the color of the Württemberg Railroad.



This model can be run on curved track with a radius of 60 cm (23-5/8").

5450 "Rossle" Swabian Tank Locomotive.
Three-axle tank locomotive in the typical colors of a Swabian locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital.

Electronic circuit plate included in the set for operating the locomotive with DC power. Headlights front and rear that change with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 26.8 cm (10-1/2").

5485 Baggage Car.
Two-axle Württemberg Railroad baggage car. Sliding doors on the sides and doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").



5481 Low Side Car.
Royal Württemberg State Railways (K.W.St.E.) two-axle low side car. Side walls on the sides of the car are removable. Length over buffers 27.5 cm (10-13/16").



5482 Gondola.
Two-axle car lettered for a Swabian fuel dealer. Doors in the side walls that can be opened. Length over buffers 27.5 cm (10-13/16").



5483 Boxcar.
Two-axle boxcar lettered for VIVIL A. Müller & Co., Offenburg, Germany. Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16").

MAXI

5470 Swabian Passenger Car.
Württemberg Railroad two-axle passenger car. 2nd class. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").

Bavarian Delicacies.

How wonderful it was, the good old days, when there were still kings and the railroad was so colorful. Especially in Bavaria, where the railroad achieved its greatest tradition and variety in the German lands. The Maxi models reflect this too:

The locomotive in the typical colors of the provincial railroad period, with smoke generator, three-axle tender, two headlight lanterns front and rear, which are on according to the direction of travel. The electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital is already built in. A circuit plate for operation with DC power is included.

To go with it, Bavarian cars with doors that open, roof or side walls that are removable. The wheels are also entirely of metal.

Robust quality and lasting value from painstaking manufacturing.

The painstaking finish can be compared to modern automotive car body building. Scratches can be fixed quickly with an automotive paint repair kit.



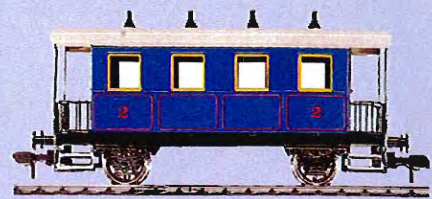
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5480 Low Side Car.
Two-axle low side car lettered for a Bavarian wood products company. Side walls on the sides of the car are removable. Length over buffers 27.5 cm (10-13/16″).

This model can be run on curved track with a radius of 60 cm (23-5/8″).



5452 "Aloisius" Bavarian Locomotive with Tender.
Three-axle steam locomotive with tender in the typical colors of a Bavarian locomotive. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included in the set for operating the locomotive with DC power. Headlights front and rear that change with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 46.0 cm (18-7/8").



5471 Bavarian Passenger Car.
Bavarian Railroad two-axle passenger car. 2nd class. Doors at the ends that can be opened. Removable roof. Length over buffers 27.5 cm (10-13/16").



5484 Boxcar.
Two-axle boxcar lettered for "Maxi". Sliding doors that can be opened. Length over buffers 27.5 cm (10-13/16").

MAXI

Like it was in the Wild West.

The striking smokestack comes puffing into view, the cow catcher slowly slides directly up to the observer – high point of many a Western, because the railroad played a leading role in spanning the North American continent.

The Maxi models of the Central Pacific express this railroad romanticism perfectly, supported by an equally perfect technology with a smoke generator, large lighted lanterns front and rear as well as a four-axle tender.

Also typical are the long, four-axle passenger and freight cars with doors or sliding doors that can be opened. Naturally the end of a real Western train is not missing: the caboose – with fine railings on the ends, doors that can be opened and the characteristic cupola.

A locomotive named Jimmy. Or Aunt Hilda.

A big feature of Maxi is the personal locomotive nameplate: whether as a gift, souvenir or for fun – for a small fee we can provide two locomotive nameplates (can be attached with screws) with a personalized name of your choice for your Maxi locomotive.



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5492 Boxcar.
Four-axle boxcar with American lettering.
2 trucks. Sliding doors that can be opened.
Length 36.0 cm (16-3/8").

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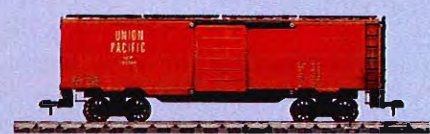
5454 "General Grant" Central Pacific Locomotive.
Four-axle steam locomotive with tender in the colors of the Central Pacific Railroad. 3 axles powered through side rods. 2 traction tires. Extensive imprinting and lettering. Built-in electronic circuit plate for optional operation with AC power or Märklin DELTA and Digital. Electronic circuit plate included in the set for operating the locomotive with DC power. Headlights front and rear that change with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the cab. Length over buffers 49.0 cm (19-1/4″).

This model can be run on curved track with a radius of 60 cm (23-5/8″).



N

5473 American Passenger Car.
Central Pacific Railroad four-axle passenger car. 2 trucks. Doors at the ends that can be opened. Removable roof. Length 41.0 cm (16-3/8″).



N

5487 Boxcar.
Four-axle boxcar with American lettering. 2 trucks. Sliding doors that can be opened. Length 36.0 cm (16-3/8″).



N

5488 Caboose.
Central Pacific Railroad four-axle caboose. 2 trucks. Doors at the ends that can be opened. Length 25.0 cm (9-27/32″).

MAXI

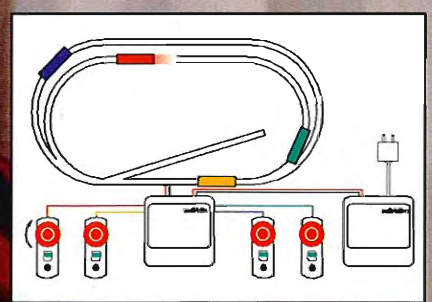
Fun for family and friends: Everyone controls his own train.

Typically Märklin: With the DELTA multi-train system you can simultaneously control four locomotives independently of each other. Please take note: with only one track circuit and without extensive wiring. The necessary receivers are already built into the Maxi locomotives. All that you need is a DELTA Station which you connect to as many as 4 hand controllers.

Then Grandma toddles along with "Aloisius" through the neighborhood, Nicole flees with "Henriette" from Klaus's "Sitting Bull", while Dad quietly switches cars with his little "Max". Fun and excitement. In the interest of reliability we must mention one more time the sturdy characteristics of the heavy sheet metal construction ...



Maxi locomotives are compatible with the Märklin Digital system (Motorola format); they can be called up and controlled with the 6021 digital Control Unit without the need for conversion work.



DELTA multi-train system: With a hand controller each of the four locomotives can be addressed one after the other, or with 4 hand controllers 4 different locomotives can be simultaneously controlled independently of each other.

All sorts of freedom for operating trains and for playing with them.

Whether you run the express route to the refrigerator in comfort from the rocking chair or get right down where the action is to control switching maneuvers in the yard, whether you're the dispatcher or the engineer, whether you're alone or with the entire family – the DELTA multi-train system guarantees all sorts of freedom. Up to four hand controllers can be connected to a DELTA station. And each hand controller can control any of the four locomotive addresses.

The receiver components in the Maxi locomotives are compatible with the Märklin Digital system (Motorola format).



The Maxi Toy Train Railroad is controlled with the Märklin 6647 transformer (in North America 6627).

N

6647 230 volts. 32 VA.
Transformer 32 VA.
Track current adjustable between 4 and 16 volts. Accessory power 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/8").

DELTA

N DELTA

6607 DELTA station.
Newly developed DELTA electronic unit for individual control of locomotives with built-in DELTA modules. The output of this DELTA station is designed for the new Maxi locomotives. When connected to a transformer (6001/6002) a maximum power of approximately 45 VA (approx. 35 VA with the 6001) is available. Up to 4 DELTA mobil (6608) hand controllers can be connected to this unit. 1 DELTA mobil is included with this unit. The DELTA station can control 4 different locomotives individually. These 4 locomotive addresses can be addressed from any hand controller connected to the station. The DELTA station can also be used outdoors to control Maxi locomotives. Dimensions 135 x 120 x 80 mm (5-1/2″ x 5-1/2″ x 3-1/8″).



N DELTA

6608 DELTA mobil.
Hand controller for use with the DELTA station (6607). The 4 different addresses for the DELTA station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. Emergency stop button with LED indicator. Dimensions 130 x 50 x 37 mm (5-1/8″ x 2-11/64″ x 1-3/8″).

Tip: The DELTA Pilot (6605) **cannot** be used with the DELTA station (6607). The DELTA mobil hand controller (6608) is **not** suitable for use with the DELTA Control (6604).

The Maxi toy railroad can be expanded with the entire track system and accessory program for the professional Märklin 1 (see pages 370-379).

MAXI

The right railroad also operates outdoors.

With Maxi you can also go outdoors the entire year. The terrace, patio and garden will be a new meeting point for the family – fresh air, nature and the railroad.

Outdoor layouts, regardless of whether they are stationary or temporary, have their own special appeal – and their special rules. For example, regular care, because only clean, dry track and wheels guarantee trouble-free operation. The maintenance you do on valuable Maxi locomotives and cars can be as much fun as running them. And, don't forget and leave them outdoors in the rain or over night.




märklin

Now it gets serious. Have fun at the same time.

Dear 1 Gauge enthusiasts.
On these pages Maxi, the toy railroad with the big technology, and the professional 1 Gauge, the model railroad with perfect detailing, cross each other – on the same track. "To each his own", said Cicero, and that's exactly how it is.

This also holds true for the "philosophical question" in model railroading, namely running or display? The fact that about a third of our professional 1 Gauge customers keep their Märklin models on display speaks for the visual qualities of our locomotives and cars. And if two thirds actually run their trains, it has more to do with than just an enviable amount of space, it underscores the functional features of 1 Gauge technology. Running and display – this is typical for our 1 Gauge.

Before we present the models in detail to you, one more hint about a special feature of professional 1 Gauge program: Because of the high degree of manual labor used in production it is not possible to have a larger Märklin 1 Gauge assortment on a continuous basis. This catalog contains the most important models from the total program. Limited editions, current model variations and offers limited in the time they are available are a lively part of the "Royal Class" almost every year. Ask your dealer about other 1 Gauge models that he has available.



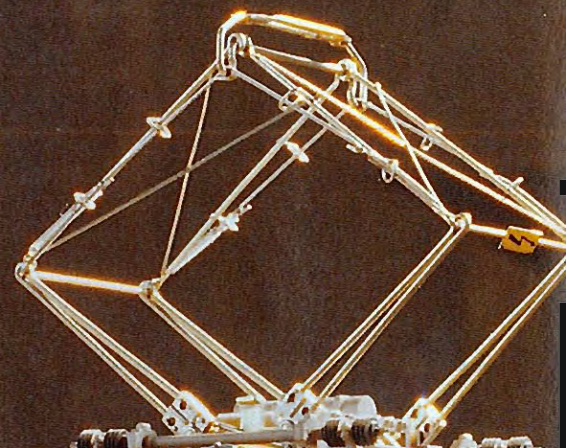

2417
P
MAX

A legend as a prototype and as a model.

The Crocodile embodies tradition and a modern quality like no other locomotive. As a heavy freight locomotive for Alpine transport, the Ce 6/8 (employed starting in 1920) was able to haul a 450 ton train over the steep Gotthard grades. Its asynchronously "waddling" side rods emphasized the reptile nature of this long but maneuverable locomotive. It's no wonder that the "Crocodile" became a popular model. Märklin "Crocodiles" command top prices at toy shows and auctions – when a collector can be parted at all from his model.

The current 1 Gauge model in the version as a Ce 6/8II switch engine is also an attractive investment, particularly since it is coming out on the occasion of the 25th anniversary of the new 1 Gauge as a one-time special series limited to a maximum of 1,994 pieces. Externally it differs from its "fellow man" in the built-on switching platforms with additional grab irons and in the single pantograph.







Ce 6/8II



märklin 1

5558 "Crocodile" Switching Locomotive. Swiss Federal Railroad (SBB) class Ce 6/8II. 6 axles powered by means of enclosed gears. 2 motors. 4 traction tires. Built-in electronic circuit plate for optional operation with AC, DC power or Märklin Digital. **This model can be controlled in digital operation only with the Control Unit (6021) and not with the old Central Control 1 (6030).** Adjustable maximum speed. Adjustable acceleration rate and braking delay (braking delay effective only in digital operation). Built-in load compensation for ascending and descending grades (only partially effective with AC or DC operation). Headlights that change over with the direction of travel (can also be turned off in digital operation). Three part body. 2 doors that can be opened. Prototypical switching platforms front and rear. 1 spring-loaded, working pantograph. Numerous details such as ladders, grab irons, separately applied roof conductors, etched brass signs. Automatic claw couplers at both ends, interchangeable with reproduction prototype couplers and brake hoses included with unit. Certificate and Märklin 1 anniversary brochure included. Length over buffers 60.6 cm (23-7/8").

This model can be operated on track with a minimum radius of 1 meter (39 inches).

The 5558 locomotive is being produced in a one-time series of 1,994 pieces maximum on the occasion of the anniversary "25 Years of Professional Märklin 1" only in 1994 and is already sold out at the factory. Your dealer has already placed an order for this item.

What is meant here by standard locomotive?

For anyone who has ever heard its 2,500 HP roar or has seen it thunder by with a heavy freight train the class 218 is more than a standard locomotive for the modern railroad. The 12 cylinder motor makes the display of power, preferably quiet and unnoticeable for the electrical traction, into a spectacular scene that pulls more than just the hard-boiled railroad fan into its orbit. Thanks to it long history – the first V 160 of the pilot series was in operation as early as 1960 – and different design variations, it is quite suitable for making up passenger and freight trains in the eras from the 1960s to the present.

Our model of the class 218 is in no way inferior to its prototype. Massive and dynamic in its proportions as well as meticulous in detail, it reproduces the best of railroading in the present.





märklin

5571 Diesel Locomotive.
German Federal Railroad (DB) class 218. 1 motor powers all 4 axles. Built-in electronic circuit plate for optional operation with AC, DC power or Märklin Digital. **This model can be controlled in digital operation only with the Control Unit (6021) and not with the old Central Control 1 (6030).** Adjustable maximum speed. Adjustable acceleration rate and braking delay (braking delay effective only in digital operation). Built-in load compensation for ascending and descending grades (only partially effective with AC or DC operation). Headlights can be turned off in digital operation. Automatic claw couplers at both ends, interchangeable with reproduction prototype couplers included with unit. Ready for installation of a diesel sound effects circuit plate. Length over buffers 51.5 cm (20-1/4").

This model can be operated on track with a minimum radius of 1 meter (39 inches).

Since 1963 the German Federal Railroad has purchased different versions of the V 160. Based on the experience acquired with this locomotive class, the more powerful versions of the class 218 were designed at the end of the 1960s. In 1971 series production of this more powerful locomotive was started. At about 1,840 kilowatts (2,500 horsepower) it is approximately 30% more powerful than its predecessors. The maximum allowable speed for this unit is 140 km/h (88 m.p.h.), up to 20 km/h (13 m.p.h.) more than the maximum speed of the predecessor units. The class 218 is still the standard locomotive on non-electrified routes of the German Federal Railroad.

Prussia's Gloria secondrate?

"In the case of locomotive wheelslip at station platforms in conjunction with entrainment passengers' clothing is often soaked with water and dirtied with soot flung out of the smokestack." We guarantee that this hazard, described in the manual of 1957 for steam locomotive operation, is not present with our model. The smoke generator built into every unit is considerate of both passenger and railroad employees.

Actually the P 8 was intended for a higher level of service, but the first units were not robust enough for express train work. The "S" was taken away from its designation, it was classified as a second rank passenger locomotive "P" and its maximum speed was limited to 100 km/h (approx. 62 m.p.h.) – thus began the career of the Prussian P 8 as one of the European locomotives built in the largest quantities. From 1906 to 1975 it pulled passenger trains of all types – in the colors of different railroads.

Our model is anything but secondrate and appears in the provincial colors of the Royal Prussian Railroad Administration: black and green with fine, red striping.





5796 Passenger Locomotive with Tender. Royal Prussian State Railways class P 8. 3 axles powered via side rods. 2 traction tires. Built-in electronic circuit for operation with AC power, DC power or Märklin Digital. **This model can be controlled in digital operation only with the Control Unit (6021) and not with the old Central Control 1 (6030).** The electronic circuit built into the tender produces realistic steam sounds. A whistle sound can be activated at any spot on a layout with 2 track magnets included with the unit. Built-in smoke generator. Reproduction prototype coupler at the front. Automatic claw coupler on the tender. Both couplers are interchangeable with prototype and claw couplers included with the unit. Figures of locomotive engineer and fireman included. Length over buffers 58.0 cm (22-7/8").

This model will not operate on curves with a radius less than 1 meter (39").



The electronic circuit built into this locomotive enables operation with AC power, DC power or Märklin Digital. This locomotive can controlled with the Control Unit after one of the 80 possible digital addresses has been set. The directional headlights and the smoke generator are turned on continuously with digital operation. If you wish to have the features of digital, high-efficiency propulsion such as adjustable acceleration rate and braking delay as well as adjustable maximum speed and load-dependent speed control, or if you want turn on/off functions such as headlight control, smoke generator control and locomotive whistle in digital operation, this model can be retrofitted with the 6095 decoder.

The 5796 locomotive was produced in a one-time series and is sold out at the factory. Your dealer has already placed an order for this item.

The P 8 of the Royal Prussian State Railways belongs to the ranks of those locomotives built in the largest quantities in the world. Starting in 1906 over 3,300 units of this locomotive were placed in service by the Prussian State Railroad alone. This locomotive type also lived up to its reputation on foreign and other German railroads. With a drive wheel diameter of 1,750 mm (68-7/8") this locomotive reached a maximum speed of 100 km/h (62.5 m.p.h.).

The model comes in the typical green paint scheme of the Prussian State Railways. With the fine striping the result is a very attractive appearance which explains the popularity of this provincial railroad locomotive up to the present day.

This is where the railroad builds.

In smaller gauges they manage just a rather shadowy existence, because train operations dominate the scene most of the time, but in 1 Gauge they achieve their full effect: models of smaller prototypes such as our self-propelled crane car. You already know, these are the small, yellow, purring units that glide through instead of a regular train, after you have waited ten minutes at the lowered crossing gates. Operations such as this can be arranged perfectly, repair work as well as maintenance work.





5739 Self-Propelled Crane Car with Trailer.
Class Klv 53 with Kla 03 trailer. Both axles of the crane car powered. Built-in electronic circuit for operation with AC power. **After a digital address has been set (permanent solder coding) by the Märklin Service Department, this version can be controlled with Märklin Digital (only with 6021 Control Unit).** Removable side walls. Finely detailed, movable load crane. Prototypical special coupling between crane car and trailer with drawbar. Many separately applied metal parts. Total length 42.0 cm (16-1/2").

5740 Self-Propelled Crane Car with Trailer.
Same version as 5739, but equipped for operation with DC power. Digital electronic circuit can be retrofitted.





The 5739/5740 self-propelled crane car with trailer can be supplemented with the 5405 maintenance car.

Since 1967 over 700 Klv 53 self-propelled crane cars have been placed into service for carrying out repair and maintenance work. Equipped with a diesel motor, these vehicles serve to transport workers and the necessary material to the work site.

When freight cars other than the standard Kla 03 trailer are pulled, a special drawbar is used in the prototype. This drawbar along with other parts appropriate to this model is offered by the Hübner Company. Freight cars with a prototype coupler can thereby be pulled by the self-propelled crane car.

The 5739/5740 self-propelled crane car with trailer is already sold out at the factory. Your dealer has already placed an order for these items.



Railroad history experienced.

In the summer your thighs would stick to the red plastic seat upholstery, if you were wearing shorts. But the seats were at least upholstered – and now you could walk through the entire train.

What an improvement compared to the old compartment cars with their wooden benches, the loud rattling and the clattering ash tray covers.



The perfect detailing of our passenger car models awakens memories: the cozy romanticism of travel on the winding branchline railroads, the Sunday excursions to the lake or the daily commute to work.

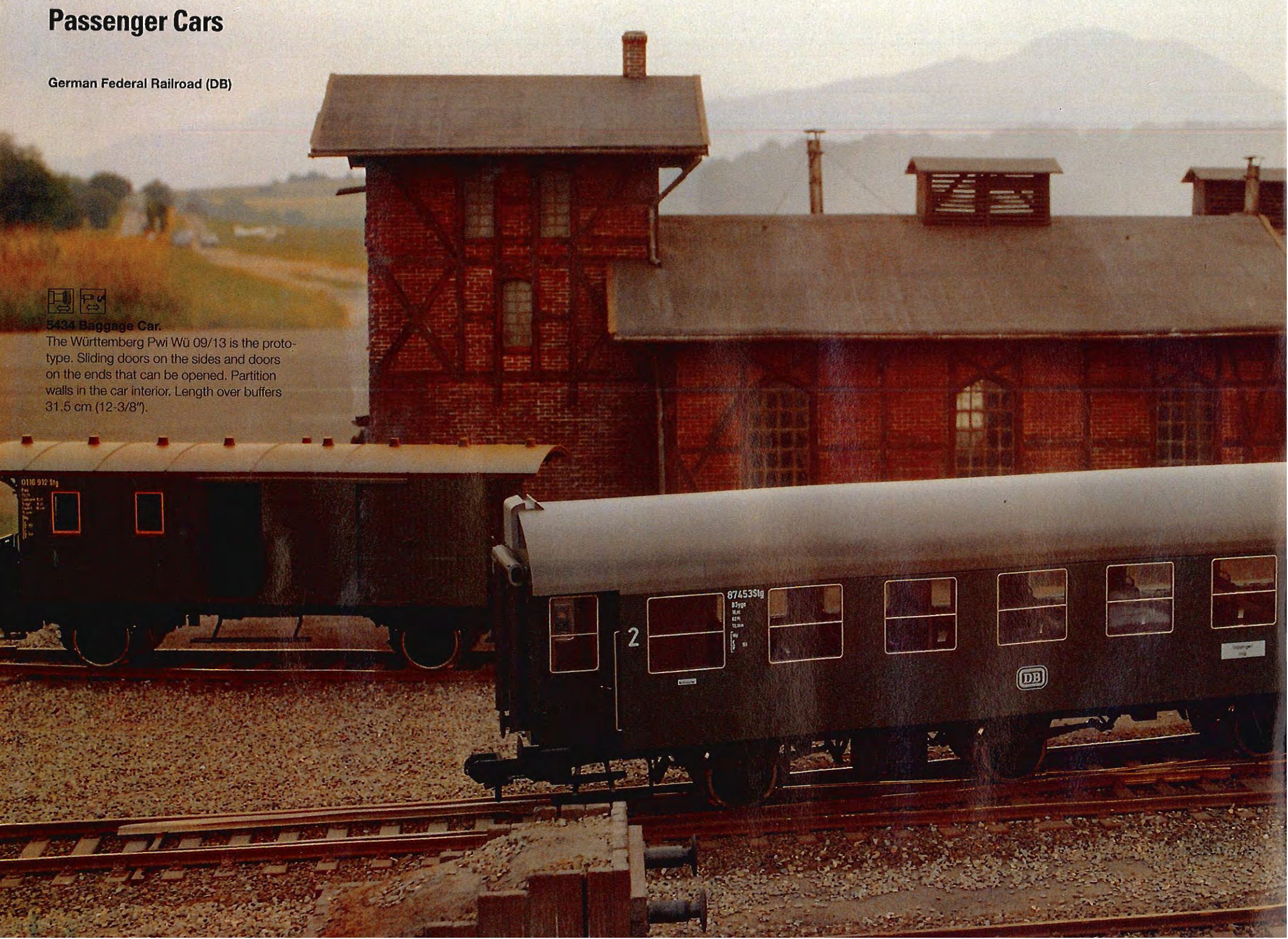
With freight cars the range extends from oldtimers from the provincial railroad period to modern flatcars of the present. There are also freight loads and working details such as sliding doors or removable stakes.

This enables you to change loading scenes or develop switching and train operations.



Passenger Cars

German Federal Railroad (DB)



5434 Baggage Car.
The Württemberg Pwi Wü 09/13 is the prototype. Sliding doors on the sides and doors on the ends that can be opened. Partition walls in the car interior. Length over buffers 31.5 cm (12-3/8″).

German Federal Railroad (DB)

5809 Passenger Car.
B3yg 761. 2nd class. Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber diaphragm connections and working sliding roller doors at the car ends. Removable roof. Automatic claw couplers at both ends, interchangeable with reproduction prototype couplers. Length over buffers 41.6 cm (16-3/8″).

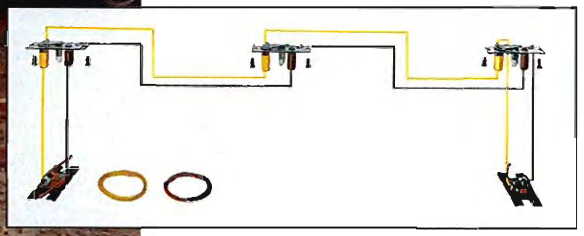
5810 Passenger Car.
AB3yg 756. 1st and 2nd class. Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber diaphragm connections and working sliding roller doors at the car ends. Removable roof. Automatic claw couplers at both ends, interchangeable with reproduction prototype couplers. Length over buffers 41.6 cm (16-3/8″).

The 5809, 5810 and 5811 passenger cars are reproductions of the popular earlier models with different lettering, appropriate, for example, with the class 218 (Märklin model 5571, see page 346).



5811 Passenger Car with Baggage Area.
BD3yg 766. 2nd class. Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber diaphragm connections and working sliding roller doors at the car ends. Removable roof. Automatic claw couplers at both ends, interchangeable with reproduction prototype couplers. Length over buffers 41.6 cm (16-3/8″).





5605 Interior Lighting Kit.
For 5409, 5809, 5810, 5811 cars and earlier three-axle compartment cars. Consists of 2 wheel pickups and 3 lighting inserts with wire and plugs.

Car Sets

Royal Württemberg State Railways (K.W.St.E.) and Royal Prussian Railroad Administration (KPEV)

5421 "Provincial Railroad Cars" Car Set. Set consists of a privately owned car for the Cluss Brewery, Heilbronn, Germany and a privately owned car for the Newborn Welfare Program, Berlin, Germany. Both cars with brakeman's cab, older design buffers and spoked wheels. Extensive, prototypical lettering on both cars. Numerous, separately applied details. Detailed frames. Cars not available separately. Total length 64.0 cm (25-3/16").

The 5421 car set is being produced as a one-time series only in 1994.



5409 "Tegernsee Bahn" Car Set.
Set consists of 2 privately owned cars of the Tegernsee Bahn AG. The class B3yg 761 is the basis for these ex DB cars. 2nd class. Both cars permanently coupled. Axles linked together and controlled by the center axle. Doors that can be opened. Imitation rubber diaphragm connections and working sliding roller doors at the car ends. Removable roof. Automatic claw couplers at both ends, interchangeable with reproduction prototype couplers. Cars not available separately. Total length over buffers 83.2 cm (32-3/4").

In 1978 Tegernsee, Inc. acquired two B3yg rebuild cars from the German Federal Railroad and incorporated these cars with the numbers 35 and 36 into is pool of rolling stock. In the process the cars were painted in the TAG's blue paint scheme. As is the practice of the DB, these two cars were also operated as a pair. The 12.4 km (approx. 8 miles) long TAG route from Schaftlach to Tegernsee features very attractive scenery.

The 5409 car set is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed an order for this item.

Tegernsee Bahn AG (Tegernsee Railroad, Inc.)



Freight Cars

Royal Prussian State Railways

5807 Tank Car.
Privately owned by Phoenix, Inc., Gelsenkirchen, Germany. Used on the Royal Prussian State Railways. With brakeman's cab. With older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16").

5849 Stake Car.
Rm with brakeman's cab. With older design buffers and spoked wheels. 18 removable stakes included. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 37.5 cm (14-3/4").

The prototype for this model was the stake car taken from design A 4 of the German State Railroads Car Association. These cars were used chiefly to carry freight such as lumber, beams, girders, vehicles, farm implements, barrels and much more.



5838 Gondola.
Omk. With separately applied brakeman's cab, older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16").

Grand Ducal Mecklenburg Friedrich-Franz Railroad



5837 Insulated Boxcar.
With brakeman's cab. Detailed car roof with vents. Sliding doors that can be opened. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 30.0 cm (11-13/16").

The prototype came from design A 2 (G 10) of the State Railroads Car Association, but was given double insulation. Three Grove vents on the roof provided air circulation.

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



5831 Beer Car.
"Schwabenbräu" car privately owned by Robert Leicht Brewery, Inc., Stuttgart, Germany. Used on the Royal Württemberg State Railways. With brakeman's cab. With older design buffers and spoked wheels. Extensive, prototypical imprinting and lettering. Numerous, separately applied details. Detailed frame. Length over buffers 30.0 cm (11-13/16").

Freight Cars

Royal Bavarian State Railways

5858 Gondola.
Omk. With brakeman's cab. With older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).

5899 Tank Car.
Privately owned by Chemische Werke, Munich. Used on the Royal Bavarian State Railways. With brakeman's cab. With older design buffers and spoked wheels. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).



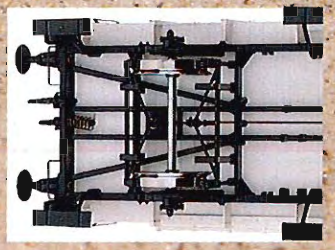
After the founding of the German State Railroads Car Association in 1909, the provincial railroads belonging to this association ordered various freight cars following the designs assembled by the association. The Bavarian Omk was built starting in 1912 and follows design A1.



5854 Wine Transport Car.
Privately owned by the German Wine Tank Car Company, Inc., Kitzingen, Germany. Used on the German Federal Railroad. Wine barrels turned from wood. Extensive, prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).

5836 Maintenance Car.
Type X. With brakeman's platform. Prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).

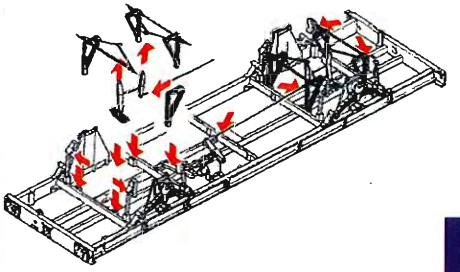
Railroad management has produced and still builds maintenance cars from freight cars retired from regular service. For example, the frame for this type X cars was derived from an O 10 Freight Car Association car.



German Federal Railroad (DB)



5896 Gondola.
O 10. With brakeman's platform. Prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-3/16″).



5627 Brake Rigging Kit.
Contents: 2 sets for 2 cars with 2 each brake cylinder levers, 8 each brake hangers, 4 each brake beams and 1 each brake rod.

For retrofitting the following cars with brake rigging parts: 5421, 5831, 5840, 5849, 5895 and variations of these designs.

With a little bit of adaptation work this kit is also suitable for 5836, 5854, 5858, 5896 and variations of these designs.

Freight Cars

German Federal Railroad (DB)

5820 Gondola.
E 040. Märklin 1 standard frame with truss rods. Length over buffers 31.5 cm (12-3/8″).



5418 Heavy Duty Flatcar.
Rlmmp 700 loaded with a precast beam. Supports for this load are wood in accordance with regulations. Beam is "T" shaped and is lettered for the construction company "HOCHTIEF". This "T" beam is being produced exclusively as a load for this model. Extensive imprinting on car. 8 removable stakes included. Length over buffers 33.5 cm (13-3/16").

5417 Heavy Duty Flatcar.
Rlmmp 700 loaded with a Kässbohrer "snow trac" machine for ski runs. Extensive imprinting on car. 8 removable stakes included. Length over buffers 33.5 cm (13-3/16").

The "snow trac" machine is being produced in this version exclusively as a load for this car only. It fits on this flatcar when the stakes are removed. The stakes included with the car can be installed on it for other loads.



5825 Flatcar with Stakes.
Kbs 443. Loaded with 90 ties. 18 removable stakes included. Märklin 1 standard frame with truss rods. Length over buffers 31.5 cm (12-3/8").

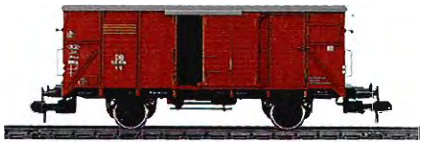
A total of 1.8 meters (70-7/8") of flex track can be built with these ties together with the rails from the 5504/5511 track maintenance train or by purchasing 4 x 44960 (rails) and 4 x 48823 (rail joiners).

The 5417 and 5418 heavy duty flatcars are being produced in a one-time series only in 1994 and are already sold out at the factory. Your dealer has already placed an order for these items.

German Federal Railroad (DB)



5416 Flatcar.
SSy 45 flatcar for transporting large and heavy freight such as rough metal parts, machine parts, etc. Extensive imprinting on car. 8 stakes included that can be installed on the car. Length over buffers 33.5 cm (13-3/16").



5895 Boxcar.
Gklm 191 (G 10). Sliding doors that can be opened. Prototypical lettering. Numerous, separately applied details. Detailed frame. Length over buffers 30.0 cm (11-13/16").

Car Sets

German Federal Railroad (DB)

5875 "Max-Hütte" Car Set.
Set consists of 3 special coke cars for the Max Smelting Works, Sulzbach-Rosenberg, Bavaria. Each car with different car number. Märklin 1 standard frame. Suitable for use with the accessory kit "Coke Load" (T4013) from the Hübner Company. Cars not available separately. Total length 94.5 cm (37-1/4").

The 5875 car set is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed an order for this item.



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85875 "RAG" Car Set.
Set consists of 3 special coal transport cars for Ruhrkohle AG (Ruhr Coal, Inc.). Each car with different car number. Märklin 1 standard frame. Suitable for use with the accessory kit "Coke Load" (T4013) from the Hübner Company. Cars not available separately. Total length 94.5 cm (37-1/4").

The 85875 car set is being produced in a one-time series only in 1994



German Federal Railroad (DB)



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5411 Container Car.
Loaded with a 20 foot "Märklin" container, imprinted with an old Märklin catalog design from the 1930s. Extensive, multicolor imprint. Container removable. Doors at one end can be opened. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8").

The container on the 5410, 5411 and 5412 flatcars is a completely new design. The prototype is a 20 foot container commonly seen in use today.

5420 Stake Car with Load.
Maintenance car loaded with ties, rails and 1 bumper for constructing a track spur with a length of 15 cm (6″). Also included with this car is a tool chest with a hinged cover. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8″).



German Federal Railroad (DB)



5410 Container Car.
Loaded with a container for Oskar Desoi Vineyards, Bad Kreuznach/Nahe, Germany. Extensive, multicolor imprint. Container removable. Doors at one end can be opened. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8″).

The Oskar Desoi Vineyards is a traditional family enterprise in Bad Kreuznach on the Nahe River. At present red wine grapes are increasingly being cultivated in addition to the traditional white wine grapes.



5412 Container Car.
Loaded with an "Eberspächer" container for the J. Eberspächer Company, Esslingen, Germany. Prototypical imprint. Container removable. Doors at one end can be opened. Märklin 1 standard frame. Length over buffers 31.5 cm (12-3/8″).

In addition to being a supplier to the automobile industry, the Eberspächer Company is also known as a manufacturer of heating and air conditioning equipment for trucks and cars.

Freight Cars

Swiss Federal Railways (SBB)



5894 Tank Car.
Privately owned by "AVIA", used on the Swiss Federal Railways. Extensive prototypical imprinting and lettering. Numerous, separately applied details. Detailed frame. Length over buffers 27.5 cm (10-13/16").

5839 Wine Transport Car.
Privately owned, used on the Swiss Federal Railways. With brakeman's cab. Extensive lettering. Finely detailed frame and superstructure. Wine barrels turned from wood. One of the costliest models in the Märklin 1 assortment. Length over buffers 27.5 cm (10-13/16").



5840 Gondola.
E (L 6). With brakeman's platform. Extensive lettering. Finely detailed frame and superstructure. Numerous, separately applied details. One of the costliest models in the Märklin 1 assortment. Length over buffers 31.0 cm (12-1/4″).

Swiss Southeast Railroad (SOB)



5844 Boxcar.
With brakeman's platform. Sliding doors that can be opened. Extensive prototypical lettering. Numerous, separately applied details. Detailed frame. One of the costliest models in the Märklin 1 assortment. Length over buffers 31.0 cm (12-1/4″).

The prototype of this model, a former SBB K 3, is used by the Swiss Southeast Railroad as a storage car.

Swiss Federal Railways (SBB)



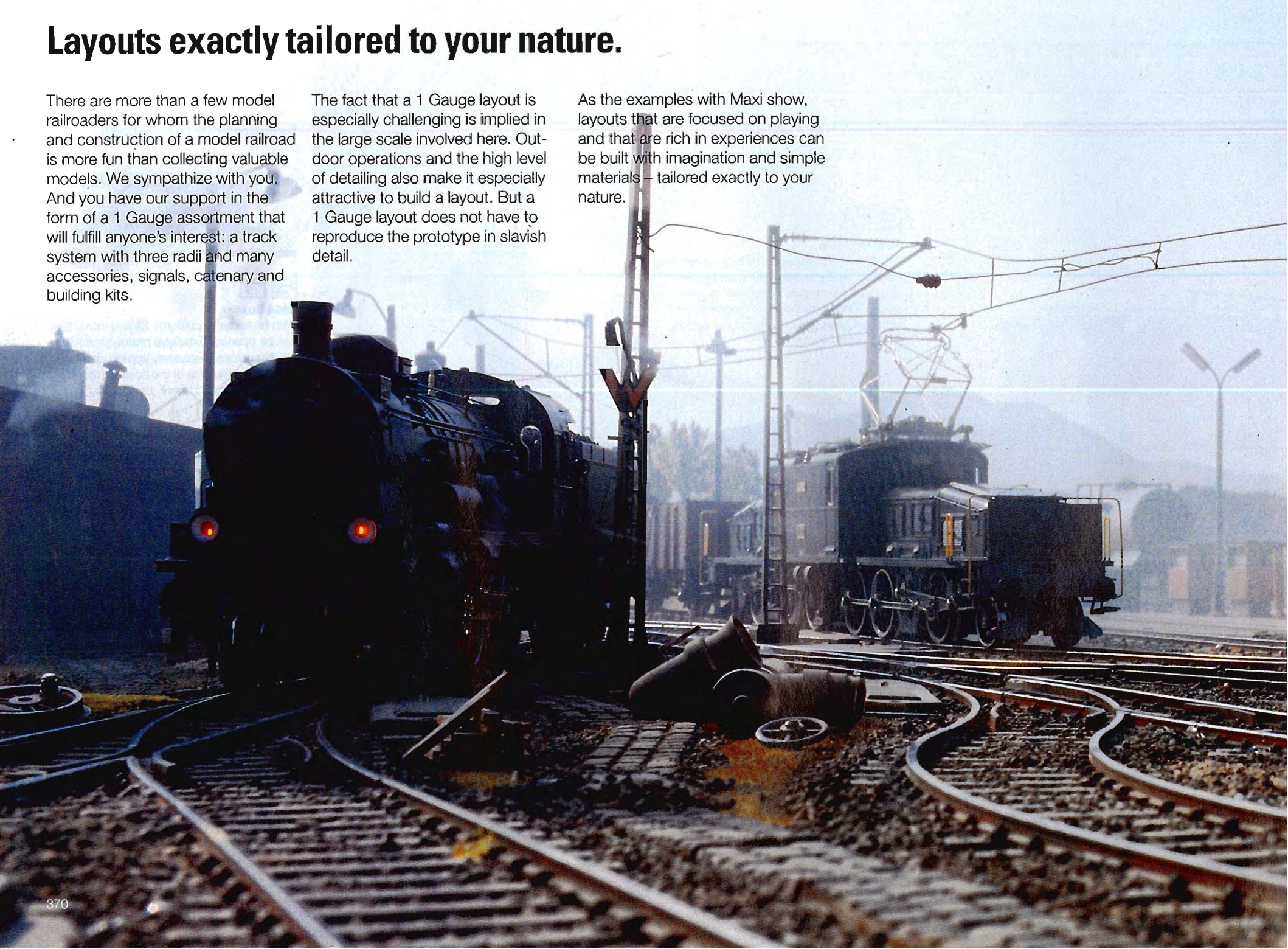
5892 Gondola.
Eaos. Side doors that can be opened. Extensive prototypical lettering. Numerous, separately applied details. Detailed metal truck side frames. Length over buffers 43.8 cm (17-1/4″).

Layouts exactly tailored to your nature.

There are more than a few model railroaders for whom the planning and construction of a model railroad is more fun than collecting valuable models. We sympathize with you. And you have our support in the form of a 1 Gauge assortment that will fulfill anyone's interest: a track system with three radii and many accessories, signals, catenary and building kits.

The fact that a 1 Gauge layout is especially challenging is implied in the large scale involved here. Outdoor operations and the high level of detailing also make it especially attractive to build a layout. But a 1 Gauge layout does not have to reproduce the prototype in slavish detail.

As the examples with Maxi show, layouts that are focused on playing and that are rich in experiences can be built with imagination and simple materials – tailored exactly to your nature.





All about circles, track and accessories.

The geometry of our 1 Gauge track system allows for playing rich in experiences as well as for extensive operations similar to the prototype. The small radius 600 mm (23-5/8") with curved track and turnouts can fit even in small playrooms or can snake its way like a serpent through the formal garden. It is specially intended for Maxi. Most of the locomotives in the professional 1 Gauge require the standard radius of 1,020 mm (40-5/32").

The track can be stepped on and is weather-resistant; it has shiny rails of stainless steel. The turnouts have a manual lever that can be mounted on the right or left side or can be replaced by the 5625 electromagnetic turnout mechanism.



Straight Track

5903 Straight Track.
Length 300 mm (11-3/4").

5917 Straight Track.
Length 150 mm (5-7/8").

5904 Straight Track.
Length 80.4 mm (3-5/16").

5905 Straight Isolating Track.
Length 80.4 mm (3-5/16").

5916 Straight Track.
Length 59.5 mm (2-3/8").

Curved Track

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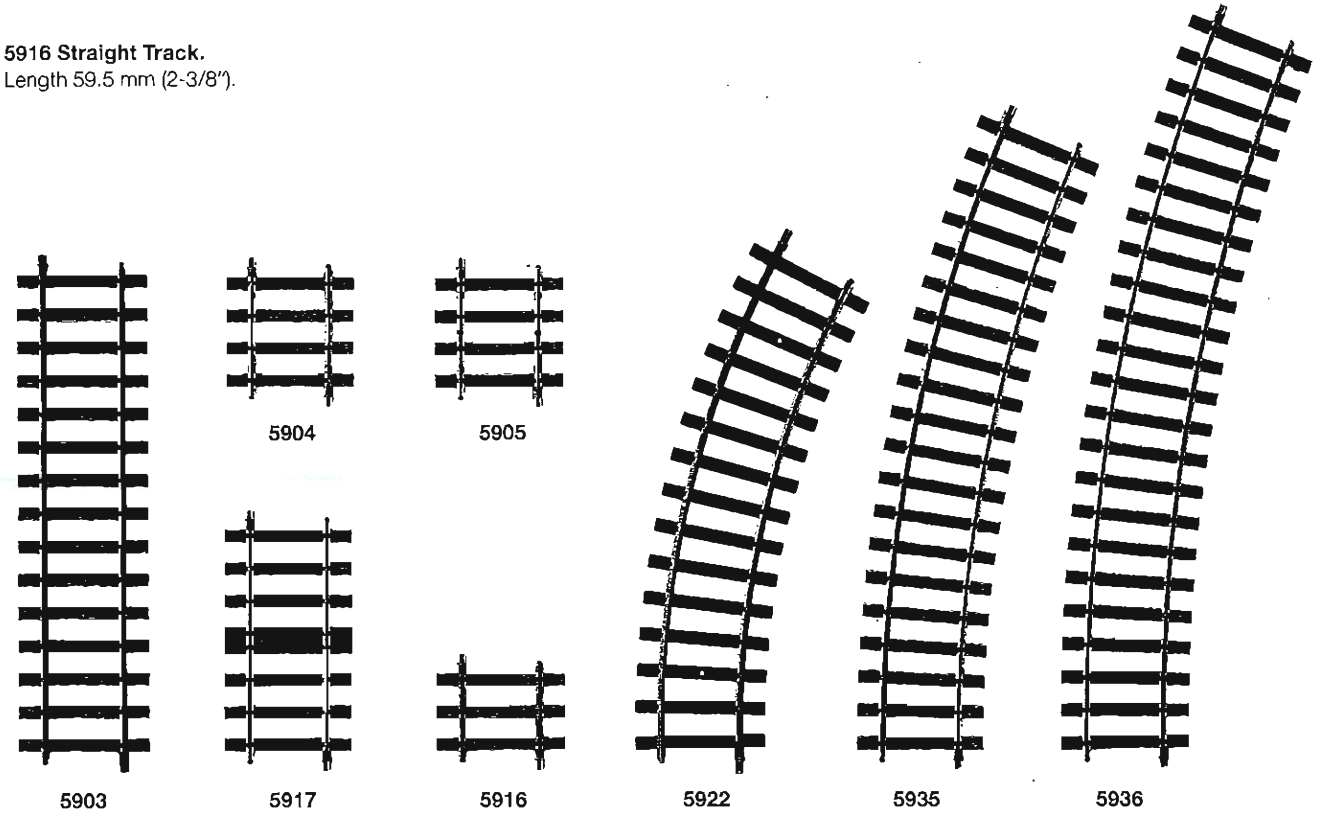
5922 Curved Track.
Radius 600 mm (23-5/8"). 30°.

5935 Curved Track.
Radius 1,020 mm (40-5/32"). 22° 30'.

5936 Curved Track.
Radius 1,176 mm (46-1/4"). 22° 30'.

The 5936 track has a spacing of 156 mm (6-1/8") with the 5935 track. This is the same track spacing as when two 5976 or 5977 turnouts are put together to make a crossover or when a 5976 or 5977 turnout and a 5935 curved track are combined.

All Maxi locomotives and cars can be used on the 5965 and 5966 turnouts as well as the 5922 curved track with a radius of 600 mm (23-5/8"). Some of the other Märklin 1 locomotives require a minimum radius of 1,020 mm (40-5/32"). Please note the appropriate information about these products in the Märklin full-line catalog or in the instructions.



Turnouts

5965 Left Turnout

5966 Right Turnout

With hand lever. Sprung points. Turnout angle 30°. Branch radius 600 mm (23-5/8″). Length of the straight side 300 mm (11-3/4″).

The hand lever 5965, 5966, 5976 and 5977 can be mounted on the right or left side or can be replaced by the 5625 electromagnetic turnout mechanism.

5976 Left Turnout

5977 Right Turnout

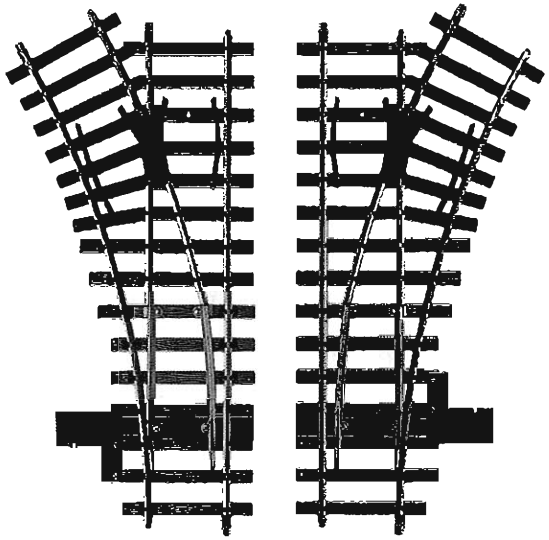
With hand lever. Sprung points. Turnout angle 22°30′. Branch radius 1,020 mm (40-5/32″). Length of the straight side 390.5 mm (15-3/8″). Can be extended to 450 mm with the 5916 straight track included with the unit.

5625 Turnout Mechanism.
Double solenoid mechanism with feedback contacts, end position shutoff and locking feature. Can be mounted on the 5965, 5966, 5976 and 5977 turnouts. Can be operated by remote control using the 7072 or 7271 control box (conventional operation) or the 6083 k 83 decoder (digital operation). 3 hookup wires included. Dimensions 67 x 41 x 17 mm (2-5/8″ x 1-5/8″ x 5/8″).

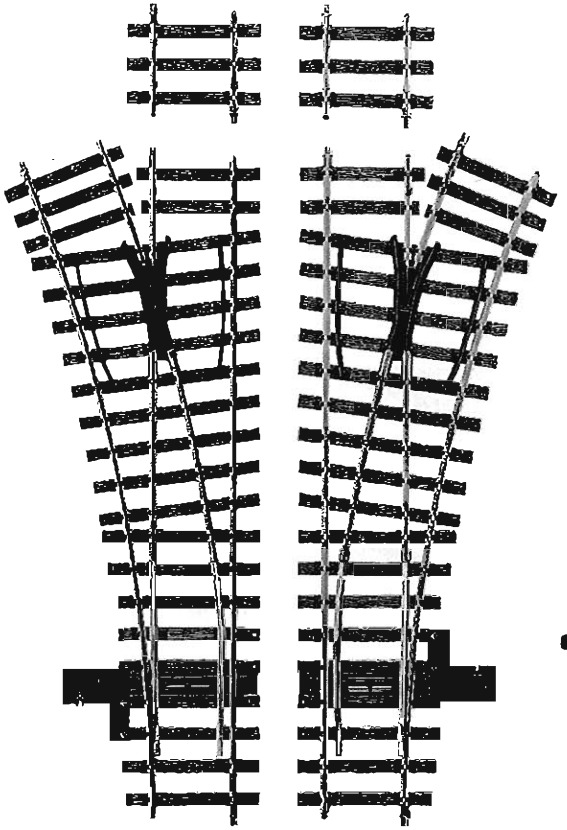
5998 Track Kit.
Contents: 2 rails 900 mm (35-1/2″) long, 45 ties with different wood patterns and 6 rail joiners. The connecting notches on the ties are so designed that curved track with almost any radius or straight track can be built.

5994 Uncoupler Module.
Mounted on 5903 track. Designed to be joined with straight track at almost any location desired. Solenoid mechanism. Can be operated by remote control from a 7072 or 7271 control box (conventional operation) or can be operated through a 6083 k 83 decoder (digital operation).

5602 Track Bumper.
Reproduction of a bolted steel design. Can be slid over the rails. Length 98 mm (3-7/8″).



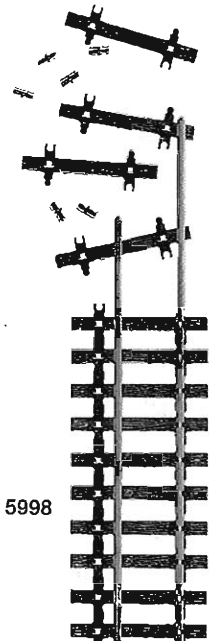
5965 5966



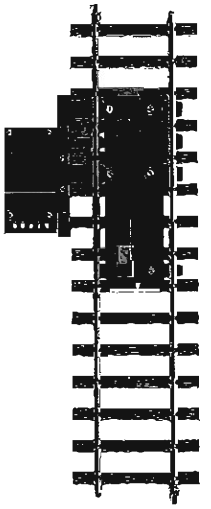
5976 5977



5625



5998



5994



5602

Track / Accessories

5654 Feeder Clip Set.
For supplying power to any spot on a track layout. Reliable contact with set screw connections.

5655 Track Clips.
For reliable mounting with screws of all Märklin 1 track. Contents 20 pieces.

5609 Insulated Rail Joiners.
Package of 10. For separating track circuits at any location on a layout. Replaces regular rail joiner at the desired point of isolation.

0666 Display Board.
For displaying Märklin 1 locomotives. Fine wood with track mounted on it. Dimensions 68.5 x 15 cm (27" x 6").

0323 Märklin 1 Handbook.
Handbook for anyone owning or interested in Märklin 1 Gauge. Useful knowledge about developing a layout, layout building, operation, collecting and maintenance. Ring binder format contains chapters on history, presentation, track laying, layout building and motive power technology. Chapters on indoor and outdoor layouts, electronic technology and electronic circuits, maintenance, collecting and other topics are in preparation. Contents 158 pages. Format 35.0 x 25.5 cm (13-3/4" x 10"). German text.

N

0319 Supplement to the Märklin 1 Handbook.
First supplement to the 0323 Märklin 1 handbook. The focal points are layout building and scenery for layouts. Approximately 48 pages. German text.



5655



5654



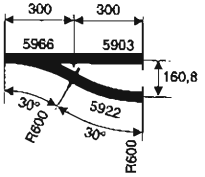
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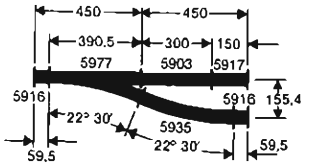


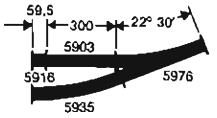
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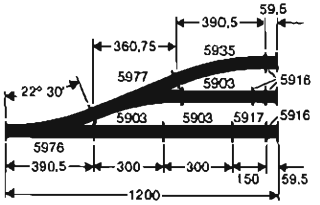
Track Geometry

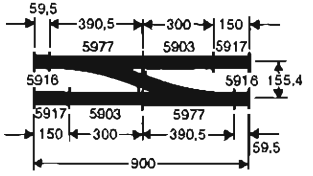
The 3 track radii
5936 circle = 16 sections
5935 circle = 16 sections
5922 circle = 12 sections

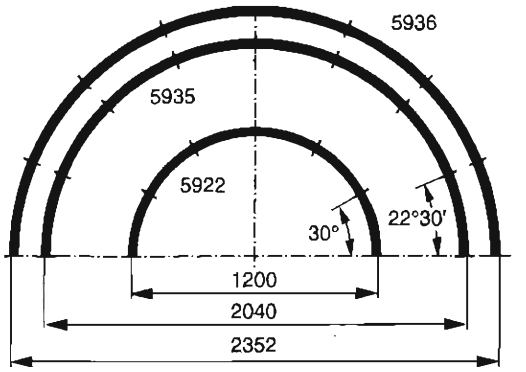


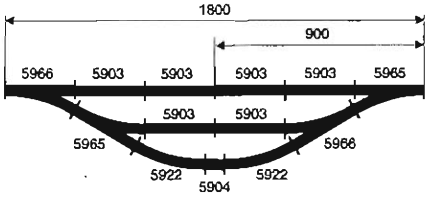


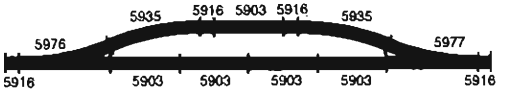


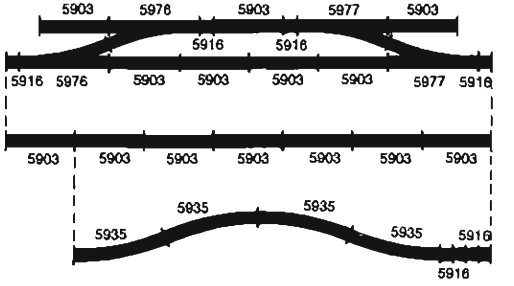


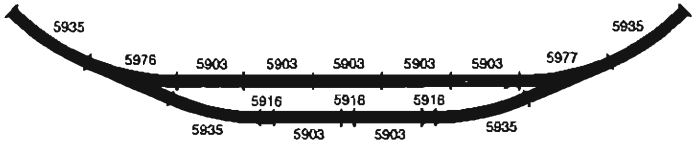












Signals / Catenary

Signals

5613 Home Signal.
With a semaphore arm. Solenoid mechanism with end shutoff and feedback contacts. Can be used to control train movements. Light changes from red to green. Can be operated by remote control from a 7072 or 7271 control box (conventional operation) or can be operated through a 6083 k 83 decoder (digital operation). Height 26.5 cm (10-1/2").

5614 Distant Signal.
Complements 5613 home signal. Solenoid mechanism. Light changes from yellow/yellow to green/green. Height 19.3 cm (7-5/8").

Catenary

The masts and wires for the catenary are weather-proof and fully functional.

5630 Catenary Mast.
Reproduction of a mast for the Swiss Federal Railways (SBB). Metal mast and arm. Height 25.5 cm (10").

5631 Feeder Mast for Power Supply.
SBB version. 25.5 cm (10").

5632 Catenary Mast.
Reproduction of a mast for the German Federal Railroad standard Re 160 catenary. Metal mast and arm. Height 25.5 cm (10").

5633 Feeder Mast for Power Supply.
DB version. 25.5 cm (10").

5635 Catenary Wire.
Length 67 cm (26-3/8").

5636 Catenary Wire.
Length 45 cm (17-3/4").



5613



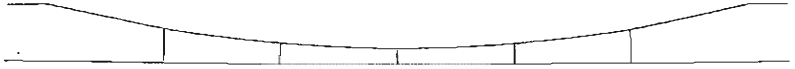
5614



5630
5631



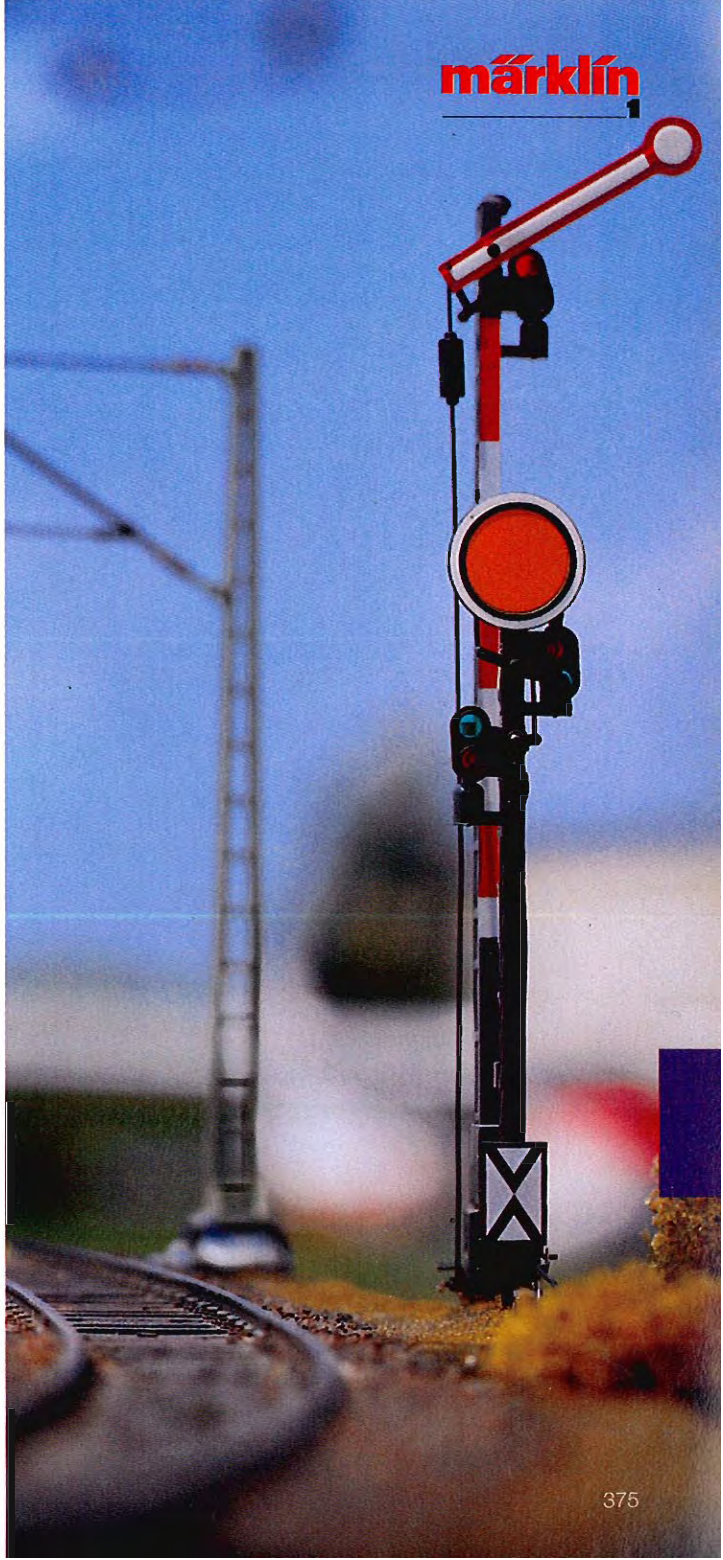
5632
5633



5635



5636



Building Kits

5616 Gantry-Style Signal Tower.
Older design. Clear windows. Interior details consisting of interlocking plant controls. Has clearance for two tracks. Clearance height 20 cm (7-7/8″). Made of corrosion-resistant plastic. Base dimensions 41 x 24 cm (16-1/8″ x 9-1/2″).

5617 Locomotive Shed Kit.
Older design. Clear windows. Interior lighting. 4 individually hinged entrance doors. Made of corrosion-resistant plastic. Track not included. Base dimensions 62 x 48 cm (24-3/8″ x 18-7/8″).

5621 Diesel Fueling Station Kit.
With pumps for diesel and heating oil, storage tanks and lights. Made of corrosion-resistant plastic. Track not included. Base dimensions 69 x 51 cm (27-3/16″ x 20″).

Fueling stations are divided into 3 classes of sizes depending on the monthly number of refuelings. Various safety measures that must be taken into consideration are part of this ranking system. These safety measures are concerned above all with the location of the fueling station so as to protect the ground water from being polluted by oil.



5618 Coaling Station Kit.
Consists of coal bunker, two coal cars and a crane that can be moved manually. Made of corrosion-resistant plastic. Base dimensions 40 x 18 cm (15-3/4" x 7-1/8").

5615 Altmühlhof Station Kit.
Small town station design. Clear windows. Interior lighting. Decals and small accessories. Station platform extension with railing (length 31 cm (12-1/4"). Made of corrosion-resistant plastic. Base dimensions 60 x 29 cm (23-5/8" x 11-1/2").



Conventional Train Operation

All Märklin 1 locomotives will operate with no problems on conventional layouts. Transformer, locomotive controller, two wires and some track – this is all that's needed to get started.



6000 100 volts Japan. 50 VA
6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA
6003 240 volts. 52 VA
Transformer. Transformer for powering the 6606 locomotive controller. LED pilot light. 2 pairs of terminal clips. 52 VA/42 VA output. 16 volt AC output. Plastic housing. Weight 1.6 kilograms (3-1/2 pounds). Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2"). VDE/UL/CSA approved.
The 6000, 6001, 6002 and 6003 transformers cannot be set up outdoors. They must be protected from moisture.



6606 Locomotive Controller. For indoor and outdoor operation. Connect to a Märklin 6000/6001/6002/6003 transformer or to the accessory terminals/sockets of a Märklin transformer with a 30/32 VA output. Accessory current 16 volts. Locomotive voltage can be controlled steplessly. Plastic housing. Dimensions 135 x 120 x 80 mm (5-1/2" x 4-7/8" x 3-1/2").

7107 Extension Cable. This 10 meter (32 feet 6 inches) cable is recommended when the transformer is set up indoors and the locomotive controller is set up outdoors.



N

6647 230 volts. 32 VA
Transformer 32 VA.
Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/2").
This 32 VA transformer (6647) is suitable for operation of a Märklin 1 layout indoors only. The 6606 locomotive controller together with a 6000/6001/6002/6003 transformer can be used for operation outdoors.

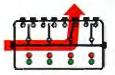


6627 110 volts USA. 30 VA. UL/CSA approved.
Transformer. 30 VA output. Track current adjustable from 4 to 16 volts. Accessory current 16 volts. Plastic housing. Red pilot light. Dimensions 158 x 135 x 75 mm (6-1/4" x 5-5/16" x 3").

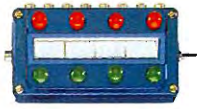
N



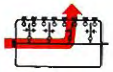
7271 Control Box with Feedback Function. With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LED's when the 5625 turnout mechanism is used. Length 80 mm (3-1/8").Width 40 mm (1-9/16").



Schematic of 7271 (button 3 pushed)



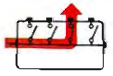
7072 Control Box.
With 8 sockets for connecting 4 double solenoid accessories. The position of the buttons indicated the setting for the signal, turnout, etc. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").



Schematic of 7072 (button 3 pushed)



7210 Control Box. For dividing a track or accessory circuit into 4 different circuits by means of buttons. For example, turning power off in 4 storage sidings in a single track circuit. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").



Schematic of 7210 (button 3 pushed)



7211 Control Box.
For turning 4 different track or accessory circuits on and off by means of buttons. For example, turning power off in 4 storage sidings in a 4 different track circuits. Length 80 mm (3-1/8"). Width 40 mm (1-9/16").



Schematic of 7211 (button 3 pushed)



7209 Distribution Strip.
Has 11 electrically linked connections. Dimensions 50 x 20 mm (2-3/4" x 1-1/16").

Wire
The copper conductor in this wire consists of 24 separate strands each 0.10 mm (0.004") in diameter with a total cross section of 0.19 sq. mm (0.008 sq. in.).

7100 Wire. Single conductor. Gray. 10 m (33').
7101 Wire. Single conductor. Blue. 10 m (33').
7102 Wire. Single conductor. Brown. 10 m (33').
7103 Wire. Single conductor. Yellow. 10 m (33').
7105 Wire. Single conductor. Red. 10 m (33').

Sockets. Bag with 10 pieces.
7111 Sockets. Brown.
7112 Sockets. Yellow.
7113 Sockets. Green.
7114 Sockets. Orange.
7115 Sockets. Red.
7117 Sockets. Gray.

Plugs with Side Socket.
Bag with 10 pieces.
7131 Plugs. Brown.
7132 Plugs. Yellow.
7133 Plugs. Green.
7134 Plugs. Orange.
7135 Plugs. Red.
7137 Plugs. Gray.

0241 Smoke Fluid.
The smoke generators in the Maxi locomotives 5450, 5452, 5454 and the standard 1 locomotive 5796 as well as previously versions will produce smoke with this smoke fluid.

7149 Oiler with Narrow Applicator Opening. Contains 10 ml (0.0338 oz.) of special oil for lubricating locomotives and cars.

Digital Train Operation



6000 100 volts Japan. 50 VA
6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA
6003 240 volts. 52 VA
Transformer. Transformer for powering the 6021 Control Unit or 6015 Booster. LED pilot light. 52 VA/42 VA output.
The 6000, 6001, 6002 and 6003 transformers cannot be set up outdoors. They must be protected from moisture.



6021 Control Unit.
Central unit with built-in locomotive controller for Märklin H0 and Märklin 1 layouts. Supplies power and control commands to the layout.



6015 Booster.
Output supply unit for large digitally controlled Märklin H0 and Märklin 1 layouts.



6036 Control 80 f.
Locomotive controller. Access to 80 locomotive and function addresses.



6040 Keyboard.
Controller for 16 solenoid accessories. LED's show settings for turnouts and signals.



6041 Switchboard.
Controller for 16 solenoid accessories. Can be connected to a track diagram control board for operating turnouts and signals.



6043 Memory.
Route controller. Several solenoid accessories can be switched with the press of a button. Stores in each of 24 routes the position commands for up to 20 turnouts or signals. Maximum of 4 Memories can be connected to the Control Unit.



N

6051 Interface.
Link to a computer. 80 locomotive addresses and 256 accessory addresses can be controlled through this unit.



6070 Infra Control 80 f.
Infrared receiver for transmitting control commands from the IR Control. Access to 80 locomotive addresses.



6071 IR Control.
Infrared hand sender for controlling locomotives. Access to 80 locomotive addresses.



N

6095 c 95 Decoder.
Decoder for single motor Märklin 1 locomotives. Can be controlled with Control Unit (6021). 5 locomotive functions. Can be coded for 80 different digital addresses. Adjustable maximum speed, acceleration rate and braking delay. Built-in load-dependent speed control.

In addition to the c 95 decoder (6095) in the standard program, special digital decoders are offered as spare parts for converting double motor Märklin 1 locomotives or small Märklin 1 locomotives (such as the Köf or T 3). All of these decoders an only be used with the Control Unit (6021) and not with the old Central Control 1 (6030).



6083 k 83 Decoder.
Decoder panel for controlling turnouts, signals or uncoupler tracks.



6084 k 84 Decoder.
Decoder panel for tuning on/off continuous current for lighting circuits or motors in accessories.



6088 s 88 Decoder.
Feedback module for contact generators on digital model railroad layouts.

6038 Adapter 180
6039 Adapter 60
6072 Extension Cable
6089 Adapter s 88
See pages 240/241 for illustrations and descriptions.

The complete Digital system is shown in its entirety on pages 234-243.

Track Structure

hübner
FEINWERKTECHNIK GMBH

1 Gauge
1:32

The term track structure is understood as the pathway for railroad locomotives and cars. Track, turnouts, and crossings as well as the roadbed are all part of the track structure.

The absolute scale fidelity and highest quality of our track guarantees trouble-free operation. The precise reproduction of the wood ties with small iron parts made of high-quality plastic as well as the S 54 rail cross section of nickel silver makes a very realistic impression.

Our track geometry has been well thought out and leaves hardly anything to be desired.

In addition, our track material is compatible with the Märklin track.

Item no. T 1002
Straight track
Length 15 cm (5-7/8")
Package = 5 pieces

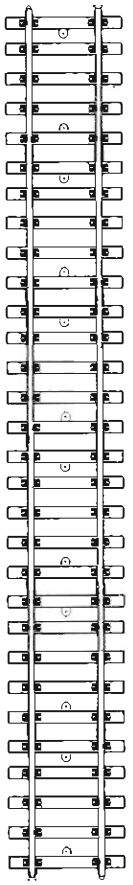
Item no. T 1003
Adjustment track
Length 15.22 cm (6")
Package = 2 pieces

Item no. T 1004
Straight track
Length 20 cm (7-7/8")
Package = 5 pieces

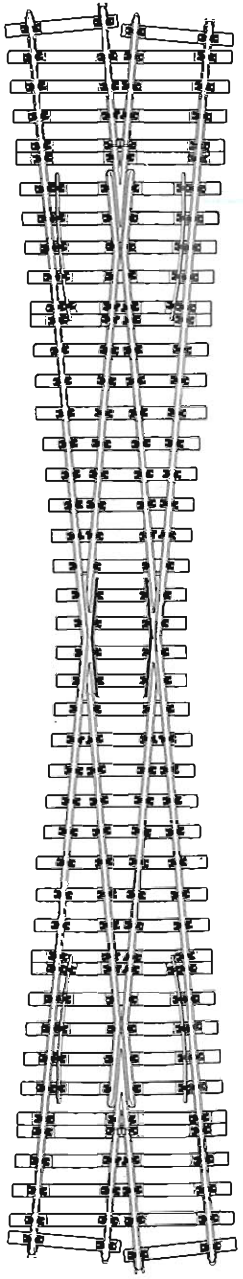
Item no. T 1005
Straight track
Length 30 cm (11-13/16")
Package = 5 pieces

Item no. T 1006
Straight track
Length 60 cm (13-5/8")
Package = 5 pieces

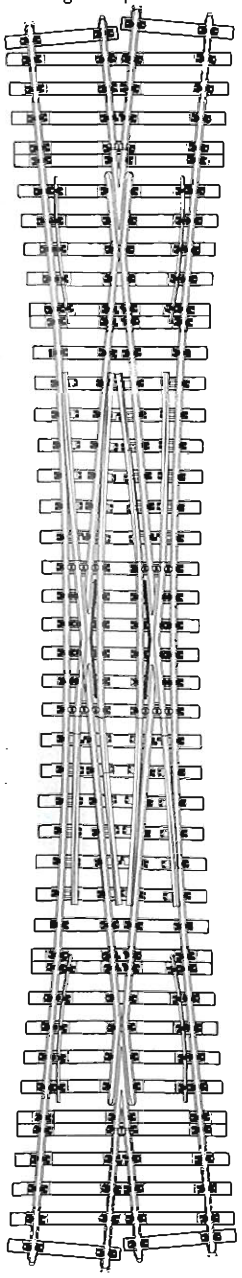
Item no. T 1026
Adjustment track
Length 5.95 cm (23-7/16")
Package = 1 piece



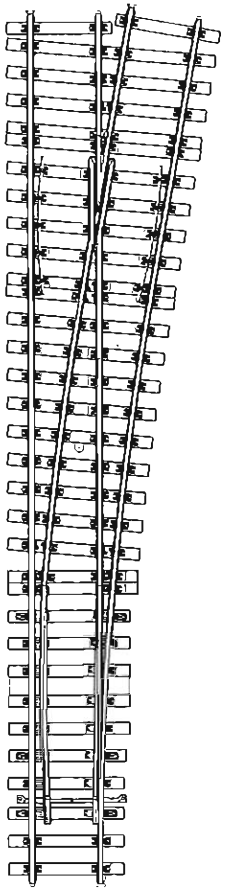
Item no. T 1042
Right crossing 10°,
Length 80 cm (31-1/2")
Package = 1 piece
Item no. T 1043
Left crossing 10°,
Length 80 cm (31-1/2")
Package = 1 piece

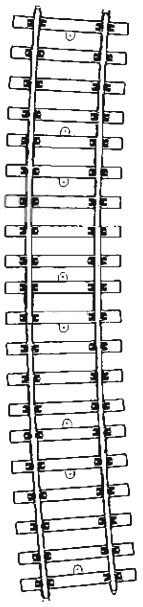


Item no. T 1024
Right double slip turnout 10°,
radius 302.2 cm (118-63/64")
Length 80 cm (31-1/2")
Package = 1 piece
Item no. T 1025
Left double slip turnout 10°,
radius 302.2 cm (118-63/64")
Length 80 cm (31-1/2")
Package = 1 piece



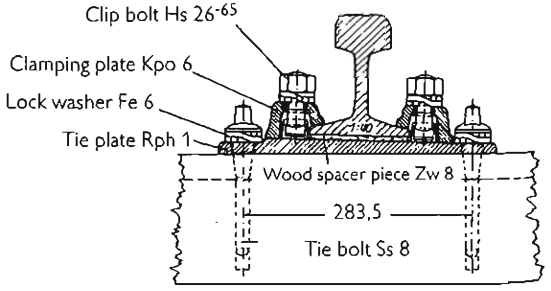
Item no. T 1000
Right turnout 10°,
radius 232.1 cm (91-3/8")
Length 60 cm (23-5/8")
Package = 1 piece
Item no. T 1001
Left turnout 10°,
radius 232.1 cm (91-3/8")
Length 60 cm (23-5/8")
Package = 1 piece





Item no. T 1008
Curved track 10°,
radius 232.1 cm (91-3/8").
Package = 9 pieces

German Federal Railroad
type K on wood ties



Track Accessories



Item no. T 1010
Nickel silver rail,
length 1 meter (39")
Package = 15 pieces, enough for 7.5 meters
(approx. 24')



Item no. T 1014
Basalt roadbed ballast
Container with approx. 1.6 kg (3-1/2 lb.)
enough for approx. 4 meters (approx. 13')
Package = 1 piece



Item no. T 1022
Border markers Ra 12
Package = 25 pieces



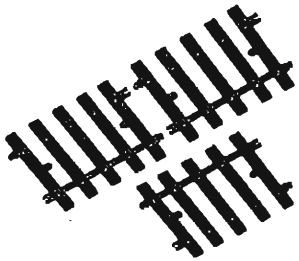
Item no. T 1015
Nickel silver rail joiners
Package = 50 pieces



Item no. T 1016
Plastic insulated rail joiners
Package = 50 pieces

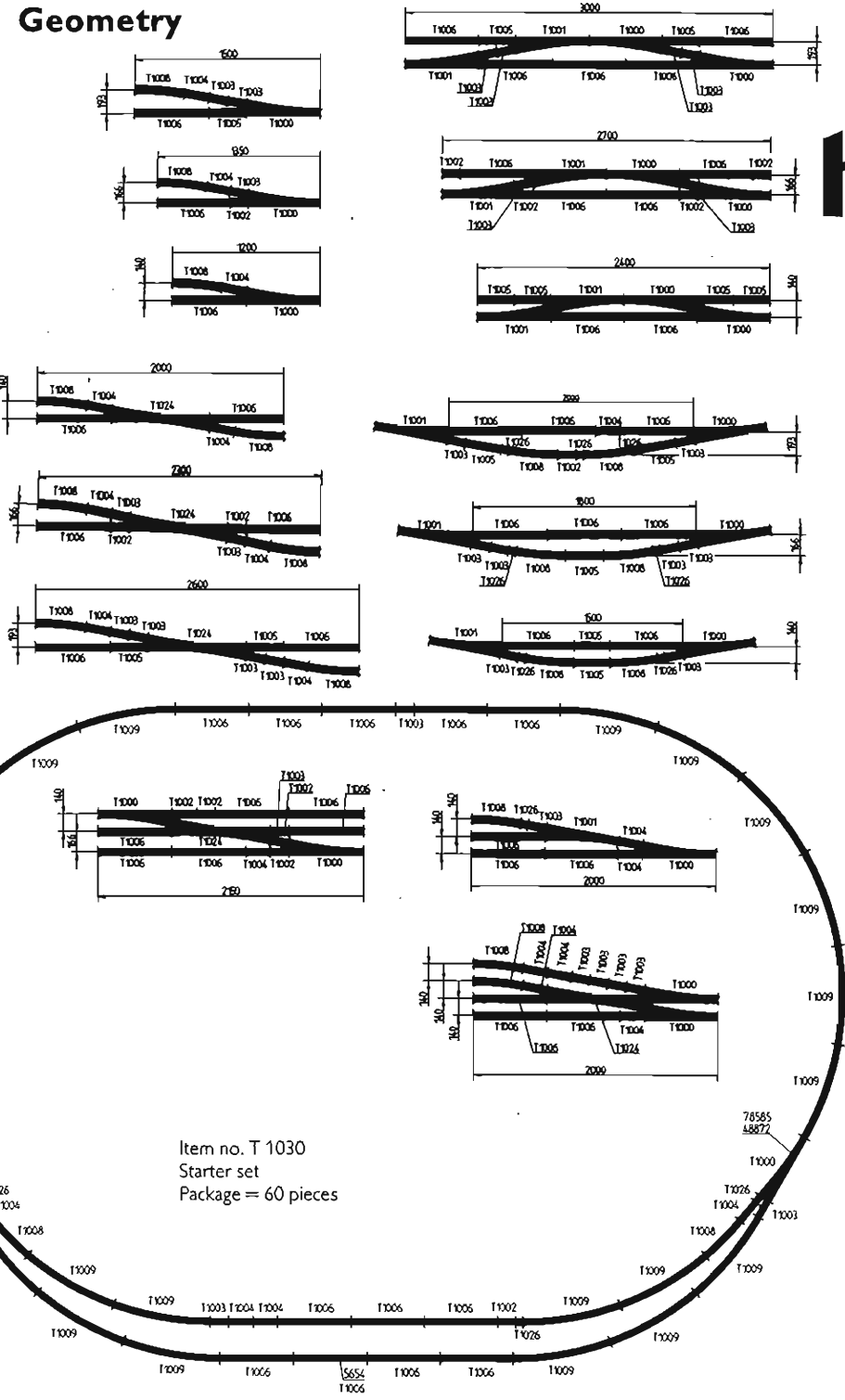


Item no. T 1048
Concrete tie kit
Type B 58, enough for 7.5 meters
(approx. 24')
Package = 400 pieces
(T 1010 also needed for this)



Item no. T 1011
Tie strip, enough for 7.5 meters
(approx. 24')
Package = 75 pieces
(T 1010 also needed for this)

Geometry



hübner
FEINWERKTECHNIK GMBH

1 Gauge
1:32

hübner
FERNWEHEISENBAHNEN GMBH
1 Gauge
1:32



Item no. T 4000
Freight car truck Y 25
Type Csm for SBB and SNCF, without wheel sets. Package = 1 piece



Item no. T 4001
Freight car truck Y 25
Type CM for DB, ÖBB, and B, without wheel sets. Package = 1 piece

Item no. T 4002
Load of concrete ties type B 58 glued in a pile
Package = 2 pieces
(not illustrated)

Item no. T 4003
Ballasted display board
Length 60 cm (approx. 24")
for standard gauge track
Package = 1 piece
(not illustrated)

Item no. T 4005
Track planning stencil
Package = 1 piece
(not illustrated)

Item no. T 1020
Guide to 1 Gauge
Package = 1 piece
(not illustrated)



Item no. T 1018
Fine scale wheelset, 31.25 mm (1-1/4") dia.,
fits all Märklin cars
Package = 2 pieces



Item no. T 4044
NEM wheelset, nickel-plated, 30 mm (1-3/16") dia.,
fits all Märklin cars
Package = 2 pieces

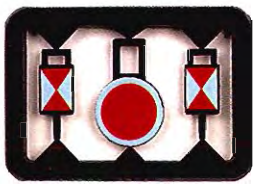


Item no. T 1017
Reproduction prototype coupler with compression spring
Package = 10 parts

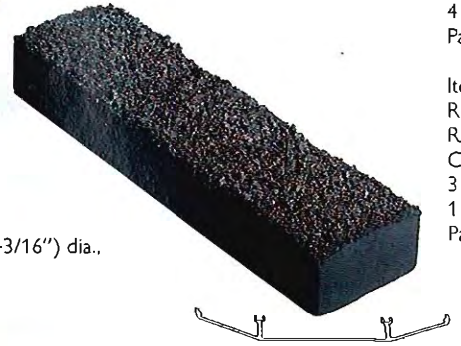


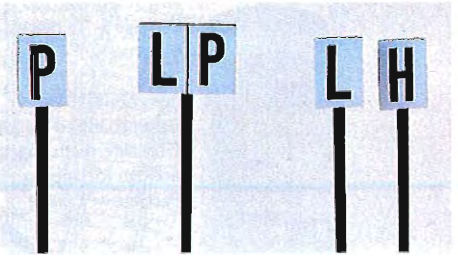
Item no. T 1014
Retrofit kit prototype coupler + brake hoses
Package = 8 parts





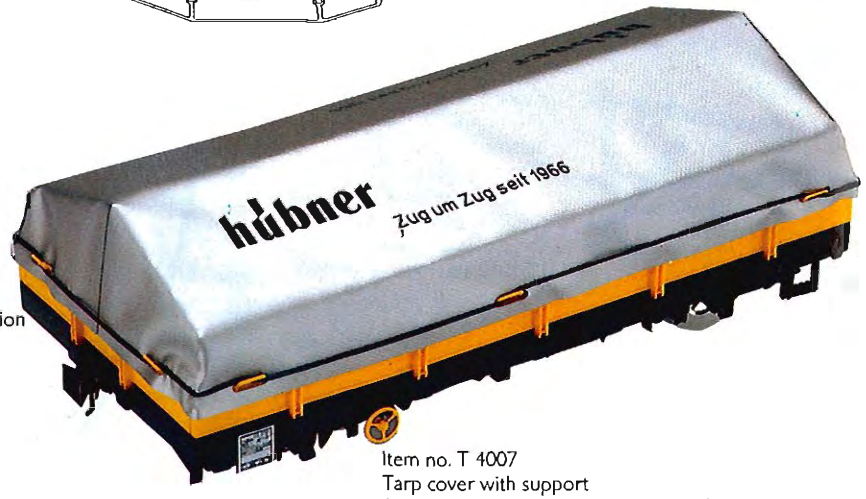
Item no. T 4019
Train marker signal set
Package = 6 parts





Item no. T 4010
Signal sign set
Decal lettering included
(2 ea. "P" sign, 2 ea. "LP" sign, 2 ea. "L" sign,
4 ea. "H" sign)
Package = 10 parts

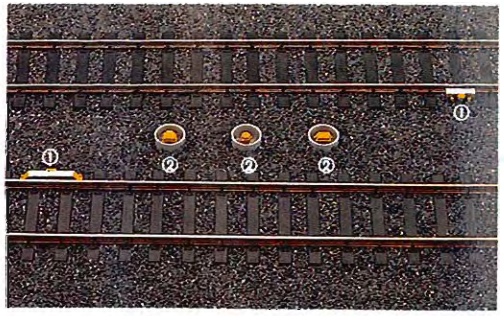
Item no. T 4013
Retrofit kit for Maxhütte set (item no. 5875)
RAG set (item no. 85875)
Consists of 6 truss rods,
3 styrofoam filler pieces with black surfaces and
1 bag of genuine coal sufficient for 1 set
Package = 1 piece



Item no. T 4007
Tarp cover with support
fits Märklin items 5504–5739 and 5740
Package = 2 parts



Item no. 4004
Track maintenance crew with tools, goes with Märklin 5739 and 5740
Package = 29 parts



Item no. 4009 ①
Inductive signal magnet set, 2 different types
Package = 6 parts
Item no. 4008 ②
Wire junctions, 3 different types with reproduction concrete rings
Package = 22 parts



Item no. 4020
Line telephone
Package = 1 piece



Item no. 4018
Freight dolly with unpainted figure, without wood boxes
Package = 2 parts



Item no. 4006
Set of acetylene welding tanks with unpainted figure
Package = 7 parts

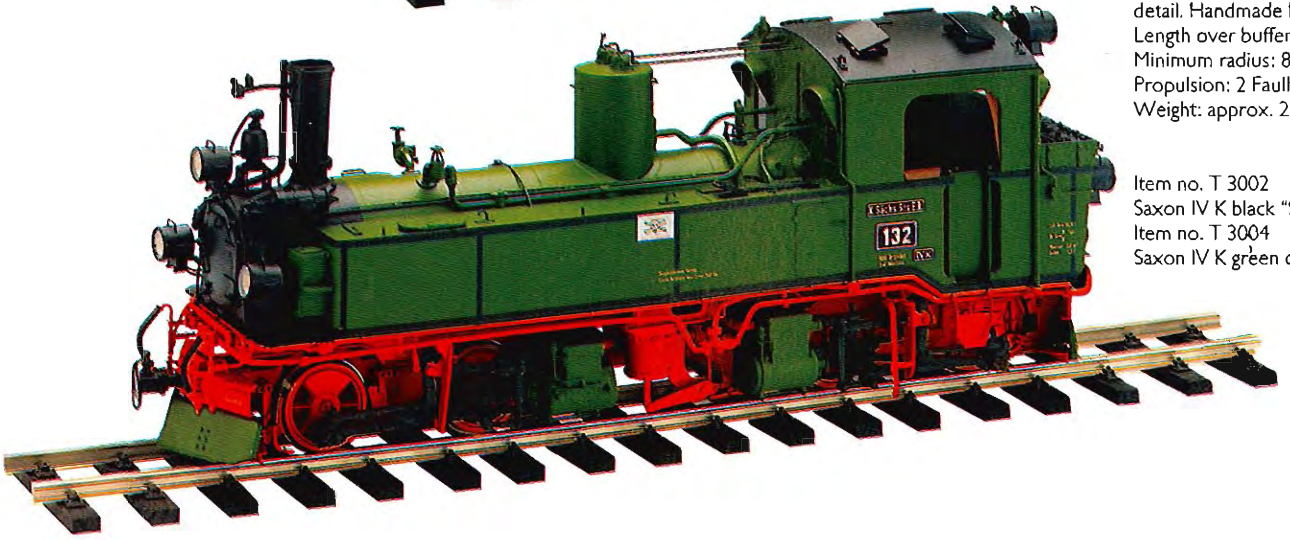
Narrow Gauge 750 mm (29-1/2")



Item no. T 3000
Saxon VII K class 99^{73}
From 1928-29 the first of the class 99^{73-76} were delivered. At present this powerful narrow gauge locomotive is still in operation on German rails.
Handmade true-to-scale, brass model.
Limited series.
Length over buffers: 32 cm (12-1/2")
Minimum radius: 80 cm (31-1/2")
Propulsion: can motor
Weight: approx. 2.7 kg (approx. 6 lb.)



One of the most popular German narrow gauge locomotives.
Model of the locomotive legend in 1:32 scale (1e Gauge).
A faithful reproduction of the Reko version down to the smallest detail. Handmade brass model. Limited series.
Length over buffers: 28.1 cm (11-1/16")
Minimum radius: 80 cm (31-1/2")
Propulsion: 2 Faulhaber can motors
Weight: approx. 2 kg (approx. 6 lb.)



Item no. T 3002
Saxon IV K black "State Railroad version"
Item no. T 3004
Saxon IV K green color scheme "museum locomotive"

Narrow Gauge 750 mm (29-1/2")

Both KD 4 baggage cars for freight and passenger trains have a conductor's compartment. Handmade brass model. Limited series.
Equipped with working Scharfenberg couplers, lighting and Diamond trucks. Produced in 1993 only.
Weight: approx. 0.940 kg (approx. 2 lb.)
Minimum radius: 80 cm (31-1/2")
Length: 35.7 cm (14-1/16")

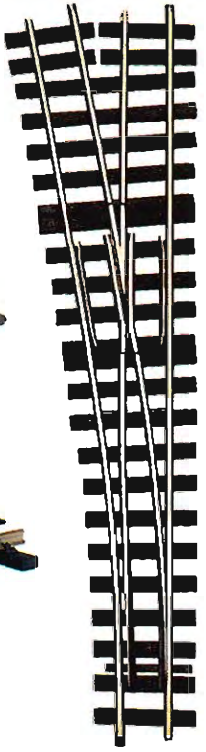
Item no. T 2000
KD 4 baggage car, original version
Item no. T 2003
KD 4 baggage car, Reko version



Adapter for roll car operation included

Switch for lighting on the underside of the roof.

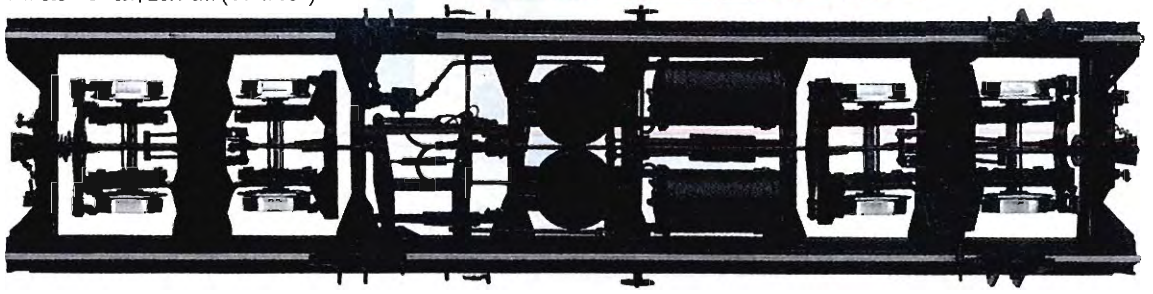
Item no. T 1045
Narrow gauge right turnout, 10°,
radius 81.1 cm (31-15/16"),
length 40 cm (15-3/4")
Package = 1 piece
Item no. T 1046
Narrow gauge left turnout, 10°,
radius 81.1 cm (31-15/16"),
length 40 cm (15-3/4")
Package = 1 piece



The roll cars serve to transport standard gauge cars on narrow gauge lines. True-to-scale reproduction of the highest quality.
Handmade brass model. Limited series.
Weight: approx. 0.4 kg (approx. 14 oz.)
Minimum radius: 80 cm (31-1/2")



Item no. T 2001
8 meter roll car, 25 cm (9-27/32")
Item no. T 2002
9 meter roll car, 28.1 cm (11-1/16")



Item no. T 1047
Oak wood tie kit
enough for 2 meters (78") of narrow gauge track. Package = 300 pieces
(T 1010 also needed for this)

Item no. T 1049
1e plastic tie strip
enough for 7.5 meters (approx. 24')
Package = 75 pieces
(T 1010 also needed for this)
(not illustrated)

Item no. T 1050
1e tie strip with guard rail, otherwise same as T 1049
Package = 75 pieces
(not illustrated)

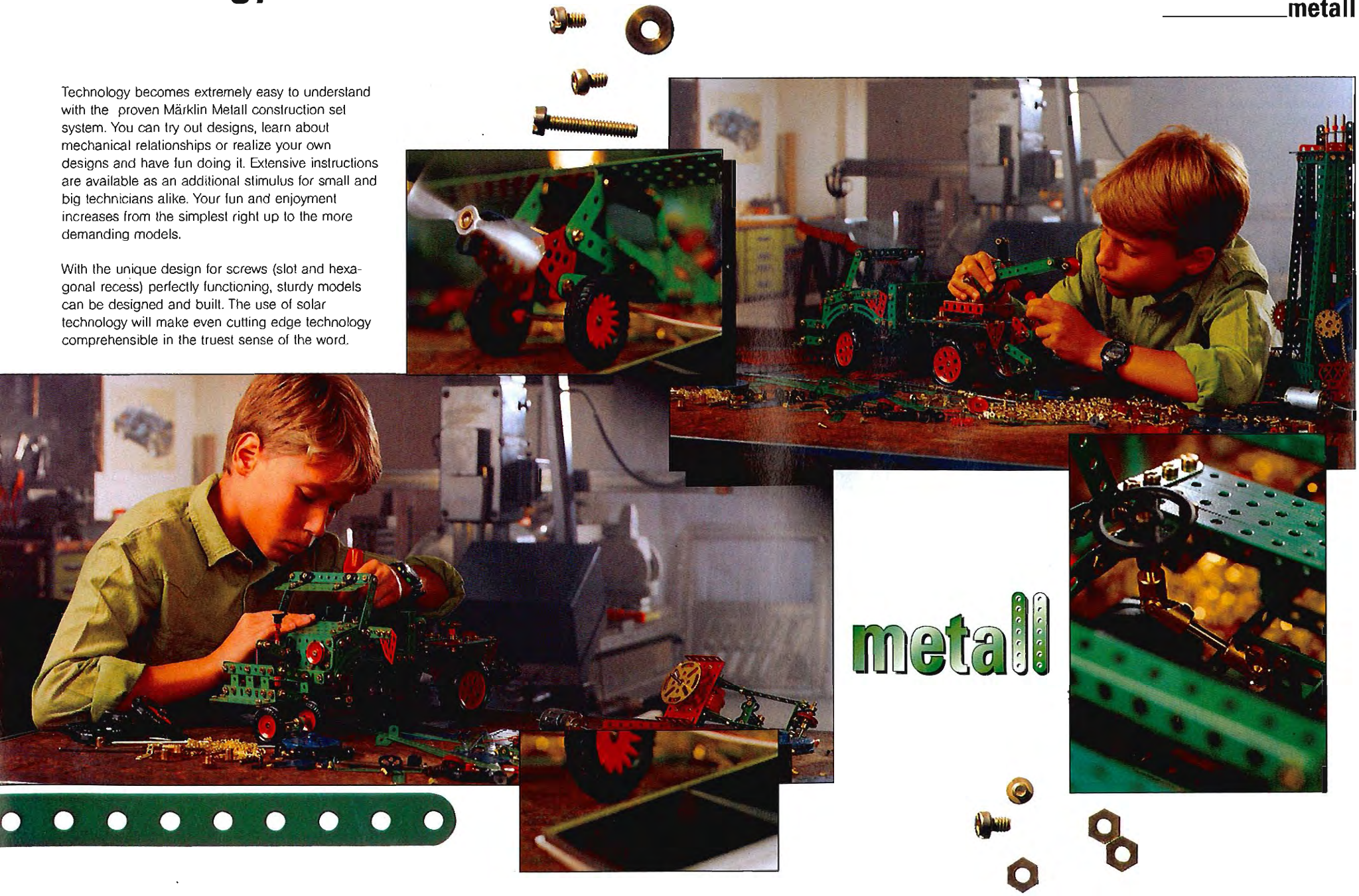
Item no. T 4012
Display board for narrow gauge
Length 45 cm (17-3/4")
Package = 1 piece

Technology With Brains.

märklin
metall

Technology becomes extremely easy to understand with the proven Märklin Metall construction set system. You can try out designs, learn about mechanical relationships or realize your own designs and have fun doing it. Extensive instructions are available as an additional stimulus for small and big technicians alike. Your fun and enjoyment increases from the simplest right up to the more demanding models.

With the unique design for screws (slot and hexagonal recess) perfectly functioning, sturdy models can be designed and built. The use of solar technology will make even cutting edge technology comprehensible in the truest sense of the word.

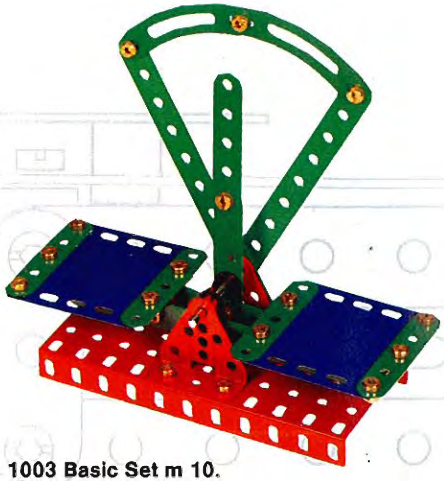


Basic and Extension Sets

märklin metall

Everything goes together and can be combined easily:

Basic Sets
Extension Sets
Theme Sets

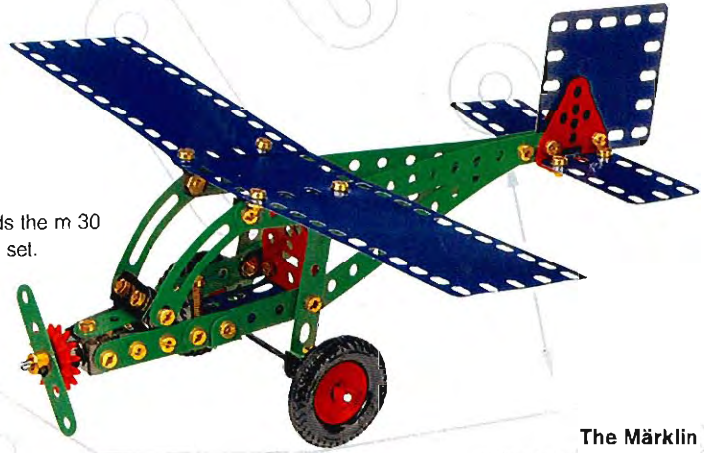


1003 Basic Set m 10.
The new starter set with complete instructions for building 10 different models. 208 pieces.

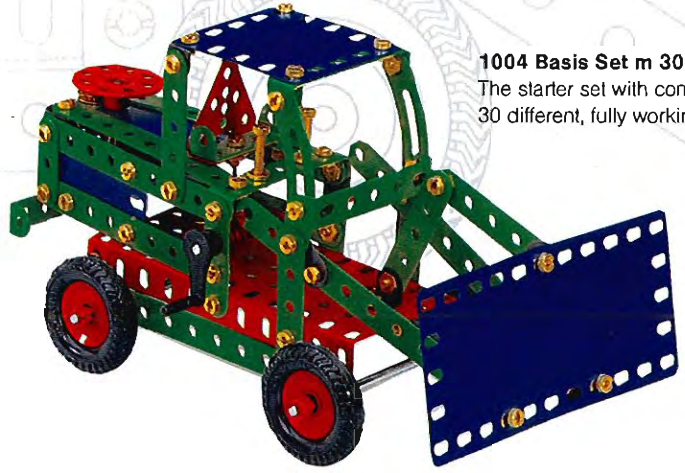
1015 Extension Set E 10.
The E 10 extension set expands the m 10 starter set up to the level of the m 30 basic set.



1016 Extension Set E 30.
The E 30 extension set expands the m 30 basic set up to the m 50 basic set.

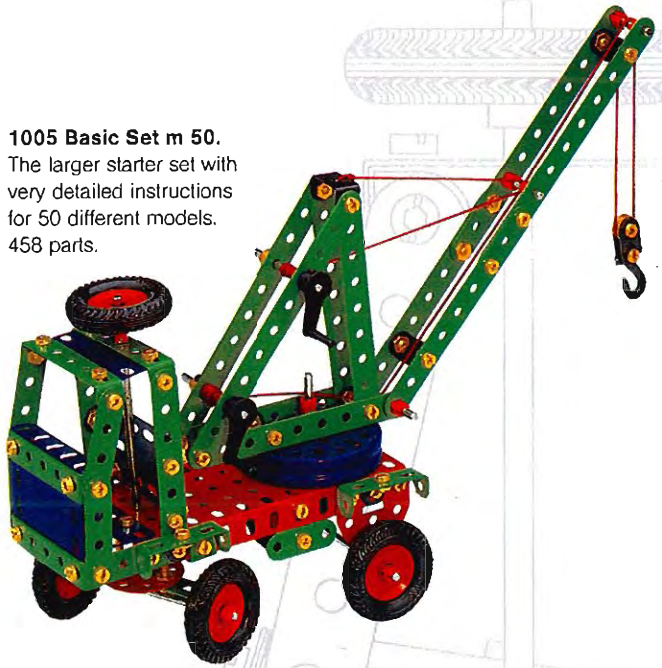


The Märklin Metall construction sets are not suitable for children under the age of 3.

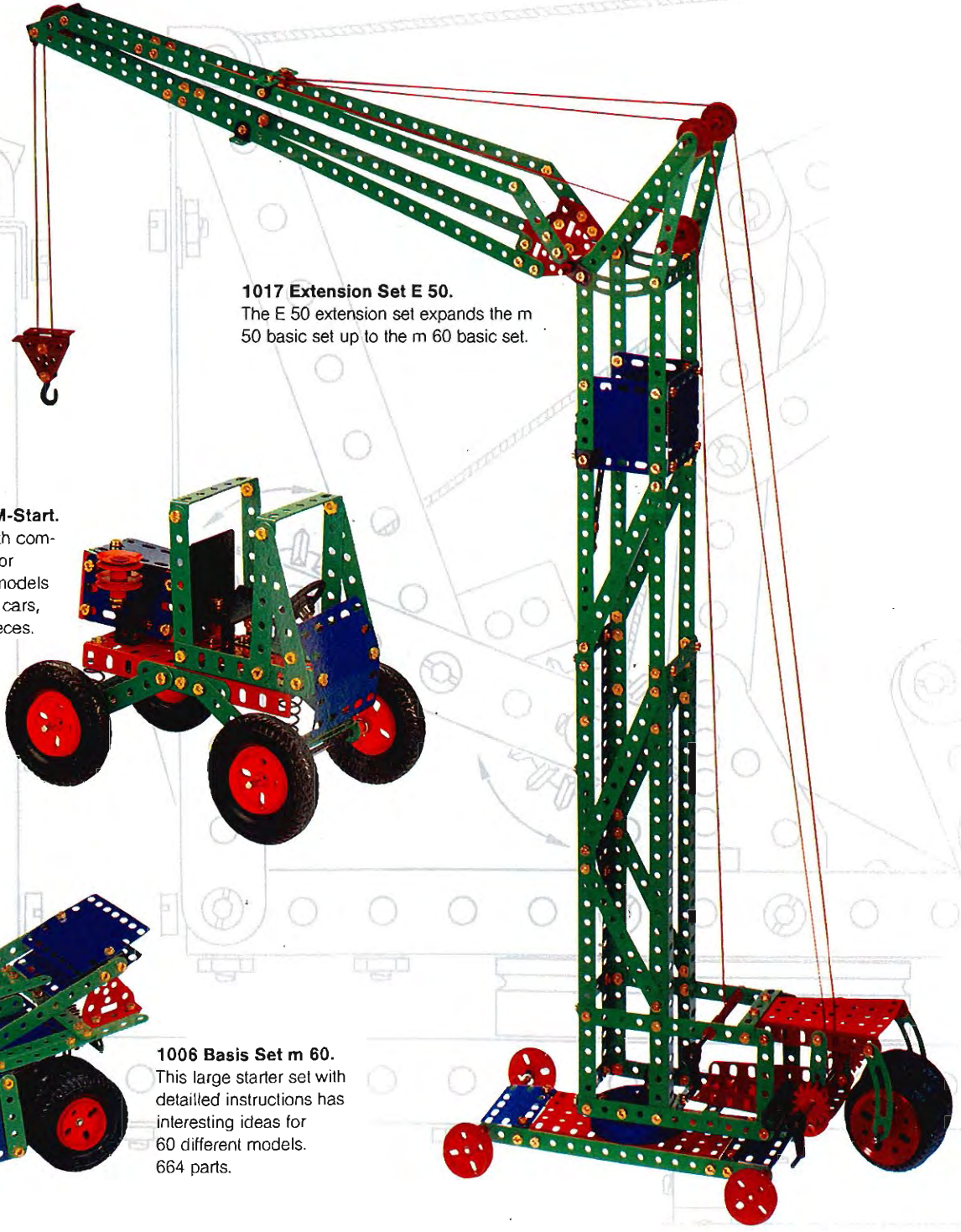


1004 Basis Set m 30.
The starter set with complete instructions for 30 different, fully working models. 342 parts.

Basic and Extension Sets

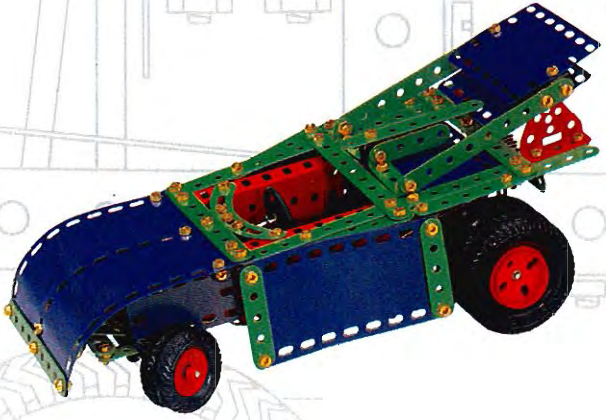


1005 Basic Set m 50.
The larger starter set with very detailed instructions for 50 different models. 458 parts.



1017 Extension Set E 50.
The E 50 extension set expands the m 50 basic set up to the m 60 basic set.

1010 Basic Set M-Start.
Large basic set with complete instructions for building different models such as airplanes, cars, trucks, etc. 537 pieces.

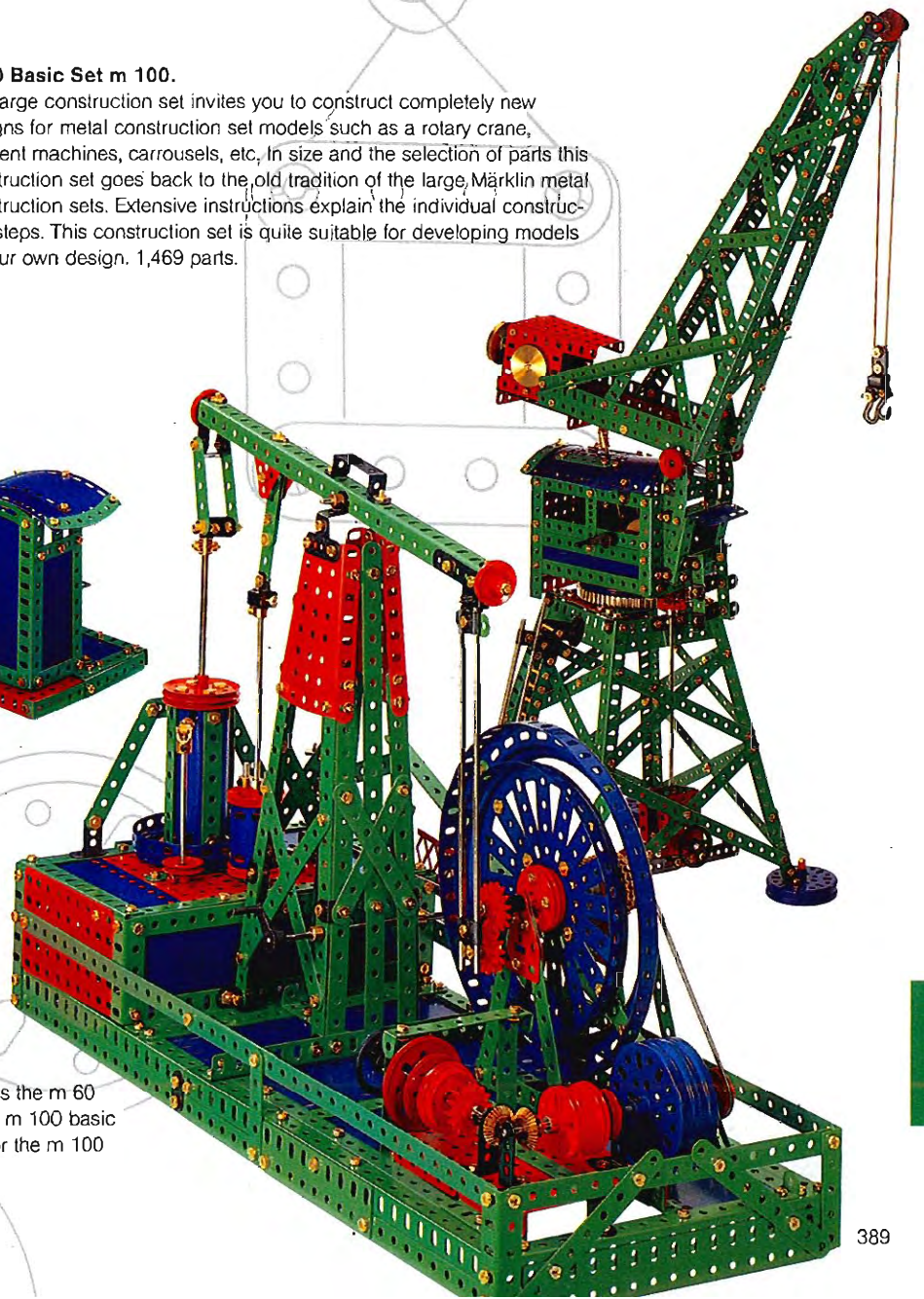


1006 Basis Set m 60.
This large starter set with detailled instructions has interesting ideas for 60 different models. 664 parts.



N

1080 Basic Set m 100.
The large construction set invites you to construct completely new designs for metal construction set models such as a rotary crane, different machines, carrousels, etc. In size and the selection of parts this construction set goes back to the old tradition of the large Märklin metal construction sets. Extensive instructions explain the individual construction steps. This construction set is quite suitable for developing models of your own design. 1,469 parts.

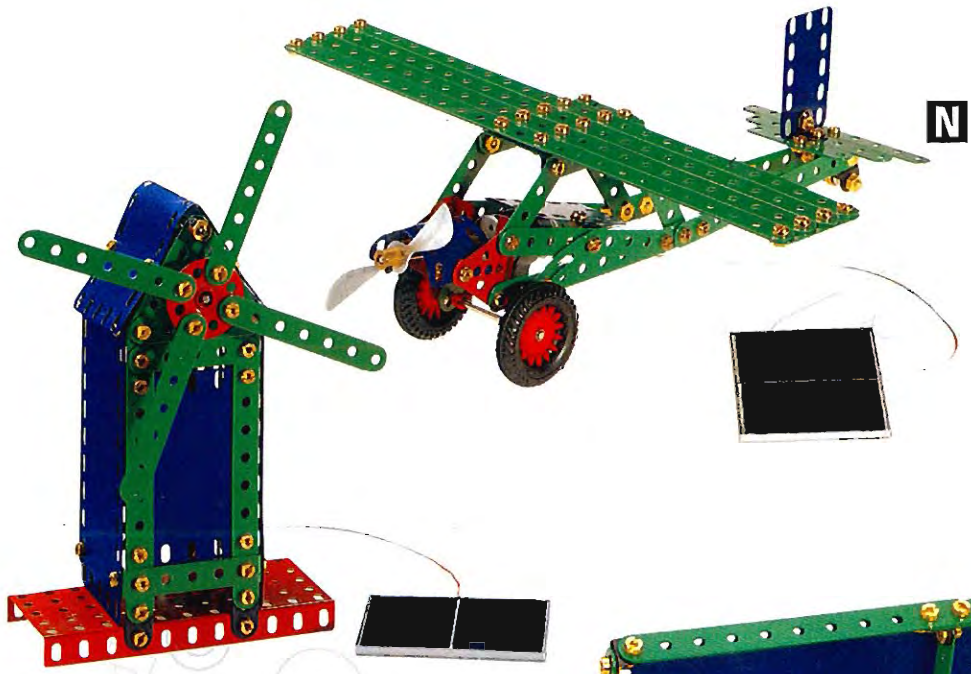


The Märklin Metall construction sets are not suitable for children under the page of 3.

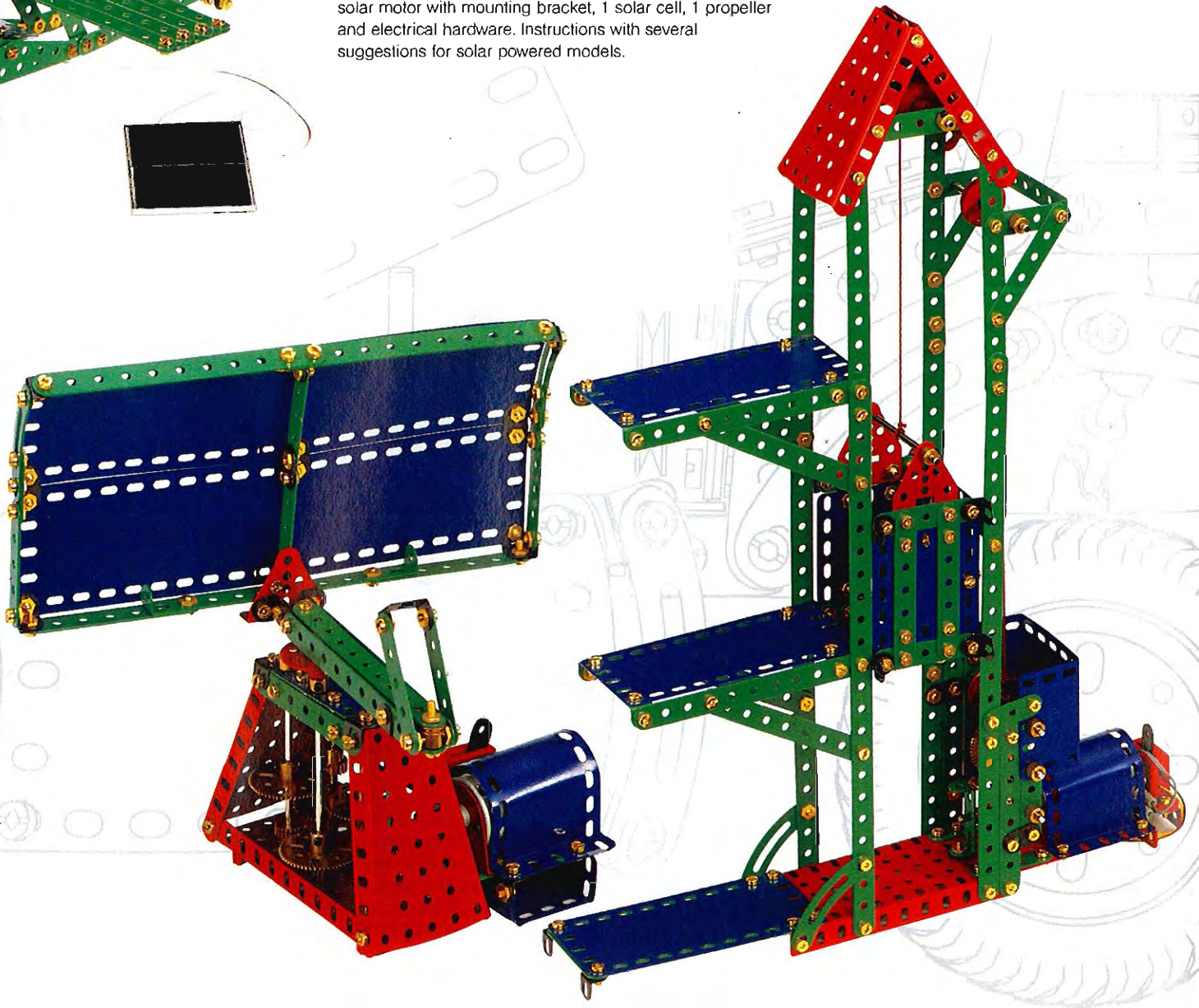
N

1081 Extension Set E 60.
The E.60 extension set expands the m 60 basic set to the contents of the m 100 basic set. Includes the instructions for the m 100 basic set. 808 parts.

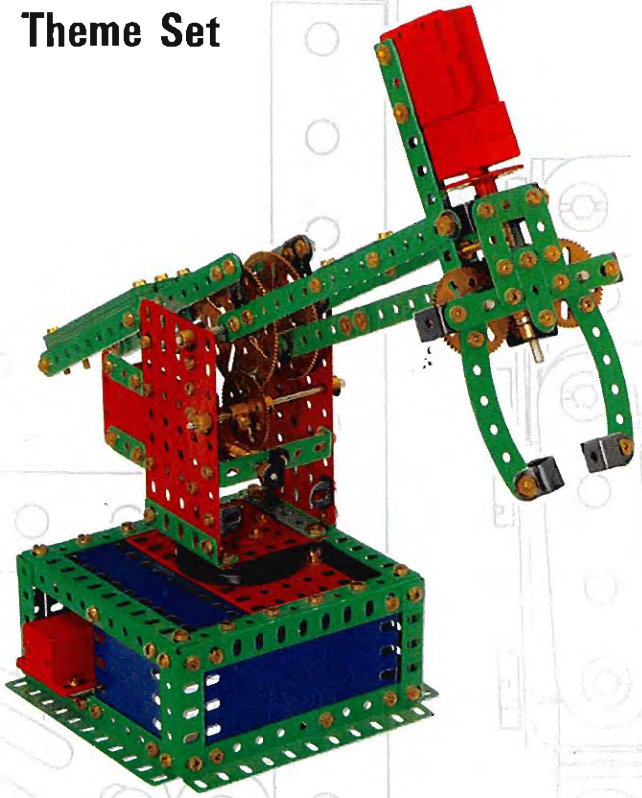
Extension Sets



N **1060 "Solar" Extension Set.**
Extension set for the basic sets 1004, 1005, 1006, 1010 and 1080, for constructing solar models. Contents: new solar motor with mounting bracket, 1 solar cell, 1 propeller and electrical hardware. Instructions with several suggestions for solar powered models.

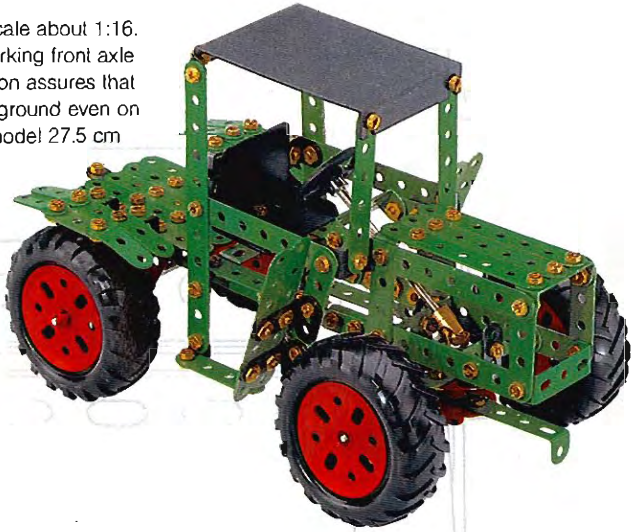


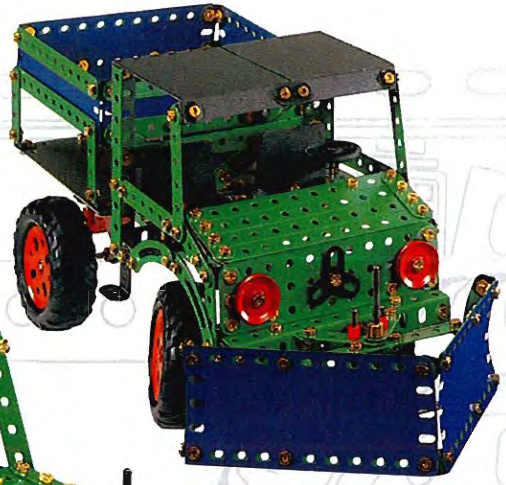
1062 "Mechanics" Extension Set.
This extension set contains a powerful motor as well as a selection of gear wheels, worm gears, and other mechanical parts for building challenging mechanical models. The contents of this set make it ideal for use with the M-Start (1010), m 50 (1005) or m 60 (1006) basic sets. The motor can be operated with 16 volts from any Märklin transformer (example: 6627/6647).

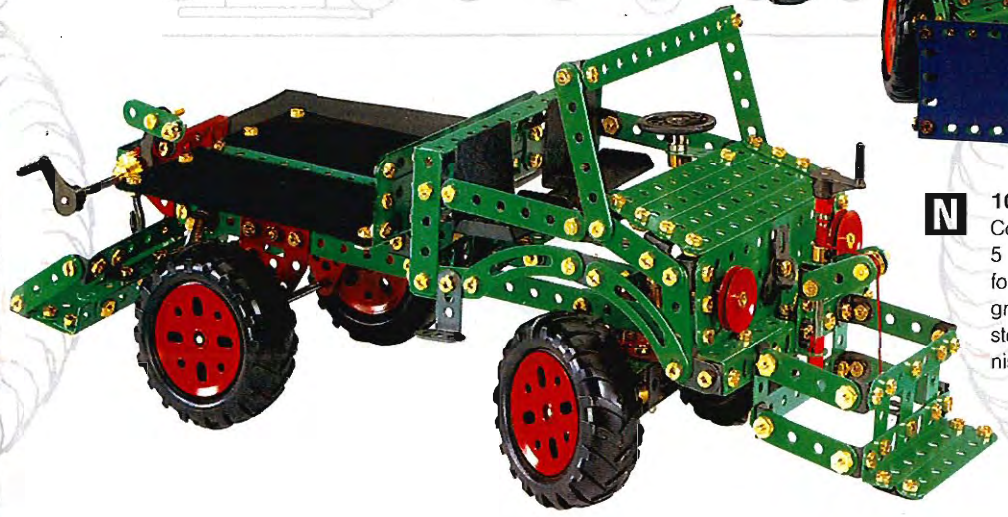


1007 "Robotics" Theme Set.
Construction set for a fully working industrial robot. 676 parts. Length of the model 42.0 cm (16-1/2").

1077 "Märklin Trac" Theme Set.
Construction set for a modern tractor. Scale about 1:16. New hollow tires with special profile. Working front axle with steering and independent suspension assures that all of the wheels are in contact with the ground even on rough terrain. 400 parts. Length of the model 27.5 cm (10-7/8").





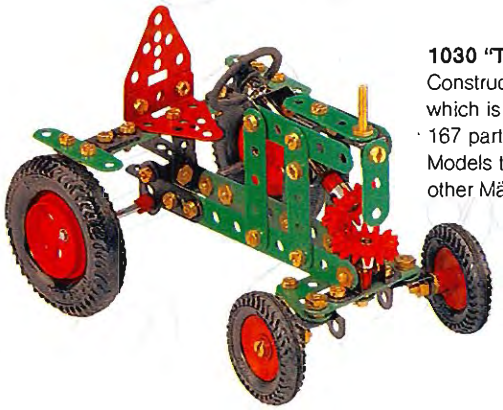


N **1083 "Unimog" Theme Set.**
Construction set for building any one of 5 different Unimog models in 2 versions for each model. These models have a great deal of play value with working steering, movable parts, tipping mechanisms, etc. 860 parts.

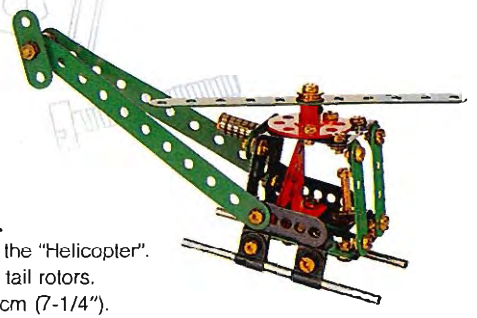


The Märklin Metall construction sets are not suitable for children under the age of 3.

Gifts that are always fun



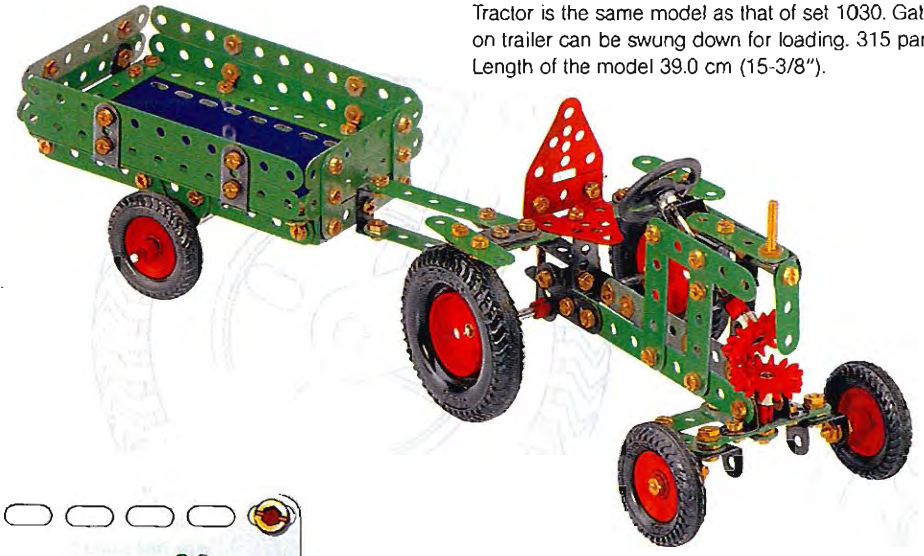
1030 "Tractor" Gift Set.
Construction set for a tractor with working steering which is operated from the steering wheel.
167 parts. Length of the model 17.0 cm. (6-11/16").
Models to supplement this one can be made with other Märklin Metall construction sets.



1037 "Helicopter" Gift Set.
An old favorite brought back, the "Helicopter".
Model with rotating main and tail rotors.
113 parts. Model length 18.5 cm (7-1/4").

The Märklin Metall construction sets are not suitable for children under the age of 3.

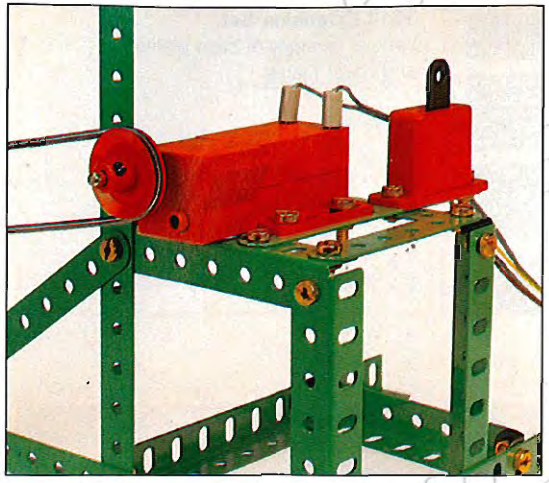
1031 "Tractor with Trailer" Gift Set.
Construction set for a tractor with a single-axle trailer. Tractor is the same model as that of set 1030. Gate on trailer can be swung down for loading. 315 parts. Length of the model 39.0 cm (15-3/8").



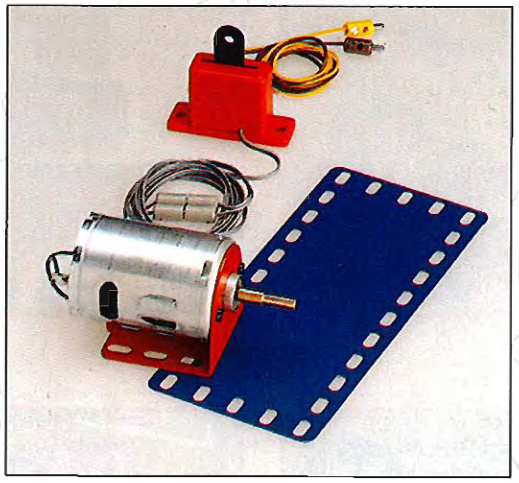


1033 "Chopper" Gift Set.
Construction set for a chopper motorcycle.
Working steering and sprung suspension on the front axle. Simulated 2 cylinder V-type motor.
117 parts. Length of the model 27.0 cm (10-5/8").

Everything is better with a motor



1018 Motor with Gearbox.
For AC or DC power. Powerful motor for 6 - 16 volts. Protected against electrical overload. 2 possible gear ratios (22 : 1 and 6.3 : 1). Controller with rocker switch for reversing motor direction and built-in rectifier. This motor can therefore be operated with a Märklin transformer (6627/6647).



1022 Motor.
The diameter of the drive shaft on this motor is designed for the current Märklin metal construction set program. By adding gear wheels, pullies, etc., all types of custom gear drives can be set up and adapted to models. This motor leads naturally into the fun of mechanics.

Technical Data

Power supply:
9-16 volts AC

Power transformer:
6627/6647 is recommended (suitable for [illegible] 1022 motors).

r. p. m. at 12 volts:
6.000 r. p. m. with load
7.200 r. p. m. without load

Current draw at maximum efficiency:
0.96 amps

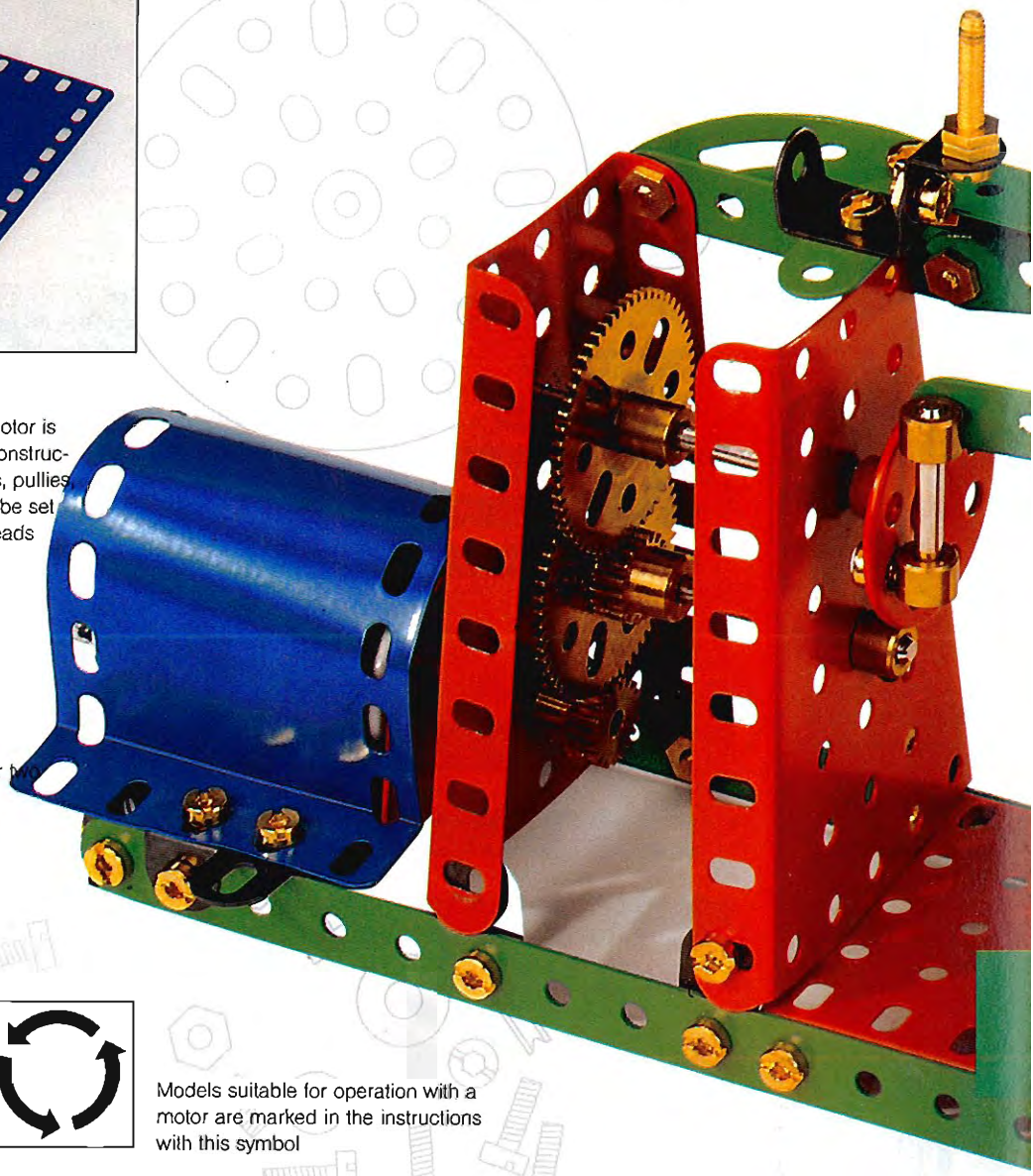


N

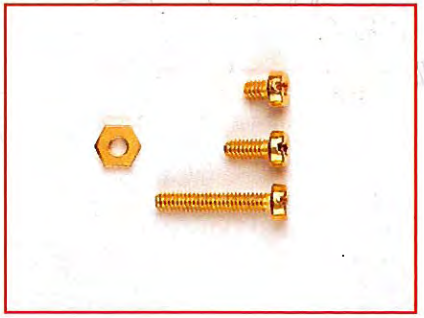
6647 230 volts. 32 VA.
6627 110 volts USA. 30 VA.
UL/CSA tested. (See page 233)
Transformer 32 VA.
Transformer for powering the 1018 or 1022 motors. 32 VA output. Plastic housing. Dimensions 120 x 140 x 80 mm (4-3/4" x 5-1/2" x 3-1/8").



Models suitable for operation with a motor are marked in the instructions with this symbol

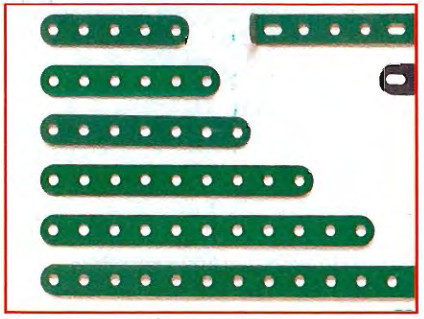


Extension Sets



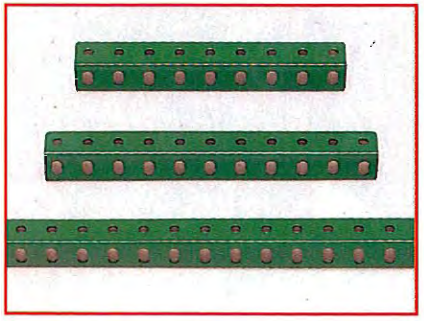
1040 Extension Set.
Bolts in various lengths and nuts.

Contents:
100 x 14 010
70 x 14 202
15 x 14 203
5 x 14 204



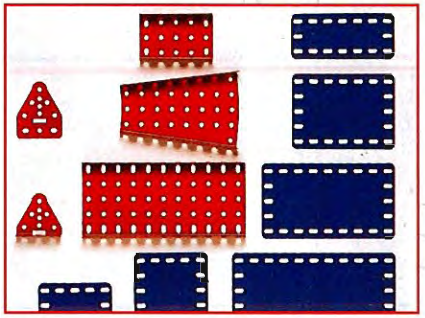
1041 Extension Set.
Flat braces, angle brackets, flat strips and C braces in various lengths.

Contents:
6 x 10 000
10 x 10 002
2 x 10 003
2 x 10 004
4 x 10 005
2 x 10 006
2 x 10 007
2 x 10 009
4 x 10 011
2 x 10 017
4 x 10 067



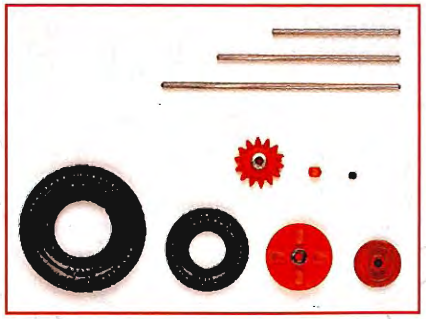
1042 Extension Set.
Angle girders in various lengths.

Contents:
4 x 10 105
2 x 10 107
2 x 10 109
4 x 10 111
4 x 10 117



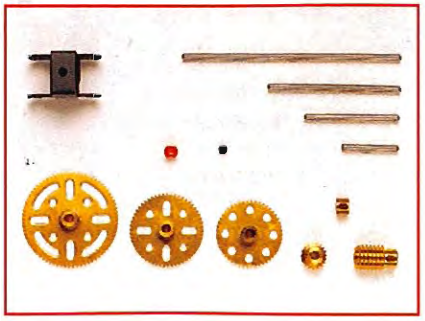
1043 Extension Set.
Various versions of base plates and cover plates.

Contents:
1 x 11 305
1 x 11 320
1 x 11 340
2 x 11 405
1 x 11 407
2 x 11 415
1 x 11 417
2 x 11 419
2 x 11 421
2 x 11 631
2 x 11 632



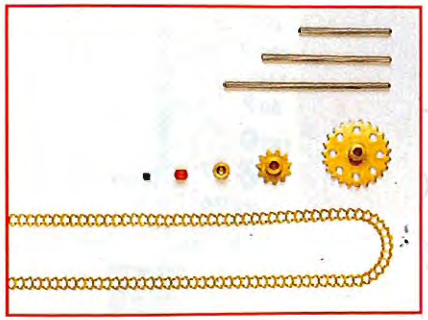
1044 Extension Set.
Various wheels and shafts.

Contents:
2 x 10 207
2 x 10 210
2 x 10 213
2 x 10 325
2 x 10 336
2 x 10 914
10 x 12 400
4 x 14 025
2 x 14 036
8 x 14 223



1045 Extension Set.
Various gear box parts.

Contents:
2 x 10 203
2 x 10 205
1 x 10 207
1 x 10 211
1 x 10 450
1 x 10 457
1 x 10 575
1 x 10 720
1 x 10 911
2 x 11 060
1 x 11 720
10 x 12 400
8 x 14 223



1047 Extension Set.
Parts for building a chain drive.

Contents:

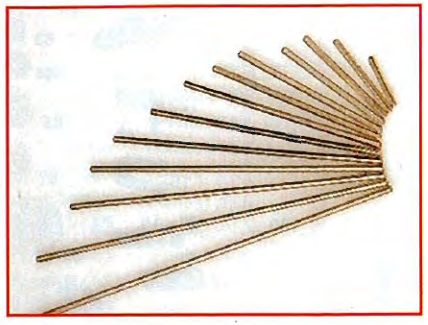
2 x 10 205	1 x 11 223
2 x 10 207	1 x 11 747
2 x 10 209	10 x 12 400
4 x 11 060	8 x 14 223
2 x 11 211	



N **1069 Extension Set.**
Various types of mechanical elements.

Contents:

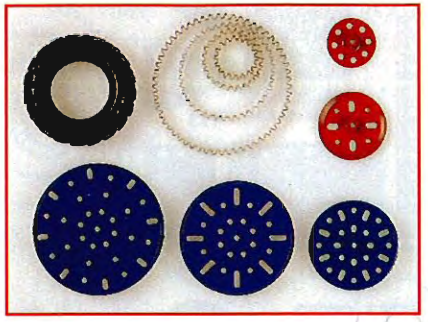
2 x 10 312	2 x 10 901	1 x 11 545
1 x 10 338	6 x 11 060	1 x 11 704
1 x 10 350	1 x 11 148	1 x 11 713
1 x 10 726	1 x 11 501	1 x 11 717
1 x 10 731	1 x 11 515	10 x 12 400
2 x 10 900	4 x 11 520	10 x 14 223



N **1067 Extension Set.**
Shafts in various lengths.

Contents:

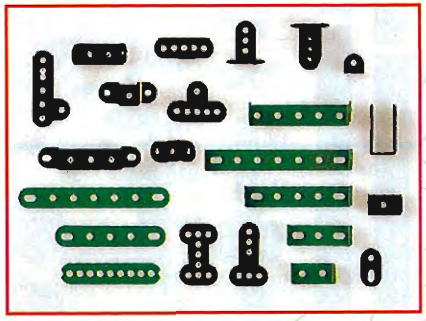
2 x 10 203	2 x 10 215
2 x 10 205	2 x 10 216
2 x 10 206	2 x 10 217
2 x 10 207	2 x 10 220
2 x 10 209	2 x 10 221
2 x 10 210	5 x 11 060
2 x 10 211	10 x 12 400
2 x 10 213	5 x 14 223



N **1070 Extension Set.**
Wheels, tires and ring gears.

Contents:

4 x 10 350	1 x 10 925
1 x 10 365	1 x 10 940
1 x 10 380	1 x 10 957
1 x 10 395	1 x 11 036
1 x 10 918	2 x 14 026



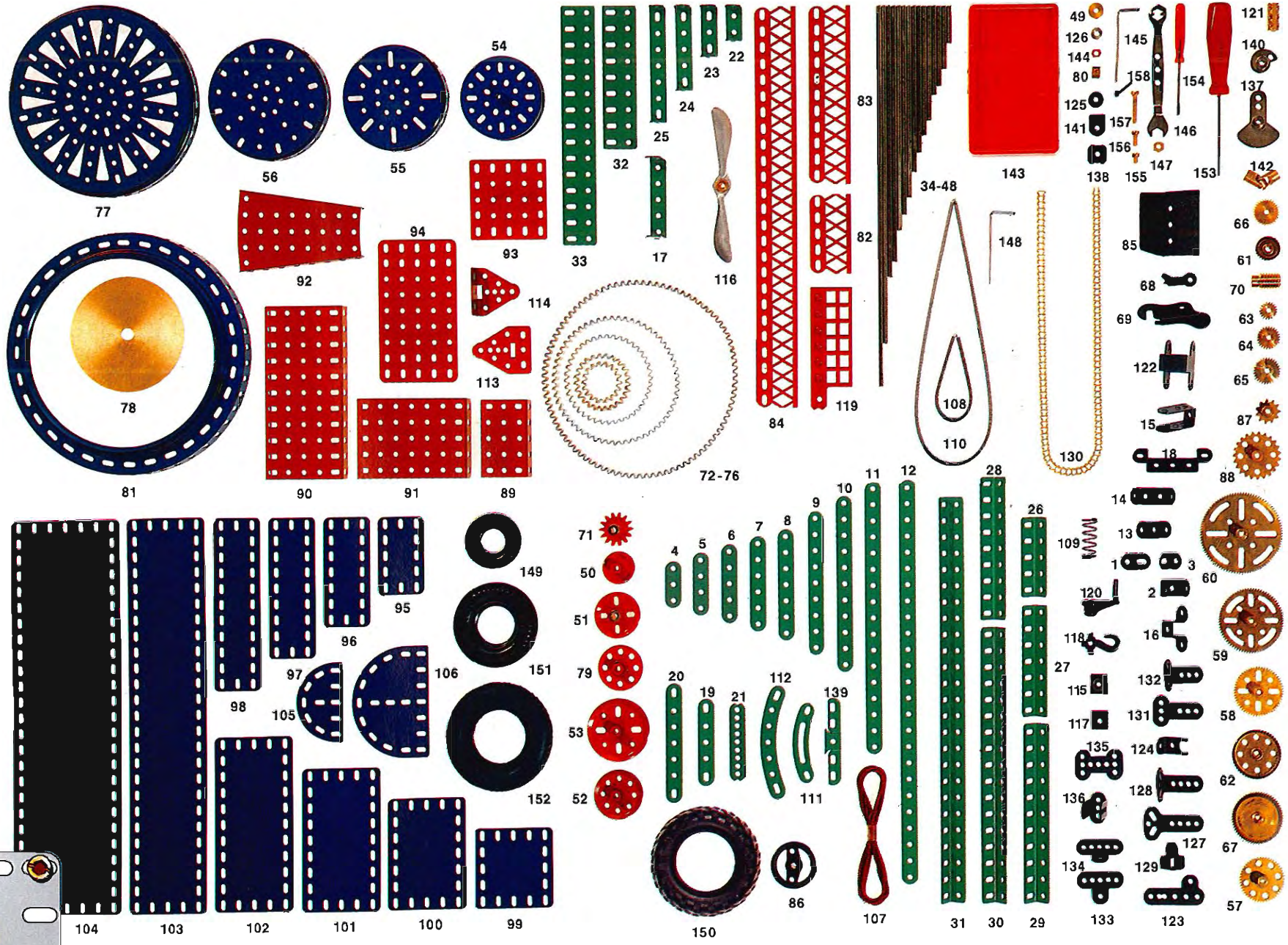
N **1068 Extension Set.**
Various types of connecting elements.

Contents:

5 x 10 000	2 x 10 047	2 x 11 721
5 x 10 001	2 x 10 055	2 x 11 762
5 x 10 002	2 x 10 057	2 x 11 763
2 x 10 040	2 x 10 059	2 x 11 764
2 x 10 042	2 x 10 064	2 x 11 765
2 x 10 044	2 x 10 065	2 x 11 766
2 x 10 045	2 x 10 067	1 x 11 767
2 x 10 046	2 x 10 069	

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

From girders to gears ...



... spare parts that can be ordered

märklin metall

ill. no.	catalog no.	description	
1	10 000	brace	
2	10 001	C bracket	
3	10 002	angle bracket	
		Flat Braces:	
4	10 003	3 hole,	35 mm
5	10 004	4 hole,	50 mm
6	10 005	5 hole,	60 mm
7	10 006	6 hole,	75 mm
8	10 007	7 hole,	90 mm
9	10 009	9 hole,	110 mm
10	10 011	11 hole	140 mm
11	10 017	17 hole,	215 mm
12	10 025	25 hole,	320 mm
13	10 040	double angle brace	
14	10 042	double angle brace	
15	10 044	double yoke	
16	10 045	bearing yoke	
17	10 046	bearing yoke	
18	10 047	bearing yoke	
19	10 055	5 hole brace,	65 mm
20	10 057	7 hole brace,	95 mm
21	10 059	adjustment brace	
22	10 064	4 hole C brace	
23	10 065	5 hole C brace	
24	10 067	7 hole C brace	
25	10 069	9 hole C brace	
		Angle Girders:	
26	10 105	5 hole,	60 mm
27	10 107	7 hole,	90 mm
28	10 109	9 hole,	110 mm
29	10 111	11 hole,	140 mm
30	10 117	17 hole,	215 mm
31	10 125	25 hole,	320 mm
32	10 159	9 hole double brace	
33	10 165	15 hole double brace	
34	10 203	shaft,	30 mm, 4 mm dia.
35	10 205	shaft,	50 mm, 4 mm dia.
36	10 206	shaft,	63 mm, 4 mm dia.
37	10 207	shaft,	70 mm, 4 mm dia.
38	10 209	shaft,	90 mm, 4 mm dia.

ill. no.	catalog no.	description	
39	10 210	shaft,	101 mm, 4 mm dia.
40	10 211	shaft,	115 mm, 4 mm dia.
41	10 213	shaft,	130 mm, 4 mm dia.
42	10 215	shaft,	150 mm, 4 mm dia.
43	10 216	shaft,	163.5 mm, 4 mm dia.
44	10 217	shaft,	173 mm, 4 mm dia.
45	10 220	shaft,	200 mm, 4 mm dia.
46	10 221	shaft,	213.5 mm, 4 mm dia.
47	10 226	shaft,	266 mm, 4 mm dia.
48	10 230	shaft,	300 mm, 4 mm dia.
49	10 312	pulley,	12 mm dia.
50	10 325*	pulley wheel,	25 mm dia.
51	10 336*	pulley wheel,	36 mm dia.
52	10 338*	pulley wheel,	38 mm dia.
53	10 350*	pulley wheel,	50 mm dia.
54	10 365*	wheel,	65 mm dia.
55	10 380	wheel,	80 mm dia.
56	10 395	wheel,	95 mm dia.
57	10 450*	gear, 50 teeth,	35 mm dia.
58	10 457*	gear, 57 teeth,	39 mm dia.
59	10 575*	gear, 75 teeth,	51 mm dia.
60	10 595*	gear, 95 teeth,	65 mm dia.
61	10 625*	crown gear, 25 t.	19 mm dia.
62	10 650*	crown gear, 50 t.	38 mm dia.
63	10 720*	pinion gear, 19 t.	14 mm dia.
64	10 726*	pinion gear, 25 t.	18 mm dia.
65	10 731*	pinion gear, 30 t.	22 mm dia.
66	10 831*	bevel gear, 30 t.	21 mm dia.
67	10 860*	bevel gear, 60 t.	42 mm dia.
68	10 900	small ratchet	
69	10 901	large ratchet	
70	10 911*	worm gear,	14 mm dia.
71	10 914*	universal gear	
72	10 918	ring gear for 10 325,	18 t.
73	10 925	ring gear for 10 338,	25 t.
74	10 940	ring gear for 10 365,	40 t.
75	10 957	ring gear for 10 395,	57 t.
76	10 992	ring gear for 11 015,	112 t.
77	11 015	wheel,	150 mm dia.
78	11 034*	wheel weight	
79	11 036*	disc wheel,	36 mm dia.
80	11 060*	set collar	
81	11 095	ring,	195 mm dia.
82	11 105	5 hole railing,	60 mm

ill. no.	catalog no.	description	
83	11 111	11 hole railing,	140 mm
84	11 125	25 hole railing,	320 mm
85	11 138	seat	
86	11 148*	steering wheel,	36 mm dia.
87	11 211*	sprocket wheel, 11 t.,	20 mm dia.
88	11 223*	sprocket wheel, 23 t.,	38 mm dia.
89	11 305	plate,	60 x 40 mm
90	11 320	plate,	140 x 60 mm
91	11 330	plate,	60 x 85 mm
92	11 340	flanged plate	
93	11 351	plate,	60 x 60 mm
94	11 352	plate,	110 x 60 mm
		Cover Plates:	
95	11 405	3 x 5 hole,	35 x 60 mm
96	11 407	3 x 7 hole,	35 x 90 mm
97	11 409	3 x 9 hole,	35 x 110 mm
98	11 411	3 x 11 hole,	35 x 140 mm
99	11 415	5 x 5 hole,	60 x 60 mm
100	11 417	5 x 7 hole,	60 x 90 mm
101	11 419	5 x 9 hole,	60 x 110 mm
102	11 421	5 x 11 hole,	60 x 140 mm
103	11 425	5 x 25 hole,	60 x 320 mm
104	11 430	7 x 25 hole,	90 x 320 mm
105	11 435	half circle plate,	60 mm dia.
106	11 437	half circle plate,	90 mm dia.
107	11 501	string,	4 meters
108	11 515	spiral transmission wire,	150 mm
109	11 520	compression spring,	12.5 mm dia.
110	11 545	spiral transmission wire,	450 mm
111	11 605	curved girder	65 mm
112	11 607	curved girder	90 mm
113	11 631	flat bearing plate	
114	11 632	curved bearing plate	
115	11 704*	crank arm	
116	11 706*	aluminum propeller	
117	11 712	sliding lug	
118	11 713	hook	
119	11 714	windmill vane	
120	11 717*	hand crank	
121	11 719*	coupling sleeve	
122	11 720	worm gear housing	
123	11 721	bearing retainer	
124	11 722	disengagement fork	

ill. no.	catalog no.	description	
125	11 727**	washer	
126	11 728	spacer, 3 mm	
127	11 730	flat bearing bracket	
128	11 731	curved bearing bracket	
129	11 745	connecting piece	
130	11 747	drive chain, 1 meter	
131	11 762	flat connecting bracket	
132	11 763	curved connecting bracket	
133	11 764	flat connecting piece	
134	11 765	curved connecting piece	
135	11 766	connecting piece	
136	11 767	connecting fork	
137	11 776*	crank with counterweight	
138	11 785	angle strap	
139	11 786	butt strap	
140	11 787*	cam	
141	11 792	shaft retainer	
142	11 793*	universal joint	
143	11 800	box for small parts	
144	12 400**	friction sleeve	
145	14 006	Allen head screwdriver for 14 223	
146	14 007	wrench	
147	14 010**	nut for all bolts	
148	14 018	Allen head screwdriver for 14 202, 14 203 and 14 204	
149	14 025	tire for 10 325, 10 914	
150	14 026	tractor tire for 10 350	
151	14 036	tire for 10 336	
152	14 050	tire for 10 350	
153	14 200	Allen head screwdriver	
154	14 201	flat screwdriver for plugs and sockets	
155	14 202**	bolt,	8.5 mm
156	14 203**	bolt,	12.0 mm
157	14 204**	bolt,	25.0 mm
158	14 223**	set screw	
	65 742	instructions for 1003, 1004,1005, 1006	
	65 866	instructions for 1080, 1081	

* without set screw

** comes only in packages of 10 pieces

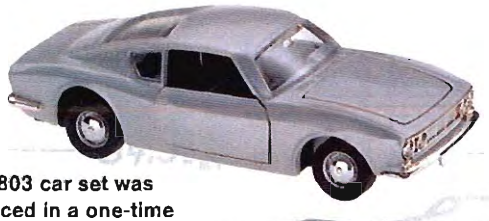
Many of these spare parts are assembled in the extension sets 1040-1047 and 1067-1070 (see pages 394/395) in combinations most often required in the course of constructing models.

Miniature Cars in 1:43

märklin

Since the 1930s Märklin has offered miniature cars of diecast metal in the same scale as the former line of 0 gauge trains. They were constantly developed further and refined until the high level of detailing reached in the 1970s. Cars from the RAK series of that time are highly sought after collector pieces, especially since their prototypes have become classics.

Selected models from this series are being produced again as replicas – using the reworked original tooling and with the same loving care that the experts treasure – so that fans of small and large cars will have the chance to come to know these vehicles and their precise model reproductions.



The 1803 car set was produced in a one-time series.



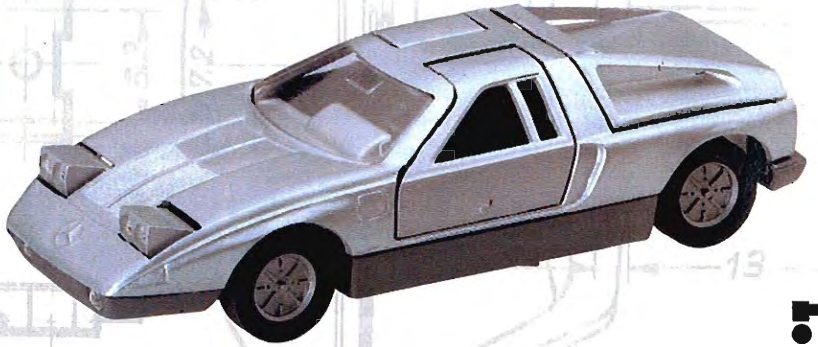
Ford Sports Car Set
Many a race car driver's career began with the Ford RS Capri (in the USA, Mercury Capri), a sport coup with countless power variations. Extravagant was the word for the special coachwork by the Italian designers for the Ford 20 M TS OSI, a rare high class coup even at the time it was built.

1803 RAK Auto Set.
2 metal Ford car models: 1 Ford Capri 2300 sports car (10.0 cm/3-15/16″), 1 Ford OSI 20 M TS car (10.5 cm/4-1/8″). Doors, hood and trunk lids that open. Interior details and windows with glass. Both car models in special version.

Mercedes Benz Sports Car Set
From 1971 to 1989 the sporty SL class roadster (Type 107) was built with almost unchanged coach work – over 200,000 units. During this long model period different 6 and 8 cylinder motors from 2.8 liters to 5.6 liters were used. The removable steel hardtop was standard equipment.

1813 RAK Auto Set.
2 metal Mercedes Benz car models: 1 350 SL hardtop sports car (10.3 cm/4-1/16″), 1 C 111 prototype sports car (9.9 cm/3-7/8″). Doors and hood, trunk line (350 SL) and headlights (C 111) that open. Interior details and windows with glass. Both car models in special version.

Twenty five years ago the C 111 was presented as the prototype for a new kind of sports car, initially with the high-performance Wankel motor, built in just before the rear axle. Despite great public interest, only 13 units of this attractive coupe with gull wing doors were built – many experiences from the project were, however, incorporated into regular car production. As the end and high point the last C 111's in 1978 with diesel and gasoline motors set world record speeds of up to 403 km/h (approx. 252 m.p.h.).

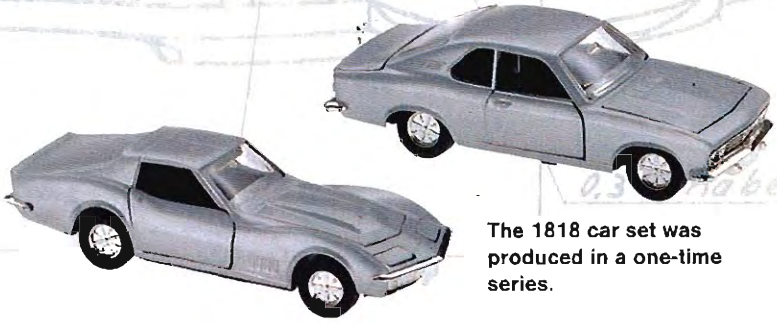


General Motors Sports Car Set
The Chevrolet Corvette Sting Ray, a design with very few changes from 1968 to 1982, is a pure-blooded sports car that can be used on the street. GM's German subsidiary Opel offered a somewhat tamer predatory fish: the middle class Opel Manta two-door is still a favorite today with ambitious beginners and amateur tuneup fans.

1818 RAK Auto Set.
2 metal General Motors car models: 1 Chevrolet Corvette sports car (10.6 cm/4-3/16″), 1 Opel Manta car (10.2 cm/4″). Doors, hood and trunk lids that open. Interior details and windows with glass. Both car models in special version.



The 1813 car set is being produced in a one-time series only in 1993.



The 1818 car set was produced in a one-time series.

Evergreens in Metal - Vehicles based on the Model Construction Sets

As far back as the 1930s the "manufacturer of the finest metal toys, Gebr. Märklin & Cie. GmbH", produced car and truck models in the form of model construction sets.

Märklin took up this tradition again in 1990 with the production of the parcel post truck. In 1991 there followed the fire truck, in 1992 the delivery truck with tarp, and in 1993 the tank truck.

This series is being continued in 1994 with an armored bank truck.

For as someone put it so well – Tradition must continue.



Märklin Delivery Truck
one-time production in 1992



Fire Truck
one-time production in 1991



Parcel Post Truck
one-time production in 1990



Märklin Tank Truck
one-time production in 1993



N

1101 Armored Bank Truck.
Metal armored money transport truck in the colors of the Bavarian Broadcasting Network. Model with baggage rack and advertising signs for the four business magazine shows of the Bavarian Broadcasting Network. Model has lights and windup motor, working steering, driver's door and rear door that can be opened. Vehicle length 37 cm (14-9/16").

The 1101 armored bank truck is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already ordered this item.

In 1993 the business editorial staff of the Bavarian Broadcasting Network had a raffle for this armored bank truck. In 1994 a one-time series of this model was issued to allow interested Märklin Metall collectors access to this model.

The Märklin Club of North America



All Aboard The Märklin Club!

Besides getting your hobby started on the right track with valuable technical and product information, a Märklin Club membership gives you many other exclusive benefits.

***Telex* - The Club Newsletter**

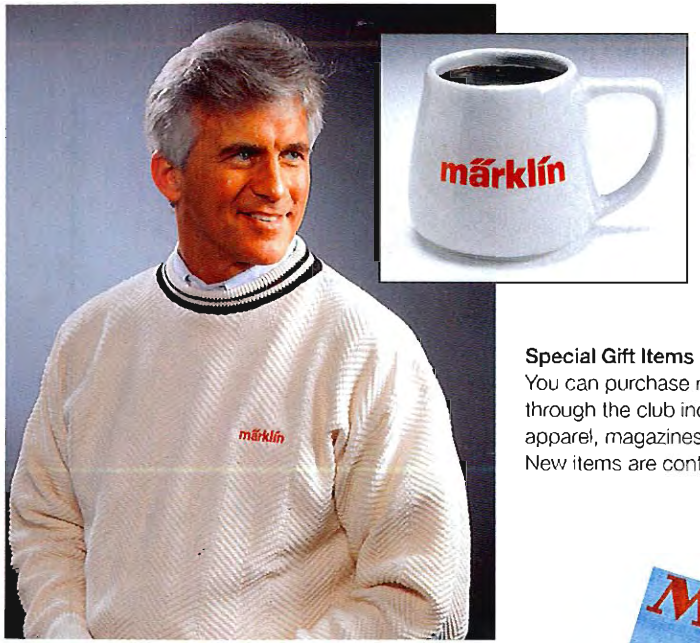
The club newsletter, ***TELEX,*** provides full-color detailed help with building layouts; maintaining your trains, new product updates, historical perspectives and many other topics to make training with Märklin more enjoyable. In addition to Telex, **the Märklin Depot** is also received exclusively by club members. This small catalog offers books and videos on all kinds of train subjects, as well as unusual gift items such as tool kits, apparel, prints and posters.

Collectible Annual Club Cars

Club cars are available each year for purchase by club members only. News and availability about other Märklin collectible cars are always made available to club members on a timely basis.



To find out how to join the Märklin Club, call or write us at:
Märklin, Inc.
P.O. Box 51559
New Berlin, WI 53151-0559
414-784-0717



Special Gift Items
You can purchase many special gift items through the club including coffee mugs, apparel, magazines, videos and books. New items are continuously added.

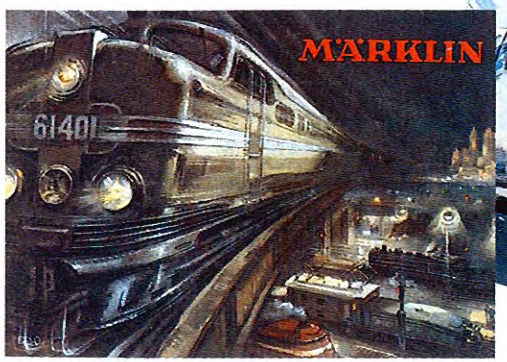
Personalized Display Plaques
To display your club cars or other collectible cars. The Märklin Club offers, high-quality personalized display plaques of natural black walnut in both H0 and Z Gauge.





Train Collection Systems
To help inventory your engines and rolling stock, the Märklin club offers a Märklin train collector's log that can be purchased through the club.

Posters and Calendars
These large, full-color prints and posters are always produced utilizing photographs or illustrations of model trains or historical scenes with an explanation of their special significance in Märklin train history.





The Märklin Digital Club
Dedicated specifically to Digital, this separate club provides members with indepth knowledge and insight into Märklin's most technologically advanced multi-train control system. Members receive a bi-monthly newsletter edited by Dr. Tom Catherall, Märklin's digital consultant. This newsletter is designed to help members better understand the Digital System and the host of personal computers that connect to the interface.



Explanation of Symbols

New item 1994

New version 1994

Hobby Assortment

Multi-train operation

Metal locomotive frame

Metal locomotive frame and body

Metal car frame

Metal car frame and body

Locomotive with high-efficiency propulsion:
- Five-pole high-efficiency motor
- Electronically controlled propulsion
- Adjustable maximum speed
- Adjustable acceleration rate
- Anti-slip control with overload protection

Suitable for universal train control on conventional layouts, in the DELTA multi-train control system and on digital layouts.

Locomotive in Digital version:
- Built-in digital decoder
- Electronic reversing
- Multi-train operation with up to 80 locomotive addresses
- Digitally controlled auxiliary function
- For all Märklin H0 layouts with and without the Digital system

Digital locomotives can also be used on conventional layouts.

Digital locomotive with high-efficiency propulsion:
- Five-pole special motor
- Load-dependent motor control
- Adjustable maximum speed
- Adjustable acceleration delay
- Adjustable braking delay

Dual headlights front

Dual headlights front and rear

Dual headlights which change over with the direction of travel

Simple headlights which change over with the direction of travel

Triple headlights front

Triple headlights front and rear

Triple headlights which change over with the direction of travel

One red marker light

Dual red marker lights

Triple headlights and dual red marker lights which change over with the direction of travel

Triple headlights and white marker light which change over with the direction of travel

Märklin close couplers with privol point

Märklin close couplers in standard coupler pocket with privol point

Märklin close couplers in standard coupler pocket with guide mechanism

Built-in interior lighting

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

Built-in interior details

Power supply can be switched to operate from catenary

Locomotive/car has automatic mini-club couplers.

Locomotive/car is equipped with sprung buffers.

Automatic claw couplers can be replaced with reproduction prototype couplers.

Märklin *exclusiv* special models – produced in a one-time series

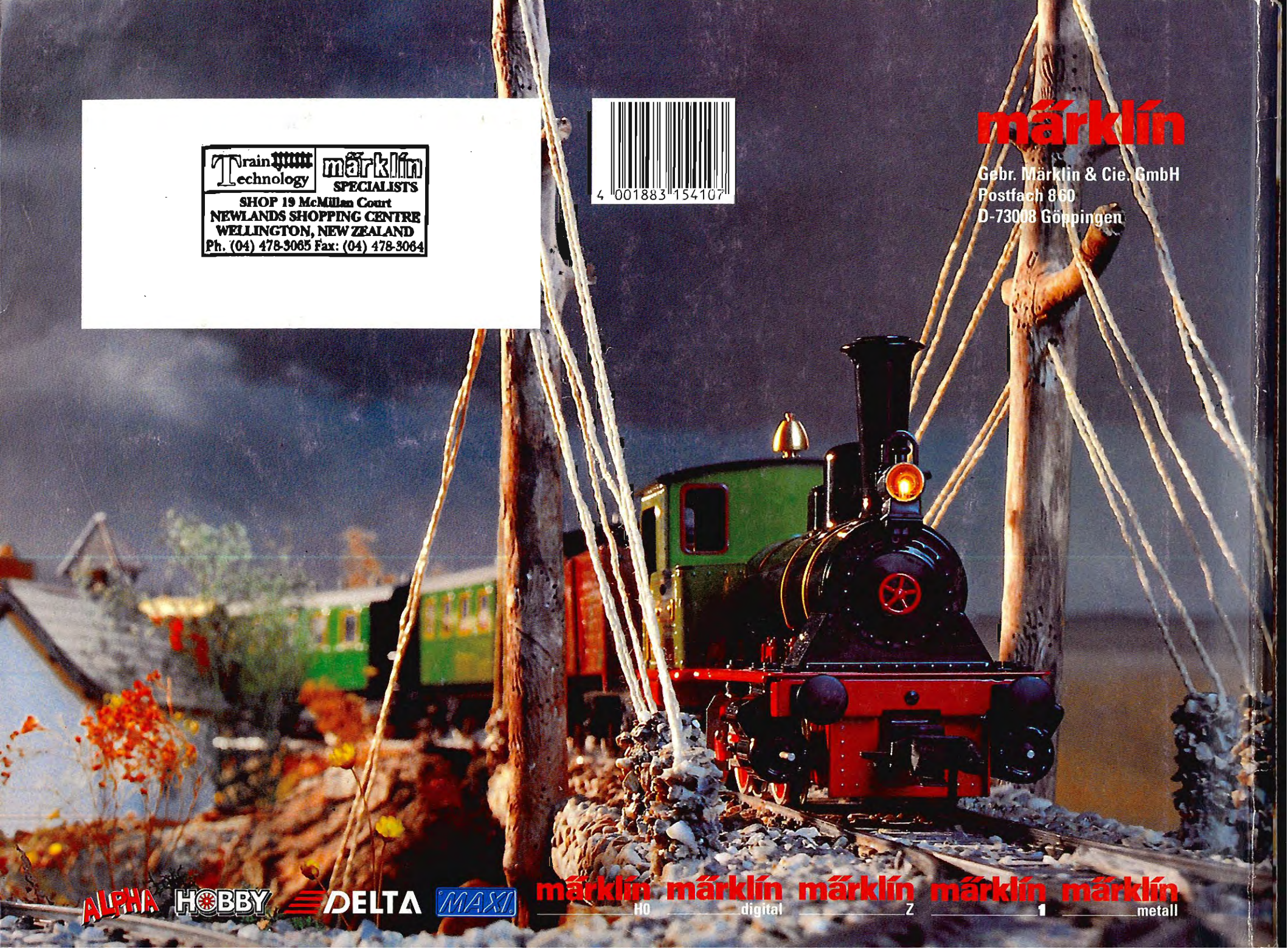
Visit the international model railroad shows in 1994/95:

International Model Railroad Show, Cologne, Germany
November 3 – 7, 1994

International Model Show, Paris, France
April 8 – 17, 1995

Garden Railway Convention, Drawbridge Inn
Fort Mitchell, Kentucky/United States
July 27 – 30, 1995

NMRA National Convention Crossroads Atlanta 1995
Hyatt Regency Atlanta
Atlanta, Georgia/United States
July 16 – 23, 1995



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märklin

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ALPHA HOBBY DELTA MAXI

märklin HO märklin digital märklin Z märklin 1 märklin metall