EXCLUSIV

One-time series for 2014 from the Märklin Dealer Initiative
37582 Powered Observation Rail Car.

Prototype: German State Railroad Company (DRG) class elT 1999 “Glass Train” electric powered observation car. Beige / brownish green paint scheme. The car has simple lamps on the ends, Wendler air intake pumps for ventilation, an air whistle on the roof, no railroad radio, and 2 double-arm pantographs. The car looks as it did around 1935.

Model: The car has an mfx+ digital decoder and extensive sound functions. A welcoming announcement from the period as well as a list of destinations, a photo stop, and the end station can be activated by means of the function buttons. The car also has controlled high-efficiency propulsion. 2 axles in one truck powered.

Traction tires. The car has built-in interior details. The car comes from the factory with a driver and numerous passengers. The car has factory-installed interior lighting. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting is maintenance-free, warm white and red LEDs. The interior lighting can be dimmed as a digital auxiliary function. The trucks have different wheelbases like the prototype. The panorama windows are inset. The car has double Wendler air intake pumps and an air whistle on the roof. This car is the version with 2 double-arm pantographs. Length over the buffers 23.7 cm / 9-5/16”.

- Prototypical tooling changes for Era II.
- Special additional announcements such as a welcome and different station announcements that can be controlled digitally.
- Factory-installed interior lighting.
- Driver and numerous passengers installed in the car at the factory.

One-time series.

<table>
<thead>
<tr>
<th>Digital Functions</th>
<th>Control Unit</th>
<th>Mobile Station</th>
<th>Mobile Station 2</th>
<th>Central Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headlight(s)</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Interior lights</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Locomotive operating sounds</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Locomotive whistle</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Direct control</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Multiple whistle sound</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Conductor’s Whistle</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Compressed air whistle</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Doors Closing</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Greeting</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Sequential station announcement</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Photo halt announcement</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final station announcement</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior lighting dimmed</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Joints</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Full sound
Powered car driver and 28 passengers
Prototypical dual head-lights
Without ventilation slots
Milk Car Set

Special freight cars were purchased in Bavaria for milk traffic above all for the transport of milk cans. The railroad transported the milk cans in this manner from Bavarian dairy farmers who brought their products by wagon or tractor to the nearest station. The railroad cars ran in scheduled passenger trains, which in the past enabled the fastest transport of the perishable milk to the dairies in the city. Another typical feature was the two narrow, opposed sliding doors on both sides. Since the cars were not loaded by forklift or hand truck, narrow doors worked out well. A load conductor or local personnel or even the farmer delivering the milk took care of manually loading the 40 liter / 10.5 gallon milk cans. There were several load restraints inside to secure the milk cans. The loading work at the short stops for the passenger trains could be taken care of relatively quickly through the two doors on both sides of the cars. In addition, the milk cans to be unloaded could be pre-sorted during the trip and be placed ready for unloading at one of the doors. Since the milk transport car was run in passenger trains as a rule, it had a Westinghouse design air brake as well as electrical and steam heating lines. This allowed passenger cars running behind the milk car to be heated too. The wooden boards on the ends of the car had slots in them to allow wind to whistle into the car’s interior in order to keep the milk somewhat cool during the trip. Riding in a milk transport car thus developed into a drafty experience. The loading work at the short stops for the passenger trains could be taken care of relatively quickly through the two doors on both sides of the cars. In addition, the milk cans to be unloaded could be pre-sorted during the trip and be placed ready for unloading at one of the doors. Since the milk transport car was run in passenger trains as a rule, it had a Westinghouse design air brake as well as electrical and steam heating lines. This allowed passenger cars running behind the milk car to be heated too. The wooden boards on the ends of the car had slots in them to allow wind to whistle into the car’s interior in order to keep the milk somewhat cool during the trip. Riding in a milk transport car thus developed into a drafty experience.

Model: Each of the boxcars has 2 separately applied steps on the sides below the sliding doors. The truck is loaded with milk cans. Both boxcars have different car numbers. Total length over the buffers 22.2 cm / 8-3/4”.

DC wheel set per car 2 x 700580.

48815 Milk Car Set.
Prototype: 2 German State Railroad Company (DRG) type Geh “Hannover” (Bavarian design) boxcars, with curved roof, heating coupling, and without handbrakes. Used as milk cars to ship “fresh milk to Munich stations”. 1 truck with a flatbed to transport milk cans. Grayish white basic paint scheme. Both cars and the truck look as they did around 1930.

New tooling

Model: Each of the boxcars has 2 separately applied steps on the sides below the sliding doors. The truck is loaded with milk cans. Both boxcars have different car numbers. Total length over the buffers 22.2 cm / 8-3/4”.

DC wheel set per car 2 x 700580.

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2014.
Class 211 Diesel Locomotive

37002 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 211 diesel locomotive. The locomotive looks as it did around 1980.
Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 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. Warm white and red LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included.
Length over the buffers 13.9 cm / 5-1/2”.

- Operation possible in beginner, advanced, and expert modes.
- Simulated operating supplies usage.
- Realistic running characteristics such as constant speed.
- Simulated engineer’s cab in the Central Station 2 display.
- Control of the model in the cab mode by means of the touchscreen on the Central Station 2.
- These new functions are only available in conjunction with the Central Station 2 starting with firmware Version 3.0.

Digital Functions

<table>
<thead>
<tr>
<th>Control Unit</th>
<th>Mobile Station</th>
<th>Mobile Station 2</th>
<th>Central Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headlights</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Diesel locomotive op. sounds</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>High Pitch Horn</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Direct control</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Rear Headlights off</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Low Pitch Horn</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Front Headlights off</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Sound of squealing brakes off</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>

One-time series.

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Full sound
First time as the class 211
Commuter Car

43829 Commuter Car Set for Shuttle Trains.
Prototype: 3 different German Federal Railroad (DB) “Silberling” / “Silver Coins” design commuter cars. One type Bnb 719 car, 2nd class, one type ABnb 703 car, 1st/2nd class, and one type BDnf 735 cab control car, 2nd class, with a baggage area and a “Karlsruhe” design end.

Model: The minimum radius for operation is 360 mm / 14-3/16”. The cars have underbodies specific to the car types. The trucks have brake shoes. The cars have factory-installed LED interior lighting. They also have operating current-conducting couplers. The 73409 marker lights can be installed on the cars. The cab control car has triple headlights and dual marker lights that change over with the direction of travel and that will work in digital and analog operation. Maintenance-free LEDs are used for the lighting. The cab control car has a drag-switch.
Total length over the buffers 84.6 cm / 33-5/16”.

- Factory-installed LED interior lighting.
- Operating current-conducting couplers.

One-time series.

The class 211 diesel locomotive goes well with this set of cars and can be found in the Märklin H0 assortment under item number 37002.
43803 Commuter Car.

Model: The minimum radius for operation is 360 mm / 14-3/16”. The car has an underbody specific to the car type. The trucks have brake shoes. The car has factory-installed LED interior lighting. It also has operating current-conducting couplers. The 73409 marker lights and 73406 pickup shoe can be installed on the car. Length over the buffers 28.2 cm / 11-1/8”.
DC wheel set 4 x 700580.

• Factory-installed LED interior lighting.
• Operating current-conducting couplers.

One-time series.
Add-on car for the 43829 car set.

The car set and the locomotive to go with this car can be found in the Märklin H0 assortment under item numbers 43829 and 37002.

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.
Class 117 Electric Locomotive

37062 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 117 older design electric locomotive. Chrome oxide green basic paint scheme. Road number 117 107-3. The locomotive looks as it did around 1975.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 2 axles powered. Traction tires. The engineer’s cabs and the engine room have interior details. Handrails and other details are separately applied. The roof is finely detailed, with transversely mounted support insulators on the pantographs, as well as the bell-shaped insulators and fluted insulators. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately from each other. When the headlights are turned off at both ends of the locomotive, then the “double A” lights function is on at both ends. The lighting is maintenance-free, warm white and red LEDs. Brake hoses, heating lines, and covers for the pilot trucks are included.

Length over the buffers 18.3 cm / 7-3/16”.

• Prototypical tooling changes.
• Finely detailed metal construction.

One-time series.

Digital Functions

<table>
<thead>
<tr>
<th>Control</th>
<th>Mobile Station 1</th>
<th>Mobile Station 2</th>
<th>Central Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headlight(s)</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Electric locomotive op. sounds</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Locomotive whistle</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Direct control</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Sound of squealing brakes off</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Headlight(s): Cab2 End</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Whistle for switching maneuver</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Headlight(s): Cab1 End</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Station Announcements</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Conductor’s Whistle</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Blowers on high setting</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Blowers on low setting</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Pantograph Sounds</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Switching maneuver</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
</tbody>
</table>

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2014.
Fast Passenger Train Car Sets

43990 Fast Passenger Train Car Set 1.
Prototype: 3 different design German Federal Railroad (DB) fast passenger train cars for the train route Augsburg – Donauwörth – Treuchtlingen – Nürnberg. 1 type MDyge 986 express freight baggage car as a temporary baggage car, with walls sheathed with panels. 1 type ABm 225 express train compartment car, 1st/2nd class. 1 type Bm 234 express train compartment car, 2nd class. All of the cars in a chrome oxide green basic paint scheme. The cars look as they did around 1975.

Model: The minimum radius for operation is 360 mm / 14-3/16”. The temporary baggage car has “Pennsylvania” style trucks. The express train passenger cars have Minden-Deutz heavy design trucks. All of the cars have factory-installed interior lighting with warm white LEDs. The express train passenger car, 2nd class, has a factory-installed pickup shoe. The entire consist of cars can be supplied with power by means of the factory-installed, current-conducting couplers. The cars must be coupled together in a permanently defined order to do this.

Total length over the buffers 83.2 cm / 32-3/4”.

- The type MDyge 986 temporary baggage car is new tooling.
- All of the cars have factory-installed LED interior lighting.
- Current-conducting couplers between the individual cars.

One-time series.
41322 Fast Passenger Train Car Set 2.
Prototype: 3 different design German Federal Rail-
road (DB) fast passenger train cars for the train route
2 type Byg 514 four-axle rebuild cards, 2nd class. 1 type
Bnb 719 “Silberling” / “Silver Coins” four-axle passenger
car, 2nd class. The cars look as they did around 1975.
Model: The minimum radius for operation is 360 mm /
14-3/16”. One rebuild car has “Pennsylvania” style
trucks and one has Prussian standard design trucks.
The “Silberling” / “Silver Coins” car has Minden-Deutz
lightweight style trucks. All of the cars have facto-
ry-installed interior lighting with warm white LEDs. The
“Silberling” / “Silver Coins” car has a factory-installed
pickup shoe and red marker lights. The entire consist
of cars can be supplied with power by means of the
factory-installed, current-conducting couplers. The
cars must be coupled together in a permanently defined
order to do this.
Total length over the buffers 73.4 cm / 28-7/8”.

- “Silberling” / “Silver Coins” car has factory-installed
  red marker lights.
- All of the cars have factory-installed LED interior
  lighting.
- Current-conducting couplers between the individual
cars.
- Train route: Augsburg – Donauwörth – Treucht-
  lingen – Nürnberg.

One-time series.

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.
H0 Insider Model for 2014

The Perfect Trilogy

39053 as the second Club model for 2014, the spectacular 05 003 with its front cab completes a notable trio: Only for Insiders, all different types of the famous world record beating 05 class are now available.

05 003 – Steam Locomotive with a Cab on the Front

In 1933 the German State Railroad Company (DRG) contracted with the firm Borsig to design and build two three-cylinder streamlined steam locomotives as the class 05 to reach speeds as high as 175 km/h / 109 mph and beyond for the first time. As early as the presentation of the designs, there were doubts whether the locomotive crews would be able to monitor the track and the signals sufficiently at 175 km/h / 109 mph. The decision makers therefore requested development of a third locomotive with the same performance but with the cab at the front of the locomotive as with electric locomotives. In 1934, the DRG thereby ordered a third high speed locomotive from Borsig as road number 05 003 with a cab located at the front. Since the locomotive engineer and fireman were not to be separated, the Borsig designers came up with a 4-6-4 plan in which the outer firebox was located in the rear relative to the main direction of operation, while the tender was coupled behind the smoke box. However, this design permitted only oil firing or powdered coal firing. Since oil firing was not considered give the raw material situation at that time, the decision was made to equip the locomotive for powdered hard coal firing.

In the fall of 1937, the first test runs took place on the route Berlin – Hamburg. World War II prevented fundamental modifications and the locomotive was therefore stored for a long time. When the shortage of locomotive increased sharply in the summer of 1944, road number 05 003 was remembered and by February 14, 1945 it was converted at Hennigsdorf to a normal version for lump coal firing. On February 15, 1945, it was assigned to the Hamburg-Altona district where it was used for various purposes and then it remained in storage until May of 1947. Subsequently it was transferred to the Hamm District at the request of the British Occupation Authorities and after an overhaul was used in scheduled express train service between Hamm and Cologne until it was placed in storage again in October of 1947 due to damages.

At the start of 1950 road number 05 003 as well as road numbers 05 001 and 002 were overhauled again at the firm Krauss-Maffei in Munich. After that, it along with its siblings went to the Hamm District and were now used fully in railroad operations. These locomotives were given a three-day service plan and from 1951 on, they had their longest run between Hamburg and Cologne at 478 km / 299 miles. From 1953 on, they even ran for a short time between Hamburg and Frankfurt (Main) a full 703 km / 439 miles. At this time, these units gave their best performance. Road number 05 003 reached a proud 22,345 km / 13,966 miles in August of 1954. In the summer of 1955, these units shined in “F-Zug” express service with the trains F 1/2 “Hanseat”, F 13/14 “Dompfeil”, and F 16 “Sachsenross”. However, they were not to have a long life, because as a minor class they were on the cut list. Road number was stored in operating condition on September 9, 1957, was ordered into retirement on June 16, 1958, and was scrapped in 1960. In its relatively short working life it achieved a remarkable 798,328 km / 498,955 miles.

Note:
At www.maerklin.com/gallery_05003 you will find current images and information about the production and assembly of this legendary cab forward locomotive.

Or simply scan the QR code.
Class 05 Streamlined Express Steam Locomotive

39053 Streamlined Steam Locomotive with a Tender.
Prototype: German State Railroad (DRB) class 05 streamlined express steam locomotive. Version with powdered coal firing and the engineer’s cab at the front. Wine red basic paint scheme. Road number 05 003. The locomotive looks as it did around 1937.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. Different sounds of powdered coal being moved with a compressor can be activated by means of the function buttons. The locomotive has controlled high-efficiency propulsion with a flywheel, in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. Minimum curved for operation is 360 mm / 14-3/16". Cutouts in the side streamlining for smaller track curves can be filled in with add-on fill pieces. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. A third headlight as a headlight for oncoming trains can be controlled separately in digital operation. The engineer’s cab lighting can be controlled separately in digital operation. Maintenance-free, warm white LEDs are used for the lighting. The locomotive and tender have numerous, separately applied grab irons. A 7226 smoke generator and a figure of a locomotive engineer are packed at the factory with the locomotive. There is a permanent close coupling between the locomotive and tender. Length over the buffers 31 cm / 12-1/4”.

New tooling
Completes the trilogy of the class 05
Constructed mostly of metal
Only for Märklin Insider members

Smoke generator and locomotive engineer figure packed at the factory with the locomotive.

The 39053 streamlined steam locomotive is being produced in 2014 in a one-time series only for Insider members.

An express train passenger car set to go with this locomotive is being offered under item number 43256 exclusively for Insider members.

This model can be found in a DC version in the Trix H0 assortment under item number 22915 exclusively for Trix Club members.

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Digital Functions

<table>
<thead>
<tr>
<th>Digital Functions</th>
<th>Control Unit</th>
<th>Mobile Station</th>
<th>Mobile Station 2</th>
<th>Central Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headlight(s)</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Smoke generator contact</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Steam locomotive op. sounds</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Locomotive whistle</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Direct control</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Sound of squealing brakes off</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Engineer’s cab lighting</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whistle for switching maneuver</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light(s) for Oncoming Train</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steam turbine with super charger</td>
<td>x</td>
<td></td>
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<td></td>
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<tr>
<td>Sounds of powdered coal feed system</td>
<td>x</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Injection of the powdered coal</td>
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</tr>
<tr>
<td>Letting off Steam</td>
<td>x</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Air Pump</td>
<td>x</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Grate Shaken</td>
<td>x</td>
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</tbody>
</table>

One-Time Series for 2014.
This express train passenger car set is being produced in 2014 in a one-time series only for Insider members.

The class 05 streamlined steam locomotive goes well with this car set and is being offered under item number 39053 exclusively for Märklin Insider members.

Mail car includes lighted upper marker lights

Only for Märklin Insider members

• Express Train D 12, train route Berlin – Stuttgart.
• Mail car includes lighted upper marker lights.
• All of the cars are full length for the scale.

43256 D 12 Berlin – Stuttgart Express Train Passenger Car Set.

Prototype: 6 different design German State Railroad (DRB) express train passenger cars. Version as D 12 for the train route Berlin – Stuttgart. 1 type C4ü-23 “Hechtwagen” / “Pike Car” express train passenger car, 3rd class. 1 type WR4ü(39) MITROPA “Schürzenwagen” / “Skirted Car” dining car. 1 type AB4ü-38 “Schürzenwagen” / “Skirted Car” express train passenger car, 1st/2nd class. 1 type C4ü-39 “Schürzenwagen” / “Skirted Car” express train passenger car, 3rd class. 1 type Pw4ü-23 “Hechtwagen” / “Pike Car” express train baggage car. 1 type Post4ü-a German State Postal System “Schürzenwagen” / “Skirted Car” express train mail car. The cars look as they did at the end of the Thirties.

Model: The cars are detailed and full length for the scale. They have underbodies and trucks specific to the car types. The coaches have numbers for their position in the train and train destination signs. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers can be installed on all of the cars. Interior lighting kits can be installed in all of the cars. The mail car comes with factory-installed lighted upper marker lights at one end. Total length over the buffers 149.2 cm / 58-3/4”.

EXCLUSIV
2/2014

One-Time Series for 2014.
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2014.
Z Insider Model for 2014

88507 Class 05 003 Cab Forward Streamlined Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 05 003 steam locomotive with the engineer’s cab at the front, the so-called cab forward.
Model: This locomotive is an exquisite, completely equipped brass handmade model in the elegant red paint scheme of the DRG in Era II. It is technically perfectly crafted out of etched brass parts. The locomotive is equipped with a powerful can motor with a bell-shaped armature that powers a metal gear drive. All driving axles powered. The triple headlights are warm white LEDs that change over with the direction of travel. The upper lights (headlight for oncoming train) can be turned off separately by means of a switch. The locomotive has open brass spoked wheels. The spacing between the locomotive and the tender can be adjusted. The engineer’s cab has windows and a reproduction of the cab interior. Fill-in pieces are included for the cutouts on the skirting so that the model can be displayed perfectly in a display case. Additional detail parts are included to complete the buffer beam on the rear of the tender. The locomotive comes with the Märklin Z coupler on the rear. The locomotive has many separately applied lines and details. The brake imitations as well as sand pipes and rail clearance devices are indicated. The buffers have straight and curved buffer plates. The minimum radius for operation is 195 mm / 7-11/16” (R2) due to the fine detailing and the length of the model. Length over the buffers approximately 126 mm / 5”.
The locomotive is packaged in a real wood case, and the set also has a replica of the builder’s plate made of metal.

- First time for the edition of a Fine Art handmade model in fine brass construction.
- The finest of detailing.
- Elegant dark red paint scheme.
- Open metal spoked wheels.
- Powerful can motor with a bell-shaped armature.
- Reproduction of the engineer’s cab interior.
- Upper headlights for oncoming trains can be turned off separately.
- Many separately applied details.
- Packaged in a high quality wooden case.
- Metal replica of the builder’s plate included.

One-time series only for Märklin Insider members.

A look at the development:
The image shows this brass locomotive as the first handmade sample.

First time as an edition of a Fine Art handmade model with fine brass construction
Only for Märklin Insider members

Tender with separately applied details
Skirting cutouts for operation of the locomotive
Fill-in pieces included for showing the model in a display case
Open spoked wheels
88384 Electric Locomotive.
Prototype: Lokomotion GmbH class 139 electric locomotive painted and lettered for Era VI.
Model: The locomotive is an Era VI version with Klatte individual vents and rectangular buffers. The screw switch for selecting catenary operation is pointed to the inside of the locomotive. Both trucks powered. The triple headlights with warm white LEDs change over with the direction of travel. The locomotive has dark nickel-plated wheel treads. Length over the buffers 76 mm / 3”.

88386 Deep Well Flat Car Set.
Prototype: Car set consisting of 3 German Railroad, Inc. (DB AG) type Sdgkms 707 flat cars. Designed for the transport of containers, truck interchangeable load units, or even semi-truck trailers.
Model: The car frames are constructed of metal. Each car is loaded with 2 removable truck interchangeable load units for the freight forwarder “Winner”. The cars and loads have finely executed paint schemes and lettering. All of the cars and the interchangeable load units have different car numbers or registration numbers. The cars have built-in close coupler hooks. Total length over the buffers 234 mm / 9-1/4”.

One-time series for the MHI / “Exclusiv” Program.

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2014.
Class 230 Diesel Locomotive

The V 300 – A One-Off Model with 6 Axles. The firm Krauss-Maffei built three type ML 2200 6-axle locomotives for the Yugoslavian State Railroad; they were based on the German Federal Railroad’s successful V 200. Probably in the hope of additional orders, a fourth, identical locomotive with the C-C wheel arrangement was built at Krauss-Maffei’s own cost as a demonstrator unit. This locomotive was presented and offered in a striking builder’s paint scheme to the German Federal Railroad among others. After several tests, the motor performance for this locomotive was increased and was designated internally at Krauss-Maffei as the type ML 3000 C’C’. It took long negotiations to move the German Federal Railroad to buy this one-off model and put it on its roster as road no. V 300 001. It was painted in the elegant crimson / gray color scheme of its four-axle siblings and was used primarily in premium express train service. In 1968, it was given the computer number 230 001-0 and this impressive machine could be seen in its last years in service between Hamburg and Westerland on the Isle of Sylt, where it also pulled the popular auto trains between Niedersachsen and Sylt. In 1975, road no. 230 001-0 was put in storage, and the German Federal Railroad tried to sell it, unsuccessfully however, to Italy in 1977. In 1978, it came back to Germany and was finally scrapped two years later.

Full sound
Two speakers
Reworked mechanism

16771 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 230 large heavy-duty diesel locomotive. V 300 general-purpose locomotive as it looked in the Seventies.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The engineer’s cabs have details in relief. The locomotive has close coupler mechanisms.
- Length over the buffers 127 mm / 5”.
- Digital decoder for DCC, Selectrix, and conventional operation.
- Sound circuit with realistic sound effects.

One-time series.
A suitable fast passenger train can be made up with this locomotive and the car set, item number 15471.

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.
Fast Passenger Train Car Set

Prototype: 4 fast passenger trains as they looked around 1971 for the Hamburg-Altona – Westerland service. Two type Bnb 719 “Silberling” / “Silver Coins” cars, 2nd class, one type Bye 655 car, 2nd class, and one type ABüm 225 car, 1st/2nd class car, all painted and lettered for the German Federal Railroad (DB).

15471 Fast Passenger Train Car Set.

Modell: All of the cars have close coupler mechanisms. Lighting kits can be installed in the cars. The 1st/2nd class car has LED marker lights that can be shut off by means of a micro switch. Total length over the buffers 660 mm / 26”.

- LED marker lights.

One-time series.

66656 Lighting kit.
66616 LED lighting kit.

A suitable fast passenger train can be made up with this set and the diesel locomotive, item number 16771.
Class 151 Electric Locomotive

The Class 151

The class 151 appeared in 1972 as a further development of the 150 (until 1968: E 50) due to increased performance demands in heavy and fast freight service. Its design was based on the new parameters of the railroad construction and operation regulations (EBO) of 1967, which stipulated freight service speeds of up to 120 km/h / 75 mph and trainloads up to 2,000 tons. These values could only be reached with a locomotive of over 5,000 kilowatts / 6,075 horsepower so that just reworking the class 150 was out of the question right from the start. Krupp and AEG were responsible for the design of the 151. The proven traction motors from the classes 110 and 140 were selected in the interest of standardization but very new methods of insulation and heat dissipation had to be developed to reach the desired increase in performance. Despite that, the locomotive became so heavy with the necessary new more powerful main transformer and the reinforced resistance brakes that the required axle load could be maintained only with the utmost application of lightweight construction technology. The engineer’s cabs were equipped with anatomically correct seats and air conditioning based on the latest technology. Equipping the locomotives with separately mounted buffer beams was obligatory. This enable easy installation of center buffer couplers. The proven trucks for the class 150 were not used and new ones were designed of welded steel lightweight construction. The box support and the wheel set steering by means of Lemniskaten linkage were taken from the class 103. The proven rubber ring spring drive was still used. A 29-step high-voltage relay system with thyristor power circuit breakers now handled control of the traction motor voltage.

Road number 151 001 was the first unit to be delivered on November 21, 1972. By 1977, 170 units had been built at Krupp, Henschel, Krauss-Maffei, AEG, Siemens, and BBC. They were initially used all over West Germany and were even run at times with passenger trains. Road numbers 151 089-122 and in part still have automatic couplers (“Unicoupler”) and ran for years mostly in m.u. double-head lashups with heavy ore trains on the routes Hamburg–Beddingen (5,700 tons), Venlo–Dillingen (5,130 tons), and Moers–Linz (3,220 tons). By 2009 after only locomotives from accidents had fallen victim to being removed from service, large numbers of the locomotive were placed in storage due to the economic and financial crisis so that the ranks of these six-axle units sank by half in the last four years. Yet, the class 151 found a new area of activity with private transport companies. The DB subsidiary RBH Logistics GmbH has had 16 units on its roster and five other units have found a new livelihood with other private companies too. The DB will also still need these elegant freight locomotives for several more years. Major overhauls are thus planned in 2014 for them.

16492 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 151 heavy freight locomotive. “Traffic Red” basic paint scheme. The locomotive looks as it did around 2013.
Use: Freight trains.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled. The locomotive has close coupler mechanisms. Length over the buffers 122 mm / 4-13/16”.

- Many sound functions.
- Warm white LEDs for headlights.
- Engineer’s cab lighting.
- Headlights / marker lights can be turned off.

5 year warranty on all MHI / Exclusive items and club items (Märklin Insider and Trix Club) starting in 2012.

One-time series.

Full sound
Cab lighting
Headlight / marker light changeover
“Chlorine Gas Tank Car” Car Display

Prototype: Different 4-axle tank cars painted and lettered as privately owned cars, used on the German Railroad, Inc. (DB AG). Chlorine gas tank cars painted and lettered for the firms On Rail and VTG.

Model: The cars come in an attractive display of 6 each chlorine gas tank cars painted and lettered for the firm On Rail and 4 each chlorine gas tank cars painted and lettered for the firm VTG. All of the cars have different car numbers. The cars have detailed, partially open frames. They have Minden-Dorstfeld type trucks. The cars have separately applied brakeman’s platforms and separately applied ladders with platforms specific to the type of car. Each car is individually packaged.

Length over the buffers for each car 80 mm / 3-1/8”.

- New tooling.
- Car type differences.

One-time series.

15414 "Chlorine Gas Tank Car" Car Display.

EXCLUSIV 2/2014
The Perfect Trilogy

22915 as the second Club model for 2014, the spectacular 05 003 with its front cab completes a notable trio: Only for Trix Club members, all different types of the famous world record beating 05 class are now available.

05 003 – Steam Locomotive with a Cab on the Front

In 1933 the German State Railroad Company (DRG) contracted with the firm Borsig to design and build two three-cylinder streamlined steam locomotives as the class 05 to reach speeds as high as 175 km/h / 109 mph and beyond for the first time. As early as the presentation of the designs, there were doubts whether the locomotive crews would be able to monitor the track and the signals sufficiently at 175 km/h / 109 mph. The decision makers therefore requested development of a third locomotive with the same performance but with the cab at the front of the locomotive as with electric locomotives. In 1934, the DRG thereby ordered a third high speed locomotive from Borsig as road number 05 003 with a cab located at the front. Since the locomotive engineer and fireman were not to be separated, the Borsig designers came up with a 4-6-4 plan in which the outer firebox was located in the rear relative to the main direction of operation, while the tender was coupled behind the smoke box. However, this design permitted only oil firing or powdered coal firing. Since oil firing was not considered given the raw material situation at that time, the decision was made to equip the locomotive for powdered hard coal firing.

In the fall of 1937, the first test runs took place on the route Berlin – Hamburg. World War II prevented fundamental modifications and the locomotive was therefore stored for a long time. When the shortage of locomotive increased sharply in the summer of 1944, road number 05 003 was remembered and by February 14, 1945 it was converted at Hennigsdorf to a normal version for lump coal firing. On February 15, 1945, it was assigned to the Hamburg-Altona district where it was used for various purposes and then it remained in storage until May of 1947. Subsequently it was transferred to the Hamm District at the request of the British Occupation Authorities and after an overhaul was used in scheduled express train service between Hamm and Cologne until it was placed in storage again in October of 1947 due to damages.

At the start of 1950 road number 05 003 as well as road numbers 05 001 and 002 were overhauled again at the firm Krauss-Maffei in Munich. After that, it along with its siblings went to the Hamm District and were now used fully in railroad operations. These locomotives were given a three-day service plan and from 1951 on, they had their longest run between Hamburg and Cologne at 478 km / 298 miles. From 1953 on, they even ran for a short time between Hamburg and Frankfurt (Main) a full 703 km / 439 miles. At this time, these units gave their best performance. Road number 05 003 reached a proud 22,345 km / 13,966 miles in August of 1954. In the summer of 1955, these units shined in “F-Zug” express service with the trains F 1/2 “Hanseat”, F 13/14 “Dompfeil”, and F 16 “Sachsenross”. However, they were not to have a long life, because as a minor class they were on the cut list. Road number was stored in operating condition on September 9, 1957, was ordered into retirement on June 16, 1958, and was scrapped in 1960. In its relatively short working life it achieved a remarkable 798,328 km / 498,955 miles.
H0 Trix Club Model for 2014

New tooling
Completes the trilogy of the class 05
Constructed mostly of metal
Only for Trix Club members

22915 Streamlined Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 05 streamlined express steam locomotive. Version with powdered coal firing and the engineer’s cab at the front. Wine red basic paint scheme. Road number 05 003. The locomotive looks as it did around 1937.

Model: The locomotive has a digital decoder with extensive sound functions. Different sounds of powdered coal being moved with a compressor can be activated by means of the function buttons. The locomotive has controlled high-efficiency propulsion with a flywheel, in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. Minimum curved for operation is 437 mm / 17-1/4”.

Cutouts in the side streamlining for smaller track curves can be filled in with add-on fill pieces. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. A third headlight as a headlight for oncoming trains can be controlled separately in digital operation. The engineer’s cab lighting can be controlled separately in digital operation. Maintenance-free, warm white LEDs are used for the lighting. The locomotive and tender have numerous, separately applied grab irons. A 7226 smoke generator and a figure of a locomotive engineer are packed at the factory with the locomotive. There is a permanent close coupling between the locomotive and tender.

Length over the buffers 31 cm / 12-1/4”.

- Digital decoder and extensive sound and light functions included.
- Smoke generator and locomotive engineer figure packed at the factory with the locomotive.

The 22915 streamlined steam locomotive is being produced in 2014 in a one-time series only for Trix Club members.

This model can be found in an AC version in the Märklin H0 assortment under item number 39053 exclusively for Insider members.

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New tooling
Completes the trilogy of the class 05
Constructed mostly of metal
Only for Trix Club members

EXCLUSIV 2/2014
43230 DRG Freight Car Set
This freight car set consists of 3 freight cars. 1 type “Köln” tank lettered for ABC Brennstoffhandel GmbH, which can be filled and emptied like the prototype. 1 type Xt low side car, and one type G boxcar. The boxcar has doors on the body and a brakeman’s cab that can be opened like the prototype. All of the cars are painted and lettered prototypically for Era II. The models have metal solid wheels and are individually packaged.
Length over the buffers for each car 30 cm / 11-13/16”.

One-time series for the MHI / “Exclusiv” program.
This freight car set is the perfect add-on to the 22930 locomotive or other cars and locomotives of the same era.
It also has a built-in decoder with different functions:

- Headlights front/rear
- Cab lighting
- Turning off headlights front/rear
- Switching range
- Dual red marker lights
- Double “A” lights
- Diesel operating sounds
- Headlight changeover with the direction of travel
- Short horn sound
- Long horn sound (loop)
- Set brakes (mechanical foot brakes)
- Engineer’s brake valve
- Auxiliary brakes
- Mute sound
- Squealing brakes off

Length over the buffers 26 cm / 10-1/4”.

This model is being produced in a one-time series only for the MHI.
We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors. Some of the models shown in the photographs are hand samples. The regular production models may vary in details from the models shown.

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An explanation of the symbols can be found in the current catalogs and on the Internet.

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• mfx+ digital decoder included for still more operating enjoyment in the Märklin „World of Operation“.

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