märklin

Fall New Items 2020

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Editorial

Dear Märklin Fans,

Märklin is now greeting all model railroaders with full anticipation of the coming year and the birthday later of the InterCity trains. The plans were big back then when the foundation of "Germany on a Two Hour Schedule" was born 50 years ago.
As cheerful messengers, we are presenting you with two new pieces of tooling in these fall new items, but read more on our special IC theme pages starting on page 18.

An obvious workhorse greets you along with a heavy load on the double pages 6 and 7, a class 140 marked by its hard work will soon take up its duty on your layout.

Apropos hard work, for anyone wanting to work with a real heavyweight of the Seventies, our Ardelt type 058 steam crane is the right choice.

In Z Gauge, a bronze alloy is indispensable. The series of factory models started successfully last year "Bronze Investment Casting Edition" is being expanded with new impressively detailed models. A class 38 with more than two boiler appliances that was previously unrealizable now stands ready for use in a green paint scheme.

In 1 Gauge, it is also getting small this time, for it is mostly "icing on the cake" that makes up perfection. Known as "super detailing" among model railroaders, a model is becoming even more exactly a reflection of its big prototype with small, targeted procedures. Get ready for a surprise on page 44.

In addition to these items, many other model highlights in the gauges H0, Z, and 1 are waiting to be discovered by you.

Your Märklin Team

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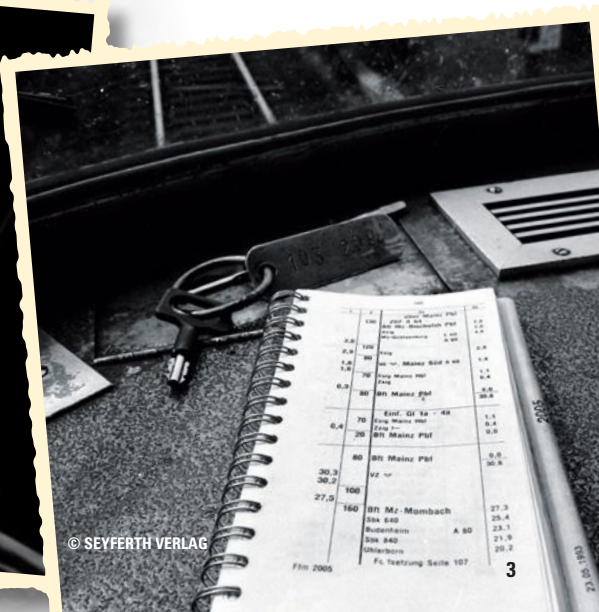
Anticipation of 50 Years of the IC

The train classification “InterCity“ first appeared in the winter schedule for 1968/69 where six previous “F-Zug” train pairs were designated as “InterCity”. Out of that developed the idea to transfer this high quality but completely unsystematic train offer into a clear structure of offerings with a regular timing system. The new offering “IC 71 – Germany at Two Hour Intervals” starting on September 26, 1971 now consisted of a fixed system of four lines in a block train system which were served at approximate two-hour intervals und with five junction points by which transfer possibilities were provided for a great deal of surface coverage. The ultimate special feature then (and still currently) of the IC systems is linking the lines with direct transfer possibilities on the same platform. Dortmund and Cologne offered transfer possibilities between Lines 1 and 2, in Mannheim trains on Lines 1 and 3 waited for each other, in Würzburg the trains on Lines 2 and 4, and in Hannover the trains on Lines 3 and 4. In addition, in individual cases there was also a line swap at these system junctions to allow continued offering of highly demanded, transfer-free direct connections from the past.

Read more on page 16



50 Jahre
InterCity
1971–2021

Christmas 2020

Will it remain so harmonious?

The Campaign for Beginners and Returning Beginners.

Experience the whole story starting October 26 at www.maerklin.de/weihnachten20

mfx DCC V 15+

29792 "ICE 2" Digital Starter Set. 230 Volts

Prototype: German Railroad, Inc. (DB AG) class 402 InterCity Express. Three-part train set: powered end car, open seating car, 1st class, and cab control car, 2nd class.

Model: The powered end car has an mfx digital decoder and controllable sound functions. It also has a special motor. 2 axles powered. Traction tires. The headlights on the powered end car will work in conventional operation and can be controlled digitally (headlights on the cab control car are always on). The pantographs will work mechanically but are not wired to take power.
Train length 76.2 cm / 30".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 9 no. 24172 straight track, 1 pair of no. 24671 and no. 24672 turnouts. Track connector box, 36 VA / 230 volt switched mode power pack and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is included. This set can be expanded with the C Track extension sets and with the entire C Track program.

mfx DCC III 15+

29074 "Era III Freight Train" Digital Starter Set. 230 Volts

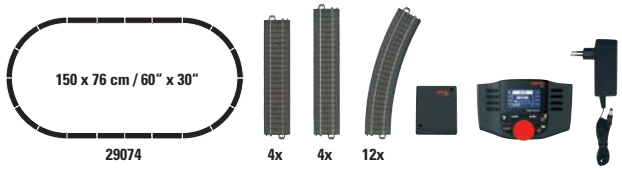
Prototype: German Federal Railroad (DB) class 74 tank locomotive, type Om 12 gondola, type Gr 20 boxcar, and type Rlmms 56 stake car.

Model: The locomotive has an mfx digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have Relex couplers with guide mechanisms.
Train length 51 cm / 20-1/16".

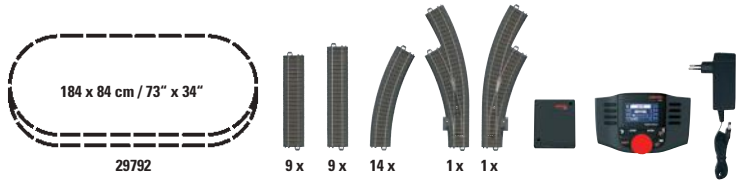
Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 4 no. 24172 straight track. Track connector box, 36 VA / 230 volt switched mode power pack, and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the C Track extension sets and with the entire C Track program.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Direct control					

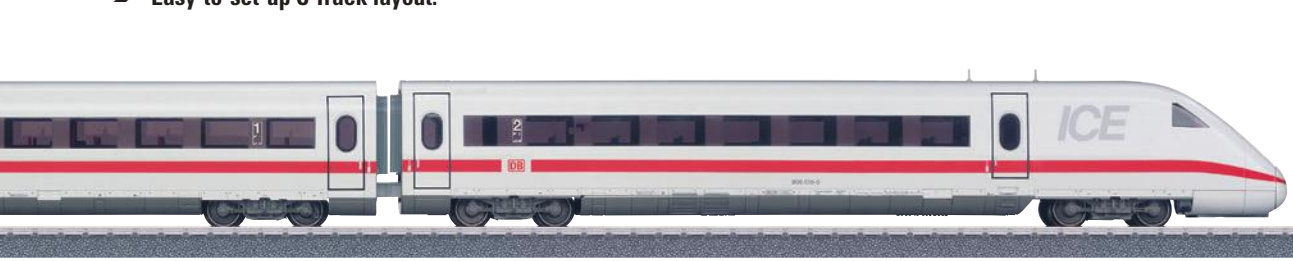
Highlights:
- **The ideal entry into the digital world of Märklin H0.**
- **Automatic registration at the Mobile Station with the built-in mfx decoder.**
- **Easy-to-set-up C Track layout.**



Highlights:
- **The ideal start in the digital world of Märklin H0.**
- **Automatic registration at the Mobile Station with the built-in mfx decoder.**
- **Easy-to-set-up C Track layout.**



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Station Announcements					
Electric locomotive op. sounds					
Direct control					
Sound of squealing brakes off					
Horn					



See Page 47 for an explanation of the symbols and age information.

In Wind and Weather

47145 Stake Car Set

Prototype: Two type Rs 684 stake cars and one type Res 686 stake car. All of the cars are painted and lettered for the German Railroad, Inc. (DB AG). The cars look as they did around 2006.

Model: All of the cars have different loads of sheet pilings, "I" shape steel beams, and rusty rails. The cars are authentically weathered. They also have many separately applied details. All of the cars are individually packaged.
Total length over the buffers approximately 69 cm / 27-3/16".
DC wheelset E700580.

One-time series.

All of the cars include attractive loads

Authentically weathered

47145 | 37408

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

See Page 47 for warranty terms, an explanation of the symbols and age information.

37408 Class 140 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 140 electric locomotive. "Klatte" ventilation grills and one-piece rounded engine room windows included. Orient red basic paint scheme. Road number 140 024-1. The locomotive looks as it did around 2010.

Model: The locomotive includes an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A' Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered separately in digital operation. The locomotive has separately applied metal grab irons. There is a figure of a locomotive engineer in Cab 1. The locomotive's paint scheme is extremely faded.
Length over the buffers approximately 18.9 cm / 7-7/16".

Highlights:

- **Pantographs can be raised and lowered separately in digital operation.**
- **mfx+ digital decoder.**

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Warning announcement	
Pantograph control						Replenishing fuel	
Electric locomotive op. sounds						Surrounding sounds	
Locomotive whistle						Sound of Couplers Engaging	
Pantograph control						Coupler sounds	
Sound of squealing brakes off						Station Announcements	
Rear Headlights off						Doors Closing	
Whistle for switching maneuver						Operating sounds	
Front Headlights off						Blower motors	
Direct control						Sound of Relays Clicking	
Blower motors							
Conductor's Whistle							
Compressor							
Letting off Air							
Sanding							
Switching maneuver							

– With Update 3.55 also up to 32 functions for the MS2

Locomotive paint extremely faded and weathered

The roof superstructure is designed to go with the weathering. Even the pantographs are impressively weathered

DB
140 024-1
2
DB
140 024-1

Pure Delight in the Cool Blond

NEM IV 15 +

46172 "Holsten" Beer Refrigerator Car Set

Prototype: 2 different design two-axle beer refrigerator cars. One beer refrigerator car of the former DB type Ibs 394 with smooth walls as car structural panels and one type Ibdlps 382 beer refrigerator car with vertical board sheathing. Both cars are privately owned cars of Holsten Brewery, Hamburg, Germany, used on the German Federal Railroad (DB). Mercedes Benz curved hood truck as a beer truck for Holsten Brewery. The railroad cars and the truck look as they did around 1979.

Model: Both beer refrigerator cars have different lettering and different car numbers.
Total length of both cars approximately 28 cm / 11". The beer truck comes from the firm Schuco. Length 8 cm / 3-1/8".
DC wheelset per refrigerator car E700580.

Highlights:

- **Tooling changes for the beer refrigerator cars.**
- **Attractive and extensive paint scheme.**
- **The beer truck comes from the firm Schuco.**

One-time series.

It's very nice to recognize the different super-structure of the two cars. While the front one has a superstructure of panels, the other one has horizontal boards that are easy to recognize

30 JAHRE mhi märklin Händler-Initiative

NEM VI 15+

47580 Type Lgs 580 Container Transport Car Set

Prototype: Container transport car set consisting of 3 different design container transport cars. Two type Lgs 580 2-axle container transport cars and one type Sgns 691 4-axle container transport car. All of the cars in a traffic red basic paint scheme. German Railroad, Inc. (DB AG). The transport cars are loaded with 20-foot and 40-foot box containers for different firms. The cars look as they did in Era VI.

Model: The type Lgs 580 transport cars have a representation of corrugated metal as the cover plate on the car body. Separately applied raised retaining brackets are on the brakeman's steps. Separately applied ladders and cable anchors with protective tubes are on the side sills. One car comes with and one without a hand wheel for setting brakes from the ground. The type Sgns 691 transport car has a prototypical partially open car floor constructed of metal, with striking fish belly type side sills and a hand wheel on each side for setting brakes from the ground. The trucks are type Y 25. The transport cars are loaded with removable 20-foot and 40-foot box containers for different firms. The transport cars have different car numbers and the containers have different registration numbers. Both are lightly weathered.
Total length over the buffers approximately 55.5 cm / 21-7/8".
DC wheelset per car E700580.

This container transport car set is an add-on for the 47810 container transport car set and the class 232 diesel locomotive, item number 36433, which were also offered in 2018 for the MHI. Another container transport car set can be found in a DC version in the Trix H0 assortment under item number 24139.

Highlights:

- **Type Lgs 580 container transport car as new tooling.**
- **Transport cars include different car numbers and the containers include different registration numbers.**
- **Transport cars and the containers include are lightly weathered.**
- **Ideal cars for container unit trains, such as in conjunction with the 47810 container transport car set.**

One-time series.

30 JAHRE mhi märklin Händler-Initiative

47580 | 24139 Trix

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.
See Page 47 for warranty terms, an explanation of the symbols and age information.

450557700 piccolo
VW T1 for MÄRKLIN, with Flatbed/Tarp
and Mounting Box

452656100 Edition 1 : 87
Land Rover Christmas Model with 1 Figure
and a Tree and Gifts

30 JAHRE mhi märklin Händler-Initiative

452656000 Edition 1 : 87
3-Part Set THW, Land Rover, Unimog 404, MB LG 315

450019900 Edition 1 : 18
VW T2 for MÄRKLIN, Panel Truck

450785300 Edition 1 : 32
VW T1 VW T1 for PORSCHE, Panel Truck, dark red

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.
See Page 47 for warranty terms, an explanation of the symbols and age information.

39306 Class V 30.0 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 30.0 heavy diesel locomotive. Fictitious steel blue basic paint scheme. Locomotive road number V 30.0 001. The locomotive looks as it did in the Sixties.
Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. The outer axles of each truck powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at locomotive end 2 and 1 can each be turned off separately. The locomotive has the double "A" light function. There is also cab lighting and engine room lighting and they can each be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has metal grab irons on the sides and ends. It also has detailed buffer beams with separately applied brake hoses. The couplers can be replaced with closed end skirts and imitation prototype couplers. A presentation base and track are included.
Length over the buffers 23.3 cm / 9-3/16".

Highlights:
- **Presentation base and track are included.**
- **World of Operation mfx+ digital decoder with extensive sound and light functions.**

One-time series.

Digital Functions	CU	MS	MS2	CS1	CS2-3		CS2-3
Headlight(s)						Doors Closing	
Light Function						Blower motors	
Diesel locomotive op. sounds						Surrounding sounds	
Horn							
Direct control							
Sound of squealing brakes off							
Headlight(s): Cab2 End							
Whistle for switching maneuver							
Headlight(s): Cab1 End							
Brake Compressor							
Letting off Air							
Engineer's cab lighting							
Engineer's cab lighting							
Sanding							
Replenishing fuel							
Conductor's Whistle							

– With Update 3.55 also up to 32 functions for the MS2

30 JAHRE mhi märklin Händler-Initiative

Champagne or Selters

45086 Gas Tank Car

Prototype: Gas tank car with 3 tanks and a brakeman's cab. Privately owned car of Göppingen Mineral Springs, used on the German State Railroad Company (DRG).

Model: The car has a separately applied brakeman's cab. The car is lightly weathered.
Length over the buffers 10.0 cm / 3-15/16".
DC wheelset E32376004.

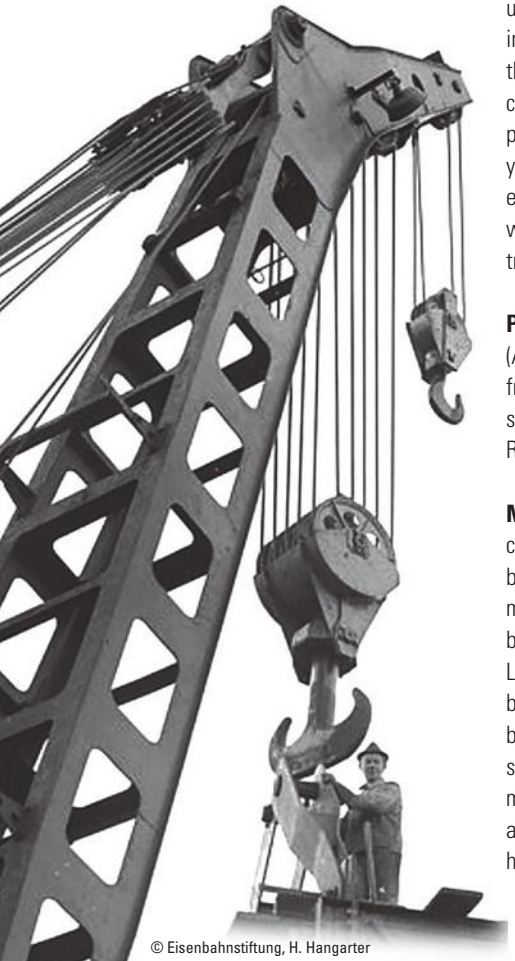
45176 Boxcar

Prototype: Württemberg design boxcar. Privately owned car of G.C. Kessler & Co., Esslingen, Germany, used on the German State Railroad Company (DRG).

Model: The car has a separately applied brakeman's cab, separately applied ladders, and handrails. The car is lightly weathered.
Length over the buffers 13.3 cm / 5-1/4".
DC wheelset E700580.

Rescue, Salvage, Load

49571 Type 058 Steam Crane (Ardelt)



© Eisenbahnstiftung, H. Hangarter

The steam cranes of the firm Ardelt with a lifting capacity of 57 metric tons were undoubtedly one of the most indispensable helps on the rails in the rebuilding years in the new German Federal Republic. Regardless of whether they were used with their impressive power in recovery work, lifting work, or loading work, they always caught the attention of railroad fans. These perfectly adapted cranes guaranteed precise work despite their mass. Now you can use one of these great helpers on your model railroad layout. Thanks to the outstanding combination of extensive electronic features and mechanical refinements, this rotary crane will captivate you with its abundance of detailing and will win you over even in difficult to access or tricky areas of your model railroad layout.

Prototype: German Federal Railroad (DB) type 058 6-axle railroad rotary crane car (Ardelt) with a lifting capacity of 57 metric tons, with a crane tender car (converted from a type Rms Stuttgart car) and a type 631 tool car. Chrome oxide green paint scheme for the steam crane. With the coat-of-arms for the city of Ludwigshafen am Rhein. The cars look as they did around 1977.

Model: The crane car has an mfx+ digital decoder and sound functions. The crane superstructure with its boom can be rotated 360° on the ring gear. The boom can be raised and lowered by means of a pulley. The main hook made of metal can be raised and lowered by means of a pulley. The crane cab lighting can be controlled digitally. Two floodlights on the boom can be controlled digitally. LEDs are used for the lighting. The crane car has a built-in smoke unit that can be controlled digitally. 4 support arms can be swung out manually and they can be positioned with spindles on the bases included with the crane car. The smoke stack with a smoke hood can be removed or installed. A counterweight made of metal can be partially removed and placed on the buffer attachment. The crane car has a 6-axle car frame and a crane housing constructed of metal. There is a stake car (converted from a type Rms Stuttgart car) with a guide block as a crane tender car. A former Interchange Design type GI "Dresden" boxcar functions as a type 631 tool car. The minimum radius for operation is 437.5 mm / 17-1/4"! Total length over the buffers approximately 40 cm / 15-3/4".

This model can be found in a DC version in the Trix H0 assortment under item number 23457.

See Page 47 for an explanation of the symbols and age information.

Highlights:

- **mfx+ digital decoder with extensive sound functions included.**
- **Crane superstructure with its boom can be rotated 360°.**
- **Boom can be raised and lowered by means of a pulley.**
- **Main hook can be raised and lowered by means of a pulley.**
- **Cab lighting.**
- **Two working floodlights.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Light Function	■	■	■	■	■
Smoke generator		■	■	■	■
Crane operating sounds		■	■	■	■
Raise/Lower Crane Boom		■	■	■	■
Rotate Crane Boom		■	■	■	■
Raiser/Lower Crane Hook		■	■	■	■
Light in compartment		■	■	■	■
Surrounding sounds		■	■	■	■
Surrounding Sounds 1			■	■	■
Surrounding Sounds 2			■	■	■
Surrounding Sounds 3			■	■	■

Continuation from Page 3

Yet after several years, it could be foreseen that soon no additional growth in passengers could be achieved solely with the “IC 71” system in the top area of 1st class. As a result, the DB therefore decided at the start of the summer schedule for 1979 to introduce hourly schedules with mixed class trains on May 27 on all four IC lines. The system “IC 79” with the slogan “Every Hour – Every Class” was born. The “Bordrestaurant” dining car formed the central car, which separated the two car classes in a clear fashion for each passenger. The best thing about the new system was the introduction of the regular interval schedule exact down to the minute. There were additional improvements with the “IC 85”. It now had six new lines and basically new features such as the western introduction of the Ried Line in the Mannheim Main Station with the elimination of a direction and locomotive change, and the IC linking of the Frankfurt Rhine Main Airport as well as the Frankfurt Main Station as an additional IC junction point.

At the beginning of the summer schedule on June 2, 1991 came the most important changes in the IC concept with the adoption of ICE service as well as the extension of IC service into the DR network as a result of the reunification of the two Germanys. The “IC/ICE 91” system went into operation with the simultaneous introduction of the new construction lines (NBS) Fulda – Hannover and Stuttgart – Mannheim. The expansion of ICE service in the following years then created a division: The fast ICE network with operation primarily over fast routes as well as the operation of the IC network mainly over conventional routes, whereby a large part of the expiring InterRegio services could be taken into the IC network.

43630 | 43660 | 43766 | 43765

37519 Class 120.1 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 120.1 electric locomotive. Road number 120 124-3. The locomotive looks as it did in 2003.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cab lighting can be controlled separately in digital operation. The cabs have interior details. The locomotive has close couplers in standard pockets with a guide mechanism. It also has separately applied metal grab irons. Length over the buffers approximately 22.1 cm / 8-11/16".

Highlights:

- **Centrally mounted motor, 4 axles powered.**
- **Close couplers in standard pockets with a guide mechanism.**

Passenger cars to go with this locomotive can be found in the Märklin H0 assortment on the following pages under item numbers 43630, 43660, 43766, 43765, 43680, 43895, 43775, and 43751.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	■	■	■	■	■
Engineer's cab lighting	■	■	■	■	■
Electric locomotive op. sounds	■	■	■	■	■
Low Pitch Horn	■	■	■	■	■
Direct control	■	■	■	■	■
Sound of squealing brakes off		■	■	■	■
Headlight(s): Cab2 End		■	■	■	■
High Pitch Horn		■	■	■	■
Headlight(s): Cab1 End		■	■	■	■
Station Announcements			■	■	■
Blower motors			■	■	■
Conductor's Whistle			■	■	■
Compressor			■	■	■
Letting off Air			■	■	■
Sanding			■	■	■
Switching maneuver					■

43680 | 43895 | 43775 | 43751 | 37519 |

See Page 47 for an explanation of the symbols and age information.

mfx DCC LED NEM V 1:93,5 15 +

43630 IC Cab Control Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type Bpmbdzf 296.1 IC cab control car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping, the current IC design. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 5. The car looks as it did in 2003.

Model: The car has an mfx digital decoder. It also has triple headlights and dual red marker lights that are on in conventional operation and that can be controlled digitally. Long-distance headlights can be controlled digitally. The car has factory-installed LED interior lighting that is on in conventional operation and that can be controlled digitally. The cab lighting can be controlled digitally. The current-conducting close coupler is on in conventional operation and can be controlled digitally. Red transparent marker light inserts are on the end of the car without a cab. The underbody details are specific to the type of car. The trucks are type SIG 72.
Removing a section of skirting on the cab end of the car allows you to install a standard coupler for coupling the car to a locomotive. The car has imprinted car route signs.
The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 28.2 cm / 11-1/8".

This model can be found in a DC version in the Trix H0 assortment under item number 23030.

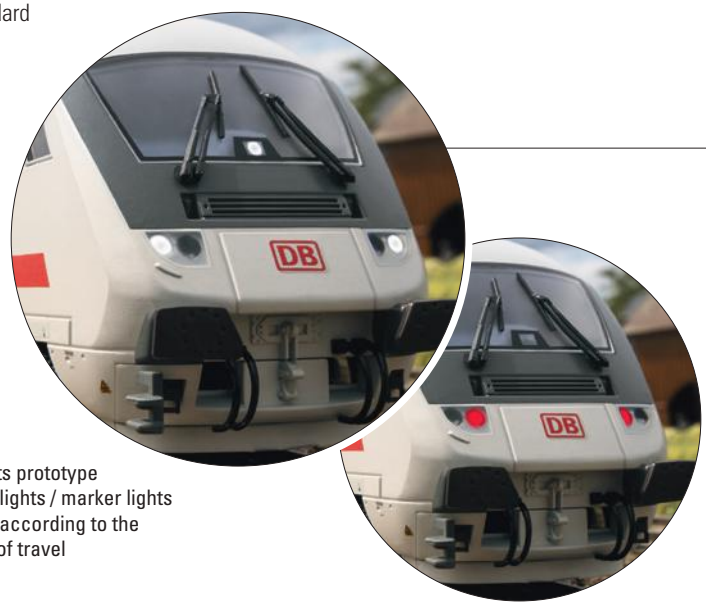
The IC cab control car as completely new tooling for the first time this way in the Märklin assortment

Highlights:

- **Completely new tooling.**
- **mfx digital decoder included.**
- **Headlights / marker lights can be controlled digitally.**
- **Long-distance headlights can be controlled digitally separately.**
- **Factory-installed LED interior lighting included, can be controlled digitally.**
- **Cab lighting can be controlled digitally.**
- **Operating, current-conducting close couplers, can be controlled digitally.**
- **Interior lighting for the entire train consist can be controlled digitally from the decoder.**
- **Prototypical car route: Dortmund – Oberstdorf (IC 2013 Allgäu).**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Long distance headlights					
Interior lights					
Engineer's cab lighting					
Current-conducting coupler					

Cab lighting that can be controlled digitally



Just like its prototype with headlights / marker lights changing according to the direction of travel

Coupler potential with a standard pocket behind the skirting

37519 | 43751 | 43775 | 43895

See Page 47 for an explanation of the symbols and age information.

Emerging from a thought of 50 years ago, the InterCity still stands today for traveling by train in Germany. The front of the type Bpmbdzf 296.1 cab control car has become one of its faces without which the concept would be unthinkable. This IC cab control car as it looked in 2003 on its way from Dortmund in the direction of Oberstdorf looks fresh after the modernization of the interior space and is completely new tooling for your model railroad layout.
In addition to many digital functions, cab lighting, and interior lighting, this new IC cab control car will also win you over just like its prototype with a prototypically modelled open seating area and a bicycle storage area.

All of the lighting in the entire car consist can be turned on and off digitally using the decoder

Prototypical interior area

Operating, current-conducting close couplers

43680 | 43765 | 43766 | 43360 | 43630

50 Jahre
InterCity
1971–2021

All of the cars are based on German Railroad, Inc. (DB AG) prototypes. The cars are the pressure resistant version with SIG diaphragms for long-distance service. The cars have a light gray long-distance service paint scheme with traffic red striping. Car route: IC 2013 from Dortmund to Oberstdorf. The cars look as they did in 2003.

All of the models have factory-installed LED interior lighting and current-conducting couplers. **The interior lighting works in conjunction with the IC cab control car and can be turned on and off digitally from a decoder in the cab control car.** Red transparent marker light inserts are on the ends of the car. The skirting is designed to be specific to the type of car. Design features of pressure-resistant cars include SIG diaphragms, entry doors, and windows. The car has imprinted car route signs. The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 28.2 cm / 11-1/8".

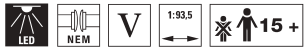
Highlights:
- **Factory-installed LED interior lighting included.**
- **Operating, current-conducting close couplers.**
- **Interior lighting for the entire train consist can be controlled digitally from the decoder in the cab control car.**
- **Prototypical car route: Dortmund – Oberstdorf (IC 2013 Allgäu).**

43660 Type Bvmkz 856 Compartment Car

Prototype: Type Bvmkz 856 compartment car, 2nd class. Car position number 7.

Model: The trucks are Fiat type Y 0270 S with anti-roll shock absorbers.

This model can be found in a DC version in the Trix H0 assortment under item number 23060.



43751 Type Avmz 108.1 Compartment Car

Prototype: Type 108.1 compartment car, 1st class. Car position number 13.

Model: The trucks are Fiat type Y 0270 S with anti-roll shock absorbers.

This model can be found in a DC version in the Trix H0 assortment under item number 23070.

43630 | 43660 | 43766 | 43765

43765 Type Bpmz 295.4 Open Seating Car

Prototype: Type Bpmz 295.4 open seating car,
2nd class. Car position number 9.

Model: The trucks are type MD without a generator.

This model can be found in a DC version in the Trix H0 assortment under item number 23140.

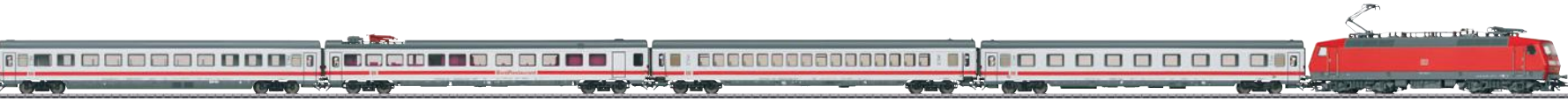
43766 Type Bpmbz 295.6 Open Seating Car

Prototype: Type Bpmbz 295.6 open seating car,
2nd class. Car position number 8.

Interior details specific to the car included

Model: The trucks are type MD without a generator.

This model can be found in a DC version in the Trix H0 assortment under item number 23141.



43680 | 43895 | 43775 | 43751 | 37519 |

See Page 47 for an explanation of the symbols and age information.

Additional information can be found on page 20.

43775 Type Apmz 125.3 Open Seating Car

Prototype: Type Apmz 125.3 open seating car, 1st class.
Car position number 12.

Model: The trucks are type Minden-Deutz heavy, prototypically including disk brakes, magnetic rail brakes, and anti-roll shock absorbers.

This model can be found in a DC version in the Trix H0 assortment under item number 23775.

43895 Type WRmz 137 Dining Car

Prototype: Type WRmz 137 dining car.
Car position number 11.

Model: The trucks have disk brakes, magnetic rail brakes, and anti-roll shock absorbers.

The "Bordrestaurant" dining car with its mechanically functioning (no power pickup from catenary) pantograph

Interior details specific to the car included

This model can be found in a DC version in the Trix H0 assortment under item number 23095.

See Page 47 for an explanation of the symbols and age information.

43680 Type Bvmz 185.5 Compartment Car

Prototype: German Railroad, Inc. (DB AG) type Bvmz 185.5 compartment car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 10. The car looks as it did in 2003.

Model: The car is new tooling and has factory-installed LED interior lighting and current-conducting close couplers. The interior lighting works in conjunction with the IC cab control car and can be turned on and off digitally from a decoder in the cab control car. Red transparent marker light inserts are on the ends of the car. The skirting is designed to be specific to the type of car. The trucks are type MD without a generator. The car has imprinted car route signs. The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 28.2 cm / 11-1/8".

This model can be found in a DC version in the Trix H0 assortment under item number 23080.

Highlights:

- **New tooling.**
- **Factory-installed LED interior lighting included.**
- **Operating, current-conducting close couplers.**
- **Interior lighting for the entire train consist can be controlled digitally from the decoder in the cab control car.**
- **Interior details specific to the car included.**
- **Prototypical car route: Dortmund – Oberstdorf (IC 2013 Allgäu).**

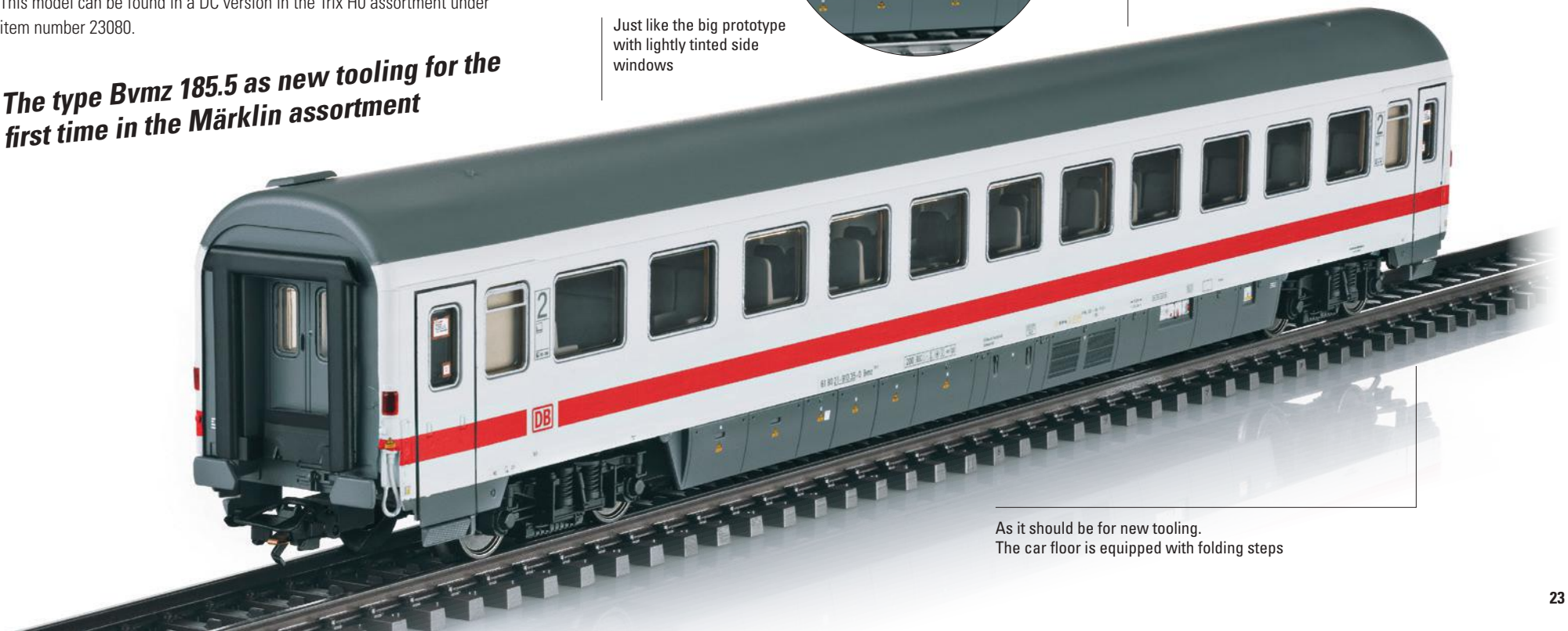
Starting in 1987, the new type Bvmz 185 mixed open seating area / compartment cars were added to the IC car fleet. Inside, these cars had three or two closed compartments at the ends of the cars. By contrast, the middle of the cars had an open compartment arrangement separated by half high glass walls.

Starting in 2002, there was a redesign and the interior was adapted to the renovated type Bpmz cars. Instead of the open compartment, an open seating area emerged and not all type Bvmz 185 cars were equipped with a service compartment.

The type Bvmz 185.5 as new tooling for the first time in the Märklin assortment

The interior is prototypically equipped with an open seating area in the middle of the car and a conductor's service area

Just like the big prototype with lightly tinted side windows



As it should be for new tooling.
The car floor is equipped with folding steps

47461 "Coop" Container Flat Car Set

Prototype: Three AAE Cargo, Inc. type Sgns four-axle container flat cars. Loaded with two each coop® refrigerated containers. The cars and containers look as they did around 2017.

Model: The cars have type Y 25 trucks. The prototypically partially open flat car floors are constructed of metal with striking fish belly style side sills. The cars are loaded with two each removable refrigerated containers.
Length over the buffers approximately 68 cm / 26-3/4".
DC wheel set E700580.

Refrigerated containers with attractive designs

47461 | 36160

See Page 47 for an explanation of the symbols and age information.

39871 Class 1116 Electric Locomotive

Prototype: Austrian Federal Railways class 1116 "Taurus" electric locomotive, in the brownish red Railjet paint scheme. Locomotive road number 1116 228-8. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Long-distance headlights can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The locomotive has the double "A" light function. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 22.5 cm / 8-7/8".

Highlights:

- **World of Operation mfx+ digital decoder includes extensive operations and sound functions.**
- **Different light functions can also be controlled digitally.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						"Switcher Double ""A"" Light"	
Long distance headlights						Sanding	
Electric locomotive op. sounds						Light Function	
Horn							
Direct control							
Sound of squealing brakes off							
Headlight(s): Cab2 End							
High Pitch Horn							
Headlight(s): Cab1 End							
Station Announcements							
Conductor's Whistle							
Compressor							
Letting off Air							
Blower motors							
Sound of Couplers Engaging							
Switching maneuver							

– With Update 3.55 also up to 32 functions for the MS2

Attractive Railjet paint scheme

42744 | 42743 | 42731 | 39871

NEM IV V 15+

47118 "Mineral Water Transport" Sliding Tarp Car Set

Prototype: Three type Rils four-axle sliding tarp cars, as privately owned cars used on the French State Railways (SNCF). Mineral water advertising included on the sliding tarps. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers and without locking brakes. The car looks as it did around 1992.

Model: All of the cars have type Y 25 trucks. They also have a metal insert for good running characteristics. The underbody detailing is specific to the cars. The cars have many separately applied details. Each car is modeled with a closed tarp. All of the cars have different car numbers and are individually packaged. There is also a master package.
Length over the buffers per car 22.9 cm / 9".
DC wheel set per car E700580.

All of the cars include attractive mineral water advertising

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47118 | 39064

See Page 47 for an explanation of the symbols and age information.

39064 Class 66 Diesel Locomotive

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. SNCF Fret Benelux diesel locomotive. The locomotive looks as it did in 2002.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "Double ‚A' Light" function is on. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Other light functions such as special switching signs, and emergency stoplights can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. End skirting is included that can also be installed on the buffer beam.
Length over the buffers approximately 24.7 cm / 9-3/4".

Highlights:

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in a DC version in the Trix H0 assortment under item number 22696.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						High Pitch Horn	
Smoke generator						Switching maneuver	
Diesel locomotive op. sounds						Letting off Air	
High Pitch Horn						Sanding	
Direct control						Coupler sounds	
Sound of squealing brakes off						Replenishing fuel	
Rear Headlights off						Coupler sounds	
Low Pitch Horn							
Front Headlights off							
Engineer's cab lighting							
Blower motors							
Light Function1							
Compressor							
Light Function 2							
Light Function 3							
Low Pitch Horn							

– With Update 3.55 also up to 32 functions for the MS2

Dynamic smoke exhaust included

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Belgium

NEM III 15 +

46164 Beer Refrigerator Car

© Foto Sammlung Fernand Maes/MSC De Kempen (Foto Bruno Dedoncker, copyright TSP/PTP)

Formerly a Brewery, Currently an Art Center: the Wiels in Brussels.
It was in 1862 when the Wielemans family founded their brewery in Rue de Terre-Neuve in the center of Brussels. This brewery was in existence until 1988. It was a small family brewery but as early as 1879, it was moved to the outskirts of Brussels because the dreams were becoming larger and the brewery was growing. As early as 1885, the brewery began producing its first light, fermented beers, which had to be refrigerated constantly. The years passed and in the difficult period of World War II, the firm created a temporary beer, Wiel's, a "Fluitjesbier" (a very low alcohol beer). The Wiel's beer was to become the most famous beer from Wielemans-Ceuppens!

Prototype: Three-axle boxcar as a beer refrigerator car with a brakeman's cab. Privately owned car painted and lettered for "Wiel´s Wielemans", used on the Belgian State Railways (SNCB). The car looks as it did in the Mid-Fifties.

Model: The sliding doors can be opened. The car has separately applied steps on the sides.
Length over the buffers 13.3 cm / 5-1/4". DC wheelset E32376004.

NEM VI 15+

46471 "Millet" Tank Car Set

Prototype: Three 4-axle chemical tank cars painted and lettered for the firm Millet. Registered in the Netherlands. The cars look as they currently do in real life.

Model: The cars have detailed, partially open frames. The side sills are "U" shapes with eyelets. The trucks are type Minden-Dorstfeld. The cars have separately applied work and brakeman's platforms as well as anti-climber equipment on each buffer . They also have different car numbers. The cars are packaged individually.
Total length over the buffers approximately 44 cm / 17-5/16".
DC wheelset E700580.

See Page 47 for an explanation of the symbols and age information.

26617 "DSB" Train Set

Prototype: Danish State Railways (DSB) Köf II small diesel locomotive as well as two type Kbs two-axle stake cars. Köf II in an orange/gray basic paint scheme with an enclosed cab. The train looks as it did at the end of the Nineties.

Model: The diesel locomotive has an mfx+ digital decoder and extensive sound functions. 2 axles powered. Track adhesion magnets are included to improve pulling power. The locomotive has a new Telex coupler front and rear and each coupler can be controlled separately in digital operation. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The locomotive has the double "A" light function. Twelve solid wheel wheelsets are included with each stake car for a prototypical load. Sixteen stakes for the sides and four stakes for the ends are included for each car and can be installed on the latter. Total length over the buffers approximately 39.5 cm / 15-9/16".

Highlights:

- **World of Operation mfx+ digital decoder and extensive sound functions.**
- **New Telex coupler included front and rear and each coupler can be controlled separately.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Telex coupler on the front					
Diesel locomotive op. sounds					
Horn					
Telex coupler on the rear					
Direct control					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Sound of squealing brakes off					
Switching maneuver					
Brake Compressor					
Letting off Air					
Replenishing fuel					
Coupler procedure for uncoupling					

See Page 47 for an explanation of the symbols and age information.

green cargo
T44 369

NEM V 15 +

47567 Tank Car Set

Prototype: Two type Zaces four-axle special cars for chemical products, used on Green Cargo (GC), privately owned by LKAB. Type with insulated funnel-flow tank. The cars look as they did around 2015.

Model: The cars have detailed, partially open frames and many separately applied details. The cars are authentically weathered. Length over the buffers approximately 36 cm / 14-3/16".
DC wheelset E700580.

Set authentically weathered

47567 | 47567 | 37945

37945 Class T44 Heavy Diesel Locomotive

Prototype: Class T44 heavy diesel locomotive. Orange / dark blue basic paint scheme. Privately owned locomotive for the Swedish rail line Green Cargo. Road number T44 369. The locomotive looks as it did about 2004.

Model: The locomotive has an mfx+ digital decoder and extensive operation and sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The 4-light headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Additional light functions can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a representation of the engineer's cab interior. It also has separately applied metal grab irons.
Length over the buffers 17.7 cm / 6-15/16".

Highlights:

- **World of Operation mfx+ decoder with extensive sound functions.**
- **Different light functions that can be controlled digitally.**
- **New Telex coupler front and rear.**

This model can be found in a DC version in the Trix H0 assortment under item number 25945.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)	■	■	■	■	■	Sanding	■
Light Function1	■	■	■	■	■	Buffer to buffer	
Diesel locomotive op. sounds			■	■	■	Sound of Couplers Engaging	
Light Function 2	■	■	■	■	■	Rail Joints	
Horn			■	■	■		
Sound of squealing brakes off			■	■	■		
Telex coupler on the front			■	■	■		
Coupler procedure for uncoupling		■	■	■	■		
Telex coupler on the rear		■	■	■	■		
Direct control			■	■	■		
Whistle for switching maneuver			■	■	■		
Blower motors			■	■	■		
Compressor			■	■	■		
Letting off Air			■	■	■		
Switching maneuver			■	■	■		
Replenishing fuel			■	■	■		

– With Update 3.55 also up to 32 functions for the MS2

New Telex coupler front and rear

See Page 47 for an explanation of the symbols and age information.

On December 2, 2020 – International Model Railroading Day

Model Railroading Day
2. December

A Good Idea Grows Continuously

There is no better time to experience a model railroading day than before Christmas. For generations this time has been set aside for this beautiful hobby. A cooperative group of model railroad associations, manufacturers, clubs, and publishers has been formed at the initiative of Hagen von Ortloff – known from the SWR TV series Railroad Romanticism. All of the players in this group want just one thing: to celebrate in an appropriate manner the most beautiful hobby in the world – model railroading – and to inspire people for this hobby. Many clubs will open their doors around December 2 and all over the world, many model railroads will go into operation. Promotions revolving around the hobby of model railroading will take place all over Germany, even all over Europe.
Be part of it! Experience an unforgettable day with your family.

Get information about promotions and events near you at
www.tag-der-modelleisenbahn.de

Mark your calendar now!

VI 15+

44269 International Model Railroading Day on December 2, 2020

Prototype: Refrigerator car as a privately owned car painted and lettered for the International Model Railroading Day on December 2.

Model: Both sides have different designs. The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheelset E700580.

Left car side

Right car side

See Page 47 for an explanation of the symbols and age information.

märklíneum

Welcome to the Märklineum

Opening for Fall 2020

Look forward to time travel through over 160 years of fascinating company development on 2,000 square meters / 21,529 square feet of exhibition space.

Always be up-to-date!

Entry possible only after previous online-reservation, get information at: www.maerklineum.com

HOURS OF OPERATION
STARTING FALL OF 2020:

Märklineum: Tu-Su 10 AM – 6 PM

CURRENTLY:

Märklin Store: Mo-Sa 10 AM – 6 PM
Current Special Hours of Operation
www.maerklineum.com

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gefördert durch ...
Kreissparkasse Göppingen

MRCE

IV V 15+

82663 Container Transport Car Set

Prototype: Type Sgs 693 container transport car with 3 each 20-foot containers for the shipping company “Hamburg Süd” and 2 German Railroad, Inc. (DB AG) type Lgjs 598 container transport cars. Each loaded with 2 tank containers for the firm Bertschi AG.

Model: All of the containers have individual registration numbers. The 20-foot containers are finely imprinted. The tank containers have fine frame construction, and they can be removed and stacked. They also have individual registration numbers.
Total length over the buffers approximately 222 mm / 8-3/4“.

One-time production for the Märklin Dealer Initiative (MHI).

30 JAHRE mhi märklin Händler-Initiative

The ER 20 from Siemens rates as a real general-purpose locomotive. It was built in 1998, when Siemens won the call for bids from the ÖBB for the purchase of new diesel road engines. The ER 20 has a superstructure design of integral construction with a body as a self-supporting welded lightweight steel construction, which incorporates the body frame, the side truss design consisting of metal shapes, and the sloping roof I beams. The body frame is sheathed with sheet metal walls and ventilation grills, the roof covers are removable, and the two prefab cabs made of steel with their thrust cross members are seated on the ends of the frame. The drive system consists of a fast running 16-cylinder / four-stroke diesel motor from MTU with a flange-mounted three-phase synchronous generator, which works on the four three-phase asynchronous motors mounted in the trucks. These are connected to the wheelsets by a semi-sprung pinion hollow shaft drive with a multi-plate clutch. The electrical output transmission by means of the SIBAS 32 control technology allows optimal control. Its design makes the ER 20 usable for heavy freight trains as well as for fast transfer runs up to 140 km/h / 88 mph. In operation, it is extremely economical and low in noise and exhaust.

The first ER 20 units were delivered to the ÖBB in 2002. As little as a year later, Siemens used the first units in its newly established locomotive pool (today MRCE). The roster for this pool increased in two series to the ER 20 001-010 and ER 20 011-015. These ER 20 locomotives were all equipped with different train control systems for freight and passenger service so that they could run in Germany, Austria, the Czech Republic, and Slovakia. At the end of 2006, Siemens sold its lease locomotive subsidiary to Mitsui Rail Capital Europe (MRCE), which then also took over the 15 Euro Runner units. Several units were given the new MRCE paint scheme in succession with a basic black paint job, combined with a large white band and small red bands on the ends. Subsequently, several units were sold by MRCE to interested operators, but most of the fleet was taken over finally in 2015 by the leasing company Beacon Rail.

VI 15 +

88883 Class ER 20 D Diesel Locomotive

Prototype: MRCE (Mitsui Rail Capital Europe B.V.) class ER 20 general-purpose locomotive as it looked in Era VI.

Model: The locomotive has been reworked and now has a motor with a bell-shaped armature. Both trucks and all axles are powered. Maintenance-free warm white (3) and red (2) LEDs are used for the lighting and they change over with the direction of travel. The locomotive has a prototypical paint scheme and lettering.
Length over the buffers 87 mm / 3-7/16".

One-time production for the Märklin Dealer Initiative (MHI).

Motor with a bell-shaped armature

30 JAHRE mhi märklin Händler-Initiative

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.
See Page 47 for warranty terms, an explanation of the symbols and age information.

Factory Model – Part 2 of the Collector Series

82389 Refrigerator Car in Real Bronze

Prototype: Italian State Railroad (FS) refrigerator car. Version with 2 platforms.

Model: The car body and floor are cast in bronze and have a transparent protective paint job. The solid wheels are black nickel-plated. Length over the buffers 64 mm / 2-1/2".

One-time limited series.

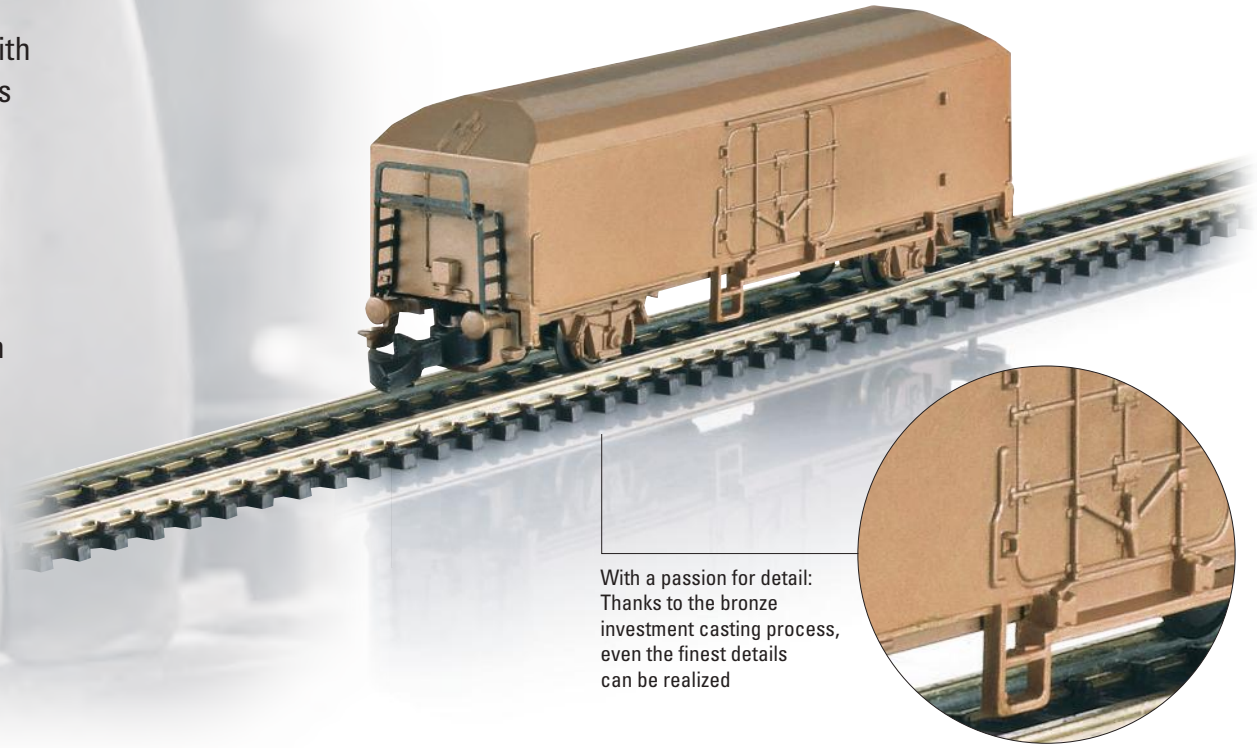
Highlights:

- **From the Märklin Z Factor Models Bronze Investment Casting Edition.**
- **A highlight for any Z collection.**

Quality in the Smallest of Space

A team, with creative and experienced members, builds with all its passion models, which would have never existed this way with classic production methods.
The bronze investment casting process has matured to perfection in our company thanks to much manual labor, passion, and experience. The transparent protective paint job enables you to experience particularly the pure metal and the intricate details of the Märklin Z Factory Models in the **Bronze Investment Casting Edition**.

Cast in Bronze, a Gem for Generations



With a passion for detail: Thanks to the bronze investment casting process, even the finest details can be realized

III 15 + BRONZE

88932 Class 85 Steam Locomotive

Prototype: Class 85 steam locomotive (DR class 85). The locomotive was used for freight and passenger trains and as a pusher locomotive on steep routes such as the Höllental Railroad.

Model: The locomotive body is constructed of real die-cast bronze and has a protective clear coat. The locomotive has a finely balanced color design with bronze and black tones. The locomotive has a motor with a bell-shaped armature and dual LED headlights that change over with the direction of travel. All driving axles are powered. The lettering is reduced in favor of the bronze look.
Length over the buffers 74 mm / 2-7/8".
The locomotive comes in special high quality packaging.

Highlights:

- **Model from the Märklin Z Investment Casting Edition.**
- **One-time production of the class 85 with a locomotive body finely cast in bronze.**
- **Motor with a bell-shaped armature.**
- **LED headlights that change over with the direction of travel.**

One-time series.

Cast in Bronze

Care, skilled craftsmanship, and the demand for perfection are needed to create a Z Gauge model cast in bronze from a design drawing.
One of the most important steps here is constant testing by our experienced team.
With sure and probing scrutiny, they see the smallest inaccuracies in the first 3D samples or in the negative molds hardened in plaster.
With their years of experience, they know how to prevent even the smallest air bubbles. Whether it is with the use of the latest technology or simply the feel of an old master craftsman.

See Page 47 for an explanation of the symbols and age information.

The Class 38 from Era VI

II VI 15 +

88993 SEH Steam Locomotive, Road Number 38 3199

Prototype: Passenger locomotive, road number 38 3199, with a type 2´2´T21,5 box-style tender as it looked in Era II. South German Railroad Museum of Heilbronn (SEH) locomotive.

Model: This is a continuation of the Museum Locomotives Edition. The locomotive body is cast in fine bronze and processed with extensive craftsmanship. This is the first time for a model of a class 38 with more than 2 boiler domes. This is a reworked model with a motor with a bell-shaped armature. The locomotive has triple headlights with warm white LED lighting, fine detailing with imitation brakes, rail clearance devices, enlarged buffer plates, inductive magnet, fully working, finely detailed valve gear, and an extensive paint scheme. All of the driving axles powered.
Length over the buffers 89 mm / 3-1/2".

One-time edition of the model as part of the series "Museum Locomotives".

Highlights:
- **High quality locomotive body constructed of bronze cast and processed with fine craftsmanship.**
- **Motor with a bell-shaped armature.**

First time for a class 38 with more than 2 boiler domes

A previously unrealizable class 38 with three domes can now start running thanks to the new Märklin Z investment casting process

II 15 +

82401 Gas Car for Carbonic Acid

Prototype: Privately owned gas car with a brakeman's platform used on the German State Railroad (DRG). Car with 2 horizontal gas tanks. The car looks as it did around 1932.

Model: The car is finely detailed and has separately applied tanks. The supports for the tanks are intricately reproduced.
Total length 43 mm / 1-11/16".

82401 | 82401 | 82401 | 82401 | 88993

See Page 47 for an explanation of the symbols and age information.

Road number 38 3199 of the South German Railroad Museum in Heilbronn (SEH) is an absolute exotic among the class 38 (Prussian P 8) locomotives. Its appearance is as it was in the first years of the DRG. As a clone of a proven class by the German State Railroad, in 1921 it went into operation still with the road number 2580 of the Prussian District in Elberfeld. In October of 1925 it was redesignated 38 3199. Shortly after that, it was sold to the Rumanian State Railways (CFR), where it ran as road number 230.106 until 1974. After being stored for over 20 years, the locomotive was acquired in April of 1998 by the SEH, and the museum had it restored to operational condition by the summer of 1999 in the Rumanian maintenance facility at Klausenburg (Cluj). By November of 1999, it was transferred under its own power to Heilbronn, where the so-called "regermanization" began to put the locomotive back into as close as possible the condition in which it was originally delivered – however with a German State Railroad road number – as well as equip it with radio and inductive magnet controls. This ended successfully with the acceptance run on May 9, 2002.

Beer Cars in Z Gauge

III 15+

86396 "Reichelbräu" Beer Car

Prototype: Privately owned beer car for the Kulmbach brewery "Reichelbräu". The car was used on the German Federal Railroad (DB). The car looks as it did in Era III.

Model: This is the version with high-mounted brakeman's platforms on the ends.
Length over the buffers approximately 40 mm / 1-9/16".

Now available as an individual car in response to much demand.

One-time series.

High-mounted cab and reproduction of the hand crank included

III 15+

86397 "Mönchshofbräu" Beer Car

Prototype: Privately owned beer car for the Kulmbach brewery "Mönchshof-Bräu". The car was used on the German Federal Railroad (DB). The car looks as it did in Era III.

Model: This is the version with high-mounted brakeman's platforms on the ends.
Length over the buffers approximately 40 mm / 1-9/16".

Now available as an individual car in response to much demand.

One-time series.

Now available as individual cars

III 15+

86398 "Sandlerbräu" Beer Car

Prototype: Privately owned beer car for the Kulmbach brewery "Sandlerbräu". The car was used on the German Federal Railroad (DB). The car looks as it did in Era III.

Model: This is the version with high-mounted brakeman's platforms on the ends removed.
Length over the buffers approximately 40 mm / 1-9/16".

Now available as an individual car in response to much demand.

One-time series.

See Page 47 for an explanation of the symbols and age information.

IV 15 +

88616 GP 38-2 Diesel Electric Locomotive

Prototype: Union Pacific GP 38-2 4-axle diesel electric locomotive built by General Motors/EMD in America.

Model: The locomotive has a high-efficiency motor. All axles on both trucks powered. Traction tires, thus a high level of pulling power. Warm white LEDs are used for the headlights. The locomotive is finely detailed and has a prototypical paint scheme and lettering. The locomotive has Märklin system couplers front and rear.
Length approximately 79 mm / 3-1/8".

This model is a cooperative project with the firm AZL.

82498 | 82498 | 88616 | 88616

III IV 15+

56406 "Railroad Maintenance Workers" Group of Figures

This set of figures consists of 6 different railroad maintenance workers employed on the German Railroad. The figures are manufactured of brass investment castings using a centrifugal casting procedure and hand painted. The figures are not available separately.

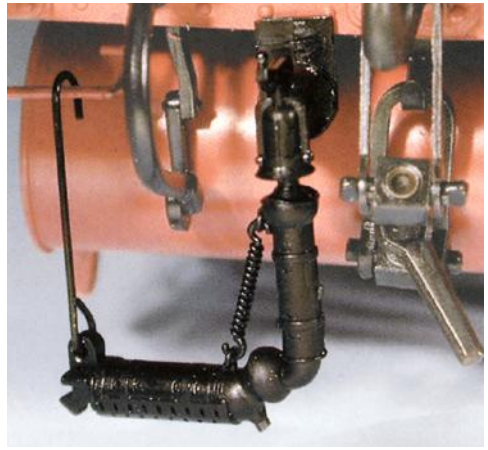
Figures produced using brass

The image of the model shown is only a suggestion of what the final product may look like

III IV V 15+

56805 Set of Heating Lines, 6 Pieces (H4069)

These are detailed heating lines for mounting on locomotives and cars. Unit package of 6 pieces for 3 cars. They are for completing the buffer beams on locomotives, passenger cars, and express train passenger cars. A drawing showing how to install these parts is included. These parts cannot be used in onjunction with the standard claw coupler.

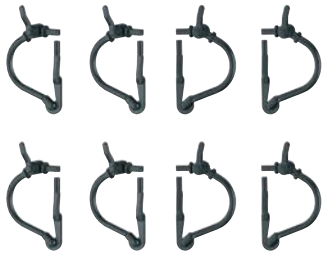


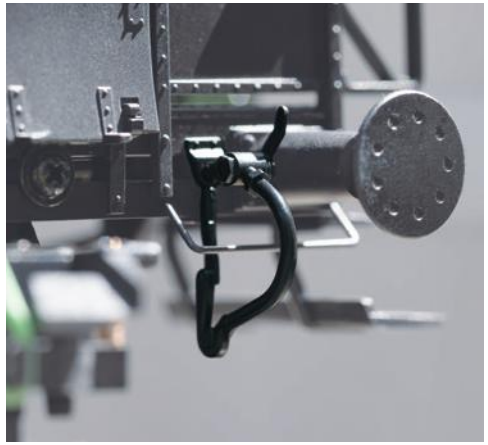
III IV V 15+

56806 Set of Older Design Brake Lines

Braking and heating like the big ones

These are detailed brake lines for mounting on locomotives and cars. The set contains 4 right and 4 left brake lines. They can be used on locomotives and cars with a square mount.

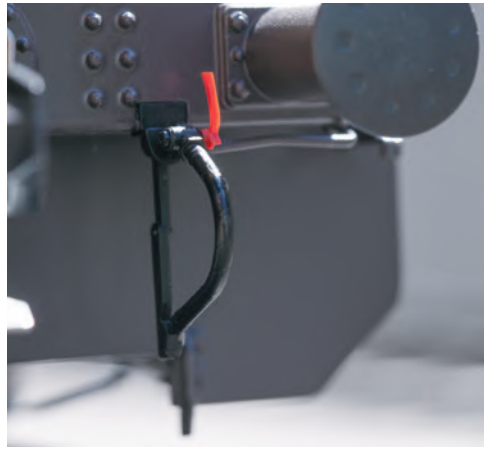




III IV V 15+

56807 Set of Newer Design Brake Lines

These are detailed brake lines for mounting on locomotives and cars. The brake line comes in 2 parts. The set contains 4 right and 4 left brake lines. They can be used on locomotives and cars with a rectangular mount.



See Page 47 for an explanation of the symbols and age information.

III 15 +

58376 Boxcar

The German Railroad purchased well over 3,000 sliding roof / sliding wall boxcars in the Fifties and Sixties as general-purpose units for hauling weather-sensitive freight. Their great advantage lay in the steel sliding walls and sliding roof cover that could be opened easily. These cars could be loaded very quickly with a forklift truck.

Prototype: German Federal Railroad (DB) type Kmmgks 58 sliding roof / sliding wall car without a hand brake. The car looks as it did in Era IIIb. Car number 370 047.

Model: This a highly detailed advanced model, realized in fine detail in plastic.
Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers approximately 31 cm / 12-3/16".

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

III 15 +

58377 Boxcar

I would like to see…

NEM III 15 +

48420 H0 Christmas Car for 2020

Prototype: German Federal Railroad (DB) Bavarian design branch line car. Here as a car for the "Weihnachts-Bahn" (WB) / "Christmas Railroad" in a Christmas design.

Model: The passenger car has a Christmas design.
Length over the buffers 14.1 cm / 5-9/16".
DC wheelset E32376004. Trix Express wheelset E33339010.

15 +

80630 Z Gauge Christmas Car for 2020

Prototype: Type X05 low side car.

Model: This low side car is loaded with a Santa Claus with gifts made of laser-cut colored architectural quality cardstock.
Length over the buffers 40 mm / 1-9/16".

This Christmas car is presented in a clear Santa Claus of which one-half is transparent clear yellow with silver tinsel. This can be hung on a Christmas tree with the help of the cord that is included.

See Page 47 for an explanation of the symbols and age information.

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Metal locomotive frame.

Metal frame and mostly metal locomotive body.

Metal frame and locomotive body.

Metal car frame.

Close couplers in standard pocket with pivot point.

Close couplers in standard pocket with guide mechanism.

Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.

Digital decoder mfx+ (Märklin World of Operation).

DCC decoder.

Built-in sound effects circuit.

Dual headlights that change over with the direction of travel.

Triple headlights at the front.

Triple headlights that change over with the direction of the travel.

Triple headlights and two red marker lights that change over with the direction of travel.

Four-light headlights that change over with the direction of travel.

One red marker light.

Built-in LED interior lighting.

Scale for the passenger car length 1: 93.5.

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

Bronze Investment Casting Edition

Era I (1835 to 1925)

Era II (1925 to 1945)

Era III (1945 to 1970)

Era IV (1970 to 1990)

Era V (1990-2006)

Era VI (2006 to the present)

A current explanation of the pictograms can be found on the Internet at www.maerklin.de for a product in question. You do this by going across the symbol field with your mouse.

Age Information and Warnings.

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The terms of the warranty do not apply
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- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
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Model Railroading Day
2. December

On December 2, 2020 –
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Refrigerator Car – International Model Railroading Day 2020
see page 34

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