

**märklin**



New Items  
for 1999

# Dear Märklin Enthusiasts,

1999 is a year of anniversaries. 75 years of the German State Railroad Company (DRG) and 50 years of the German Federal Railroad (DB) are historic railroad anniversaries and attractive occasions for this model railroad year. And yet for us the 140th anniversary of Märklin stands in the foreground – a rare event in our fast paced business world. And if we the employees represent only a brief excerpt in the important history of the firm, we are all the same proud of our company. For the name Märklin is inseparably linked with model railroading. Countless Märklin developments such as H0 Gauge 64 years ago or Märklin Digital 15 years ago got our hobby started.

Märklin has held its own with constantly new ideas and continuous fine tuning of its system and has taken on a leading role in international markets. At present the brand names Trix and Gama also belong to Märklin Holding – names that the firm is using to expand the range of its product offerings. Let's now turn to you, the enthusiasts and customers of the Märklin brand name. For the greatest part of our success is due to everyone who over the years has remained loyal to our name. For that reason we have planned especially attractive new items for this year, and we are certain that you will be happy to see them:

In H0 there are the anniversary models, the new models of the classes 55, 10, and E 69 as well as the ICE 3. The third generation high-speed train will also come in mini-club too, as well as other new models. And 1 Gauge is finally being enriched by the long passenger cars that everyone has been asking for. A major feature

of H0 model railroad technology this year will be the two large radius curves and the wide radius turnouts for C Track. A further new item will be the Märklin video system for live, on the spot locomotive operation, now in H0 and the standard 1 Gauge program, in each case for digital operation. There are other surprises for Insider club members and in the "Exclusiv" program.

This assortment of new items will fulfill long-standing wishes and offers several surprises – technology and models that will make our joint hobby even more attractive. Have fun as you read this brochure.

## Your Märklin Team

### 15332 "Ein Jahr mit Märklin" ("A Year with Märklin") Video Cassette.

European VHS system. 55 min. running time + 18 min. of new items for 1999. German narration only.

## Attractive Anniversary Models in All Gauges:

### 75 Years of the DRG

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### 140 Years of Märklin

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# 140 Years of Märklin

**märklin**

In 1859 the tinsmith Friedrich Wilhelm Märklin began the production of kitchen utensils for doll kitchens. That was the beginning of toy production for the firm that had been founded shortly beforehand. The initiative for this probably came from Märklin's wife Caroline who took over the quickly growing business in 1866 after the premature death of her husband.



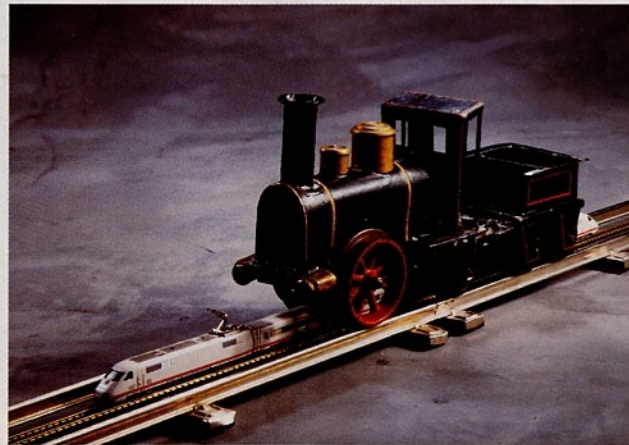
In 1888 her sons Eugen and Carl took over their parent's business and founded the general partnership Gebr. Märklin (Märklin Brothers).

In 1891 Märklin showed a train with a windup motor and expandable track system for the first time – the discovery of the system railroad that could be expanded as desired. The firm's product assortment also included stoves and technical toys that featured working details and a high level of quality. For at that time toys had above all an educational value and were supposed to prepare boys and girls as realistically as possible for their roles later in society.

The expansion of production required constantly new sources of financing, and Emil Friz (1892)

and Richard Saft (1907) entered the firm as new partners. Starting in 1892 the firm was doing business as Gebr. Märklin & Co., from 1908 on as Gebr. Märklin & Cie., and from 1922 on as Gebr. Märklin & Cie. GmbH, the legal form under which the company still operates today.

In the first decades of the new century Märklin produced some of the most beautiful sheet metal toys that had ever been built: ships, carousels, zeppelins and airplanes, stationary steam engines, stoves, automobiles, and trains of course, including the accessories for the latter such as stations, train sheds and signals.



Märklin's different scales for trains became international standards. Model trains could be remote controlled with the advent of electricity. The great flowering of trains made of sheet metal was the 1920s and 1930s when the prototype was characterized by record breaking locomotives, experimental motive power and comfortable passenger trains. In 1935 Märklin presented model trains in H0 scale, thus finally making electric trains usable in the typical middle class living room.

The two wars were deep, painful pauses in the company's history. The workers were drafted into the military and many never returned. The toy production was halted, and export markets were lost. Fortunately, the production facilities were not destroyed, and in 1946 production could again be resumed.

With the rapid development of production techniques and electronics, the last 50 years have brought about numerous changes in life, including model trains. Finer details and miniaturized techniques have enabled even smaller gauges. Märklin has concentrated on the gauges H0, Z and 1. Traditional raw materials such as metal, but also high quality plastics, have formed the basis for the models. A further milestone pointing to the future was Märklin's introduction of digital technology in 1984. Independent, multi-train control and numerous new functions have expanded the world of adventure and realism for model railroading. Starting in 1994 Märklin has been producing tin-plate models again with Maxi, with the latest techniques for manufacturing with sheet metal.

140 years of Märklin history are reflected in the different historical eras – and in the level of technology for each era. The new Märklin model of the ICE 3 (whose prototype will be placed into service starting in 2000) represents the end of the current era.



# A Year of Highlights

A specially spectacular package of new items awaits the H0 enthusiasts this year with locomotives, powered railcars, passenger cars, freight cars, and technology – each new item a visual and technical highlight in itself. Among the historic locomotives are the classes 55, E 69, and, for Insider club members, the class 10. With the ICE 3 you'll be riding right into the future, while

the "Goliath" crane car set plumbs the depths of Märklin Digital's fine control and monitoring functions. Two large radius curves and wide radius turnouts will make track layouts visibly more expansive, whereby the serious H0 model railroader can see his own layout for himself live on a home television screen by means of a video camera train trip.

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




## Start off at a speed of 280.

This new starter set is two in one: First, the ICE is the most attractive symbol of modern railroading, prototype for comfort and fast, environmentally friendly travel from city center to city center. Second, this starter set has in addition to the transformer a DELTA controller for multi-train operation. If you already have a locomotive with a DELTA electronic circuit – and almost all of the current models have this – or if you want to get a second locomotive later for multi-train operation, then you will be able to run several locomotives at the same time and independent of each other without the need for additional equipment.





**HOBBY**  **DELTA**

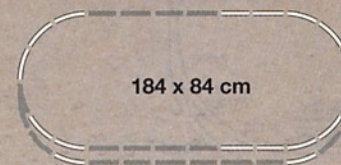


**29785** 230 volts

**DELTA Starter Set with High Speed Train, large C Track Layout (C1 + C3), DELTA Control and transformer.**

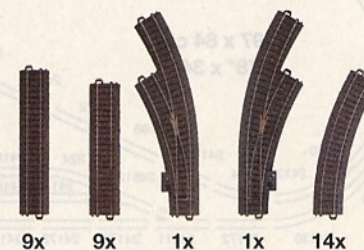
Contents: 1 German Railroad, Inc. ICE 2 high speed train, consisting of 1 powered end unit with built-in DELTA electronic circuit, 1 intermediate and 1 cab control car. 14 sections 24130 curved track, 9 sections 24188 straight track, 9 sections 24172 straight track, 1 each 24671 curved turnout, 1 each 24672 curved turnout, 1 DELTA Control (DELTA central unit), 1 each 32 VA transformer, feeder wires and different instructions and information brochures on model railroading. The turnouts can be retrofitted with the 74490 electric turnout mechanism.

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

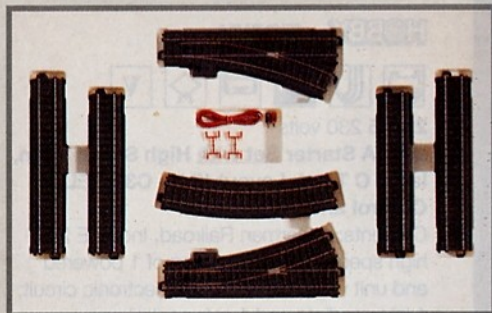


184 x 84 cm

**29785**



## Passing on Track 2.



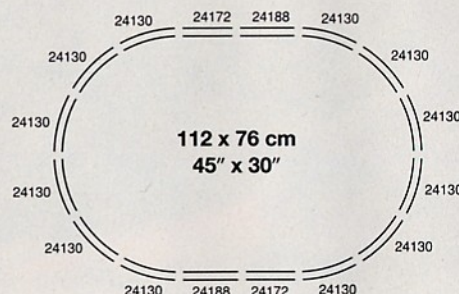
### 24902 C<sub>2</sub> C Track Extension Set.

For expanding the small C Track starter set (C<sub>1</sub> contents) to include a passing siding.  
Contents: 3 no. 24188 straight track, 5 no. 24172 straight track, 2 no. 24224 curved track, 1 no. 24611 turnout, 1 24612 turnout, wire, plugs, and instructions.

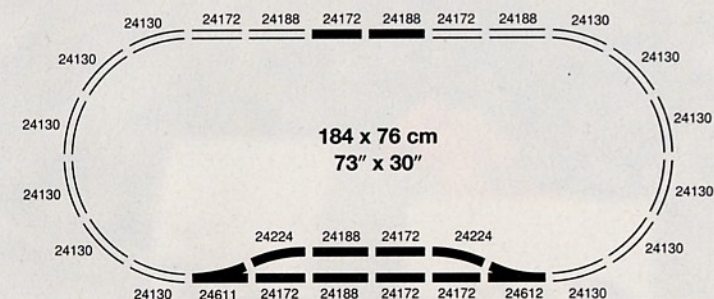
### Sample track plans with C<sub>2</sub>:

The gap between the small starter set with the track expansion level C<sub>1</sub> (example: 29175/29176) and the extension sets C<sub>3</sub>, C<sub>4</sub>, and C<sub>5</sub> is being filled this year with the new C<sub>2</sub> track extension set. Purchasing this track extension set will allow you to expand the track content of the smaller starter set to that of most of the larger starter sets. Both alternatives to the well-known layout suggestions from the Märklin catalog demonstrate the variety of themes possible with this track extension set system.

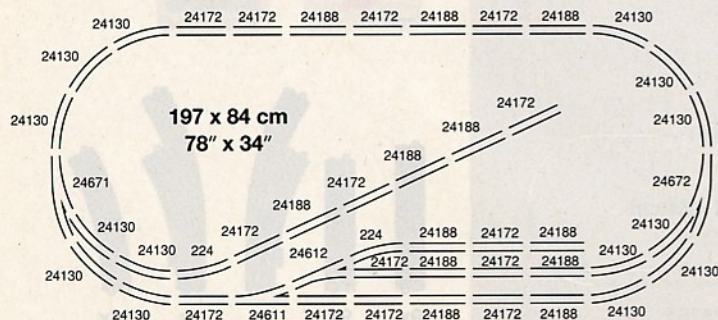
### Small Start (C<sub>1</sub>), this is the same as the small starter sets (29175/29176, 29201, 29205/29206).



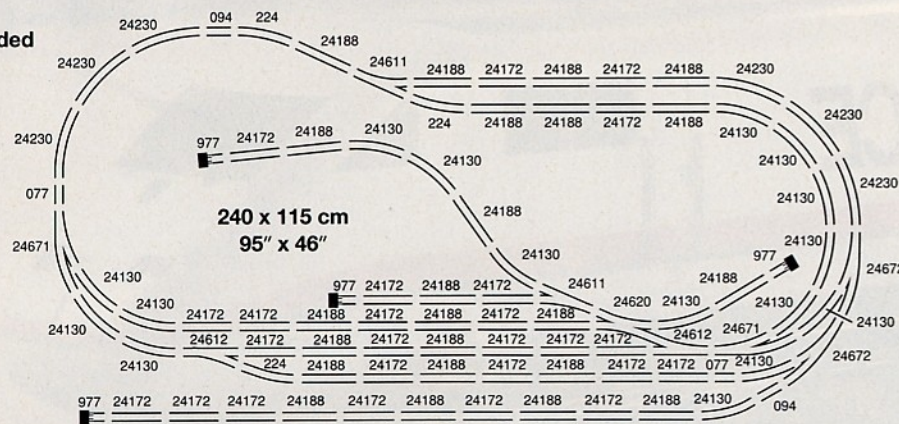
### Small Start (C<sub>1</sub>), expanded with the C<sub>2</sub> track extension set (24902). This is the same track content as the large starter set (29525/29526 and 29625).



### Sample track plan for the small starter set together with the C<sub>2</sub> (24902) and C<sub>3</sub> (24903) track extension sets.



### Small Start (C<sub>1</sub>), expanded with all of the track extension sets.



Let's have some variety in **HOBBY**

**märklin**  
HO



**HOBBY**    

**40183 Continuous Automatic Train Control Measurement Car.**


German Railroad, Inc. maintenance car. Special close couplers that mate only with the inductive measurement car (item no. 3013) and the signal maintenance car (item no. 40182). Length over buffers 12.0 cm (4-3/4").

**HOBBY**    

**34988 Passenger Locomotive with Tender.**

Royal Prussian Railroad Administration (KPEV) class P 8. With DELTA electronic circuit. 3 axles powered. 2 traction tires. Painted boiler rings. Smoke box set off in a different color. Coupler hook on the front, RELEX coupler on the tender. Length over buffers 21.8 cm (8-9/16").




**HOBBY** 

**44177 Refrigerator Car.**

Privately owned by DANONE, Inc., Munich, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").

DC wheel set 70 0580

**HOBBY** 

**44178 Beer Car.**

Privately owned by Küppers Kölsch Brewery, Cologne, Germany. RELEX couplers. Length over buffers 11.5 cm (4-1/2").

DC wheel set 70 0580



# Steam Locomotives

## 75 Years of the DRG

The founding of the German State Railroad Company (DRG) in 1924 marked the end of the German provincial railroad diversity. The rail network had been slowly growing together anyway and now came under centralized management. Proven provincial railroad locomotives and cars were taken into the new system, and the numerous subclasses were retired. New designs could now be planned for all of Germany, and a "Standardization Office" worked towards standards and a type of modular system. This was the origins of the so-called standard design classes. The 1920s and 1930s were the heydays of the DRG. The airplane was still no competition with respect to infrastructure and comfort – people traveled by train. Comfortable, deluxe trains linked the European metropolitan areas. Record-breaking, streamlined steam locomotives and powered railcars, the first diesel locomotives, powerful electric locomotives and interesting, experimental locomotives and cars characterized the image of the railroad as a leader in technology. In 1937 came the end of the DRG. Without notice it became the German State Railroad (DR), lost its formal independence shortly thereafter and by law came under the responsibility of the state. After the war the GDR (East Germany) continued the name German State Railroad (DR) up to the reunification of West and East Germany.

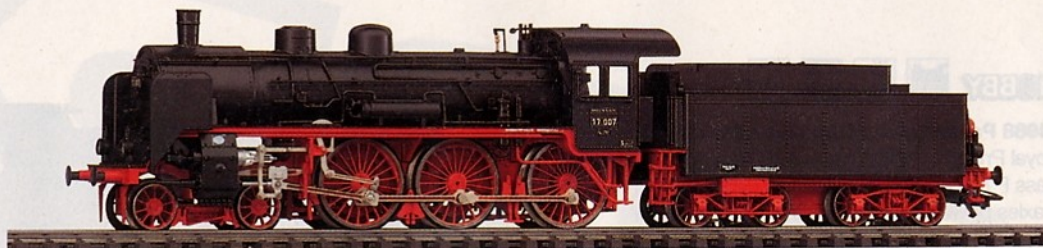


**33190 Express Locomotive with Tender.**  
German State Railroad Company (DRG) class 17.0. High-efficiency Faulhaber motor system. DELTA electronic circuit. 3 axles powered. 2 traction tires. Permanent close coupling between locomotive and tender. Length over buffers 24.0 cm (9-7/16").



**37190** Same as 33190, but with digital decoder and controlled, high-efficiency propulsion. Headlights digitally controlled.

**This model is being offered by TRIAX (T22504) for two-rail DC systems.**



**34884 Freight Locomotive with Tender.**  
German Federal Railroad class 44. With DELTA electronic circuit. 5 axles powered. 4 traction tires. Running boards with sloping front. Articulated frame to enable unit to negotiate sharp curves. Close coupling between locomotive and tender. Standard coupler pocket on the front, close coupler with guide mechanism on the tender. Length over buffers 26.0 cm (10-1/4"). Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (DELTA/Digital operation).



**37884** Same as 34884, but with digital decoder and controlled, high-efficiency propulsion. Equipped for installation of 7226 smoke generator. Headlights digitally controlled. Smoke generator digitally controlled with the 6021 Control Unit. The headlights and smoke generator will work in conventional operation.

**This model is being offered for two-rail DC systems by TRIAX (T22533).**



The classic work horse for heavy freight trains in the 50s and 60s was without a doubt the class 44. These legendary machines mastered the great flows of freight in the expanding economy of the so-called Economic Miracle period. This was the high point and the shining moment for the 2,000 hp, 185 metric ton heavy Jumbos, as the class 44 locomotives were affectionately called.

Many model railroaders would rather have standard locomotives instead of the exotic models, but with the latest technology. With our compliments:

The class 55 5555 has more than just a unique road number; it's rather special as a model – a completely new design in which we have used the latest production methods. For example, the new vacuum metal casting technique that enables even finer details with prototypical proportions. Consequently the frame, boiler and tender body are made of metal. The drive system with a bell type armature also corresponds to this high level of quality. It is fascinating by virtue of its good slow speed characteristics, stabilized by a supplemental flywheel, and by the fine control that can be exercised over it. The motor sits in the boiler and powers the driving wheels which also promotes near prototypical operating characteristics.



### **34550 Freight Locomotive with Tender.**

German Federal Railroad (DB) class 55. With DELTA electronic circuit. 4 axles powered. 2 traction tires. Special, high-efficiency motor with flywheel built into the boiler. Close coupling between locomotive and tender. Ready for installation of a smoke generator (Seuthe). Length over buffers 21.0 cm (8-1/4").



**37550** Same as 34550, but with digital decoder and controlled, high-efficiency propulsion. Headlights digitally controlled.

**This model is being offered for two-rail DC systems by TRIX (T22532).**

The class G 8.1 Prussian freight steam locomotive was a further development of the G 8. The first locomotives were delivered in 1913. While something over 1,000 units of the G 8 were built, the G 8.1 was a success like no other locomotive before it. A total of 4,934 locomotives were delivered to the Prussian Railroad Administration (KPEV) and to the German State Railroad Company (DRG). Ten units went to the Mecklenburg Friedrich-Franz Railroad (MFF) and 137 units to Alsace-Lorraine Imperial Railways. By 1922 Linke-Hofmann had delivered 50 locomotives to the Polish State Railroad. In addition, other locomotives of this class went into the export market, among others, to the Baghdad

Railroad, to Lithuania, and to Rumania. The class 8.1 was an essential part of the German State Railroad's motive power. Even after 1945 there were still over 1,000 locomotives on the roster in both parts of Germany. The locomotive with the remarkable road number 55 5555 was built as the Prussian "Magdeburg 5242" by Orenstein & Koppel and was in service until 1961 on the DB.



# Diesel Locomotive Set



## 37203 "Diesel Forefathers" Locomotive Set.

3 German State Railroad Company (DRG) diesel locomotives from the 30s. All three models with digital decoders and controlled high-efficiency propulsion. Dual headlights that change over with the direction of travel, digitally controlled.

V 120 (V 3201) compressed air diesel locomotive, 3 axles powered. 2 traction tires. Length over buffers 18.5 cm (7-5/16").

V 140 (V 16) diesel hydraulic locomotive, 3 axles powered. 2 traction tires. Dual red marker lights. Length over buffers 16.5 cm (6-1/2").

V 188 (D 311) double unit diesel locomotive, 2 motors, 4 axles powered. 8 traction tires. Triple headlights and dual red marker lights **separately controlled digitally with 6021 Control Unit**. Length over buffers 25.8 cm (10-3/16").

**The locomotives in the 37203 set are being produced in a one-time series only in 1999 on the occasion of the founding of the German State Railroad Company 75 years ago.**

**The V 140 (V 16) locomotive is being offered for two-rail DC systems by TRIAX (T22449).**

When the German State Railroad Company was founded in 1924 the building of locomotives with internal combustion motors was still in its infancy. There were of course powerful motors available from the shipbuilding industry; the problem was how to transmit the requisite high levels of power to several driving axles. For a long time only small locomotives and relatively lightweight powered railcars were successful with distillate or diesel propulsion in any numbers. Only three spectacular development projects for larger diesel locomotives were carried out in Germany by World War II.



In 1927 the Esslingen Machine Company adopted a concept from the Prussian State Railroad and developed it further. With the V 3201 diesel pneumatic locomotive the running gear and method of power transmission were taken from a steam locomotive. The cylinders were driven with compressed air generated by an air compressor. This in turn was powered by a MAN diesel motor with 1,000 hp, whose exhaust acted to condense the compressed air. After tests in 1929 the locomotive was used on an experimental basis in South Germany as the V 120 001 for almost five years. The project was halted since there was no advantage in operation and costs over that for a steam locomotive.

In 1934/1935 Krauss-Maffei developed a locomotive that combined modern automobile technology with classic railroad mechanics. The V 16 101 had a diesel motor with 1,400 hp (also from MAN) that powered a jackshaft through a hydraulic transmission. As with older electric locomotives this was connected to the driving axles by means of side rods. The locomotive was rushed to completion for the German railroad anniversary and was premiered in 1937 at the Paris International Exhibition. When the locomotive was ready for mass production after several improvements and was classified as the V 140, the rationing of fuel in 1939 and a bombing raid ended the project for the time being. After the war the V 140 001 was overhauled again and used in regular service up to 1952. Since then it has been preserved as a museum piece.

Starting in 1939 Krupp built a locomotive based on an American prototype with a diesel electric propulsion system. Designated D 311, the practical result of this project was an electric locomotive with its own power plant: a 940 hp diesel motor (again from MAN) permanently coupled to a generator that functioned as the actual propulsion system by supplying power to electric axle-suspended motors on all four axles. Twelve of these sturdy, relatively expensive locomotives were built and used in double unit operation for heavy war material. Half of the units considered as pilot models were destroyed. Two double unit locomotives were overhauled in 1952 and updated with more powerful motors. They were used by the DB in regular service for almost 20 years.

None of these three "forefathers" served after the war as the basis for other designs. On the DB a whole new generation of economical diesel locomotives was developed with hydraulic cardan drive transmissions. The DR had similar designs but also bought Russian-design diesel electric locomotives.



# Electric Locomotives



## 33681 Electric Locomotive.

German State Railroad Company (DRG) class E 18. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Imprinted buffer rings. Movable front skirting can be fixed in place for static display. Quill drive driving wheels. Length over buffers 19.5 cm (7-11/16").



**37681** Same as 33681, but with digital decoder and controlled, high-efficiency propulsion. Headlights digitally controlled.



## 34374 Electric Locomotive.

German Railroad, Inc. class 101. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Movable reproduction of the mechanical gear for steering the trucks. Engineer's cabs with interior details. Separately applied handrails. High speed pantographs. Separately applied roof fairing. Length over buffers 21.9 cm (8-5/8").



**37374** Same as 34373, but with digital decoder and controlled, high-efficiency propulsion. Built-in long distance headlights. Standard headlights digitally controlled. Long distance headlights front and rear can be turned on with the 6021 Control Unit. The standard headlights will work in conventional operation.

**This model is being offered for two-rail DC systems by TRIX (T22549).**



*The appropriate express train passenger cars (Märklin models 43211, 43231, and 43261) for the E 18 electric locomotive can be found on page 22.*

In 1935 the German State Railroad Company placed into service the class E 18 developed and built by AEG. This electric locomotive turned in excellent results in heavy express train service. At the world exhibition in Paris this innovative machine was awarded the highest possible prize, the Grand Prix. Even

today the E 18 still rates as one of the most successful developments of the German locomotive builders.

**The 33681 and 37681 models are being produced in a one-time series only in 1999 on the occasion of the 75th anniversary of the German State Railroad Company (DRG).**

The class 101 locomotives starting with the sequential number 004 are already being painted in the German Railroad, Inc.'s new paint scheme. The locomotive body is painted traffic red and the roof fairing and frame skirting are done in basalt gray. A another visible feature are the changed roof vents.



**07461 The Märklin Locomotive Book "Diesel- und E-Lokomotiven" ("Diesel and Electric Locomotives") by Thomas Hornung and Thomas Rietig.**

In this 2nd volume the well-known and popular comparison of the prototype and the Märklin HO model taken from the Märklin locomotive book "Dampflokomotiven" ("Steam Locomotives", item no. 07460) is expanded to the areas of diesel and electric locomotives. Interesting reading for any Märklin enthusiast who would like to know more about his models. 128 pages with many color photos. Format 29.7 cm x 21 cm (11-11/16" x 8-1/4"). German text only.

# 90 Years – and still working.

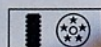
**märklin**  
H0

In 1909 the LAG 2 locomotive was placed into service by the Local Railroad, Inc. for the route Murnau – Oberammergau. It was given the official name of “Pauline”. Its effectiveness was proven with the marked increase in passenger traffic during the Passion Plays in 1910. It was classified as the E 69 by the German State Railroad Company. Aside from a short intermediate period in Heidelberg, the E 69 02 was always used on its original Bavarian route. On June 27, 1982 it was retired from active service as the oldest still active DB locomotive. Since then it has been stationed at the Garmisch maintenance facility as an operational museum locomotive.



## **34475 Electric Locomotive.**

German Federal Railroad class E 69. With DELTA electronic circuit. 2 axles powered. 1 traction tire. Engineer's cabs with interior details. Separately applied handrails. Length over buffers 8.5 cm (3-3/8").



**37475** Same as 34475, but with digital decoder and controlled, high-efficiency propulsion. Headlights digitally controlled.

**This model is being offered by TRIX (T22551) for two-rail DC systems.**

Our model is a completely new design with the frame and body made of finely detailed diecast metal. The small dimensions on this locomotive presented a special challenge to our product development people. Yet they were successful in arranging the motor and circuit board so that even the interior details could be reproduced.



# ICE 3 Powered Railcar Train



## 34780 ICE 3 Powered Railcar Train.

ICE 3 high-speed train. German Railroad, Inc. Class 406. With DELTA electronic circuit. 1 type 406.0 end car, 1st class. 1 type 406.3 dining car intermediate car with motor and drive gear. 4 axles powered. 4 traction tires. 1 type 406.5 end car, 2nd class. Engineer's cabs in the end cars with interior details. Direction-dependent power pickup in the end car at the front of the train. Special close couplers with guide mechanism. Interior lighting is supplied with power by means of a continuous electrical connection through the entire train. Train length 86.3 cm (34").



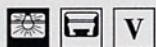
**37780** Same as 34780, but with digital decoder and controlled, high-efficiency propulsion. Built-in long distance headlights. Standard headlights digitally controlled. Interior lighting, long distance headlights front and rear digitally controlled with the 6021 Control Unit. The standard headlights and the interior lighting will work in conventional operation.

**This model is being offered for two-rail DC systems by TRIX (T22560).**

At the end of 1998 the third ICE generation, the ICE 3, was presented to the public for the first time at the Eurail-speed in Berlin. This new ICE is being presented with a whole series of technological refinements and will thereby contribute to the further shortening of travel times. With the ICE 3 the variety of locomotives and cars on the German Railroad, Inc. system will be expanded by one with a very striking appearance. The visual side of the ICE 3 attracts attention above all with its streamlined front part that sets new standards with its aerodynamic shape. The most striking technical change is of course the propulsion concept. Whereas the propulsion for the ICE 1 and ICE 2 was located in the two end powered cars, in the new generation ICE 3 the entire propulsion system is now distributed under the car bodies. The ICE 3 is generally operated as an eight car train and can be

operated in tandem with another train. One part of the trains is equipped for the German Railroad, Inc.'s power system and is designated as the class 403. Another part is equipped as four-system trains for cross border use in Europe. These powered railcar trains are designated as the class 406 and are intended chiefly for international routings. The interiors of the trains also attract attention with their functional, appealing ambiance. Particularly attractive is the passenger area directly behind the engineer that allows a direct view into the cockpit and down the tracks. In 1999 these trains will be placed into service and in the year 2000 the first trains are to be used for the Expo in Hannover.

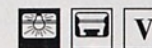
The special features of the end cars in the Märklin models can be reproduced true to the prototype by motorizing the dining car.



**43707 ICE 3 Intermediate Car.**

German Railroad, Inc. type 406.1 transformer car. 1st class. Intermediate car as supplement to the 34780/37780 ICE trains. Special close couplers with guide mechanism. Interior lighting powered by means of continuous electrical connection through the entire train. Length 27.9 cm (11").

This model is being offered for two-rail DC systems by TRIAX (T23380).



**43727 ICE 3 Intermediate Car.**

German Railroad, Inc. type 406.6 transformer car. 2nd class. Intermediate car as supplement to the 34780/37780 ICE trains. Special close couplers with guide mechanism. Interior lighting powered by means of continuous electrical connection through the entire train. Length 27.9 cm (11").

This model is being offered for two-rail DC systems by TRIAX (T23381).



# Train Set

## 50 Years of the DB

It was a difficult beginning for the new established German Federal Railroad: Everything after the war that could run was put into operation again to provide at least the most necessary transportation services. And yet the young DB soon became the backbone of the economic miracle. Locomotives and rolling stock were modernized with massive rebuilding and new construction programs. The modern diesel and electric locomotives above all brought about massive savings in energy. The elegant TEE and FD trains became symbols for the dynamic character of the DB.

At the same time however airplanes, trucks and the automobile developed into serious competition. The railroad today must constantly hold its own in all areas – passenger and freight service, commuter and long distance service. The DB AG is putting itself on the path to the future with a fundamental restructuring and attractive offerings such as the ICE.



### 28508 "Commuter Service" Train Set.

Set consists of 1 steam locomotive and 3 different commuter cars.

German Federal Railroad class 86 tank locomotive. With DELTA electronic circuit. 4 axes powered. 2 traction tires. Painted boiler bands.

2 German Federal Railroad type 885 commuter cars. With different car numbers. 2nd class. Light traces of soot on the roofs. German Federal Railroad type Byg 516 commuter car. 1st class. Light traces of rust on the roofs. Train length 69.3 cm (27-5/16").

Locomotive and cars in a special version. Not available separately.



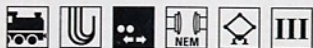
**226508** Same as 28508, but with digital decoder and controlled, high-efficiency propulsion. Headlights digitally controlled. Headlights will work in conventional operation.

**The 26508 and 28508 trains sets are being produced in a one-time series only in 1999.**



# Electric Locomotive

**märklin**  
HO



## 33231 Electric Locomotive.

Belgian State Railways (SNCB/NMBS) class 122 (22). Original version. With DELTA electronic circuit. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. Length over buffers 20.7 cm (8-1/8").

The 33231 and 37231 locomotives are being produced in a one-time series only in 1999.

This model is being offered for two-rail DC systems by TRIx (T22596).



**37231** Same as 33231, but with digital decoder and controlled, high-efficiency propulsion. Headlights digitally controlled and will work in conventional operation. **Horn sound effects digitally controlled with 6021 Control Unit.**

The class 22 general purpose locomotives were placed into service on the Belgian State Railways (SNCB/NMBS) starting in 1953; at that time they were still classified as 122. These 50 locomotives now are among the oldest locomotives in Belgium, and they have been reliable and indestructible. The sturdy basic design was continued until 1961 on the successor classes 23 (123) and 25 (125). Changes involved design details such as the side vents or the brake equipment – and thereby the total weight between 84 and 93 metric tons. The output of

1,740 kilowatts (approx. 2,333 hp) and the maximum permissible speed of 130 km/h (81 mph) are the same on all of the locomotives in the "family". These locomotives have been updated several times, in the headlights and the heating equipment, for example. Many of the locomotives have been equipped for multi-unit operation, and 8 units (class 25.2) were equipped for both the Belgian current system (3,000 volts DC) and the Dutch system (1,500 volts DC). Of primary interest is the fact that these locomotives have been painted and repainted in numerous different, simple as well as decorative paint schemes. All 155 units of these classes are still on the SNCB roster.



# Traveling over the Gotthard.



## 42383 Swiss Old-Timer Passenger Train Car Set.

Three older design express train passenger cars of the Swiss Federal Railways (SBB).

1 type B4ü coach (former type AB4ü), 2nd class open seating with large windows, 1 type B4ü (former type C4ü), 2nd class with compartments and small windows. 1 type D4ü (former F4ü)

baggage car, BLS design. These cars go with older SBB locomotives such as the Ae 8/14 (item no. 33593/37593). Total length over buffers 68.0 cm (26-3/4").

**DC wheel set 70 1580**

All cars in special version. Not available separately.

Additional SBB type 4ü cars are being readied.





The special requirements of the steep grades on the Gotthard route led to the construction of the Ae 8/14 double electric locomotive in the 30s. With a service weight of 240 metric tons and 8 traction motors, this monumental machine had a starting tractive effort of 50 metric tons. The hourly output of 7,500 hp was transmitted by the proven Buchli drive system from the Ae 4/7. The Märklin model 33593/37593 prototypically reproduces the 11801 as it looked from 1961 to 1971. These changes are particularly visible in the two pantographs, the headlights, and the pneumatically operated quick break switch.

### **33593 Ae 8/14 Double Electric Locomotive.**

Swiss Federal Railways (SBB) class Ae 8/14. Version 11801 with 2 pantographs. With DELTA electronic circuit. 2 motors. 4 axles powered. 8 traction tires. Permanent drawbar between the locomotive halves. Swiss design pneumatically operated quick break switch. Engineer's cabs with interior details. Length over buffers 39.1 cm (15-3/8").



**37593** Same as 33593, but with digital decoder and controlled, high-efficiency propulsion. Headlights digitally controlled.

**This model is being offered by TRIAX (T22587) for two-rail DC systems.**



# Train Set

One of the most famous American luxury trains is celebrating its 50th birthday. In 1949 the "California Zephyr" (insiders just say "CZ") was placed into service as a joint project of the Chicago, Burlington & Quincy, Denver & Rio Grande Western, and Western Pacific Railroads. The route led from Chicago on Lake Michigan via Denver, Colorado and Salt Lake City, Utah to Oakland in California through the marvelous landscapes of the USA. The attractive panorama was an essential part of the concept. Several vista domes were always

part of the train's consist, including a dome observation at the end. The "CZ" was the first of the so-called "Domeliners".

The railroads participating in the operation of the train provided locomotives and rolling stock in proportion to their share of the route. The train was usually composed of a mix of cars lettered for CB&Q, D&RGW or WP; all of the cars were similar in design. Up to 1975 the entire pool of cars for the "CZ" totaled 77 units that bore individual

names from "Silver Antelope" to "Silver Valley". The locomotives came chiefly from the Electro-Motive Division of General Motors and were generally operated in multiples of three.

A large part of the original cars were acquired by Amtrak in the 70s, which still operates the route of the "California Zephyr". Today modern, standard design rolling stock is used of course; service and comfort are a matter of course and no longer the domain of the great name trains.





### 26600 "California Zephyr" Express Passenger Train.

Three unit EMD F 7 diesel locomotive with 6 streamliner passenger cars for the Western Pacific, Chicago, Burlington & Quincy, and the Denver & Rio Grande Western.

Locomotive is one A unit and 2 B units. With digital decoder and controlled, high-efficiency propulsion. 2 motors. 4 axles powered. 8 traction tires. Headlights and lighted number boards digitally controlled. **Sound effects generator with diesel locomotive operating sounds, horn and dynamic brake digitally controlled with 6021 Control Unit.** The headlights and the operating sounds

will work in conventional operation. Permanent drawbars between the three locomotives. Prototypical coupler at the front (non-working), coupler hook at the rear.

- 1 baggage car "Silver Light"
- 1 sleeping car "Silver Valley"
- 1 dining car "Silver Banquet"
- 2 vista dome cars "Silver Ranch", "Silver Dollar"
- 1 dome observation car "Silver Sky".

All cars with aluminum superstructures and separately applied details. Interior lighting by means of current-conducting couplers. Observation car with pickup shoe and digital decoder. Interior lighting digitally controlled, also will work in conventional operation. **Marker lights and lighted drumhead sign can be turned on with 6021 Control Unit.** Train length 205 cm (80-11/16").

Locomotive and cars in special version. Not available separately.

**The 26600 "California Zephyr" express train is being produced in a one-time series only in 1999.**



# Express Train Passenger Cars



## 42142 Physician's Coach.

Royal Württemberg State Railways (K.W.St.E.) type A 75. Separately applied metal roof vents. Etched metal platform railings and roof supports. Hinged foot plates. Length over buffers 18.3 cm (7-3/16").

DC wheel set 70 0630



The K.W.St.E. made use of this physician's coach in order to be able to give help for railroad accidents as quickly and effectively as possible right at the location of the accident. It is in a way the forerunner of today's emergency services trains.



## 43211 Express Train Passenger Car.

German State Railroad Company (DRG) type BC4ü. 2nd and 3rd class. Prototypical roof details. Ready for installation of current-conducting couplers. Length over buffers 24.4 cm (9-5/8").

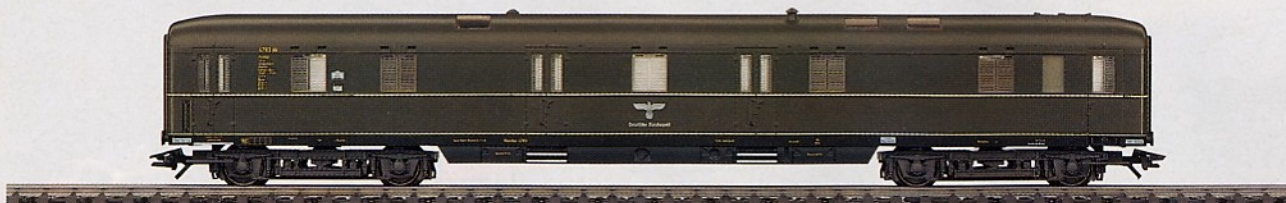
DC wheel set 70 0580



## 43231 Express Train Passenger Car.

German State Railroad Company (DRG) type ABC4ü. 1st, 2nd and 3rd class. Prototypical roof details. Ready for installation of current-conducting couplers. Length over buffers 24.4 cm (9-5/8").

DC wheel set 70 0580



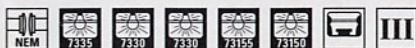
## 43261 Mail Car.

German State Postal System type Post4ü, used on the German State Railroad Company (DRG). Prototypical roof details with skylights. Ready for installation of current-conducting couplers. Length over buffers 26.3 cm (10-3/8").

DC wheel set 70 0580

*These DRG express train passenger cars go well with the class E 18 electric locomotive (Märklin models 33681/37681, see page 12).*

# Car Set

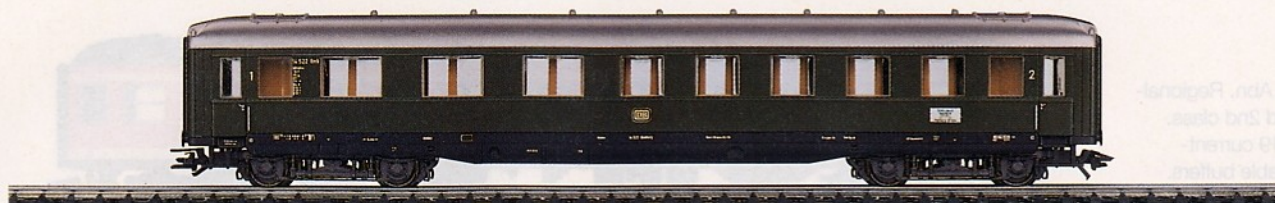


## 42941 "Riviera Express" Car Set.

Set consists of 5 different German Federal Railroad and Italian State Railways (FS) express train passenger cars. 1 each 1st class passenger car, 1 each 2nd class passenger car, 1 each FS 2nd class passenger car, 1 dining car, 1 baggage car. Equipped for installation of 7319 current-conducting coupler. Adjustable buffers. Total length over buffers 135.8 cm (53-7/16").

**DC wheel set 70 0580**

All cars in special version. Not available separately.



*The class 10 express steam locomotive (Märklin models 34080/37080) goes well with this car set and can be found on page 41.*

**The 42941 car set is being produced in a one-time series only in 1999.**

The route for the D 167 "Riviera Express" took passengers from Hamburg-Altona to Ventimiglia on the Italian Riviera and back. The class 10 was used for motive power to keep the travel times as short as possible on the very well constructed line between Hannover and Frankfurt. Here it was able to demonstrate its abilities to the fullest. An oil standpipe just for this locomotive was installed on the station platform at the intermediate stop in Bebra to allow refueling in the shortest possible time.

# "Silberlinge"



## 42551 Commuter Car.

German Railroad, Inc. type Abn. Regional-bahn color scheme. 1st and 2nd class. Ready for installation of 7319 current-conducting coupler. Adjustable buffers. Length over buffers 26.4 cm (10-3/8"). DC wheel set 70 0580



## 42561 Commuter Car.

German Railroad, Inc. type Bnz. Regional-bahn color scheme. 2nd class. Ready for installation of 7319 current-conducting coupler. Adjustable buffers. Length over buffers 26.4 cm (10-3/8"). DC wheel set 70 0580



## 42571 Commuter Car.

German Railroad, Inc. type BDnrzf. Regional-bahn color scheme. 2nd class with baggage compartment. Lighted destination board. Ready for installation of 7319 current-conducting coupler. Adjustable buffers. Length over buffers 26.4 cm (10-3/8").



When operated control car first, triple white headlights shine.



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



# Push/Pull Train With A Janus Head Look.

**märklin**  
H0



## 42168 Swiss "Push/Pull Train" Car Set.

Four current Mark IV express passenger cars of the Swiss Federal Railways (SBB). 1 type A open seating car, 1st class. 1 type B open seating car, 2nd class. 1 type WR dining car, newer Mark IV design, with roof pantograph and galley doors. 1 type Bt cab control car, Euro City design, 2nd class with engineer's cab and headlights. All cars in push/pull version. Total length over buffers 106.5 cm (41-15/16").

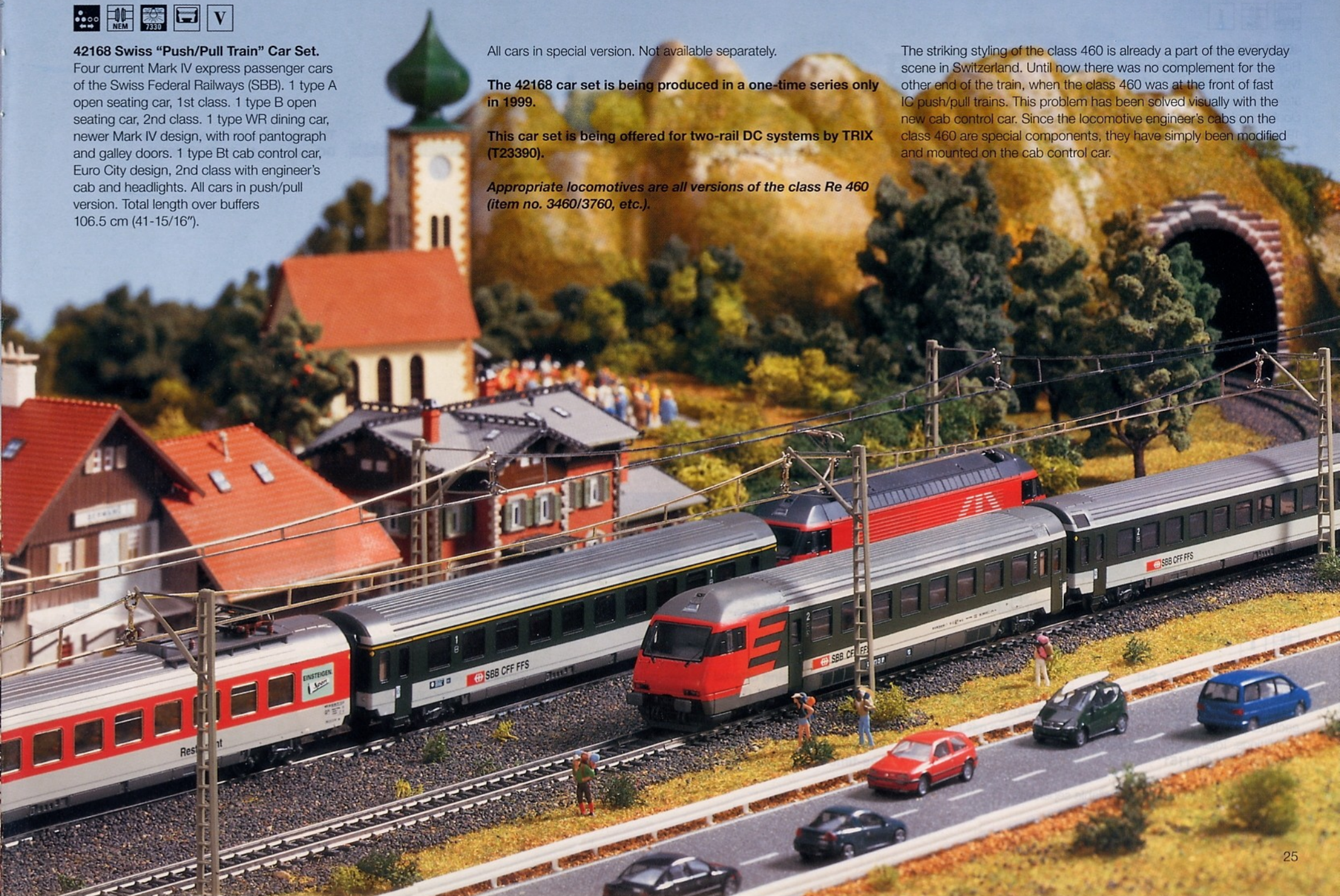
All cars in special version. Not available separately.

**The 42168 car set is being produced in a one-time series only in 1999.**

**This car set is being offered for two-rail DC systems by TRIX (T23390).**

**Appropriate locomotives are all versions of the class Re 460 (item no. 3460/3760, etc.).**

The striking styling of the class 460 is already a part of the everyday scene in Switzerland. Until now there was no complement for the other end of the train, when the class 460 was at the front of fast IC push/pull trains. This problem has been solved visually with the new cab control car. Since the locomotive engineer's cabs on the class 460 are special components, they have simply been modified and mounted on the cab control car.



# Provincial Railroad Freight Cars



## 46280 Flat Car.

Royal Bavarian State Railroad (K.Bay.Sts.B.) type SSml. With brakeman's cab. Removable stakes. Fine reproduction of archbar trucks. Double spoked wheels. Length over buffers 19.6 cm (7-11/16").

DC wheel set 20 6852



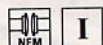
This model is being offered for two-rail DC systems by TRIAX (T23914).



## 48281 Beer Car.

Royal Württemberg State Railways (K.W.St.E.) type H 3572. Brakeman's platforms at both ends of the car. Separately applied ice hatches on the roof. Length over buffers 10.6 cm (4-3/16").

DC wheel set 70 0630



## 46600 "Gas Cars" Car Set.

Set consists of 3 Royal Bavarian State Railroad (K.Bay.Sts.B.) gas transport cars. With brakeman's platform. Different car number for each car. See-through frame. Fine reproduction of the gas tanks and fittings. Total length over buffers 30.6 cm (12-1/16").

DC wheel set 60 1151

This model is being offered for two-rail DC systems by TRIAX (T23915).

The 46600 car set is being produced in a one-time series only in 1999.

During the provincial railroad period the lighting for locomotives, passenger and maintenance cars as well as station lighting was operated chiefly with gas. Supplies of this fuel were transported to the stations and maintenance facilities with so-called gas cars. The Bavarian gas cars gave such excellent results in operation that they remained in service for decades.

All cars in special version. Not available separately.

# A Märklin plant location celebrates its city.

**märklin**  
H0

In 1349 the small settlement of Sonneberg on the southern slopes of the Thuringian Forest was granted a town charter by its count. After repeated destruction by fires, pillaging, and environmental catastrophes Sonneberg developed at the start of the 19th century into a toy manufacturing center. A newly developed raw material, paper maché, made it possible to produce a wide variety of designs for toys with a high degree of durability. Gaining a link to the postal system (1808) and the railroad (1858) accelerated the economic development of the town. In 1883 Sonneberg established an industrial training school that served as an impetus for the production of toys. In 1913 Sonneberg became the "World Toy City" and today is the site of the German Toy Museum.

When Märklin was searching for a new location for a plant after the reunification of West and East Germany, Sonneberg was the first preference. After 12 months of preparation work production began in 1992, initially of H0 cars, then Z cars, and finally the decision to produce C Track came to Sonneberg. Today Sonneberg has over 300 Märklin employees. Märklin – Sonneberg has become an important business factor for the region – and for Märklin a reliable partner in its production complex. We are celebrating the 650th anniversary of the city of Sonneberg with a DRG car set, produced in Sonneberg of course with the customary quality and love of detail.



## 47895 "650 Years of Sonneberg" Car Set.

Set consists of 5 different German State Railroad Company (DRG) freight cars and 1 furniture wagon. 1 boxcar. Sliding doors that can be opened. 1 tank car with brakeman's cab. 1 refrigerator car. Brakeman's platform on both ends. 1 gondola with brakeman's cab. Loaded with scale sized stone chips. 1 low side car with brakeman's cab. Loaded with a furniture wagon. Total length over buffers 55.4 cm (21-13/16").

**DC wheel set 70 0580**

All cars in special version. Not available separately.

**The 47895 car set is being produced in a one-time series only in 1999.**



# Freight Cars



## 46274 Boxcar.

Saar Railroad type 54, used on the German Federal Railroad. Vent hatches picked out in different color. Length over buffers 11.5 cm (4-1/2").

DC wheel set 70 0580



These two-axle boxcars were acquired for the railroads in Saarland starting in 1955. The side walls were made of spruce and fir wood. The four ventilation openings on the sides were equipped with hatches of galvanized sheet steel.



## 48881 Livestock Car.

German Federal Railroad type V 23. Sliding doors that can be opened. Length over buffers 10.5 cm (4-1/8"). Figures of sheep and chickens included.

DC wheel set 70 0580



## 48941 "Container Cars" Car Set.

Set consists of 2 German Federal Railroad type Bt 10 flat cars for containers. With different car numbers. Separately applied data boards. Each loaded with 3 removable tank containers. Total length over buffers 22.8 cm (9").

DC wheel set 70 0580

Both cars in special version. Not available separately.



## 46613 Silo Container Car.

German Federal Railroad type Kds 54. With brakeman's platform. Metal ladders and brakeman's platform. Length over buffers 10.0 cm (3-15/16").

DC wheel set 70 0580





## 48784 "G 10 Boxcar" Car Set.

Set consists of 3 different German Federal Railroad boxcars. Type G 10 with brakeman's cab. Type G 10 with brakeman's cab removed. Type G 10 without brakeman's cab. All cars have sliding doors that can be opened. Total length over buffers 33.2 cm (13-1/16").

**DC wheel set 2 x 70 0580**

**4 x 70 0270**

All cars in special version. Not available separately.

**The 48784 car set is being produced in a one-time series only in 1999.**



## 42902 "Information Car" Car Set.

Set consists of 2 German Railroad, Inc./DB Cargo information cars. With different car numbers. Traffic red paint scheme. Total length over buffers 54.2 cm (21-5/16").

**DC wheel set 70 0580**

Both cars in special version. Not available separately.

The German Railroad's freight traffic area has two windowless express train coaches in traffic red and lettered for DB Cargo. What is concealed inside these cars is not recognizable to outsiders. These cars serve to provide information to employees of the railroad about planned internal changes and new procedures.

# Freight Cars



## 48033 High Capacity Sliding Wall Boxcar.

Type Habis 8, used on the German Federal Railroad (DB). Privately owned by RAILSHIP, Inc., Lübeck-Travemünde, Germany. Adjustable buffers and trucks. Length over buffers 26.7 cm (10-1/2").

DC wheel set 70 1580



*The DB, Inc. class 101 electric locomotive (Märklin models 34374/37374) goes well with these cars and can be found on page 12.*



## 47200 Car for Transporting Coils of Rolled Sheet Steel.

German Railroad, Inc., DB Cargo Business Area, type Shimmms 718. Model with closed tarp cover. Length over buffers 13.8 cm (5-7/16").

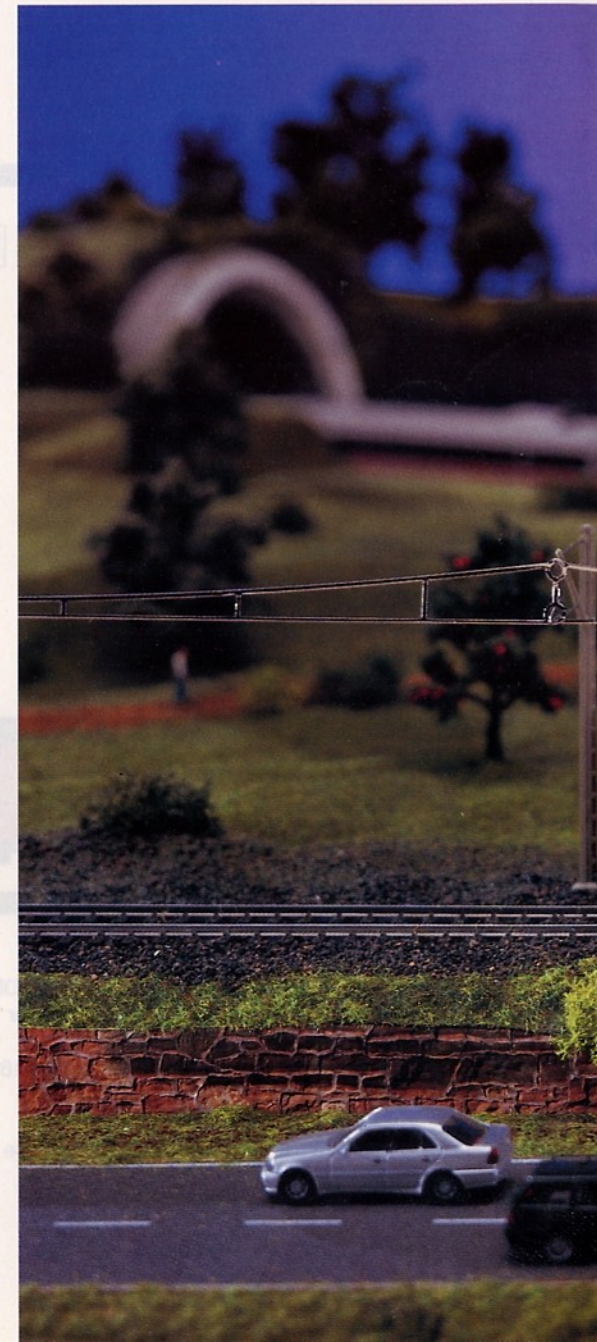
DC wheel set 70 1580



## 47741 Car Set for Transporting Anthracite Coal.

3 American design gondolas lettered for the Erie, Lackawanna, and Erie-Lackawanna Railroads. Load inserts with real anthracite coal. RELEX couplers. Total length 51.0 cm (20-1/16").

DC wheel set 70 0600

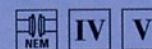




## Live on TV: A trip by camera over your model railroad layout.

Now you can experience in H0 with Märklin H0 what was previously reserved for the large Maxi scale: Run your model train as if you were the engineer, enjoy the view of the landscape on your layout from the vantage point of the model locomotive engineer's cab. You'll drive through tunnels and into stations, you'll have every corner, every turnout and signal in full view. You can operate the train by sight. And if you place the camera car at the end of the train or behind several flat cars, then you will enjoy the trip from other, attractive perspectives.

The Märklin Digital system provides constant power to the video camera and the sender, even when the train is standing still. The miniaturized camera features a high level of light sensitivity and delivers a consistently bright image despite changing light conditions during the train's run. The camera's high degree of image definition makes it possible to reproduce the small dimensions of an H0 layout in a large zone of sharp focus. The camera can be turned on and off with the function buttons. A video receiver transmits the image signal to any standard television.



### 49940 Construction Car with Built-in Video Camera and Sender.

Construction car converted from type WLüg(e) skirted passenger car with built-in video camera and sender. As delivered from the factory this car is only usable in digital operation. Video camera can be turned on by means of a digital function. The camera lens is located in the end of the car. Also included with the car are the receiver with a plug for household current and a connecting cable for a television or video recorder with Euro connector. Length over buffers 27.0 cm (10-5/8").





*The distance between the sender and the receiver can be no greater than 30 meters (approx. 98 feet). Obstacles between the sender and receiver can shorten the maximum range.*

*This transmission system is approved for use in German, Belgium, the Netherlands, Luxembourg, Switzerland, and Austria. This system may not be used in other countries.*

*Application has been made for approval in several other countries. Please ask about the current status of this approval process before buying the system.*



# "Goliath" On Rails

## The Prototype

The largest German railroad crane is called "Goliath", was built in 1977 by Krupp and has been stationed in Dortmund, Hannover and Würzburg. It is used in the construction of bridges and other engineering works, for rerailling derailed locomotives and cars, and for handling heavy loads. It can lift 150 metric tons within a working radius of up to 8 meters (approx. 26 feet) and can lift 32 metric tons within a radius of 18.5 meters (approx. 61 feet).

For the operation of the crane support arms on the car frame are swung out to a base 7 by 7 meters (approx. 23 by 23 feet) and are leveled into place with hydraulic cylinders onto stacks of ties.

## The Functions

Modern digital technology and precise, fine mechanics make it possible: You have complete freedom to operate the scale H0 model of the 150 metric ton crane with electrically powered functions by remote control from the 6021 digital central unit. A miniature, high-efficiency motor with special gearing is integrated into the chassis and rotates the crane superstructure that is mounted on a crown gear like the prototype. Two other miniature motors are built into the crane superstructure, and they power the cable winches to raise the boom and the main hook. Both cables guides are detailed with



**Operator's cab with prototypical rotational drive.**

The procedure for putting the crane into operation is much the same as that for the prototype; even the preparations give you something of the real life experience. First, a suitable spot for the crane to be set up is determined, catenary or signals are removed as required, and the crane is moved into position. Then the side support arms

are swung out and positioned with spindle levelers over stacks of ties. The counterweights are brought up on their transport car and are mounted on the back wall of the crane. Using digital function f2 and the speed control knob on the 6021, the boom is carefully raised and the crane hook is made ready for operation.



**Support arms swung out into position – crane in working position.**

The height of the boom is determined by more than the location of the load and where it must be moved to; the weight of the load also



**Counterweights mounted on the crane superstructure.**

After the auxiliary car is uncoupled, the digital system takes over the control of the crane. Functions f1, f2 and f3 on the Control Unit are used to select respectively the mechanism to rotate the crane superstructure, raise the boom, raise the main hook. The movement itself and the direction are controlled with a fine touch using the speed control knob on the Control Unit – a very simple way to operate the crane.

In the transport position the boom can be swung to the side, and despite its length it still fits within the loading gauge on curves. The set of equipment available for work consists at a minimum of the crane car, the counterweight car, and the boom support car that are coupled together in a working consist. As a rule a car for transporting cable, a repair and tool car as well as a crew car are also included in the train transporting the crane car. The maximum transport speed of 100 km/h (62 mph) and a permanent work crew that includes specialists ensure that this railroad crane is ready to go in a short time.

plays a role here. Lighter loads can be moved with the boom positioned lower; rerailling a locomotive must be done with the boom raised quite high and close to the area of support. The model load is readied with cables and is hung on the main hook. The cleverly arranged tackle lines enable the small motors in the crane to develop considerable power when lifting the load. The crane superstructure can be turned at any time and far as desired.

Operating a digitally controlled model railroad layout takes on new dimensions with these technical possibilities. The digitally controlled "Goliath" railroad crane is more than an impressive super model; it reproduces the action and atmosphere of the prototype to perfection in H0 scale.



**Auxiliary boom with deflection pulleys.**



**Metal main hook with pulleys.**

# Digital Crane Car



## 49950 Railroad Crane Set with Digital Functions.

German Federal Railroad "Goliath" 150 metric ton crane, boom support car and counterweight car.

Crane car with 8-axle metal frame and superstructure. Metal counterweights that can be mounted on the crane. Electrical pickup, 3 motors and special version digital decoder for remote control with the 6021 Control Unit. Superstructure with boom can be rotated on prototypical crown gear. Boom can be raised and lowered by means of pulley and double block and tackle. Metal main hook can be

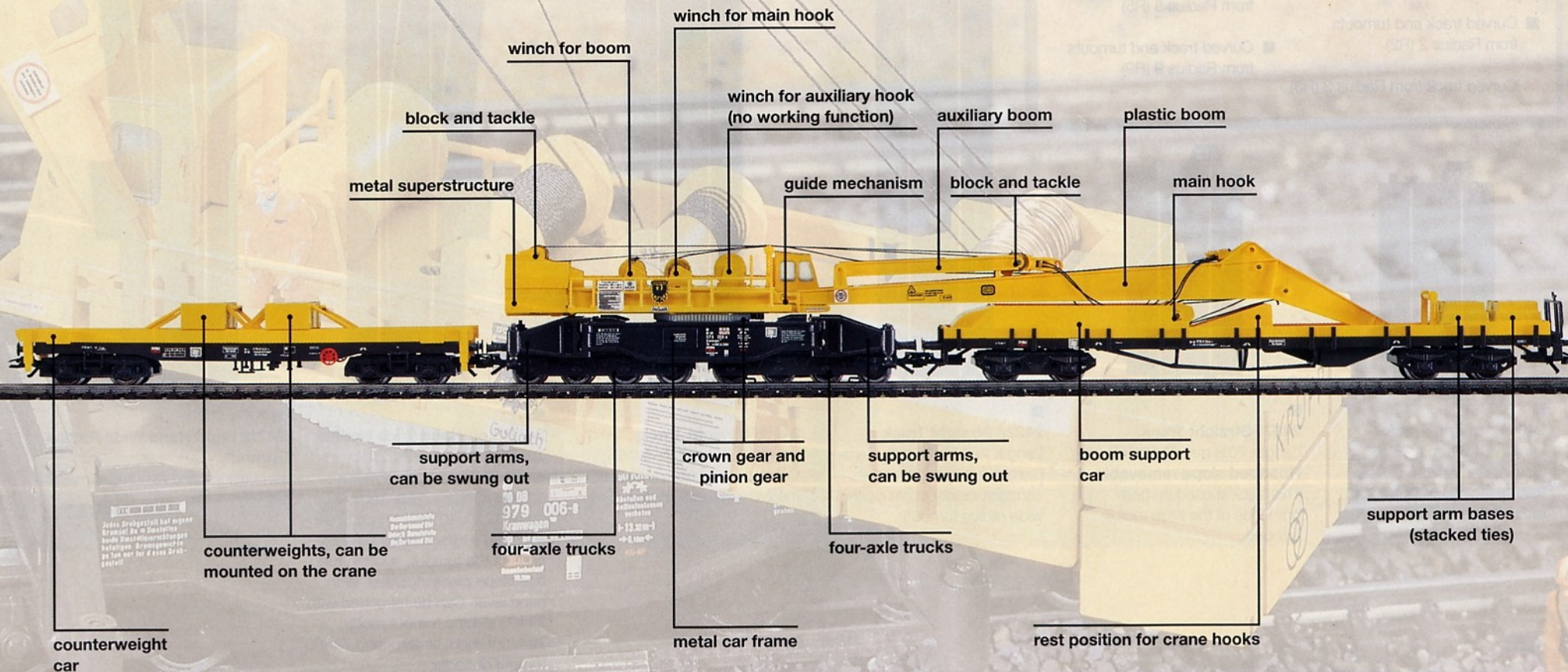
raised and lowered by means of pulley and double block and tackle. 4 support arms can be swung out manually and can be fixed in place on the bases included with the crane set by means of spindle levelers. Maximum length of the superstructure with boom and counterweights is 34 cm (13-3/8"). Maximum working radius of the hook is 21 cm (8-1/4"). Crane boom swings to the side prototypically on curves during transport.

Crane boom car supports the boom and provides a rest position for the crane hooks and the support bases (stacked ties).

Counterweight car with special equipment for the transport and installation of the counterweights.

Total length over buffers 55.0 cm (21-5/8").

**Production and delivery of the 49950 railroad crane set are planned for the second half of 1999.**



# Digital Crane Car



## 49950 Railroad Crane Set with Digital Functions.

German Federal Railroad "Goliath" 150 metric ton crane, boom support car and counterweight car.

Crane car with 8-axle metal frame and superstructure. Metal counterweights that can be mounted on the crane. Electrical pickup, 3 motors and special version digital decoder for remote control with the 6021 Control Unit. Superstructure with boom can be rotated on prototypical crown gear. Boom can be raised and lowered by means of pulley and double block and tackle. Metal main hook can be

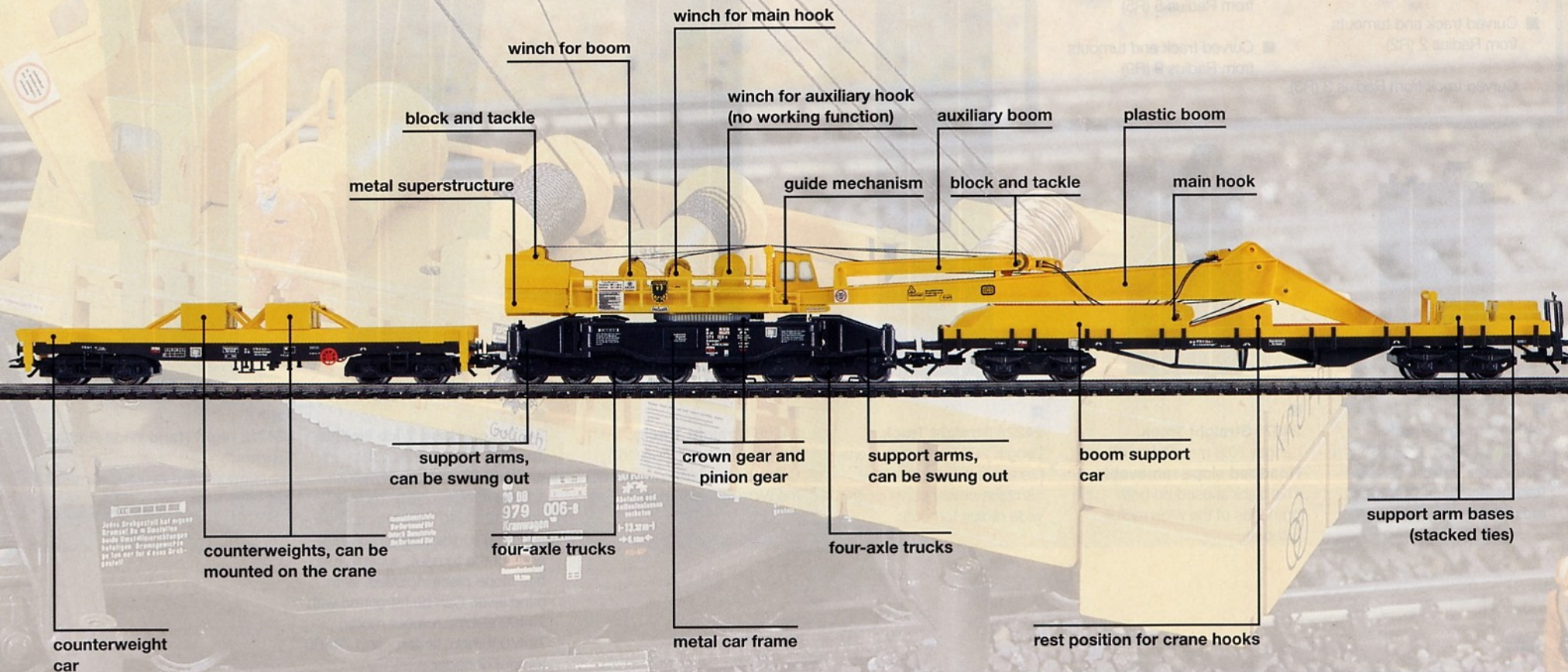
raised and lowered by means of pulley and double block and tackle. 4 support arms can be swung out manually and can be fixed in place on the bases included with the crane set by means of spindle levelers. Maximum length of the superstructure with boom and counterweights is 34 cm (13-3/8"). Maximum working radius of the hook is 21 cm (8-1/4"). Crane boom swings to the side prototypically on curves during transport.

Crane boom car supports the boom and provides a rest position for the crane hooks and the support bases (stacked ties).

Counterweight car with special equipment for the transport and installation of the counterweights.

Total length over buffers 55.0 cm (21-5/8").

**Production and delivery of the 49950 railroad crane set are planned for the second half of 1999.**



# High C with a wide sweep.

With two larger radius curves and 12° wide radius turnouts the C Track system is now fulfilling the wishes of demanding model railroaders. You can now lay out main lines and station entrances with generous, sweeping tracks which gives a specially impressive effect with trains with long cars. Smart planners will use the wider radius curves on the visible part of the layout and track and turnouts with space saving standard curves in concealed areas.

## Color Coding:

- |  |  |
|--|--|
| ■ Straight track and crossings                 | ■ Curved track from Radius 4 (R4)              |
| ■ Curved track and turnouts from Radius 1 (R1) | ■ Curved track from Radius 5 (R5)              |
| ■ Curved track and turnouts from Radius 2 (R2) | ■ Curved track and turnouts from Radius 9 (R9) |
| ■ Curved track from Radius 3 (R3)              |  |



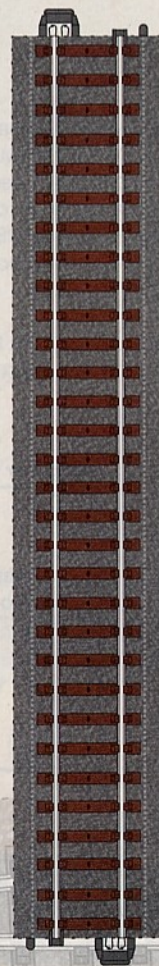
**24064 Straight Track.**  
Length 64.3 mm (2-9/16").  
Corresponds to the parallel track spacing for the wide radius turnouts.



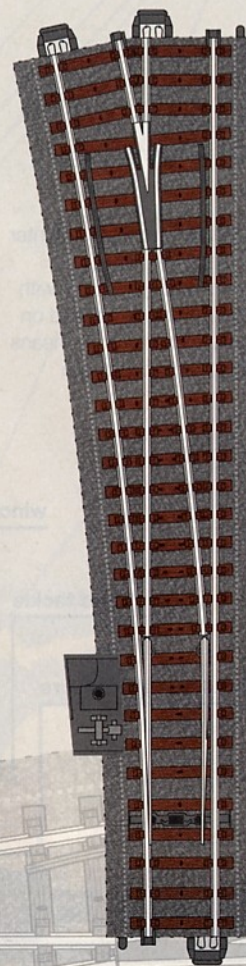
**24071 Straight Track.**  
Length 70.8 mm (2-13/16").  
**Roadbed slope removable.**  
This track is used on both branches of the wide radius turnouts.



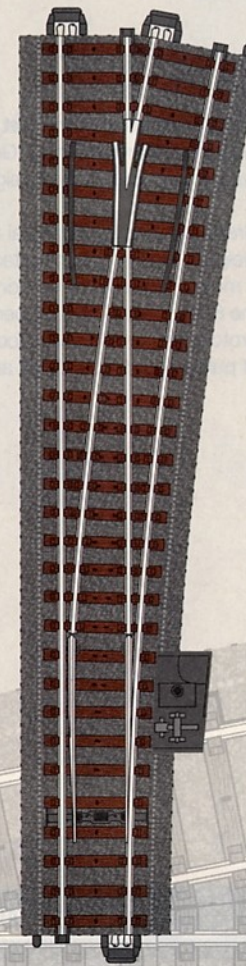
**24229 Straight Track.**  
Length 229.3 mm (9").  
Complements the length of the complementary curve on the wide radius turnouts.



**24236 Straight Track.**  
Length 236.1 mm (9-5/16").  
Corresponds to the length of the wide radius turnouts.

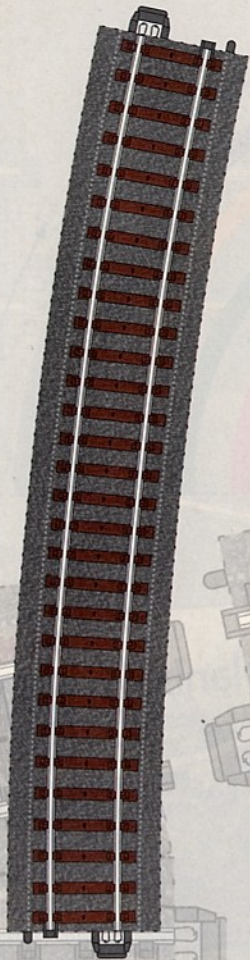


**24711 Left Hand Wide Radius Turnout.** Length 236.1 mm (9-5/16"). Branch track radius 1,114.6 mm (43-7/8"). Turnout curve 12.1°. 10° metal frog. 2 sections 24701 track required at the ends of the turnout, suitable roadbed slope piece included. With hand lever. Can be retrofitted with 74490 electric turnout motor, 74470 turnout lantern, and 74460 turnout decoder.



**24712 Right Hand Wide Radius Turnout.**  
Dimensions and features same as 24711.

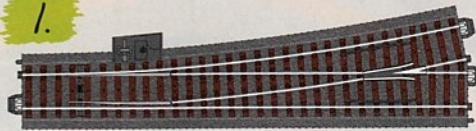
10° to 12° C...



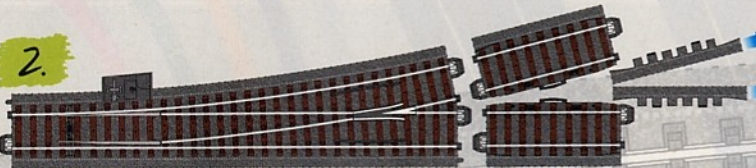
#### 24912 Curved Track.

Radius 1,114.6 mm (43-7/8").  
Curve 12.1°. Complementary  
curve for wide radius turnouts.  
Also suitable for use in constructing  
main lines.

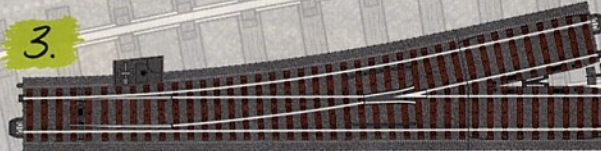
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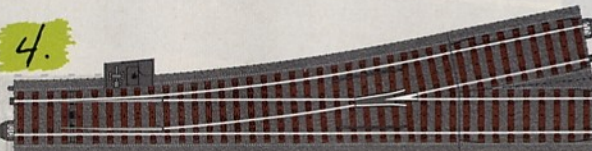
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3.



4.

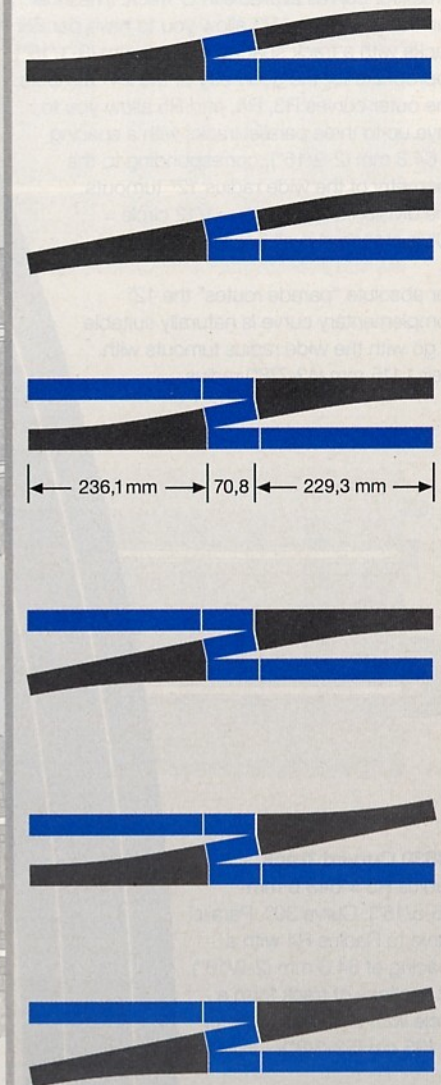


#### ... the wide radius turnouts for C Track.

The purposeful continued development of the C Track  
program is also giving the demanding model railroader  
a generous track geometry for a prototypical appearance.  
The specifics on the wide radius turnouts can be seen  
below:

- ✕ turnout length 236.1 mm (9-5/16")
- ✕ branch track radius 1,114.6 mm (43-7/8")
- ✕ turnout curve 12.1°
- ✕ frog angle 10°
- ✕ track spacing 64.3 mm (2-9/16")

As with the compact 24° turnouts, the turnout ends in  
the 12° system are also symmetrical in their design; the  
connection dimensions are the same in every installation  
situation. Even with a narrow track spacing and an acute  
turnout angle it is still possible to have continuous road-  
bed on the turnout's branch. One section each of 24071  
track with removable roadbed slope pieces are installed  
on the two ends of the turnout; the track bed does not  
have to be altered in any special way. The wide radius  
turnouts are equipped with hand levers and can be retro-  
fitted with electric turnout motors, installation decoders  
and turnout lanterns.



# In the best of circles...

## ... large radii for C Track.

With the new large radius curves there are now 5 radii for curves available in C Track. The inner curves R1, R2, and R3 allow you to have parallel tracks with a track spacing of 77.5 mm (3-1/16"), appropriate for the geometry of the 24° turnouts. The outer curves R3, R4, and R5 allow you to have up to three parallel tracks with a spacing of 64.3 mm (2-9/16"), corresponding to the geometry of the wide radius 12° turnouts. The division of 1/1 track = 1/12 circle = 30° is standard in all 5 radii.

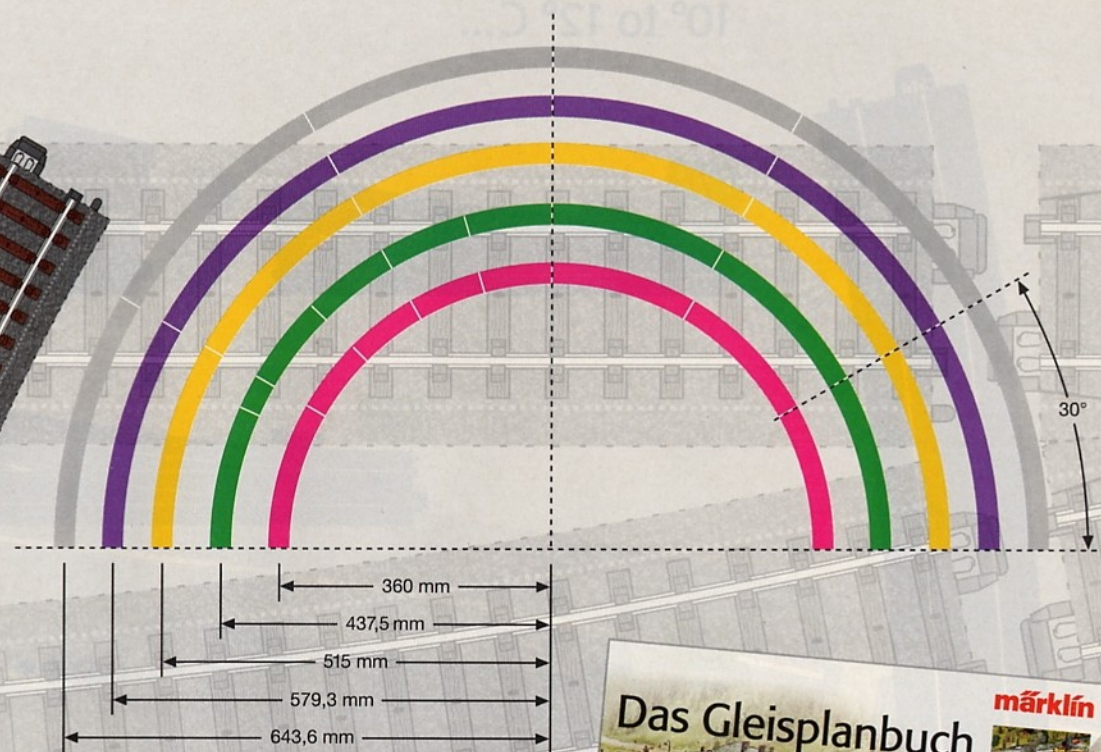
For absolute "parade routes" the 12° complementary curve is naturally suitable to go with the wide radius turnouts with their 1,115 mm (43-7/8") radius.

## 24530 Curved Track.

Radius R5 = 643.6 mm (25-5/16"). Curve 30°. Parallel curve to Radius R4 with a spacing of 64.3 mm (2-9/16"). 12 sections of track form a circle with an outer diameter of 133 cm (52-3/8").

## 24430 Curved Track.

Radius R4 = 569.3 mm (22-13/16"). Curve 30°. Parallel curve to Radius R3 with a spacing of 64.3 mm (2-9/16"). 12 sections of track form a circle with an outer diameter of 120 cm (47-1/4").



## 07455 C Track Track Plan Book.

30 different H0 track plans are presented in detail with scenery suggestions and parts lists. The layouts are planned primarily for the C Track system. All of the track plans are also presented as just track plans with parts lists for the K Track system. 160 pages in the format 29.7 cm x 21 cm (11-11/16" x 8-1/4"). Only available from Märklin. German text only.

# High Up ...

## ... The C Track Bridges.

The bridge program with the look of steel girders takes C Track into the third dimension. Ramps, approaches and overpasses can be built systematically with the sturdy superstructures and 7250 to 7253 pillars. The C Track lies in the bridge and can be slid back and forth, thus enabling you to have a custom installation of the bridges on a layout. The width of the bridges takes into account parallel approaches even in the track spacing used by the wide radius turnout geometry of 64.3 mm (2-9/16").

Suitable bases are available for catenary masts and color lights in the bridge area.



### 74636 Arched Bridge.

Length 360 mm (14-3/16"). 64 mm wide (1-5/16"). Height 117 mm (4-5/8"). For straight sections of C track. One arched bridge is the same length as the 24188 + 24172. The 74620 is suitable as an approach bridge.



### 74618 Straight Ramp.

Length 180 mm (7-3/32"). 64 mm wide (1-5/16"). For straight sections of C track. Two ramp sections are the same length as the 24188 + 24172.

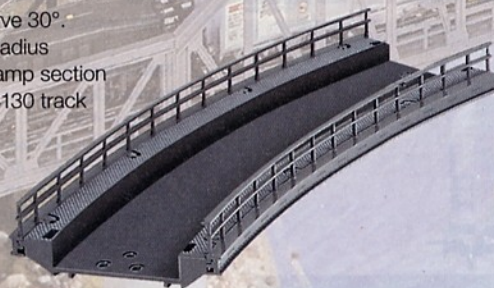
### 74620 Truss Bridge.

Length 180 mm (7-3/32"). 64 mm wide (1-5/16"). For straight sections of C track. Two truss bridges are the same length as the 24188 + 24172. Can also be used as an approach bridge to the 74636.



### 74613 Curved Ramp.

Radius 360 mm (14-3/16"). Curve 30°. 64 mm wide (1-5/16"). For R1 radius C track curved sections. One ramp section corresponds in length to the 24130 track section.



### 74623 Curved Ramp.

Radius 437.5 mm (17-1/4"). Curve 30°. 64 mm wide (1-5/16"). For R2 radius C track curved sections. One ramp section corresponds in length to the 24230 track section.

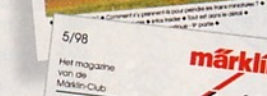
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.. can be found in the French speaking part of Switzerland, France, Belgium, the Netherlands, Great Britain, Sweden, Spain, Italy, Greece, the USA and Canada, Australia, New Zealand, Japan, Indonesia, Malaysia, and in Singapore.

They are very popular because of exclusive club services such as:

- the "Insider" club magazine. It is published 6 times a year in an English, French and Dutch edition, and has articles on all sorts of useful subjects about Märklin.
- the mailing of informational materials and brochures about Märklin products.
- the ability to order the annual Märklin Club car in H0 and Z at an exclusive club price.
- the option to order the "Club Edition", which is reserved exclusively for club members.

Please contact your local Märklin Club for more information.



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<http://www.marklin.com>



Märklin Z Club Car



Märklin H0 Club Car

# Insider Model for 1999

märklin  
Insider



## 34080 Express Steam Locomotive with Tender.

German Federal Railroad class 10. With DELTA electronic circuit. Built in running gear lights. 3 axles powered. 2 traction tires. Metal tender. Close coupling between locomotive and tender. Length over buffers 30.5 cm (12"). Ready for installation of Seuthe no. 20 smoke generator (conventional operation) or Seuthe no. 24 smoke generator (DELTA/Digital operation).

**The 34080 and 37080 express steam locomotives are being produced in a one-time series only for Insider members and will be delivered starting in the 1st quarter of 2000.**

*The appropriate express train passenger car set (Märklin model 42941) for the class 10 express steam locomotive can be found on page 23.*



**37080** Same as 34080, but with digital decoder and controlled, high-efficiency propulsion. Built in running gear lights, whistle and steam locomotive sound effects. Ready for installation of Seuthe no. 20 smoke generator. Headlights digitally controlled. Smoke generator, running gear lights, whistle, and steam locomotive sound effects can be digitally controlled with the 6021 Control Unit. The steam locomotive sound effects are synchronized with the locomotive's driving wheels by means of a contact generator to pick up the rpm of the latter. The headlights and the smoke generator will work in conventional operation.

The legendary class 10 express locomotive was placed into service in 1957. At 3,000 hp it was the most powerful German express steam locomotive. It reached its maximum speed of 140 km/h (87.5 mph) even with a train of 600 metric tons. As delivered in 1957 the 10 001, the prototype of our Märklin model, was coal fired with supplemental oil firing for peak performance. In everyday

service these units were outstanding, even with daily runs of over 1,000 kilometers (625 miles). The general changes taking place in motive power on the railroad at that time resulted in only two of this class being built.



# Explanation of Symbols



Hobby Assortment



Multi-train operation



Metal locomotive frame



Metal frame and mostly metal locomotive body



Metal frame and locomotive body



Metal car frame



Metal car frame and body



Universal locomotive with DELTA electronic circuit. For operation with Märklin transformers, in the Märklin DELTA system and in the Märklin Digital system (Motorola format).



Digital locomotive with controlled, adjustable high-efficiency propulsion: For operation with Märklin transformers, in the Märklin DELTA system and in the Märklin Digital system (Motorola format).



Digital locomotive or digital control unit for the Märklin Digital system (Motorola format).



Built-in sound effects circuit



Dual headlights at the front



Dual headlights that change over with the direction of travel



Triple headlights at the front



Triple headlights front and rear



Triple headlights that change over with the direction of travel



One red marker light



Dual red marker lights



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



Triple headlights and a white marker light that change over with the direction of travel



Märklin close couplers in standard coupler pocket with pivot point



Märklin close couplers in standard coupler pocket with guide mechanism



Built-in interior lighting



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



Built-in interior details



Power supply can be switched to operate from catenary



Locomotive/car has sprung buffers



Automatic claw couplers can be replaced with reproduction prototype couplers.



Märklin *exclusiv* special models – produced in a one-time series

## Eras



**Era I:**

Private and provincial railroads from the beginnings of railroad construction to about 1925.



**Era II:**

Formation of the large state railroad networks from 1925 to 1945.



**Era III:**

New organization of European railroads and modernization of the rolling stock and motive power from 1945 to 1970.



**Era IV:**

Lettering on all rolling stock and motive power according to standardized, international regulations, the so-called computer UIC lettering, from 1970 to 1990.



**Era V:**

Changes in the color schemes and the origins of the high speed networks since 1990.

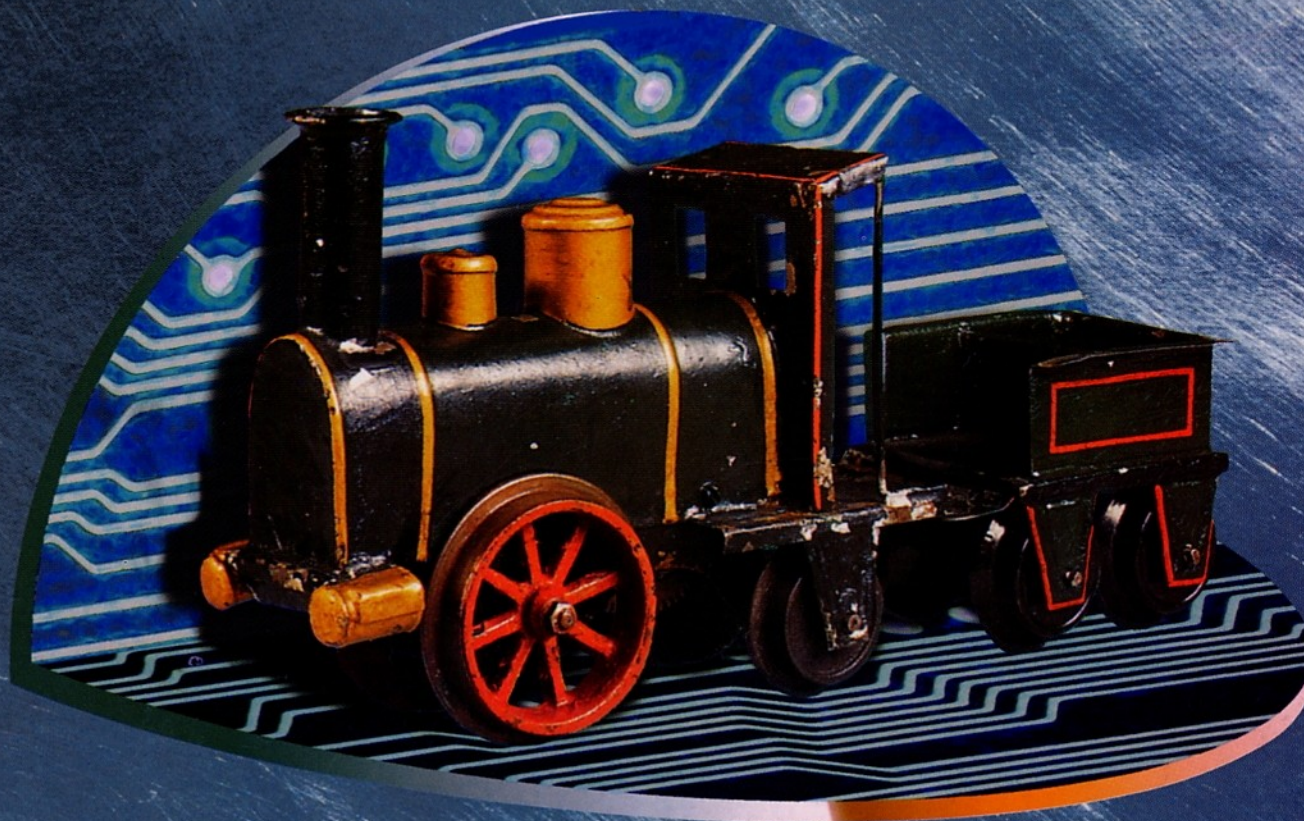
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*140 Years*