märklin

Fall New Items 2024

E

Christmas 2024

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One Year with Model Railroad Images for Dreaming

19725 Märklin/Trix Wall Calendar 2025

Start off 2025 with 24 powerful railroad themes.
You can switch between the calendar pages depending on the model or gauge preferences. One page continuously shows Märklin models in the gauges Z, H0, and 1.
The back page has themes from the Trix H0 and Minitrix assortment. This calendar is available at MHI specialty dealers and at www.maerklinshop.de.
Club members will receive a rebate of 5 Euros with their order coupon at the MHI specialty dealers.
Spiral binding, 49 x 34 cm / 19-1/4" x 13-3/8"

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39659 Class 064 Steam Locomotive

Prototype: German Federal Railroad (DB) class 064 passenger tank locomotive. Version with welded water tanks. Road number 064 106-8. The locomotive looks as it did around 1970.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It is DCC capable. It also has controlled high-efficiency propulsion. Three axles powered, two of them using coupling rods. Two traction tires. Triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. There is a factory-installed smoke unit. Maintenance-free, warm white LEDs are used for the lighting. There are Telex couplers front and rear, which can be controlled separately in digital operation. Brake hose detail parts and piston rod protection sleeves are included.
Length over the buffers approximately 14.3 cm / 5-5/8”.

Highlights:

- **The locomotive to go with the television cars (page 7)**
- **mfx+ digital decoder and a wide variety of operation and sound functions included**
- **Telex couplers front and rear, which can be controlled separately in digital operation**
- **Factory-installed smoke unit**

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Smoke generator						Replenishing water	
Steam locomotive op. sounds						Replenishing coal	
Locomotive whistle						Replenishing sand	
Direct control						Telex coupler on the rear	
Sound of squealing brakes off						Telex coupler on the front	
Telex coupler on the rear						Sound of Couplers Engaging	
Whistle for switching maneuver						Sound of uncoupling	
Telex coupler on the front						Coupler procedure for uncoupling	
Air Pump							
Letting off Steam							
Sound of coal being shoveled							
Grate Shaken							
Water Pump							
Injectors							
Switching range + switching light							

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

Steam whistle on the right of the steam dome

Water tanks riveted only at the front, otherwise welded

Compressed air bell

Factory-installed smoke unit included

Three DB Reflex lamps on the front

Controllable switching range

No central locking on the front of the boiler

Numerous operation sounds

In the rear with two DRB lanterns below and a DB Reflex lamp above

Telex couplers on the front and rear

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).
The warranty terms and a current explanation of the symbols can be found on the Internet at www.maerklin.de

Agricultural traffic

39900 Class 294 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 294 heavy diesel switch engine. Traffic red basic paint scheme. Road number 294 863-6. The locomotive looks as it did starting in 2007.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All four axles powered using 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 Ends 2 and 1 can be turned off separately in digital operation. The double A light function is then on. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive engineer turns in the direction of travel and when the locomotive is stopped he looks out the window. The locomotive has Telex couplers, and they can be controlled separately in digital operation. The couplers have the coupling maneuver. The cab details are shown in relief. The buffer height conforms to the NEM. The locomotive has separately applied metal grab irons and handrails as well as imitations of automatic couplers. Add-on steps to the engineer's cab can be installed on the locomotive for larger radius curves and brake hoses are included separately for installation.
Length over the buffers 16.4 cm / 6-7/16".

Highlights:

- **Locomotive engineer turns in the direction of travel**
- **Telex couplers front and rear**
- **Coupler maneuvers**
- **Coupling sound of the automatic coupler and the classic prototype coupler can be controlled**
- **Cab lighting can be controlled digitally**
- **mfx+ digital decoder with extensive operation and sound functions**
- **Buffer height conforms to NEM**

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Brake Compressor	
Telex coupler on the rear						Letting off Air	
Diesel locomotive op. sounds						Replenishing diesel fuel	
Horn						Opening side cab window	
Telex coupler on the front						Train radio	
Direct control						Coupler sounds	
Sound of squealing brakes off							
Engineer's cab lighting							
Headlights locomotive end 2 off							
Whistle for switching maneuver							
Switching range + switching light							
Headlights locomotive end 1 off							
Coupler procedure for uncoupling							
Coupler sounds							
Train radio							
Blower motors							

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

The locomotive engineer turns with the change in direction

Original road number prototypically still visible

Telex couplers front and rear

TRIX

This model can be found in the Trix H0 assortment under item number 25900.

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). The warranty terms and a current explanation of the symbols can be found on the Internet at www.maerklin.de

46405 Freight Car Set 1 Farming Implements

Prototype: Two different design German Railroad, Inc. (DB AG) stake cars. Both cars loaded with different farming implements. The cars look as they did starting in 2009.

One-time series.

Model: There is one type Ks 446 two-axle rotating stake car in a version without a brakeman's platform as well as short end stakes. The car includes separately applied brake rigging, control elements for brakes, and rotating stakes. The load surface has the look of wooden planks. There are receptacles at the ends of the car for inserting stakes included with the car. The buffer beams adhere to the NEM. The car has rectangular buffer plates. There is a four-axle type Res 686 low side car. The car is the European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. This is the version with aluminum side walls, folding stakes, and rectangular buffer. The underbody is specific to the type of car. There are many separately applied details. One stake on each side of the car is imprinted with the car number. The trucks are type Y 25. Both cars are loaded with different farming implements. Chock blocks and end stakes are included. The models of farming implements come from the firm Wiking. Total length over the buffers approximately 39.3 cm / 15-1/2". DC wheelset E700580.

46407 Freight Car Set 2 Farming Implements

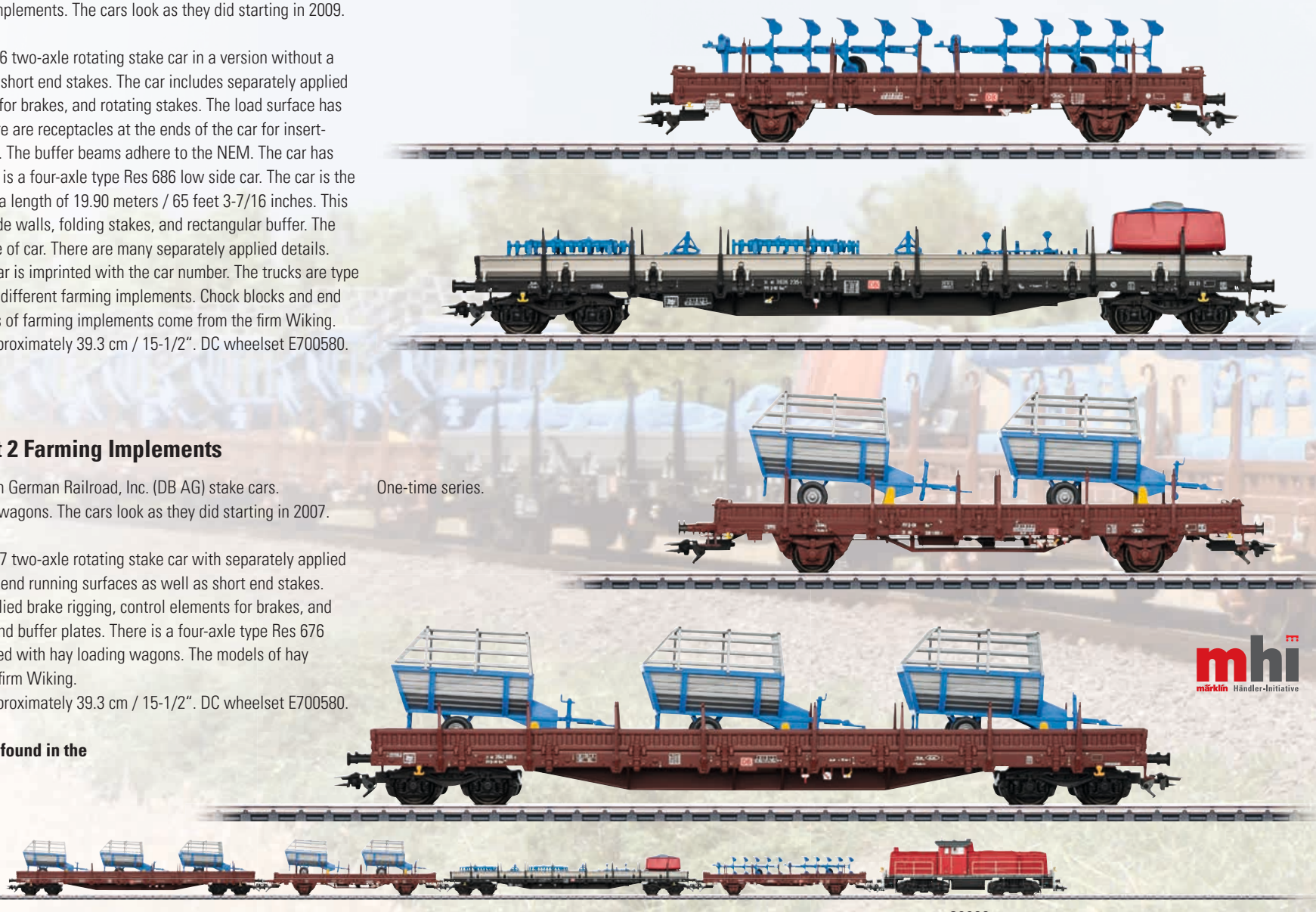
Prototype: Two different design German Railroad, Inc. (DB AG) stake cars. Both cars loaded with hay load wagons. The cars look as they did starting in 2007.

One-time series.

Model: There is one type Ks 447 two-axle rotating stake car with separately applied truss rods and in a version with end running surfaces as well as short end stakes. The car includes separately applied brake rigging, control elements for brakes, and rotating stakes. The car has round buffer plates. There is a four-axle type Res 676 low side car. Both cars are loaded with hay loading wagons. The models of hay loading wagons come from the firm Wiking.
Total length over the buffers approximately 39.3 cm / 15-1/2". DC wheelset E700580.

All other information can be found in the model description for 46405.

All the cars have folding, rotating stakes, many separately applied details, and an attractive load



Special model for the MHI meeting

39698 Class VT 92.5 Salon Powered Rail Car

Prototype: German Federal Railroad (DB) class VT 92.5 four-axle diesel-powered rail car as a salon powered rail car. Steel blue basic paint scheme. Buffer cladding included. Powered rail car road number VT 92 502 based on the F-Zug network of fast trains. The car looks as it fictitiously did around 1956.

Model: The unit has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel. Two axles in the motor truck are powered using a cardan shaft. Traction tires. Dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights and marker lights front and rear can be controlled separately in digital operation. Cab lighting front and rear can also be controlled separately in digital operation. In addition, baggage area lighting, corridor lighting, restroom lighting, sleeping compartment lighting, and locker room lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. A working ventilation propeller fan is included. The ventilation propeller fan mechanism can be controlled separately in digital operation. Current-conducting close couplers are included at both ends. Interior lighting for passenger cars coupled to this unit can be controlled separately in digital operation using the current-conducting close coupler on the powered rail car. End skirting is included and can be installed for a version of the powered rail car without plugged in close couplers. The powered rail car has detailed buffer beams. Brake hoses, imitation prototype couplers, and heating lines, which can be installed on the unit, are included. In addition, the buffer cladding installed on this unit, which is necessary for reliable operation with cars coupled to it, can be swapped with buffer cladding of prototypical height.
Length over the buffers 25.1 cm / 9-7/8".

Highlights:

- **High quality presentation showcase with track included**
- **The frame and body of this diesel-powered rail car are constructed mostly of metal**
- **Ventilation propeller fan mechanism can be controlled in digital operation**
- **Cab lighting, baggage area lighting, corridor lighting, restroom lighting, sleeping compartment lighting, and locker room lighting can be controlled in digital operation**
- **Current-conducting close couplers are included at both ends**
- **World of Operation mfx+ digital decoder included with a variety of light and sound functions**

Scale version in 1:87

In a fictitious steel blue basic paint scheme, dark gray frame, and including railroad technical data adapted to this model

One-time series as a special version for the 17th MHI membership meeting on September 27, 2024

End skirting and buffer cladding are removable

Extensive individual light functions included

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Light Function 3	
Interior lights						Toilet being flushed	
Diesel locomotive op. sounds						Light Function	
Warning Sound						Operating sounds	
Direct control						Replenishing diesel fuel	
Light Function1						Conductor's Whistle	
Rear Headlights off						Buffer to buffer	
Engineer's cab lighting						Sound of Couplers Engaging	
Front Headlights off						Rail Joints	
Engineer's cab lighting						Sanding	
Bell						Light Function	
Sound of squealing brakes off						"Switcher Double ""A"" Light"	
Brake Compressor						Control function	
Letting off Air						Warning announcement	
Blower Drive							
Light Function 2							

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

Melodious Rolling Delight

NEM IV

46152 Type Gbkl Boxcar

Prototype: German State Railroad (DR/GDR) type Gbkl boxcar from the earlier type GI "Dresden" interchange design. Short version, without a hand brake, brakeman's platform, and brakeman's cab. Version without end wall doors. The car looks as it did around 1972.

Model: The car does not have indicated end wall doors, does have truss rods, and additional board steps. The model includes promotional lettering for Stern Radio of Sonneberg, Germany.
Length over the buffers approximately 13.9 cm / 5-1/2".
DC wheelset E700580. Trix Express wheelset E258259.

One-time series.

46155 Type Gbkl Boxcar

46156 Type Gbkl Boxcar

46169 Type Gbkl Boxcar

46168 Type Gbkl Boxcar

46155 | 46156 | 46169 | 46168 | 46152 | 39659

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).
The warranty terms and a current explanation of the symbols can be found on the Internet at www.maerklin.de

37087 Class 86 Steam Locomotive

Prototype: German State Railroad (DR/GDR) class 86 steam tank locomotive. Black basic paint scheme and red running gear. Version with 4 boiler appliances. Welded water tanks with long cutouts over the cylinders and rounded front edges. Triple headlights. Bell and turbo dynamo on the left, smoke box door with central locking and with a number board mounted below the middle of the smoke box door. Without inductive magnet. Coal bunker with an applied board. Pilot truck with spoked wheels. Trailing truck with solid wheels. Road number 86 1360-6. Stationed at RBD Cottbus, Zittau maintenance facility. The locomotive looks as did around 1973.

Model: The locomotive has an mfx+ digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion with a flywheel in the boiler. 4 axles powered. Traction tires. The locomotive is constructed mostly of metal. The 72270 smoke unit can be installed in the locomotive. Triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Dual red marker lights can be controlled separately in digital operation. Cab lighting can also be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There are numerous separately applied metal grab irons and lines. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protective sleeves, brake hoses, and imitation prototype couplers are included separately. Length over the buffers 16.0 cm / 6-5/16".

The class 86 in the DR version as completely new tooling

Highlights:

- **Intricate construction mostly of metal**
- **Prototype selection is the longer variant of the class 86**
- **Trailing truck with solid wheels**
- **Cab lighting can be controlled separately in digital operation**
- **Red marker lights can be controlled separately in digital operation**
- **72270 smoke unit can be installed**
- **World of Operation mfx+ digital decoder with a variety of light and sound functions**
- **Buffer height conforms to the NEM**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Injectors	
Smoke generator contact						Replenishing water	
Steam locomotive op. sounds						Replenishing coal	
Locomotive whistle						Replenishing sand	
Marker light(s)						Sanding	
Sound of squealing brakes off						"Switcher Double ""A"" Light"	
Engineer's cab lighting						Switching range + switching light	
Bell						Generator Sounds	
Direct control						Operating sounds	
Whistle for switching maneuver						Rail Joints	
Letting off Steam						Safety Valve	
Sound of coal being shoveled						Sound of Couplers Engaging	
Tipping grate							
Air Pump							
Conductor's Whistle							
Water Pump							

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

TRIX

This model can be found in the Trix H0 assortment under item number 25087.

The Bread-and-Butter Locomotive in Saxon

It was the period of the Golden Twenties when the German State Railroad newly founded in 1920 started its great leap forward in motive power technology. The new class 86 was especially successful, a 70 metric ton and 1,000 horsepower design with eight driving wheels and a pilot truck and a trailing truck. With a maximum speed of 70 or 80 km/h / 44 or 50 mph and a high level of pulling power, they could also be used in passenger and local freight service on main lines. By 1943, 774 units of the class 86 had been delivered to the German State Railroad. After the end of World War II there were over 164 usable class 86 locomotives on the German State Railroad of the GDR and most of them called Saxony home. They were able to prove their capabilities impressively there on the partially difficult routes in the Mittelgebirge Region. Even limited stop fast passenger trains and express trains were hauled with these nimble and powerful tank locomotives. This was also the case at the East Saxon maintenance facility in Zittau, where for example the limited stop fast passenger train E 681 from Berlin to Zittau was in the regular schedule of the class 86. Starting in 1968, 16 of the class 86 replaced the old Baden tank locomotives at the Zittau maintenance facility. One of the star locomotives in Zittau was road number 86 1360-6, which sparkled in the truest sense of the word due to its perfect condition. Especially interesting for a model railroader is the fact that the Zittau class 86 units were seen pulling old provincial railroad cars as well as what was then very modern “Reko” or “Converted” cars. The era of the class 86 in Zittau ran out in 1976. Its successor was represented by modern class V 100 diesel locomotives and class 52/52.80 wartime locomotives.

Numerous operation and additional sounds included

Cab with two side windows

An open view through the frame

Welded water tanks with rounded front edge

With an extended frame

Version with grab irons next to both lower lamps

Detailed representation of the buffer beams

mfx DCC NEM IV

49970 Henschel Design Steam Powered Rotary Snowplow

Prototype: German State Railroad (DR/GDR) Henschel design steam powered rotary snowplow. Type 2'2'T 26 tender. Bottle green basic paint scheme. The unit looks as it did around 1972.

Model: The steam powered rotary snowplow has a digital decoder, powered rotating rotary snowplow wheel, and auxiliary functions. The snowplow superstructure is constructed of metal. The snowplow has separately applied handrails. There is a detailed reproduction of the rotary snowplow's front housing. The side wings and guide blade are movable. The work lights and the headlights light up and can be controlled digitally. The snowplow has a factory-installed smoke unit. The work lights, the snowplow blade wheel, and the smoke generator control will work in conventional operation. The tender has hatches on the coal bunker that can be opened.
Length complete 24.2 cm / 9-1/2".

Highlights:

- **Working digital model with light and sound functions**
- **Snowplow blade wheel rotates**

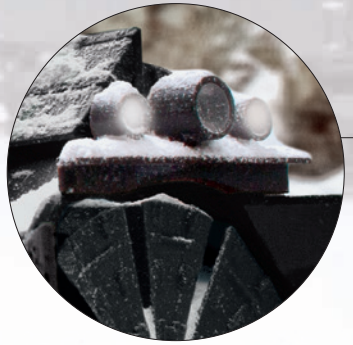
Digital Functions	CU	MS	MS 2	CS1	CS2-3
Light Function					
Smoke generator					
Operating sounds					
Light Function					
Sound of the rotary snowplow wheel					
Locomotive whistle					

TRIX

This model can be found in the Trix H0 assortment under item number 24137.

Factory-installed smoke unit

The load hatches can be opened



Work lights and line signal lights digitally controlled

Movable side wings and guide blade

The purchase of this model supports the restoration of the Railroad Museum in Schwerin, after the devastating fire on July 21, 2023. Märklin is donating 10,000 Euros.

37087 | 49970

An Aachen Original

37299 Class 272 (G2000) Diesel Locomotive

Prototype: AIXrail, Inc., Aachen, Germany, class 272 (Vossloh G2000 BB) heavy diesel locomotive with symmetrical cabs. Deep black basic paint scheme with a special design for AIXrail, Inc. Road number 272 407-8. The locomotive looks as it did starting in March of 2024.

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. All four axles powered using cardan shafts. 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. There is a double A light function. The cab lighting can be turned off separately in each cab in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. There are metal railings on the sides of the locomotive. The buffer beams are detailed. Brake hoses are included that can be mounted on the locomotive. End covers are included that can be mounted on the buffer beams. Length over the buffers 20 cm / 7-7/8".

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Opening cab door	
Engineer's cab lighting						Coupler sounds	
Diesel locomotive op. sounds						Replenishing diesel fuel	
Horn						Sanding	
Engineer's cab lighting						Train radio	
Direct control						Station Announcements	
Sound of squealing brakes off							
Headlights locomotive end 2 off							
Switching range + switching light							
Whistle for switching maneuver							
Headlights locomotive end 1 off							
Light Function							
Light Function							
Blower motors							
Compressor							
Letting off Air							

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

TRIX

This model can be found in the Trix H0 assortment under item number 22923.

World of Operation mfx+ digital decoder with extensive operation and sound functions

Attractive design for AIXrail

Cab lighting can be controlled digitally

Controllable switching and special lights for Belgium

Frame and parts of the body constructed of metal

47159 | 47159 | 47159 | 37299

39072 Class 66 Diesel Locomotive

Prototype: JT42CWR diesel electric freight locomotive, better known as class 66. Diesel locomotive painted and lettered for RheinCargo, Inc. & Co. KG, Neuss. The locomotive looks as it did in 2022.

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 using 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 Ends 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. 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. Various detail parts that can be installed on the locomotive are included. Length over the buffers approximately 24.7 cm / 9-3/4".

TRIX

This model can be found in the Trix H0 assortment under item number 25301.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Smoke generator						Low Pitch Horn	
Diesel locomotive op. sounds						High Pitch Horn	
High Pitch Horn						Switching range + switching light	
Direct control						Sound of Couplers Engaging	
Sound of squealing brakes off						Sound of uncoupling	
Headlight(s): Cab2 End						Replenishing diesel fuel	
Low Pitch Horn						SIFA warning sound	
Headlight(s): Cab1 End						Warning announcement	
Engineer's cab lighting						Opening cab door	
Blower motors							
Control desk lighting							
Compressor							
Letting off Air							
Switching maneuver							
"Switcher Double ""A"" Light"							

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

Cab and control desk lighting digitally controlled

With dynamic smoke exhaust

mfx+ digital decoder

47546 | 39072

VI

47546 Type Zans Tank Car Set

Prototype: Six type Zans four-axle tank cars with a capacity of 95 cubic meters / 25,096 gallons. Privately owned cars of GATX Rail Germany, Inc. with additional special letters for the freight load "JET-A1", registered in Germany. Anthracite gray basic paint scheme. The cars look as they did starting in 2017.

Model: The trucks are the modern type Y25 Lsd1 with double brake shoes. A brakeman's platform and a ladder on one end are included. The brake rigging, pipes for emptying, dome cover, and numerous other levers and grab irons are separately applied. The cars have rectangular buffers, 6 tank bands, and a large lading address board. All the cars are extensively imprinted and have different car numbers. All the cars in the set are individually packaged.
Length over the buffers per car approximately 19.6 cm / 7-3/4".
DC wheelset E700580.

Highlights:

- **Detailed execution with numerous separately applied levers and grab irons**
- **All the cars are extensively imprinted and have different car numbers**

The ends are also prototypically imprinted

Museum Locomotive

38015 Class S 2/6 Steam Express Locomotive

Prototype: Bavarian class S 2/6 steam express locomotive in a green basic paint scheme with a black smoke box door and red running gear. Reproduction of the preserved locomotive at the Nürnberg Transportation Museum. The locomotive looks as it does in the museum as a Royal Bavarian State Railroad (K.Bay.Sts.B.) locomotive in Era I.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlight for oncoming trains and the cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. The locomotive has detailed running gear with a partially open bar frame. The locomotive is modeled to show streamlined sheathing of the smoke box, smoke stack, dome, and cylinder group as well as the streamlined cab. There is a close coupling between the locomotive and tender. A close coupler with a guide mechanism and an NEM pocket is mounted on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods are included separately. Length over the buffers 25.1 cm / 9-7/8".

Highlights:

- **Presentation board "125 Years of the Nürnberg Transportation Museum 1899-2024" included**
- **Detailed construction of the locomotive as it looks in the Nürnberg Transportation Museum**
- **Headlight for oncoming trains can be controlled digitally**
- **Cab lighting can be controlled digitally**
- **World of Operation mfx+ digital decoder and a wide variety of operating and sound functions included**

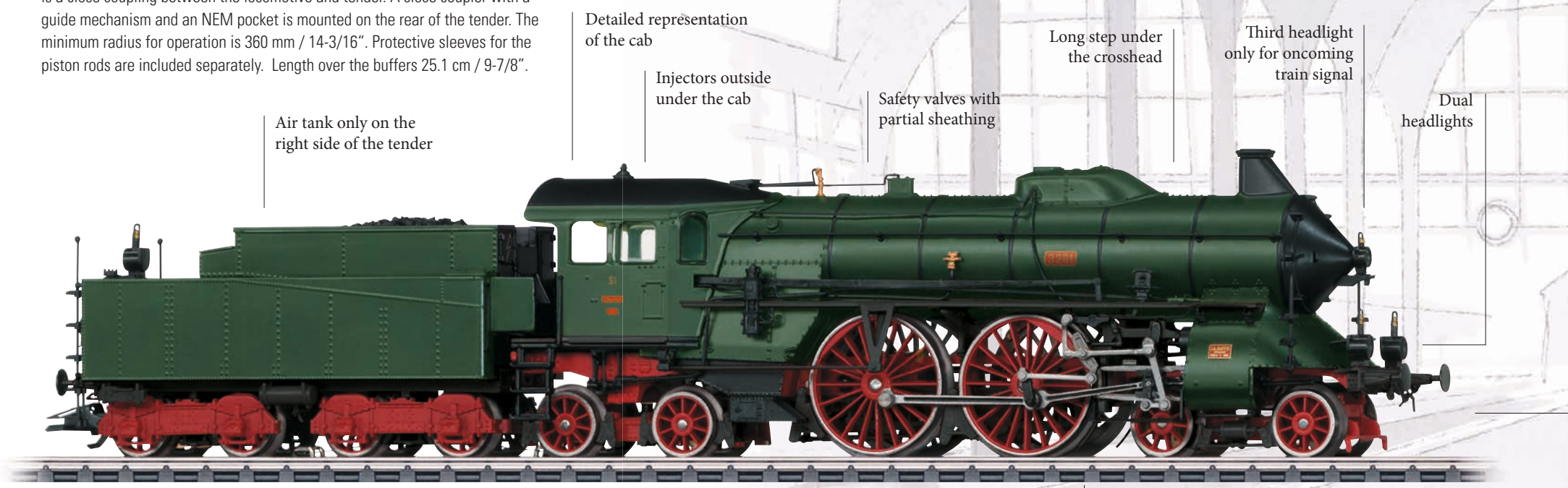
The class S 2/6 steam express locomotive is being produced in a one-time series for the 125th anniversary of the Nürnberg Transportation Museum.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Replenishing water	
Smoke generator contact						Replenishing sand	
Steam locomotive op. sounds						Sanding	
Locomotive whistle						Rail Joints	
Direct control						Sound of Couplers Engaging	
Sound of squealing brakes off						Safety Valve	
Light(s) for Oncoming Train						Conductor's Whistle	
Whistle for switching maneuver						Announcement: history of the locomotive	
Engineer's cab lighting							
Letting off Steam							
Sound of coal being shoveled							
Tipping grate							
Air Pump							
Water Pump							
Injectors							
Replenishing coal							

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

TRIX

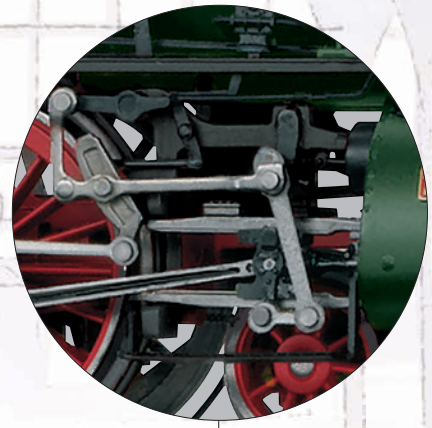
This model can be found in the Trix H0 assortment under item number 25015.



The Bavarian Class S 2/6 Steam Express Locomotive

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

The locomotive was initially based in Munich. It came to Ludwigshafen in 1910 and initially ran from there with express trains to Strasbourg and Bingerbrück. In 1922, it came back to Munich, and from 1923 on it was stationed in Augsburg. It never bore its DRG road number 15 001 because as early as 1925 this one-off unit was given a place of honor in the Nürnberg Transportation Museum. The S 2/6 thus played undoubtedly a tragic double role in its history. To be sure it was technically ahead of its time in 1906 and it met the planned requirements of its realization as a piece of motive power. However, its design was overtaken after a very short time in service by the rapidly changing external conditions. For with the exception of a few years in operation in the Palatine area, the S 2/6 soon saw itself forced into a secondary role as an unloved one-off design. Aside from the record runs in 1907, it remained a design quickly overtaken by the times. It was never built as a production locomotive and disappeared after a few years from regular service. Yet, its historic significance does not lie in its service life but is grounded in its technological and design role as a pioneer, which strongly influenced more than locomotive building.



Detailed, complete and correct representation of the complete side and drive rods

© DB Museum, Bayerische Schnellzuglokomotive S 2/6, Foto Mauro Esposito

© DLA Darmstadt (Maey), Eisenbahnstiftung

48843 Type RImmps Heavy-Duty Flat Car

Prototype: German Federal Army type RImmps heavy-duty flat car loaded with a German Federal Army type Leopard 2A6 combat tank, used on the German Railroad, Inc. (DB AG).

Model: The frame of the heavy-duty flat car is constructed of metal. Load restraints are included. The model of the military vehicle includes a detailed underbody, superstructure, and chain drive constructed of metal. There are other separately applied components made of detailed plastic. The turret and weapon can be turned. The paint scheme is authentic. Identifying marks are imprinted. The tank length is approximately 8.9 cm / 3-1/2", with the cannon approximately 11 cm / 4-5/16". The model of the military vehicle is from Schuco. Length over the buffers approximately 12.4 cm / 4-7.8". DC wheelset E700580.

This car is also available in these variants:

48870 Type RImmps Heavy-Duty Flat Car

48871 Type RImmps Heavy-Duty Flat Car

Superstructure and chain drive of the tank model constructed of metall

Heavy-duty flat car frame constructed of metal

47569 Chemical Tank Car

Prototype: VTG, Inc. chemical tank car, registered in Germany. Design with an insulated, funnel-flow tank and side ladder.

Model: The car has detailed running gear with a partially open frame. The trucks are type P65. There are numerous separately applied details. Length over the buffers 18.0 cm / 7-1/16".DC wheelset E700580.

mfx DCC V VI

36354 Class Ee 3/3 Electric Switch Engine

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ee 3/3 electric switch engine. Flame red basic paint scheme. Second production run starting in 1932, with the cab situated in the center. 2 switchman's platforms. Locomotive road number 16352. The locomotive looks as it did around 2005.

Model: The locomotive has an mfx digital decoder and a miniature motor with a flywheel. 3 axles and jackshaft powered. Traction tires. Triple headlights and dual white marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is also a Swiss light changeover with a white marker light, when the locomotive is pulling cars, and a red marker light, when the locomotive is running "light". These lights can be controlled digitally. There is a double A light function. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has new Telex couplers front and rear, which can be controlled separately in digital operation. There is a coupler maneuver. The roof equipment is separately applied. Metal grab irons are also separately applied. Brake hoses and prototypical couplers can be mounted on the buffer beam. Length over the buffers 11.2 cm / 4-3/8".

Highlights:

- **New Telex couplers, which can be controlled separately at each end of the locomotive**
- **Coupler maneuver as an additional function**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Marker light(s)					
Telex coupler on the front					
Telex coupler on the rear					
Marker lights					
Switching range + switching light					
Coupler procedure for uncoupling					
Direct control					

TRIX

This model can be found in the Trix H0 assortment under item number 25330.

NEM VI

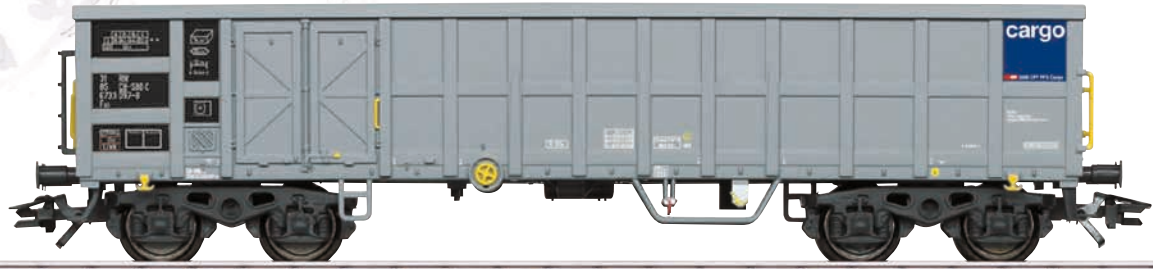
46890 Type Fas High Side Gondola

Prototype: SBB Cargo type Fas four-axle high side gondola. High side gondola with profiled reinforcement on the car walls. Gray basic paint scheme. The car looks as it did starting in 2020.

Model: The car features detailed construction as a high side gondola with profiled reinforcement on the car walls. There are many separately applied details. The trucks are type Y 25.
Length over the buffers 16.1 cm / 6-3/8". DC wheelset E700580

Many separately applied details

Variation with profiled reinforcement on the car walls



46890 | 46890 | 46890 | 46890 | 46890 | 36354

39337 Class 193 Electric Locomotive

Prototype: SBB Cargo, Inc. class 193 (Vectron) electric locomotive in a new paint scheme design. The locomotive looks as it does in 2024.

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 1 white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. The Swiss headlight / marker light code can be switched to a white headlight / red marker light code. Long distance headlights can be controlled digitally. The cab lighting can be controlled digitally. Switching lights, warning lights, and lights for operation against oncoming trains can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses for mounting on the locomotive are included.
Length over the buffers 21.9 cm / 8-5/8".

Highlights:

- **Locomotive body and frame are constructed of die-cast zinc**
- **Many separately applied details**
- **Numerous light functions can be controlled separately in digital operation**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**

Digital Functions	CU	MS	MS 2	CS1	CS2.3		CS2.3
Headlight(s)						Blower motors	
Marker light(s)						Compressor	
Electric locomotive op. sounds						Letting off Air	
Low Pitch Horn						Sanding	
Direct control						Operating sounds	
Engineer's cab lighting						Window	
Headlight(s): Cab2 End						Windshield wiper sounds	
High Pitch Horn						SIFA warning sound	
Headlight(s): Cab1 End						Train control warning sound	
Sound of squealing brakes off						Sound of Couplers Engaging	
Long distance headlights						Sound of uncoupling	
Marker light(s)						Station Announcements	
Light Function						Grade crossing	
Horn							
Switching range + switching light							
Light Function – Swiss oncoming train light							

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

TRIX

This model can be found in the Trix H0 assortment under item number 25210.

39333 Class 383 Electric Locomotive

Prototype: Class 383 electric locomotive (Vectron) with promotional design for ČD Cargo. Road number 383 006-4.

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 change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Long-distance headlights can be controlled separately. The cab lighting can be controlled digitally. The headlights at Locomotive Ends 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 at both ends. Lights for special switching and long-distance lights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.9 cm / 8-5/8".

Highlights:

- **Locomotive body and frame are constructed of die-cast zinc**
- **Many separately applied details**
- **Cab lighting can be controlled digitally**
- **Numerous controllable light functions**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Engineer's cab lighting						Opening cab door	
Electric locomotive op. sounds						Opening side cab window	
Low Pitch Horn						Windshield wiper sounds	
Direct control						SIFA warning sound	
Sound of squealing brakes off						Sound of Couplers Engaging	
Headlight(s): Cab2 End						Sound of uncoupling	
High Pitch Horn							
Headlight(s): Cab1 End							
Long distance headlights							
Light Function							
Blower motors							
Compressor							
Horn							
Switching maneuver							
Letting off Air							

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

Lokomotive authorized in:
CZ / D / A / SK / PL / HU + RO

Austria – The Taurus

39870 Class 1016 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1016 electric locomotive. Traffic red basic paint scheme. Road number 1016 024-2. The locomotive looks as it did starting in 2012.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All four axles powered using 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. The locomotive has the double "A" light function. Long-distance headlights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

Highlights:

- **Musical scale included during approach**
- **Long distance headlights can be controlled digitally**
- **Centrally mounted motor, all four axles driven**
- **Metal body**
- **World of Operation mfx+ digital decoder includes extensive operations and sound functions**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Brighter headlights	
Long distance headlights						Sanding	
Electric locomotive op. sounds						Rail Joints	
Horn							
Direct control							
Sound of squealing brakes off							
Headlights locomotive end 2 off							
Switching range + switching light							
Whistle for switching maneuver							
Headlights locomotive end 1 off							
Station Announcements							
Station Announcements							
Conductor's Whistle							
Blower motors							
Compressor							
Letting off Air							

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

The Taurus is the most used locomotive in Austria and is quite important on the domestic rails. It is also underway across all of Europe

42732 Type Ampz Passenger Car

Prototype: Austrian Federal Railroad (ÖBB) type Ampz passenger car, 1st class. Updated Eurofima car, not pressure resistant. The car looks as it did around 2012.

Model: The underbody is specific to the type of car. The car has Fiat type Y0270 S trucks with antiroll shock absorbers and magnetic rail brakes. The car can be equipped with 7319 current conducting couplings or 72021 current conducting close couplers, a 73400/73401 or 73400/73410 interior lighting kit, a 73406 pickup shoe, and 73407 marker lights.
Length over the buffers approximately 28.2 cm / 11-1/8".
DC wheelset E700580.

42747 Type Bmz Passenger Car

Prototype: Austrian Federal Railroad (ÖBB) type Bmz passenger car, 2nd class. Updated Eurofima car, not pressure resistant. The car looks as it did around 2012.

All other information can be found in the model description for 42732.

42748 Type Bmz Passenger Car

Prototype: Austrian Federal Railroad (ÖBB) type Bmz passenger car, 2nd class. Updated Eurofima car, not pressure resistant. The car looks as it did around 2012.

All other information can be found in the model description for 42732.

42748 | 42747 | 42748 | 42747 | 42732 | 39870

Netherlands

NEM IV

46278 Type Gs Boxcar

Prototype: Dutch State Railways (NS PTT) type Gs boxcar.
The car looks as it did around 1977.

Model: The boxcar has close couplers with a guide mechanism.
Length over the buffers 11.5 cm / 4-1/2". DC wheelset E700580.

Belgium

NEM III

46015 BP Old-Timer Tank Car

Many separately applied parts included

Prototype: Two-axle old-timer tank car with a hand brake platform.
Privately owned car of BP Belgium, used on the SNCB. Graphite black basic paint scheme. The car looks as it did starting in 1961.

Model: The car has a separately applied brakeman's platform, ladders and BP signs. Older design rod buffers and spoked wheels are included.
Length over the buffers 10.2 cm / 4". DC wheelset E700630.

Finely modelled release valve included next to the ladder

Intricate older design buffers included

Nostalgic spoked wheels

Denmark

NEM V

48057 Type Habbins High-Capacity Sliding Wall Boxcar

Adjustable buffers and trucks

Prototype: Danish State Railways (DSB) type Habbins high-capacity sliding wall boxcar. The car looks as it did starting in 1999.

Model: The car has adjustable buffers and trucks.
Length over the buffers 26.7 cm / 10-1/2". DC wheelset E700580.

Luxembourg

NEM V

46269 CFL Dump Car Set

Prototype: Three Luxembourg State Railways (CFL) type Fals dump cars. Reddish brown basic paint scheme with authentic operational weathering. The car looks as it did starting in 2003.

Model: The metal end platforms and ladders are separately applied. The cars have authentic operational weathering. All the cars are individually packaged and come in a master package.
Length over the buffers per car 13.3 cm / 5-1/4". DC wheelset E700580.

Individually packaged in a master package

All the cars include authentic weathering

Sweden

NEM VI

47549 Type Zacns Tank Car

Prototype: Four-axle type Zacns tank car with a capacity of 95 cubic meters / 25,096 gallons. Privately owned car of Ermewa S.A.S., registered in Sweden. Graphite gray basic paint scheme with additional Green Cargo lettering. The car looks as it did starting in 2013.

Model: The trucks are the modern type Y25 Lsd1 with double brake shoes. A brakeman's platform and a ladder on one end are included. The appliance sheathing, brake rigging, pipes for emptying, dome cover, and numerous other levers and grab irons are separately applied.
Length over the buffers per car approximately 19.6 cm / 7-3/4".
DC wheelset E700580.

Tooling variation with separately applied appliance sheathing

Numerous separately applied levers and grab irons

France – Our surprise model for 2024

38141 Class 141.R. Steam Locomotive, Road Number 1244

Prototype: Class 141.R steam locomotive with an oil tender. Road number 1244 for mixed service, as it looked on the French State Railways (SNCF). The locomotive looks as it currently does in operational condition based at the Verein Mikado 1244 / Mikado Association 1244 in Brugg in Switzerland.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. Four axles powered, three of them using side rods. Traction tires. The locomotive and tender are constructed mostly of metal. There is a factory-installed smoke generator. The headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. These lights can be switched to a red marker light. The cab lighting, running gear lights, and firebox / burner flickering can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a close coupling with a mechanism between the locomotive and the tender. The tender has a close coupler with a guide mechanism in an NEM pocket. The buffer height on the locomotive and tender adheres to the NEM. The minimum radius for operation is 360 mm / 14-3/16". Piston rod sleeves and brake hoses are included.
Length over the buffers approximately 27.9 cm / 11".

Highlights:

- **Completely new tooling**
- **Class 141.R. in the Märklin program for the first time**
- **Especially intricate metal construction**
- **A variety of separately applied details**
- **Factory-installed smoke generator**
- **Cab lighting, running gear lights, and firebox / burner flickering controlled separately in digital operation**
- **World of Operation mfx+ digital decoder with extensive light and sound functions**
- **Buffer height adheres to the NEM**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Smoke generator						"Switcher Double ""A"" Light"	
Steam locomotive op. sounds						Switching maneuver	
Locomotive whistle						Generator Sounds	
Direct control						Headlight(s)	
Sound of squealing brakes off						Safety Valve	
Engineer's cab lighting						Sound of Couplers Engaging	
Marker light(s)						Sound of uncoupling	
Running gear lights						Replenishing fuel	
Air Pump						Replenishing fuel	
Letting off Steam						Replenishing fuel	
Water Pump						Locomotive whistle	
Operating sounds							
Special light function							
Whistle for switching maneuver							
Injectors							

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

TRIX

This model can be found in the Trix H0 assortment under item number 25141.

Additional details and insights for this model can be found in the special brochure.

The class.R. for the first time in the Märklin program and available now at your specialty dealer

NEM IV

43230 SNCF Passenger Car Set

Prototype: 3 four-axle pass, the so-called “Schürzenwagen” / “Skirted Passenger Cars” from the prewar period. Several of these cars remained after World War II in France and entered SNCF ownership in this manner. This group of cars has a bottle green basic paint scheme corresponding to the way the cars looked in Era IV at the start of the Seventies.

Model: This car set contains 2 cars, 2nd class, as well as 1 car 1st class. The lettering for the models is done with a high level of detailing. A multi-colored imprinting was also done on the car ends. An absolute highlight regarding the lettering is the imprinting of the door windows from the perspective of the miniature passengers. They are forbidden from opening the doors before the train is stopped. Interior lighting can be installed in the cars. All the cars have different car numbers. They come individually packaged and there is a master package.
Each car includes a short diaphragm to represent the car corridors.
Length over the buffers per car 24.4 cm / 9-5/8“.
DC wheelset per car E700580.

Special imprinting included on the inside of the door windows

43230 | 38141

Flying Scotsman in Black

World famous, fast, powerful, and a real legend: The steam locomotive with the evocative name "Flying Scotsman" set a number of world records, writing railway history in the process. For decades it pulled the British express train of the same name, which in 1928 raced non-stop from Edinburgh to London and back. It was the first steam locomotive to reach an authenticated speed of 100 mph (160kph) in 1934, and it even later toured through the USA and Australia. In 2023, for the 100th anniversary of this three-cylinder power locomotive, Märklin launched a new model reflecting Flying Scotsman as it is today, with its renowned green livery. Now comes a special exclusive black variant with unique features that reflect a fascinating period in the locomotive's history. Throughout the war, and for several years afterwards, the famous apple green paint scheme made way for a simple black livery, as did many UK locomotives at this time. Towards the end of the general overhaul that took place from 2006, the black colour scheme was chosen again to protect the locomotive during final assembly and testing. During this period young and old had the opportunity to enjoy Flying Scotsman in this unique condition, firstly in 2011 and then again at 'Railfest 2012', a major rail festival scheduled to coincide with the London Olympics and 800th anniversary of the city of York. The locomotive's final appearance in this temporary black livery was during testing and trial runs in January/February of 2016. Following this, Flying Scotsman was repainted in British Railways green livery and, operating under the number 60103, was back to delight railway fans around the country. In the excellent new Märklin model, this unique version of Flying Scotsman lives on in small scale, another chapter in the life of this fascinating European steam giant.

As a highly detailed H0 model in 1:87 scale

TRIX

This model can be found in the Trix H0 assortment under item number 22885.

39969 Class A3 "Flying Scotsman" Steam Locomotive

Prototype: Class A3 steam express locomotive with a tender. Version is represented in postwar black, featuring the two numbers it carried in 1946 – 502 and 103 – as well as its current one on the smokebox door. The locomotive looks as it did at the beginning of 2015 with a corridor tender and smoke deflectors. Locomotive of the National Railway Museum in York, England.

Model: The locomotive has an mfx+ digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion with a flywheel in the boiler. 3 axles powered. Traction tyres. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed smoke unit with speed-dependent, dynamic smoke exhaust and it can be controlled digitally. Dual headlights on the locomotive change over with the direction of travel and there is a lamp on the back of the tender. These lights will work in conventional operation and can be controlled digitally. The lamp on the back of the tender can be changed to a red lamp. A third headlight on the front of the locomotive can be controlled separately as an electric lamp and it can be changed to red. The cab lighting and firebox flickering can be controlled digitally. The lighting on the tender corridor can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There is an adjustable close coupling with a guide mechanism between the locomotive and tender. The back of the tender has a close coupler with an NEM pocket and a guide mechanism. The buffer height on the locomotive and tender adheres to the NEM. Brake hoses, imitation prototype couplers, and closed cylinder covers are included.
Length over the buffers approximately 24.5 cm / 9-5/8".

Highlights:

- **Especially intricate metal construction**
- **Many separately applied details**
- **Factory-installed smoke unit with speed-dependent, dynamic smoke exhaust**
- **Cab and tender corridor lighting digitally controlled**
- **Prototypically lettered with three road numbers**
- **"World of Operation" mfx+ decoder and extensive light and sound functions included**
- **Buffer height on the locomotive and tender adheres to the NEM**

After the war Flying Scotsman was renumbered twice, first to 502 and then 103. On the smoke box door is its British Railways number 60103 which it has carried since 2016.

The sounds specific to the locomotive were made available to us with the friendly support of Dovetail Games, Kent.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Coal being shoveled and firebox flickering	
Smoke generator						Water Pump	
Steam locomotive op. sounds						Injectors	
Locomotive whistle						Replenishing water	
Direct control						Replenishing coal	
Sound of squealing brakes off						Replenishing sand	
Light Function						Air Pump	
Flickering Light in Fire Box						Stat. Announce. – Engl.	
Headlight(s)						Stat. Announce. – Engl.	
Light Function						Announcement: history of the locomotive	
Light Function						Announcement: history of the locomotive	
Engineer's cab lighting						Opening cab door	
Whistle for switching maneuver							
Switching maneuver							
Interior lighting for the corridor							
Letting off Steam							

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

USA – For Prototypical M.U. Operation

38446 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Burlington Northern Santa Fe, LLC (BNSF). Orange basic paint scheme. Road number 6259. The locomotive looks as it currently does in real life.

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. Two axles powered in each truck using cardan shafts. Traction tires. The locomotive has four headlights on the front and two lamps next to each other on the rear of the locomotive. These lights change over with the direction of travel, will work in conventional operation, and can be turned off in pairs in digital operation. The cab lighting, number board lighting, long-distance headlights, and the blinking function of the headlights can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust, and it can be controlled digitally. It also has many separately applied details. The NEM pockets can be fixed in place using shims included with the locomotive for operation with knuckle couplers. A pilot with a small cutout for the front, brake hoses, and two shims for the NEM pocket are included.
Length over the couplers approximately 27 cm / 10-5/8".

Highlights:

- **Factory-installed smoke generator with dynamic smoke exhaust**
- **Many controllable light and sound functions**
- **Cab lighting can be controlled digitally**
- **Lighted number boards can be controlled digitally**
- **Long-distance headlights can be controlled**
- **Centrally mounted motor, four axles powered using cardan shafts**
- **Operation possible with knuckle couplers and normal close couplers**
- **mfx+ decoder**

TRIX

This model can be found in the Trix H0 assortment under item number 25446.

Separately applied elements such as handrails, grab irons or the grills and large vents constructed of metal

Model in BNSF orange and including the "swoosh" logo

Frame constructed completely of metal

Freight cars can be found under item number 45666 as well as in the Trix H0 assortment under item number 24911 with information about the required exchange wheelsets.

24911

38447 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Burlington Northern Santa Fe, LLC (BNSF). Orange basic paint scheme. Road number 5736. The locomotive looks as it currently does in real life.

All other information can be found in the model description for 38446.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)	■	■	■	■	■	Bell	■
Smoke generator	■	■	■	■	■	Sound of Couplers Engaging	■
Diesel locomotive op. sounds	■	■	■	■	■	Sound of uncoupling	■
Horn	■	■	■	■	■	Special sound function	■
Direct control	■	■	■	■	■	Rear Headlights off	■
Sound of squealing brakes off		■	■	■	■	Opening cab door	■
Engineer's cab lighting		■	■	■	■	Letting off Air	■
Switching maneuver		■	■	■	■	Sanding	■
Whistle for switching maneuver		■	■	■	■	Compressor	■
Number Board Lights			■	■	■	Replenishing diesel fuel	■
Long distance headlights			■	■	■	Procedure function	■
Light Function			■	■	■	Cab Radio	■
Front Headlights off			■	■	■	Cab Radio	■
Cab Radio			■	■	■		
Front Headlights off			■	■	■		
Blower motors			■	■	■		

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

TRIX

This model can be found in the Trix H0 assortment under item number 25447.

Prototypical diesel sound included

In BNSF orange with including "straight letters" logo

Both models include dynamic smoke exhaust

Lamps can also be switched as long-distance headlights

45666 | 38447 | 38446

NEM VI

45666 BNSF Hopper Car Set

Prototype: Twelve Burlington Northern Santa Fe, LLC (BNSF) coal hopper cars. Version with five unloading hatches on the car floor. The cars look as they currently do in real life.

Model: The trucks are detailed and have special wheelsets. All the cars have a hand wheel at one end and feature load inserts of coal. The NEM pockets can be fixed in place with shims included for operation with knuckle couplers. All the cars are individually packaged in a master package. Length over the couplers per car approximately 19 cm / 7-1/2". DC wheelset E320552 (NEM), E320389 (RP25).

All the cars include load inserts of coal

Ideal for unit trains

Operation with knuckle couplers and standard close couplers is possible

6 additional cars are available under Trix H0 24911

24911 (Trix) | 45666 | 38447 | 38446

On December 2, 2024 – International Model Railroading Day

Mark your calendar now!

VI

44225 International Model Railroading Day on December 2, 2024

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

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

Right car side

Left car side

Quite a special painting adorns this car. The year 1933 was marked at Märklin by a large, even firm altering new items presentation. Our heraldic animal was born! The legendary, fabled class Ce 6/8 II SBB "Crocodile" as a miniature in fine sheet metal. Available at Märklin in 0 and 1 Gauges under the item numbers CCS 66/12920 and 12921, which still give collectors of historic sheet metal toys goose bumps.
The only difference between reality and artistic realization: The "Croc" from Märklin at this time only came in a green paint scheme.
In addition to the Crocodile, the "Flying Hamburger" was running and at that time was the "Racer" in the Märklin assortment.
Across both units a class 01 express locomotive pulled a high quality express train with a sleeping and a dining car. The class 01, at Märklin at that time as HR 66/12920 was also in a green paint scheme, although in the prototype it admittedly never came in green.
Due to the massive size of the painting we decided to divide it in half and depict it as a half per car side. In this way the many small details are shown much better to their advantage...

45904 Märklin Catalog Car for 1933

Prototype: Privately owned type Ibopqs refrigerator car with the title page of the Märklin catalog from 1933.

Model: The car has separately applied roof vents as well as separately applied ladders on the ends.
Length over the buffers 13.4 cm / 5-1/4".DC wheelset E32376004.
Trix Express wheelset E36660700.

Highlights:
- **The first time in H0 model imprinting**
- **Clearly tangible printing**
- **Specific 3D effect**
- **Unique collector series**

Right car side

The theme is printed in relief on the cars!
What an incredible effect!

Left car side

Continuation of the journey through the history of
Märklin catalog title pages of long since bygone days

Accessories

The especially prototypical smoke generated by this fluid makes the experience of a steam locomotive seem even more lively and allows the perfect illusion of a steel beast working hard.

02422 Smoke Fluid and Cleaning Fluid 50 ml / 1.69 oz

It can be used for all smoke units.

Highlights:
- **Completely clean steaming! This means no operation / processing residue on the model**
- **Ideal also as a cleaning fluid for track and locomotives**

02423 Smoke Fluid and Cleaning Fluid 250 ml / 8.45 oz

This bottle contains 250 ml / 8.45 oz of smoke fluid and cleaning fluid.

The Class E 10.12 and the Rheingold

"Rheingold" and "Rheinpfeil"– two impressive names from German railroad history. In the Economic Miracle years these first class long-distance express trains were poster children for the new German Federal Railroad, which wanted to introduce the era of 160 km/h / 100 mph trains in 1962 with these legends on rails. Six "Pants Crease" E 10 locomotives under construction were delivered with modified trucks and a stylish blue/beige paint scheme. The success story of the E 10 had begun in the Fifties when the new German Federal Railroad pushed ahead with electrification and ordered a powerful and 140 km/h / 87 mph express electric locomotive in large quantities in the form of the E 10. The first production run still had a mundane, rectangular locomotive body. The first units with aerodynamic ends appeared in 1962. Due to the striking design with the "crease" in the middle, this variation soon acquired the name "Pants Crease". The locomotive immediately encountered a hump, because the dining cars for the new, luxurious "Rheingold" and "Rheinpfeil" trains had a bi-level galley and were soon called "Buckelspeise-wagen" / "humpbacked dining cars". The remaining newly built cars designed for 160 km/h / 100 mph also attracted a great deal of attention. This was not just because of the elegant blue/beige paint scheme. These cars offered a new travel experience in very comfortable compartment and open seating cars. The stars of these new super trains were however the vista dome cars, which drew enthusiastic passengers to their dome observation areas. The blue/beige "Rheingold" and "Rheinpfeil" era only lasted a short time, however. In 1965, both trains were upgraded to Trans-Europe-trains (TEE) and were accordingly repainted in the red/beige TEE paint scheme.

88415 Class E 10.12 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 10.12 electric locomotive. With the "Bügelfalten" / "Pants Crease" ends, continuous ventilation bands, continuous rain gutter, and buffer cladding. B-B wheel arrangement. Beige/cobalt blue paint scheme. The locomotive looks as it did around 1962/1963.

Model: The locomotive is an Era III version with round buffers. It has a motor with a bell-shaped armature. It also has electric catenary operation. The reversing screw for the catenary operation is out of sight in the locomotive. The locomotive has enlarged buffer plates. Both trucks and all axles are powered. Triple headlights with warm white LEDs change over with the direction of travel. The wheel treads are dark nickel plated. Length over the buffers 76 mm / 3".

Highlights:

- **Motor with a bell-shaped armature**

One-time series.

Continuous grab irons and floor grating

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).
The warranty terms and a current explanation of the symbols can be found on the Internet at www.maerklin.de

III

87284 "Rheingold" Car Set 1

Prototype: 3 German Federal Railroad (DB) Rheingold express train cars as they looked in Era III. 1 DSG type WR4üm-62 humpbacked dining car, 1 type Ap4üm-62 open seating car, and 1 type Av4üm-62 compartment car.

Model: All the cars have close coupler hooks at both ends. The paint scheme and lettering for the cars is extensive. Total length 366 mm / 14-3/8".

One-time series.

III

87266 "Rheingold" Car Set 2

Prototype: 3 German Federal Railroad (DB) Rheingold express train cars as they looked in Era III. 2 type Av4üm-62 compartment cars and 1 type AD4üm-62 vista dome car.

Model: All the cars have close coupler hooks at both ends. The paint scheme and lettering for the cars is extensive. Total length 366 mm / 14-3/8".

One-time series.

Close coupler hooks on all cars

87266 | 87284 | 88415

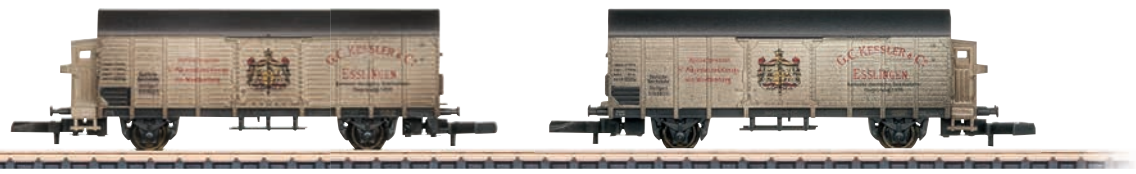
Sparkling Load

II

82553 "Sekttransport" / "Sparkling Wine Transport" Freight Car Set

Prototype: 2 boxcars with brakeman's cabs. Type GI Dresden, Association Design of the German State Railroad Company (DRG). Version with promotional lettering for Kessler Sekt, Inc., Esslingen am Neckar, Germany.

Model: The cars have different car numbers. Both cars are in a special version with weathering. Length over the buffers approximately 114 mm / 4-1/2".
The cars are not available separately.



Real Bronze

IV BRONZE

88909 Class 038 Steam Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 038 passenger locomotive with a type 2´2´T20 tub-style tender. The locomotive looks as it did in Era IV.

Model: This class 038 steam locomotive has 3 boiler domes, an embossed inductive box, and a reproduction of the inductive magnet on the right side. The locomotive body is cast in fine bronze and is processed with extensive hand work. The model has a motor with a bell-shaped armature. There are triple headlights with warm white LED lighting, fine detailing with imitations of the brakes, rail clearance devices, enlarged buffer plates, fully working, finely detailed valve gear and rods, and an extensive paint scheme. All the driving wheels are powered.
Length over the buffers approximately 98 mm / 3-7/8".

One-time edition of this model.

First time for this variant to be modelled as a Z Gauge locomotive

Motor with a bell-shaped armature included

Cast in bronze precisely and rich in detail, the class 038 with three domes, separately applied inductive box, and a large ventilation hatch

Finely cast by hand and reworked

High quality locomotive body in bronz

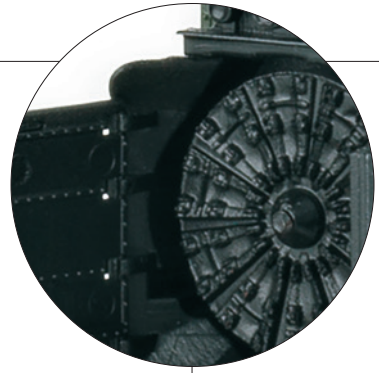
IV

87360 Steam Powered Rotary Snowplow with a Coal Tender

Prototype: German State Railroad (DR/GDR) Henschel design steam powered rotary snowplow with a coal tender. The unit looks as it did in Era IV.

Model: The rotary snowplow has a powered rotary plow wheel, converted to a motor with a bell-shaped armature. The guide blade and the tender hatches can be moved. The trucks are detailed reproductions. Both units are imprinted in fine detail.
Total length approximately 101 mm / 3-7/8".

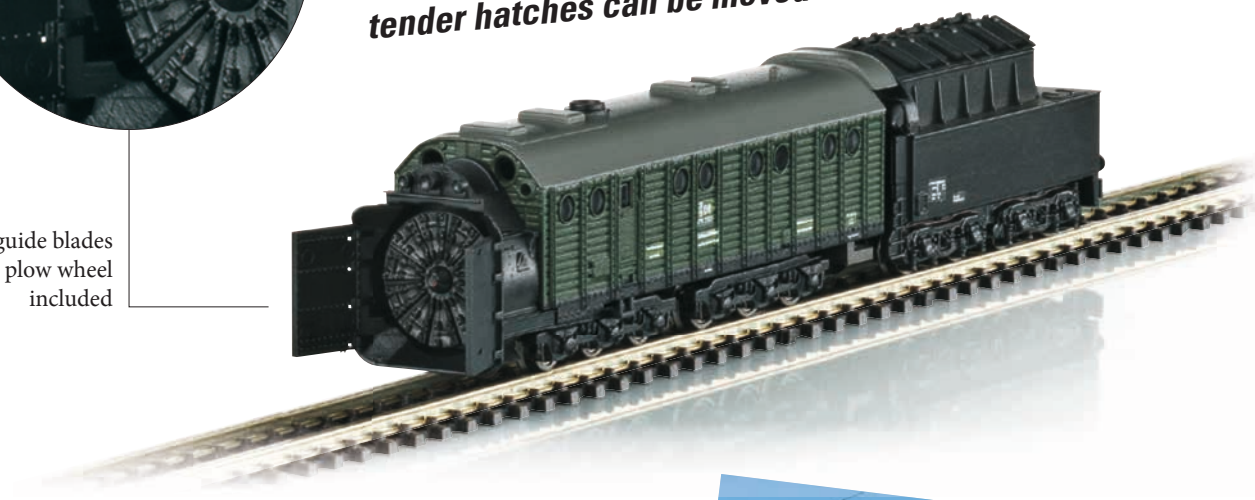
One-time series.



Movable guide blades and rotating plow wheel included

The purchase of this model supports the restoration of the Railroad Museum in Schwerin, after the devastating fire on July 21, 2023. Märklin is donating 10,000 Euros.

The guide blade and the tender hatches can be moved



Used all over Europe

VI

88235 Class 383 (Vectron) Electric Locomotive

Prototype: ČD Cargo (Czechia) class 383 (Vectron) multi-system electric locomotive. The locomotive looks as it did in Era VI.

Model: The locomotive is a very fine design. The frame is constructed of metal and the locomotive body is made of plastic. The paint scheme and lettering are extensive. The locomotive has a motor with a bell-shaped armature and both trucks are powered. There are separately applied details and warm white/red LED headlights / marker lights that change over with the direction of travel. Both trucks are powered.
Length over the buffers approximately 86 mm / 3-3/8".

Highlights:

- **Finely detailed model**
- **Motor with a bell-shaped armature**
- **Warm white/red LED headlights / marker lights**

82640 | 82641 | 88235

Available at your specialty dealer starting in October

All models have pantographs that can be raised and lowered by servomotor in digital operation

The entire series of class 151 locomotives are completely new tooling

Operation with AC current, DC current, Märklin Digital, and DCC

Up to 32 functions included

Highly detailed model for advanced model railroaders

Each locomotive includes a built-in current buffer, whose parameters can be adjusted

All the models include prototypical roof equipment

All the class 151 units include extremely extensive extensive sound features

Prototypical lighting + long-distance headlights on item number 55253

The cabs are highly detailed in their modelling, here with lighted an EBuLa (on-board timetables display device) on stands and signal displays

The approach lamp can be controlled for a more reliable view of the roadbed

Available at your specialty dealer starting in October

A complete description of this model can be found online or under the specific QR code.

55251 Class 151 Electric Locomotive

As it looked in Era IV around 1975/1976

www.maerklin.de/products/55251

All the models include prototypical electrical conductors

55252 Class 151 Electric Locomotive

As it looked in Era IV around 1978

www.maerklin.de/products/55252

55255 Class 151 Electric Locomotive

As it looked in Era V around 1998

www.maerklin.de/products/55255

55254 Class 151 Electric Locomotive

As it looked in Era V around 1994

An eye catcher on all units – the engine room with its lighting modelled richly in detail

www.maerklin.de/products/55254

55257 Class 151 Electric Locomotive

As it looked in Era VI

Authentic cab included

www.maerklin.de/products/55257

Prototypical modelling of the LED lighting and controllable long-distance headlights included

55256 Class 151 Electric Locomotive

As it looked in Era VI around 2014

www.maerklin.de/products/55256

55253 Class 162 Electric Locomotive

As it looked in Era VI around 2019

www.maerklin.de/products/55253

The Pig's Snout

Available soon for your layout, the fully working pre-production sample of the Pig's Snout model is already now convincing. Affectionately and very highly detailed as a model realized for advanced model railroaders, this model can be compared with the real life prototype! Even those details unnoticed at first glance such as the slightly staggered opening of the doors have been incorporated in the model.

Available in these versions:

55133 Class VT 88.9 Diesel Powered Rail Car

55131 Wismar Rail Bus, Road Number 73

55132 Wismar Rail Bus, Road Number VT 135 079

55134 Wismar Rail Bus, Road Number T6

55135 Wismar Rail Bus, Road Number T5

55136 Wismar Rail Bus, Road Number CFV3V

The image shows the preproduction sample

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.

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Update CS2 4.3

Functionality after update of the CS2 to Version 4.3 (Up to 32 locomotive functions).

Update MS2 4.15

Functionality according to update for MS2 Version 4.15 (Up to 32 locomotive functions).

Literature

03084 Model Railroad Manual “Modellbahn steuern mit der Central Station 3”

German language version.

03094 Model Railroad Manual “Control model railways with the Central Station 3”

English language version.

Comprehensive description of the Märklin Digital System. In this book you get all of the essential information about the Central Station 3 with Software Version 2.5: including digital control with the Central Station 3, conversion to digital operation of locomotives and trains, tips for automated processes, designing track plans. 220 pages in format Din A4.

Contains all the essential information about the Central Station 3 with Software Version 2.5

The basics for digital control with the CS 3

märklin

Märklin is again the brand of the century. For the fourth time in succession an expert committee consisting of brand specialists has chosen Märklin as the brand of the century. As the brand of the century Märklin is represented in the globally recognized brand registry “Deutsche Standards” / “German Standards”.

Märklin fulfills the requirements for a quality management system according to the ISO 9001 Standard. This is regularly checked and certified by the TÜV Süd testing organization. You thereby have the assurance of buying a quality product of a certified firm.

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If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.

Printed in Germany.

414 382 – 09 2024

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