

JAHRE | YEARS

160 **märklin**

Summer New Items 2019



Your Märklin YouTube Channel

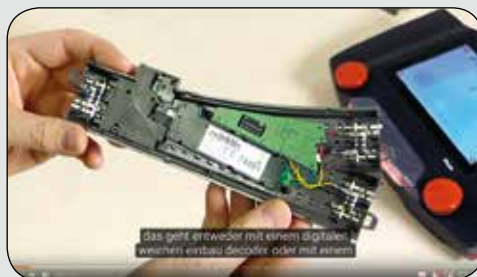
Many helpful tips and explanation videos that can be called up at any time!

Often a few pictures say more than a thousand words.
Based on this assumption many helpful tips await you
on the newly created Märklin YouTube channel.

Have a look right now.

Many Tips about the CS3,
Mobile Station, Signals,
Turnouts, Setup and, and, and...

*Märklin Instructions –
Controlling turnouts digitally with the CS3*



At <https://www.youtube.com/maerklin-gp>



Instructions – 2 Mobile Station units on a layout



*Creating a track plan for an H0 model railroad –
Instructions for the Märklin CS3*

**Test our new
Märklin YouTube channel**

Editorial

Dear Märklin Fans,

For some people our hobby seems like an anachronism. Yet there is an almost incomprehensible number of model railroad enthusiasts, who spend their free time with patience, sophistication, and devotion – remarkable – in view of the otherwise spreading impatience and decreasing attention spans in the population.

The model railroader is also not a bizarre oddity. He is extremely eager for contact and communicative. In hardly any other hobby area, is there such an exchange of tips and suggestions among like-minded people, whether it is in clubs, at events, or on the Internet.

Therefore, it is not surprising that we are also taking our place and that we want to share our summer new items with you live in an online presentation.

At www.youtube.de/maerklin-gp, you can of course once again start the online streaming at any time.

Enjoy our summer new items for 2019. Many model highlights in the scales of H0, Z Gauge, and 1 Gauge are waiting to be discovered by you.

We hope you will have a lot of fun with our summer new items for 2019.

Your Märklin Team



p.s. We are offering many other pieces of information or visual and acoustic highlights with our Märklin AR app. Simply look for this logo!

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A Totally New Feel When Switching!



39902 Class 290 Diesel Locomotive

Märklin is once again setting a new innovative milestone for model railroading with this technical treat. Realized in a sturdy, reliable class 290, with these summer new items a **locomotive engineer that can turn** takes on his duties driving the locomotive.

Equipped with swing control, this locomotive engineer turns in the **positions "continuous run – switching run – stop"**.

Realized in a class 290 that is almost indispensable and characterized by long switching service, the result is not only a new technical highlight, but also a new visually impressive switching delight.

Prototype: German Railroad, Inc. (DB AG), Motive Power Business Area, class 290 heavy diesel switch engine. "Chinese Red" basic paint scheme. Without railings on the sides. The locomotive looks as it did around 1995.

Model: The locomotive engineer turns in the direction of travel and looks out the window when the locomotive is stopped. The locomotive has the new Telex couplers and cab lighting. The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axes powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, then the double "A" light function is on. Maintenance-free warm white LEDs are used for the lighting. The cab details are shown in relief. The locomotive has separately applied metal grab irons and handrails. Add-on steps to the engineer's cab can be installed on the locomotive for larger radius curves. Length over the buffers 16.4 cm / 6-7/16".

Highlights:

- **Telex couplers front and rear.**
- **Faded basic paint scheme.**
- **World of Operation mfx+ decoder.**
- **Extensive sound functions.**

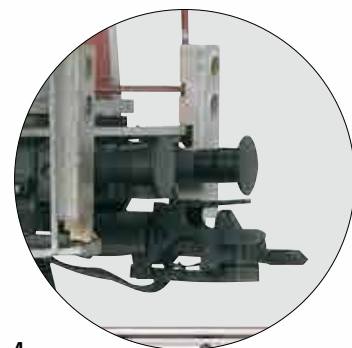
This model can be found in a DC version without Telex couplers in the Trix H0 assortment under item number 22902.

One-time series.

Locomotive engineer who turns and cab lighting included for the first time
New Telex couplers included
Prototypically faded and weathered



Digital Functions	CU	MS	MS 2	CS 1	CS 2/3	CS 2/3
Headlight(s)						Letting off Air
Telex coupler on the front						Station Announcements
Diesel locomotive op. sounds						Warning announcement
Horn						Cab chatter
Telex coupler on the rear						Window
Direct control						Train radio
Headlight(s): Cab2 End						Sanding
Switching maneuver						
Headlight(s): Cab1 End						
Sound of squealing brakes off						
Blower motors						
Conductor's Whistle						
Engineer's cab lighting						
Replenishing fuel						
Rail Joints						
Brake Compressor						



The lean innovation:
Equipped with the patented,
compact Telex couplers

Who is looking out of
the window?



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This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See page 31 for warranty terms, age information, and warnings.



48063 "Transwaggon" Sliding Wall Boxcar Set

Prototype: Set with three 4-axle type Habins 12 sliding wall boxcars. Privately owned cars painted and lettered for the firm Transwaggon GmbH, Hamburg, Germany, used on the German Railroad, Inc. (DB AG). Extensively weathered. The cars look as they did around 2004.

One-time series.

Highlights:

- Extensive variations in weathering.
- Different advertising on the cars.

Model: The cars have adjustable buffers and trucks. Extensive areas on the cars are weathered. The cars are partially equipped with operating levers for changing loads. All of the cars come individually packaged and there is a master package.

Length over the buffers per car 26.7 cm / 10-1/2". DC wheelset E700580.

All of the cars are extremely and extensively weathered



märklin
MHI



48063

39902

Museum Locomotives – An Impressive Series!



37068 Class 80 Steam Locomotive

Prototype: Class 80 tank locomotive, formerly of the German Federal Railroad. Museum locomotive of the Heilbronn Railroad Museum. Lettered as road number 80 014 of the German Federal Railroad (DB). Era VI, as it currently looks in real life.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has Telex couplers at both ends that can be controlled separately in digital operation. A locomotive engineer figure is included. The locomotive has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details. This model is the version with a bell on the boiler, grab irons right and left on the smokebox door, a generator on the left side of the boiler, and steps on the water tanks. A booklet about the history of the locomotive is included. Length over the buffers 11.1 cm / 4-3/8".

Highlights:

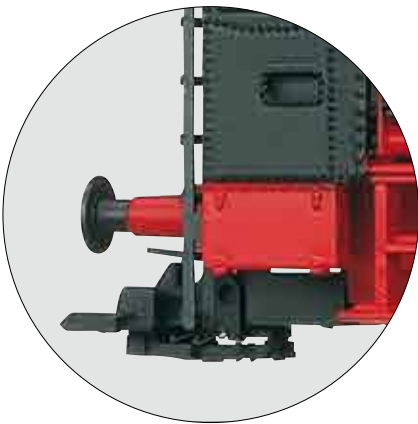
- **Locomotive engineer figure included.**
- **A booklet about the history of the locomotive included.**
- **New Telex couplers front and rear.**

3rd locomotive of a 5-part series of museum locomotives.

One-time series.

Museum Locomotive
First time with an mfx+ decoder and the new Telex couplers
Many altered details

Digital Functions	CU	MS	MS 2	CS 1	CS 2/3	CS 2/3
Headlight(s)						Replenishing fuel
Telex coupler on the front						Coupler sounds
Steam locomotive op. sounds						Bell
Locomotive whistle						Conductor's Whistle
Telex coupler on the rear						Rail Joints
Sound of squealing brakes off						Generator Sounds
Sound of coal being shoveled						
Whistle for switching maneuver						
Direct control						
Special Function						
Letting off Steam						
Grate Shaken						
Switching maneuver						
Replenishing fuel						
Air Pump						
Sanding						



Equipped with the patented, compact Telex couplers



Boiler bands and bands on the air compressor are painted precisely by hand



Road number 80 014 belongs to the powerful small switch engines of which 39 units were purchased by the DRG between 1927 and 1929 in its first standardization plan. These six-wheel locomotives with a high-performance boiler, soon known as "Bullis", were planned for switching service in large passenger yards. All of the locomotives survived World War II: 22 came to the DR (East Germany) and 17 remained with the DB. Starting in 1946, all later DB locomotives (80 005, 013-016, 028-039) were at the Nürnberg District. At the end of their career, the class 80 units were still in use only at Schweinfurt, and the last, road number 80 031, was retired there on April 15, 1964. Ten units were given a new chance as industrial locomotives at mines in North Rhine Westphalia and Lower Saxony. Among them was road number 80 014, which had been put into storage on April 20, 1959.

The German Federal Railroad's central office in Minden sold the locomotive on July 8, 1959 to the firm Klöckner Mining Königsborn-Werne Inc. After an overhaul requested by Klöckner at the repair facility in Weiden, it was delivered to the mine railroad on December 2, 1959 after a test run and was given the following lettering: Klöckner-Werke AG Bergbau, Zeche Königsborn 2/5, Lok 5"/1228. With the establishment of Ruhr Coal, Inc. (RAG) in 1969 there was also successive uniform renumbering of the existing steam locomotives. Thus former road number 80 014 became "RAG D 721" on April 1, 1971. On January 1, 1972, road number D-721 had to be turned over to the mining pit Heinrich-Robert in Pelkum-Herringen. There it also proved itself until the arrival of four new Krauss-Maffei class M700C diesel locomotives in the spring of 1974.

On May 1, 1974, road number D-721 was put into storage, although it could have continued to run until 1977 based on its maintenance due dates. On July 2, 1974, the locomotive was purchased by German Federal Railroad manager Ulrich Kroll from Essen and was initially placed in the DGEG Railroad Museum in Bochum-Dahlhausen. Since the DGEG had just acquired a class 80 from RAG, Kroll let the English railroad collector Dr. Peter Beet have road number 80 014 for his railroad museum Steamtown Carnforth in the county of Lancashire.



Learn online about the entire history of this locomotive and how it became a museum locomotive at:
<https://www.maerklin.de/en/products/details/article/37068>



MHI Special Series: Museum Locomotives



37212



39193

Ballast and Water for the Construction Phase



39213 Class 213 Diesel Locomotive

Prototype: German Railroad Track Laying Company, Inc. (DBG) class 213 diesel locomotive. Road number 213 333-8. The locomotive looks as it did around 2012 to 2015.

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 4 axes powered by 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. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. New Telex couplers are mounted on both ends of the locomotive and they can each be controlled separately

in digital operation. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers 14.1 cm / 5-9/16".

Highlights:
➤ **New Telex couplers front and rear that can each be controlled separately in digital operation.**

A freight car set with 4 cars to go with this locomotive is offered under item number 49969 exclusively for the MHI.

One-time series.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Switching maneuver
Telex coupler on the front						Sound of Couplers Engaging
Diesel locomotive op. sounds						Coupler sounds
Horn						Replenishing fuel
Telex coupler on the rear						Surrounding sounds
Engineer's cab lighting						Grade crossing
Headlight(s): Cab2 End						Grade crossing
Whistle for switching maneuver						Surrounding sounds
Headlight(s): Cab1 End						
Direct control						
Sound of squealing brakes off						
Blower motors						
Compressor						
Letting off Air						
Coupler procedure for uncoupling						
Sanding						



Equipped with the patented, compact Telex couplers



49969

39213



49969 "Track Laying Group" Freight Car Set

Prototype: Four different cars painted and lettered for the German Railroad Track Laying Company, Inc. (DBG). A workshop car, a water car, and two four-axle type Facns dump cars. The cars look as they did around 2012 to 2015.

Model: The workshop car, based on a type BD3yg ("Umbauwagen" / "Rebuild Car"), can have current-conducting car connections installed, either the 7319 plug-in close coupling drawbar or the 72020 operating close couplers. The water car, based on a heavy oil tank car, has a separately applied platform and ladder on one end of the car. It also has separately applied steps on the sides and built-in footholds in the tank sheathing. The dump cars are very intricate in their construction and have numerous separately applied details. They also have etched brakeman's platforms with partially open gratings. Rotary slides and auxiliary chutes are separately applied.

Total length over the buffers approximately 65.5 cm / 25-3/4".

DC wheelset E700580.

DC wheelsets for workshop car E700580 and E406240.

A diesel locomotive to go with this car set is offered under item number 39213 exclusively for the MHI.

One-time series.







Anniversary of 100 Years of the Simplon Orient Express 1919-2019

EST Class 13 (241 A) Steam Locomotive

At the start of the Twenties, the French East Railroad (EST) urgently needed motive power unit to haul its heavy express trains on the line Paris – Belfort – Basle. The new locomotive was planned to haul a 700-ton train at a constant speed of 115 km/h / 72 mph on level track with a maximum speed of 120 km/h / 75 mph, which required a continuous performance of 2,720 horsepower. Even more ambitious was the requirement to pull 800 tons at 80 km/h / 50 mph on a 0.5% grade. Around 3,540 horsepower was necessary for this – an exorbitant level of performance for steam locomotives! A prototype delivered on January 17, 1926 by Fives-Lille with number 41.001 was the first time the “Mountain” 4-8-2 wheel arrangement was presented in Europe. In line with French practice, it was designed as a four-cylinder compound locomotive using de Glehn/du Bousquet principles with separately adjustable Heusinger valve gear for the high and low pressure running gear. After extensive testing, another 89 units were built between 1930

and 1934. They differed in several details from the prototype. Forty (40) units with road numbers 241 002-041 were delivered to the EST and 49 locomotives went to the ÉTAT. The prototype’s road number was changed to 241 001. The class 241 A locomotives had a type of boiler new in Europe that was based on an American design with a large combustion chamber as well as Nicholson design thermal syphons. The boiler was fed water by means of an exhaust steam injector and two live steam injectors. The inner cylinders (low-pressure cylinders) worked on the offset driving wheel set and the external cylinders (high-pressure cylinders) worked on the second driving wheel set. A slide valve allowed high-pressure steam to reach the low-pressure cylinders during a start up or when greater performance was required. While the EST used their “Mountains” pulling heavy express trains on the routing Paris – Belfort – Mulhouse – Basle to bring vacationers bent on the mountains or starved for sun to

Switzerland or to Italy, the ÉTAT ensured the connection to the ships landing at Cherbourg or Le Havre from the USA or Great Britain. Yet, the ÉTAT was not happy with their “Mountains”, since the latter’s high weight and the large fixed wheelbase apparently caused a high degree of wear to the track. They therefore sold all 49 units to the EST. After its founding in 1938, the SNCF took over all 90 locomotives, which after different temporary numbering schemes were given the road numbers 241 A 1-41 (EST locomotives in the original sequence) and 241 A 42-90 (former ÉTAT units in an altered sequence). The SNCF used these locomotives until their retirement in the years 1960 to 1965 mainly between Paris and Strasbourg as well as Paris and Basle. Two examples remain preserved: road number 241 A 1 at the Mulhouse Railroad Museum and road number 241 A 65 in operational condition in Switzerland.



© CIWL

See page 31 for age information, and warnings.



39243 EST Class 13 Express Train Steam Locomotive

Prototype: French East Railroad (EST) class 13 (241-A) heavy express train steam locomotive with a tender. Version as a locomotive for the Simplon Orient Express. Changes to the smoke deflectors specific to the type and dual headlights with one lamp above and one lamp below. Road number 241 A 002. The locomotive looks as it did around 1933.

Model: The locomotive has an mfx+ digital decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The model has a factory-installed 72270 smoke unit. The dual headlights on the locomotive and tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. There is also cab lighting that can be controlled digitally. Maintenance-free warm white LEDs are used for lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a close coupler in an NEM pocket with a guide mechanism. The minimum radius for operation is 437.5 mm / 17-1/4". Brake hoses, heating lines, and imitation prototype couplers are included. Length over the buffers 30.4 cm / 12".

Two express train passenger car sets for the Simplon Orient Express are being offered under item numbers 42790 and 42791 in the Märklin H0 assortment.

Highlights:

- Tooling changes for the version as the French East Railroad (EST) class 13.
- Cab lighting can be controlled digitally.
- Equipped with a factory-installed smoke unit.

This model can be found in a DC version in the Trix H0 assortment under item number 22913.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Replenishing fuel
Smoke generator						Replenishing fuel
Steam locomotive op. sounds						Replenishing fuel
Locomotive whistle						Sanding
Direct control						Conductor's Whistle
Sound of squealing brakes off						Safety Valve
Engineer's cab lighting						"Switcher Double "A"" Light"
Whistle for switching maneuver						Switching maneuver
Light Function1						Sound of Couplers Engaging
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Air Pump						
Water Pump						
Injectors						
Rail Joints						



Very detailed realization of the model as a series variation of the EST



Realized with a headlight system as it formerly was







Anniversary of 100 Years of the Simplon Orient Express 1919-2019



42790 "Simplon Orient Express" Express Train Passenger Car Set 1

Prototype: 5 different express train passenger cars of different types painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) / International Sleeping Car Company, for the Simplon Orient Express. Included are 2 four-axle baggage cars, 1 six-axle dining car, 2 four-axle sleeping cars, each in a steel blue paint scheme. The cars look as they did at the beginning of the Thirties.

Model: The models are finely constructed with many separately applied details. The interiors are done in different colors. The cars have different car numbers. One baggage car has a factory-installed mfx digital decoder, for controlling light and sound functions as well as red marker lights. Retracted diaphragms with walkover plates folded up are included for end cars in the set. Only a close coupler in a standard coupler pocket is installed at each of these ends of the end cars. The doors on the baggage cars can be opened. All of the cars have factory-installed LED interior lighting and factory-installed current-conducting close couplers that can be uncoupled. Table lamps in the dining car are lighted and together with the interior lighting and the red marker lights will work in conventional operation and can be controlled digitally. The current-conducting close

couplers can be replaced by current-conducting fixed drawbars included in the set. There is a pickup shoe for current pickup on one baggage car. Total length over the buffers 117.5 cm / 46-1/4".

This car set can be found in a DC version in the Trix H0 assortment under item number 23219.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Interior lights					
Marker light(s)					
Load area door					
Loading					
Operating Sounds 1					
Dialog					
Dialog					
Dialog					
Dialog					
Dialog					
Operating Sounds 2					
Snoring					
Conductor					



The red marker lights can be controlled digitally



See page 31 for age information, and warnings.



42791 "Simplon Orient Express" Express Train Passenger Car Set 2

Prototype: 3 different four-axle sleeping cars painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) / International Sleeping Car Company, for the Simplon Orient Express. Each in a steel blue paint scheme. The cars look as they did at the beginning of the Thirties.

Model: The models are finely constructed with many separately applied details. The cars have different car numbers. All of the cars have factory-installed LED interior lighting and factory-installed current-conducting close couplers that can be uncoupled. The interior lighting is powered by a pickup shoe on one baggage car in the 42790 car set. The current-conducting close couplers can be replaced by current-conducting fixed drawbars included in the set.

Total length over the buffers 72.7 cm / 28-5/8".

This express train passenger car set serves to lengthen the 42790 express train passenger car set. The interior lighting can only be operated in conjunction with the 42790 set.

This car set can be found in a DC version in the Trix H0 assortment under item number 23220.



Extraordinarily intricate
and rich in details

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42791

42791

42790

42790

39243

Attention! Catenary Work



39940 Two-Way Unimog with a Catenary Installation Car

Prototype: DB Railroad Construction Group, Inc., German Railroad, Inc. (DB AG), two-way Unimog with a sliding frame and a catenary installation car. Unimog Type 1650. Catenary installation car as a barrier car. Used to install catenary systems. The unit looks as it did around 2017.

Model: The unit has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion installed in the catenary installation car. The unit has a compact design, maintenance-free motor. Both axles of the catenary installation car powered. Triple headlights on the Unimog and dual red marker lights on the catenary installation car change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights in the back and in the front can each be turned off separately in digital operation. The unit has the double “A” light function. The cab lighting and a warning light on the cab can each be controlled separately in digital operation. Maintenance-free LEDs are used for the lighting. Length over the buffers 23 cm / 9-1/16”.

Highlights:
➤ **World of Operation mfx+ digital decoder and a variety of light and sound functions included.**

This product is a cooperative project with the firm Viessmann Modelltechnik GmbH.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Surrounding sounds
Flashing Warning Light						Dialog
Locomotive operating sounds						Dialog
Horn blast 1						
Direct control						
Sound of squealing brakes off						
Rear Headlights off						
Horn blast 2						
Front Headlights off						
Engineer's cab lighting						
Surrounding Sounds 1						
Surrounding Sounds 2						
Surrounding Sounds 3						
Dialog						
Dialog						
Dialog						

Catenary maintenance car with marker lights



See page 31 for age information, and warnings.



45085 "100 Years of the Swiss National Circus Knie" Flat Car Set

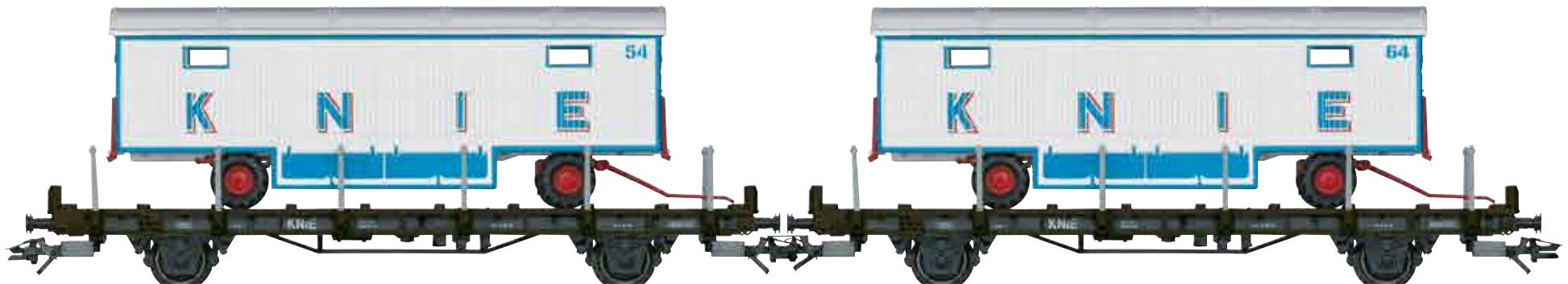
Prototype: Three (3) type Kps two-axle flat cars with a long wheelbase in a brown/black basic paint scheme. All of the flat cars are loaded with circus wagons. Swiss Federal Railways (SBB). The cars look as they did in 2018.

Model: Three (3) circus wagons constructed of metal are included as a load for the flat cars. Stakes for the flat cars are included for mounting on the cars. The circus wagons have new wagon numbers. The flat cars have new car numbers. All of the cars/wagons are individually packaged and there is a master package.
Total length over the buffers 47.5 cm / 18-11/16".
DC wheelset per car E700580.

Highlights:

- 100 Years of the Swiss National Circus Knie.

This flat car set is the ideal add-on to the train set "100 Years of the Swiss National Circus Knie" that can be found under item number 26615 in the Märklin H0 assortment.



45085

26615



46393 Acid Transport Car with a Brakeman's Platform

Prototype: Acid transport car with a brakeman's platform. Privately owned car painted and lettered for the firm Dansk Svovlsyre- og Superphosphat-Fabrik (Dssf), Hjemsted Frederiksberg, Denmark. Used on the Danish State Railways (DSB).

Model: The car has a detailed, finely modelled support framework for the acid containers. The car is loaded with acid containers. Length over the buffers 11.3 cm / 4-7/16". DC wheelset E700580. Trix Express wheelset E258259.

Detailed, finely modelled support framework



46165 Type Gbl Boxcar

Prototype: Swedish State Railways (SJ) type Gbl boxcar. Based on the former Interchange Type GI "Dresden". Short version, without a handbrake, brakeman's platform, and brakeman's cab. The car looks as it did around 1970.

Model: The car does have truss rods, and auxiliary running boards. Length over the buffers 13.9 cm / 5-1/2". DC wheelset E700580.

Truss rods and auxiliary running boards included



47101 Type Rilnss Sliding Tarp Car

Prototype: Luxembourg State Railways (CFL) type Rilnss 4-axle sliding tarp car with a bluish gray tarp, assigned to the freight service CFL Cargo. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers.

Model: The car has type Y 25 trucks. It also has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details. The car is modelled with a closed tarp. Length over the buffers 22.9 cm / 9". DC wheel set E700580.





36209 Class 380 Electric Locomotive

Prototype: Czech State Railroad (ČD) class 380 (Škoda Type 109 E) electric locomotive. Road number 380 001-8.

Model: This electric locomotive is constructed of metal and includes an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of 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. When the headlights at both ends are turned off, then the "Double „A“ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers approximately 20.7 cm / 8-1/8".

Highlights:

- **Locomotive includes an mfx decoder and a variety of sound functions.**
- **Couplers include a guide mechanism.**

This model can be found in a DC version in the Trix H0 assortment under item number 22298.

Delivery scheduled for 2020.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Station Announcements					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Doors Closing					
Blower motors					
Conductor's Whistle					
Brake Compressor					
Letting off Air					
Sanding					
Coupler sounds					



A new road number included



Accessories



55017 RC3 Radio Hand Controller

This is a radio hand controller for wireless remote control of locomotives and working items using the CS 2 and CS 3 central units. This device can also be used for large layouts due to its wide range. The graphic display has a very high contrast and is very readable even in direct sunshine. There is also backlighting for operation at dawn and dusk and at night. Two (2) different locomotives or powered units can be controlled at the same time, and they can be called up with the CS. Sixteen (16) or thirty-two (32) functions can be controlled, depending on the configuration of the CS 2 or CS 3. Up to 4,095 turnouts or signals can be controlled. This device can be updated with the RC3 Radio Receiver and the CS 3. Three (3) AA batteries are required for operation. They are not included with this device. A 55057 RC3 Radio Receiver is required for connection to the CS 2 / CS 3. This is not included with the RC3 Radio Hand Controller. Size 185 x 80 x 35 mm / 7-1/4" x 3-1/8" x 1-3/8".

Also suitable for other scales whose locomotives are controlled digitally with the CS 2 / CS 3. **This unit enables wireless control by means of radio technology.**



55057 RC3 Radio Receiver

This is a radio receiver for the wireless 55017 RC3 Sender. In digital operation, it can be connected with the CAN Bus cable on it to the CS 2 and CS 3. A maximum of eight (8) 55017 RC3 Sender units can be assigned. The RC3 Radio Receiver can be updated with the CS 3. Size 68 x 78 x 20 mm / 2-11/16" x 3-1/16" x 13/16".

Also suitable for other scales whose locomotives are controlled digitally with the CS 2 / CS 3.

This unit enables wireless control by means of radio technology.



MHI Exclusive Model

Schuco Construction Machine Model of a Liebherr A922 Rail Mobile Excavator in 1/87 Scale

At construction sites, Liebherr two-way excavators stand for power and speed. These machines deliver the highest level of performance on a daily basis. The A 922 Rail Litronic can be used as a two-way excavator either on roads or on railroad rails. The chassis for work on railroad rails is mounted on both ends of the undercarriage.

This Schuco model is completely new tooling and is constructed of metal with plastic parts. The excavator is fully movable, the upper carriage rotates, and the chassis for work on railroad rails can be folded up, so that the unit can be used on railroad rails as well as on roads.

This model is being produced exclusively for the MHI and is lettered for the firm "LEONHARD WEISS". The model in 1/87 scale is about 100 mm / 3-15/16" long, 31.5 mm / 1-1/4" wide, and 34.5 mm / 1-3/8" high, and weighs about 120 grams / 4.23 ounces.



Märklin Start up Club – Annual Car for 2019



48619 Märklin Start up Club – Annual Car for 2019

Prototype: German Federal Railroad (DB) type Kbs stake car.

Model: The stake car has a new car number. It has 18 fixed stakes. It also has Relex couplers.

Length over the buffers 11.5 cm / 4-1/2". DC wheelset E700580.

Included are 12 short STAEDTLER colored pencils, a STAEDTLER rasoplast eraser, as well as a STAEDTLER plastic pencil sharpener (plastic pencil sharpener may vary in color). The colored pencils serve as a car load.

A great product, ideal for children getting started in school, and it can be combined as desired with the products from the Märklin Start up assortment.

Highlights:

- Car includes school items.
- Colored pencils serve as a load.
- A great product for children to get started in school.

An annual model for members of the Märklin Start up Club and Märklin Insider.

One-time series.



Märklin Magazin Annual Car



48519 Märklin Magazin Annual Car in H0 for 2019

Prototype: Four-axle pressurized gas tank car with a heat shield and a brakeman's platform. Privately owned car for the Märklin Magazin, used on the German Federal Railroad (DB). The car looks as it did around 1990.

Model: The car has a detailed partially open frame. The side sills are a "U" shaped profile with cable eyelets. The trucks are based on a Minden-Dorstfeld design. The tank has a heat shield.

The brakeman's platform is separately applied.

Length over the buffers 14.6 cm / 5-3/4".

DC wheelset E700580.

Trix Express wheelset E33357811.

One-time series.



80829 Märklin Magazin Annual Car in Z Gauge for 2019

Prototype: Type E 037 2-axle gondola, as a privately owned car for the Märklin Magazin, used on the German Federal Railroad (DB). The car looks as it did around 1990.

Model: The car body is made of highly detailed and finely imprinted plastic. The car has black nickel-plated solid wheels. Length over the buffers 46 mm / 1-13/16".

One-time series.

Continuation of the popular MM car series.



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See page 31 for warranty terms, age information, and warnings.

"Commuter Service" Train Set



81356 "Commuter Service" Train Set



Prototype: One (1) German Federal Railroad (DB) class 141 electric locomotive with 5-light headlights / marker lights, multiple forced air vents with vertical fins, and a continuous rain gutter. One (1) type Bnrbz 725 "Silberling" / "Silver Coins" commuter car, 2nd class, one (1) type ABnrbz 704 "Silberling" / "Silver Coins" commuter car, 1st/2nd class, and one (1) "Silberling" / "Silver Coins" commuter cab control car, 2nd class, with an engineer's cab. All of the units look as they did in Era IV.

Model: The locomotive has a motor with a bell-shaped armature. All axles powered. Maintenance-free LEDs are used for the lighting. The 3-light headlights / marker lights change over red/white with the direction of travel. The "Silberling" / "Silver Coins" cab control car has 3-light headlights / marker lights that change over automatically red/white with the direction of travel. The locomotive and cars are in a special version and are not available separately. Train length approximately 435 mm / 13-3/16".

One-time series.

Highlights:

- Locomotive includes a motor with a bell-shaped armature.



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

See page 31 for warranty terms, age information, and warnings.



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88636 Class 1100 Diesel Lokomotive

Prototype: Swedish privately owned railroad TÅGAB class TMY. Former Danish class MY 1100. American Great Northern paint scheme.

Model: The locomotive has a motor with a bell-shaped armature. Both trucks powered. New prototypical trucks. The locomotive has white LED headlights that change over with the direction of travel. It also has dark wheel treads. The body is made of metal-impregnated plastic. Length over the buffers 88 mm / 3-1/2".

*Body made of
metal-impregnated plastic*

Highlights:

- Motor with a bell-shaped armature.
- New prototypical trucks.



Accessories



89023 Vehicle Set

Contents: 5-part vehicle set consisting of:

1 x weathered truck for a former Göppingen brewery, 1 x weathered company truck for Gebr. Märklin & Cie, 1 x Kälble tractor machine, 1 x forklift, and 1 x gravel truck.

All of the vehicles are constructed of metal and can be used in many eras.



See page 31 for age information, and warnings.

M Ä R K L I N

1

S E I T 1 9 6 9



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MODEL RAILROAD.
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A Gigantic Beauty



55082 Class 241-A Steam Locomotive

The mighty class 241 A steam locomotive appeared on France's rails at the start of the Thirties. In the "golden" period of travel before World War II, it pulled heavy express trains between Paris and the Atlantic harbors of Cherbourg and Le Havre as well as between Paris and Basle. The latter assignment also included the famous Arlberg Orient Express. After the end of the war, it ran until 1965 mainly between Paris and Strasbourg as well as Paris and Basle. The class 241 A 1 remains preserved at the Mulhouse Railroad Museum as well as in Switzerland as road number 241 A 65, the largest operational steam locomotive in Europe.

Prototype: Class 241-A heavy express train steam locomotive with a tender. Version as a class 241-A-65 museum locomotive as it looked on the French State Railways (SNCF). The locomotive looks as it currently does in operating condition stationed at the Full-Reuenthal Depot in Switzerland.

Model: The locomotive is completely new tooling and is constructed of metal. It has a frame, superstructure with boiler, and cab constructed of die-cast zinc. Other separately applied parts are mostly constructed of brass. This is a highly detailed model with many separately applied parts and a detailed engineer's cab. The sand hatch can be opened as can the smoke box door with central locking. The cab doors and much more can be opened. The locomotive has an mfx digital decoder with 32 functions, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. The locomotive has a built-in buffer capacitor. All driving axles powered. The locomotive has a built-in smoke unit with smoke exhaust



and cylinder steam synchronized with the wheels and a steam whistle. The locomotive has running gear lights and triple headlights with a light color correct for the era and that change over with the direction of travel. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has a red marker light that can be controlled. The locomotive has cab lighting and multi-colored firebox lighting (flickering). The valve gear switchover is in 3 steps (forward, reverse, continuous operation). Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 83.8 cm / 33". Weight approximately 8.2 kilograms / 18 pounds 1 ounce.

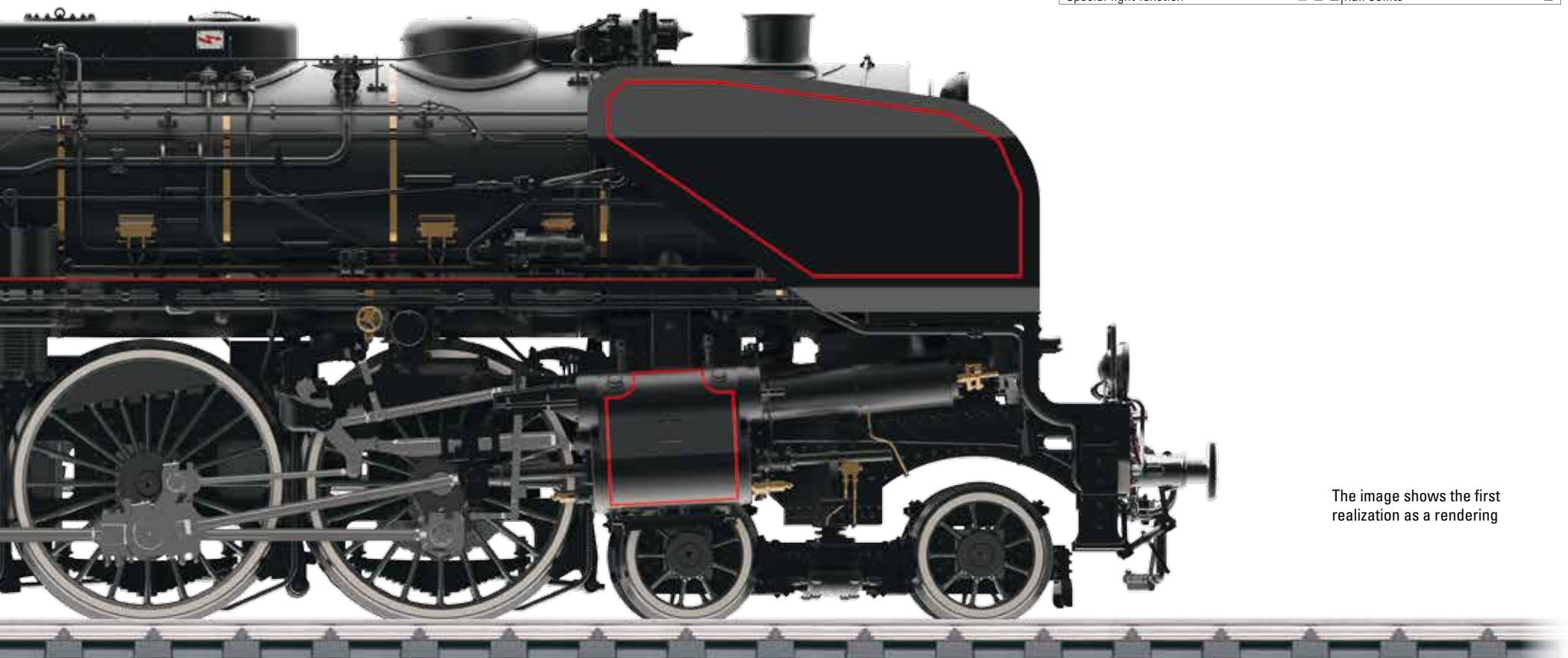


A delight to see and feel:
Cab doors, smoke box door, or sand cover
can be opened, the cab, the entrance
ladders and steps are accurately modeled

***Completely new tooling for the first time as a 1 Gauged model
mfx decoder included for operation with AC, DC, Märklin Digital, and DCC***



Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Marker light(s)
Smoke generator						Whistle for switching maneuver
Steam locomotive op. sounds						Conductor's Whistle
Locomotive whistle						Letting off Steam
Telex coupler on the rear						Whistle for switching maneuver
Engineer's cab lighting						Station Announcements
Sanding						Safety Valve
Running gear lights						"Switcher Double "A" Light"
Direct control						Special sound function
Sound of squealing brakes off						Replenishing fuel
Sound of coal being shoveled						Replenishing fuel
Tipping grate						Replenishing fuel
Air Pump						Special sound function
Injectors						Conductor – departure
Water Pump						Telex coupler on the front
Special light function						Rail Joints



The image shows the first realization as a rendering

Please Unfold for the Real Size!

Highlights:

- Completely new tooling.
- Highly detailed full metal construction.
- Frame, superstructure, boiler, etc. constructed of die-cast zinc, separately applied parts constructed of brass.
- New decoder generation with a current buffer and 32 functions.
- Smoke unit with smoke exhaust and cylinder steam synchronized with the wheels and a steam whistle.
- Load-controlled operating sounds synchronized with the wheels.
- Two-color firebox lighting flickering.
- Cab lighting.
- mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.
- Valve gear switchover (forward, reverse, continuous operation) in 3 steps with a servomotor.



Märklin Store Locomotive for 2019



39047 Class 42 Steam Locomotive

Prototype: German State Railroad (DR) class 42 heavy steam freight locomotive with a type 2'2'T30 tub-style tender, in a camouflage paint scheme. With standard design Witte smoke deflectors, pilot truck wheel set with solid wheels, both lower headlights in the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. Locomotive road number 42 507. The locomotive looks as it did around 1944.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double 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 cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

Highlights:

- **Delivered with a collector display case and a certificate of authenticity.**
- **Prototypical tooling changes for the version as a German State Railroad locomotive.**
- **Frost protection cladding on the air pump and lubrication lines included.**
- **Special model – only available in the Märklin Stores (Germany: Mainz, Essen, Stuttgart, Neustadt/Donau, Mühlheim/Main, Munich, Hamburg. Netherlands: Utrecht. Italy: Bergamo. Japan: Osaka).**

Limited edition. Exclusive series in 2019 for Märklin Stores.

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





45088 "Airplane Transport" Pair of Flat Cars

Prototype: One (1) type Sm Augsburg flat car with a long wheelbase, and one (1) type H Regensburg flat car with a short wheelbase and a brakeman's cab. Both cars painted and lettered for the German State Railroad (DR). One Messerschmitt BF 109 airplane, disassembled for transport by rail. The units look as they did at the start of the Forties.

Model: The flat car with a long wheelbase has a load frame for transporting the airplane's fuselage. The flat car with a short wheelbase and a brakeman's platform with a brakeman's cab has a load frame for transporting the airplane's two wings. One (1) model of an airplane (Busch) is included. The fuselage and the wings are preassembled and secured with load frames. Total length over the buffers 27.4 cm / 10-3/4". DC wheelset per car E700580.

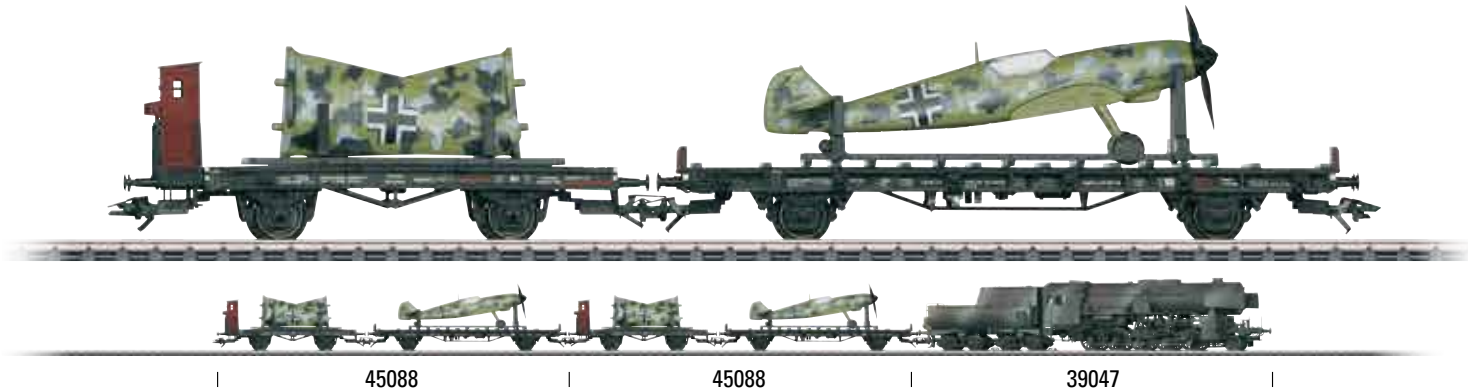
Highlights:

- ✦ Airplane model extensively painted.
- ✦ Airplane fuselage and wings can be put together to make a complete model.

Limited edition. Exclusive series in 2019 for Märklin Stores.

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Märklin MHI Guarantee conditions

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Warranty Conditions

This warranty applies to Märklin assortment products and individual parts that are purchased by a Märklin MHI specialty dealer worldwide. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt. Contents of the Warranty /

Exclusions: This warranty includes as selected by the manufacturer correction of any possible defects at no charge or replacement of defective parts at no charge that can be proven to result from design, manufacturing, or material defects, including service performed that is linked to this situation. Other claims outside of the manufacturer's warranty are excluded.

The terms of the warranty do not apply

- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
- Any and all claims arising from the warranty implied or otherwise or replacement for damages are excluded, if other makes of parts not authorized

by Märklin have been installed in Märklin products, and have hereby caused malfunctions or damages. The same applies to conversions that were carried out by neither by Märklin nor by repair centers authorized by Märklin. The irrefutable assumption that the aforementioned non-Märklin parts or conversions are the cause for the malfunction or damages works fundamentally in Märklin's favor.

- The warranty period is not extended by repair or replacement of the product covered under warranty. Warranty claims can be submitted directly to the seller or by sending the claimed item/part together with the warranty card or the proof of purchase and a summary of the defects directly to the firm Märklin. In accepting the product for repair, Märklin and the seller assume no liability for data or settings stored on the product by the consumer. Warranty claims sent shipping collect cannot be accepted.

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Age Information and Warnings.



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



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