

Fall New Items 2021





The legendary 844 from the operational roster of the Union Pacific can be found on pages 26/27.

Welcome to the Fall New Items for 2021

This year's fall new items can tell the story of railroading and its unusual history. We are thus presenting models from H0 Gauge, Z Gauge and on up to Märklin 1 Gauge, which may be viewed as real representatives of great railroad ideas.

So for example our completely new tooling for the "Living Legend", road number 844, which accompanied along with the Big Boy, road number 4014, the festivities on May 9, 2019 in real life for the 150th anniversary of the first transcontinental railroad line in the USA at the station in Ogden, Utah. This was done impressively with a lot of steam.

No less steeped in history is our new landmark in Göppingen. As one of the last two black steeds, it ended the legend of the steam locomotive era on the German Federal Railroad on October 26, 1977, to shine in new glory now at the opening of the Märklineum in real life and as a model.

However, in Cottbus too the history of railroading played a big role when the loan unit stationed there – road number 218 497-6 – was given a symbolic paint scheme. A good reason for Märklin to incorporate this extensive design simultaneously in three gauges in the fall new items.

Märklin 1 Gauge is tempting you into the good old days of exclusive travel with a class 241-A steam locomotive. A model, which will draw you into the legendary passenger trains of the Golden Twenties in highly detailed all metal construction. However, the fans of modern eras can also look forward to several surprises. In addition to these highlights of the fall new items, other impressive models await you in the three gauges. All of them make their contribution to the great history of railroading.

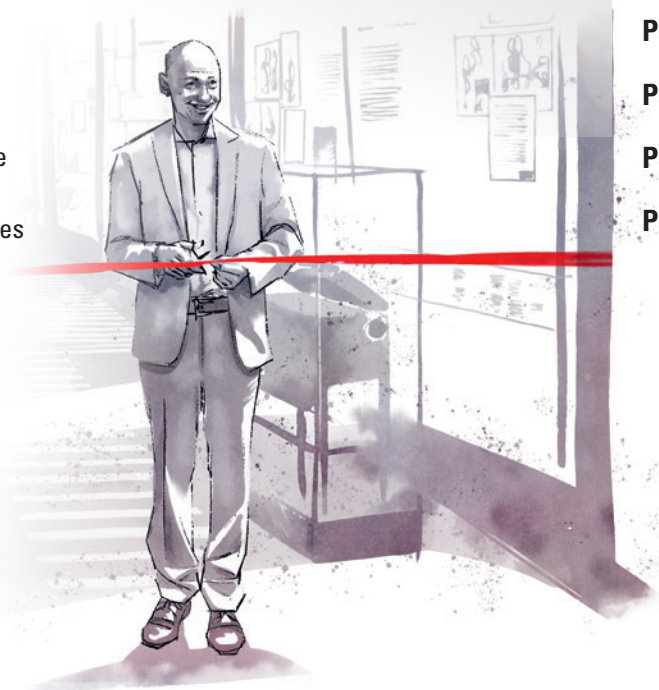
We hope you enjoy browsing through the fall new items for 2021
Your Märklin Team

Festive opening of the Märklineum
by the Märklin managing director Wolfram Bächle

Over 1,000 Square Meters / 10,000 Square Feet – The Newly Opened Märklineum

Go on a journey of discovery and experience impressively the company history of Märklin. See products from 160 years of innovation and passion supported by interactive media technology and creatively staged. Use the option to book your tickets in advance online at

<https://www.maerklineum.de/de/besucherinformation/ticketshop/>



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Important Note!

The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older. We recommend our Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.



37858 Class 150 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 150 heavy freight locomotive. Orient red basic paint scheme. Double lamps and rectangular engine room windows included. Road number 150 144-4. The locomotive looks as it did in 1999. Very faded and weathered version.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and

can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are off, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons on the sides and ends. The cabs and engine room have interior details in relief. Brake and coupler hoses are included and can be installed on the locomotive. There is a figure of a locomotive engineer in Cab 1. The locomotive comes in a weathered and faded paint scheme. Length over the buffers approximately 22.4 cm / 8-13/16".

Highlights:

- Model is very faded and weathered
- World of Operation mfx+ digital decoder and extensive operation and sound functions included
- Warm white and red LEDs used for the lighting
- Figure of a locomotive engineer in Cab 1
- Locomotive includes a metal body

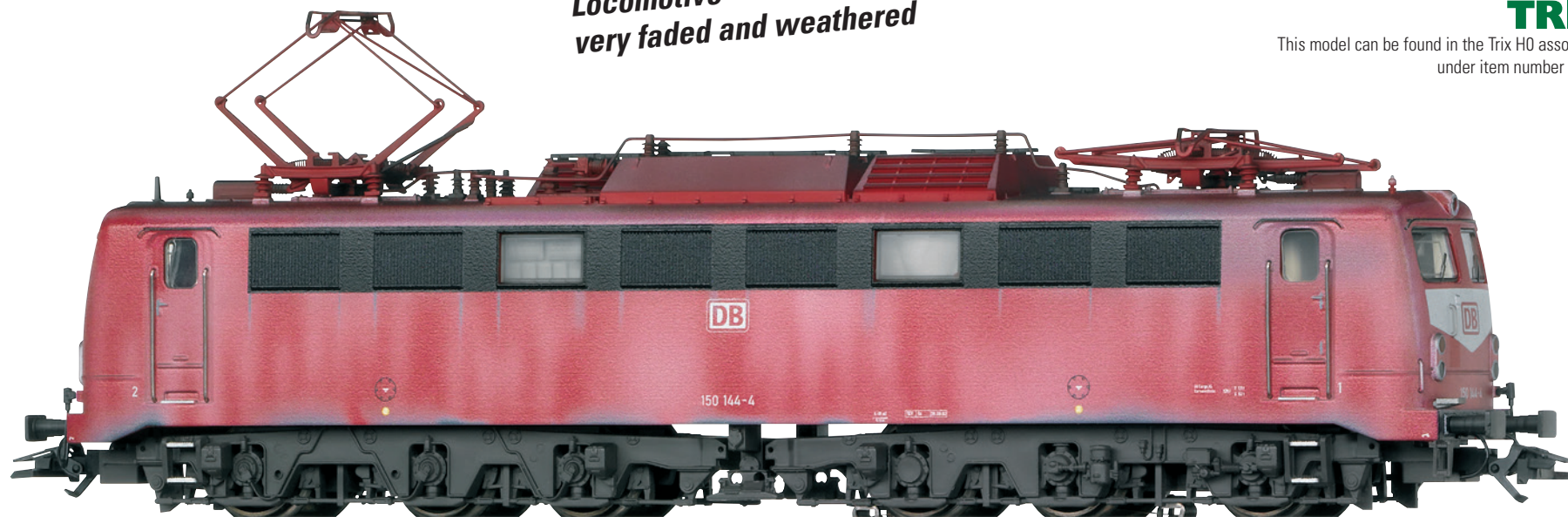
One-time series.

*Locomotive
very faded and weathered*

TRIX

This model can be found in the Trix H0 assortment under item number 22619.

mhi
märklin Händler-Initiative



46239

46238

37858



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).

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

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Opening cab door
Electric locomotive op. sounds						Switching range + switching light
Locomotive whistle						Pantograph Sounds
Direct control						Grade crossing
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Whistle for switching maneuver						
Headlight(s): Cab1 End						
Compressor						
Letting off Air						
Blower motors						
Switching maneuver						
Station Announcements						
Sanding						
Coupler sounds						
Surrounding sounds						

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



Black Gold



46238 Type Fals 176 Freight Car Set

Prototype: Three German Railroad, Inc. (DB AG) type Fals 176 hopper cars. DB Cargo version in a fire red paint scheme with type Y25 welded trucks. The cars look as they did in 1992.

Model: The end platforms and ladders are constructed of etched metal. The cars have different car numbers. The car bodies are weathered. The cars are loaded with a representation of scale-sized coal. All of the cars are individually packaged and marked. There is also a master package. Length over the buffers per car approximately 13.3 cm / 5-1/4". DC wheelset E700580.

Highlights:


- Weathered car bodies
- Loaded with a representation of coal
- All of the hopper cars individually packaged

One-time series.



All of the cars are weathered differently



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



46239 Type Fals 176 Freight Car Set

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Model: The end platforms and ladders are constructed of etched metal. The cars have different car numbers. The car bodies are weathered. The cars are loaded with a representation of scale-sized coal. One car includes new, mounted marker disks. All of the cars are individually packaged and marked. There is also a master package. Length over the buffers per car approximately 13.3 cm / 5-1/4". DC wheelset E700580.

Highlights:

- One car includes new marker disks
- Weathered car bodies
- Loaded with a representation of coal
- All of the hopper cars individually packaged

One-time series.



For a prototypical end of the train, a car with mounted end-of-train disks



46239

46238

37858



Preproduction Model

452663900 Edition 1 : 87
VW T1 Samba Christmas Model



Preproduction Model

452657600 Edition 1 : 87
Kaelble KV 632 with Road Roller



450270400 Edition 1 : 43
VW Beetle "Gulf"



450774400 Edition 1 : 32
2-Car Set Police, VW Beetle and VW T1 Panel Truck



450026900 Edition 1 : 18
VW T1 Panel Truck "Jägermeister"



37689 Class 260 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 260 diesel switch engine. Crimson basic paint scheme. Diesel-hydraulic drive with a jackshaft. Road number 260 319-9. The locomotive looks as it did starting in 1972.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. Three axles and the jackshaft powered. Traction tires. The locomotive has the new Telex coupler front and rear, which can be controlled separately in digital operation. The couplers have a controlled automatic maneuver. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The double "A" light can be turned on and off. The platform railings are constructed of metal. Length over the buffers 12.0 cm / 4-3/4". This switch engine replaces the previous model in the classics assortment.

- Highlights:**
- New Telex coupler front and rear
 - World of Operation mfx+ digital decoder
 - Controlled automatic coupler maneuver

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Sanding
Telex coupler on the rear						Rail Joints
Diesel locomotive op. sounds						
Horn						
Telex coupler on the front						
Direct control						
Coupler procedure for uncoupling						
"Switcher Double "A" Light"						
Switching maneuver						
Whistle for switching maneuver						
Cab Radio						
Sound of squealing brakes off						
Blower motors						
Brake Compressor						
Letting off Air						
Replenishing fuel						

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

New Telex couplers now included



The new ones in the Classics program with the innovative Telex coupler



Experience all of the classics in detail at:
www.maerklin.de/klassiker

Reissue with new car numbers

These cars are also colloquially known as “Mittleinstiegswagen” / “Center Entry Cars”. They are built with small marker lights above on the ends of the cars, and they have single piece windows on the entry doors at the ends of the car. The paint scheme is in ocean blue / ivory. The cars are based at Hagen Central Station. The cars look as they did in 1984.



43125 Passenger Car, 1st/2nd Class

Prototype: German Federal Railroad (DB) passenger car, 1st/2nd class, for so-called lightweight express trains (LS). Type ABylb 411.
All additional information can be found at item number 43165.

On the models, the interior lighting for the entire consist can be controlled digitally in the cab control car. The underbodies are modelled specific to the car types. The trucks are Minden-Deutz heavy with double brake shoes.

A restroom downspout pipe and a shuttle train control line are included as separately installed parts for presentation in a display case. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8".



43165 Passenger Car, 2nd Class

Prototype: German Federal Railroad (DB) passenger car, 2nd class, for so-called lightweight express trains (LS). Type Bylb 421.
Model: There are red transparent marker light inserts on the ends of the car. D 62s generator.



43335 Cab Control Car

Prototype: German Federal Railroad (DB) cab control car, 2nd class, for so-called lightweight express trains (LS). Type BDylf 457 with a baggage area without a side corridor.
Model: The car has an mfx digital decoder. It also has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting can also be controlled digitally. The current-conducting couplers can be controlled digitally. There are red transparent marker light inserts on the end of the car without a cab. The truck at the end of the car with a cab has rail clearance devices, a “Sifa” (deadman’s control system) relay box, inductive magnets, and a type D 62 generator.

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

Cab control car includes red/white light changeover



The Flagship of the FZI Cottbus



39187 Class 218 Diesel Locomotive



Prototype: German Railroad, Inc. (DB AG) class 218 diesel locomotive, DB Locomotive/Car Maintenance, Inc. Cottbus. Diesel-hydraulic locomotive with electric train heating. Road number 218 497-6. The locomotive looks as it did starting in 2021.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. All axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional

operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting changes over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons on the sides and ends. The buffer beams are detailed with snowplows, typical for this class. Brake lines, a prototype coupler, and closed snowplows are included and can be installed on the locomotive. There is a figure of a locomotive engineer in one of the cabs. Length over the buffers 18.9 cm / 7-7/16".

Highlights:

- Attractive design for the Cottbus FZI
- Prototypical roof version for the class 218.4 with large cooling fans
- Cab lighting can be controlled digitally
- Figure of a locomotive engineer seated in one of the cabs

Digital Functions	CU	MS	MS2	CS1	CS2-3	CS2-3
Headlight(s)						Doors Closing
Engineer's cab lighting						Operating sounds
Diesel locomotive op. sounds						Warning announcement
Horn						Replenishing fuel
Direct control						Sound of Couplers Engaging
Sound of squealing brakes off						Coupler sounds
Headlight(s): Cab1 End						
Whistle for switching maneuver						
"Switcher Double "A" Light"						
Headlight(s): Cab2 End						
Blower motors						
Conductor's Whistle						
Compressor						
Letting off Air						
Sanding						
Horn						

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

First time for the striking snowplows at both ends of the locomotive



Märklin and PIKO have supported the project for road number 218 497-6 intensively as publicity and cooperative partners right from the start

Our New Landmark

By the end of DB steam locomotive operation, road number 44 1315 (starting in 1968: 043 315), an oil-fired freight locomotive carried on its service without hesitation, finally at Emden pulling mostly heavy ore trains in the Emsland area. Even on October 26, 1977 – the last day of DB steam locomotive operation – it showed one more time what it could do. Towards two in the afternoon, it was pulling one of those famous 4,000 metric

ton ore trains under the gaze of a large number of photographers from the ore station to the Emden freight yard.

On September 12, 2018, it moved back up to a star position, when it moved in as a tremendous spectacle and to the applause of numerous onlookers as a new landmark of the Märklineum in Göppingen.



39889 Class 44 Steam Locomotive



Prototype: German Federal Railroad (DB) class 44 heavy steam freight locomotive, with a type 2'2'T34 standard design oil tender. Black/red basic paint scheme. Cab with two side windows, standard design Witte smoke deflectors, pilot truck wheel set with spoked wheels, without smoke box central locking, with inductive magnets on both sides. Road number 44 1315. Restored locomotive at the Märklineum. The locomotive looks historically as it did around 1963/64.



Visit the Märklineum!
Simply register online at:
<https://www.maerklineum.de/de/besucherinformation/ticketshop/>

With a DVD about the history, transport to the Märklineum, and restoration of the locomotive.



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 oil tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The triple 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 also be controlled separately 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. There is a close coupler with an NEM pocket and a guide mechanism on the tender and on the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods, brake hoses, and imitation couplers are included as detail parts. A DVD is also included showing the history of this steam locomotive as well as its transport to the Märklineum and subsequent restoration. Length over the buffers 26 cm / 10-1/4".



TRIX

This model can be found in the Trix H0 assortment under item number 22989.

Highlights:

- The tender prototypically has spoked and solid wheels
- DVD about the history, transport to the Märklineum, and restoration of the locomotive
- World of Operation mfx+ digital decoder and a variety of operation and sound functions included
- High-efficiency propulsion with a flywheel, mounted in the boiler
- The restored original of this locomotive can be viewed at the Märklineum

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Sanding
Smoke generator contact						"Switcher Double "A" Light"
Steam locomotive op. sounds						Switching maneuver
Locomotive whistle						Generator Sounds
Direct control						Operating Sounds 2
Sound of squealing brakes off						Rail Joints
Engineer's cab lighting						Safety Valve
Whistle for switching maneuver						Sound of Couplers Engaging
Air Pump						
Letting off Steam						
Operating Sounds 1						
Water Pump						
Injectors						
Replenishing fuel						
Replenishing water						
Replenishing sand						

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



This Message Matters: Tolerance for All Views!

This has caused a great response: On July 9, 2021, the DB sent an ICE 3 – the Tz 304 powered rail car train “München” with the two powered end cars, road numbers 403 022-7 and 403 504-4 – out on to the rails. The railroad wants to set an example with this for diversity and tolerance, for collective respect and trust, and for respectful contact with the diversity of all human beings. This powered rail car train is running in the rotational schedule of the ICE 3 and as the “Railbow ICE” is thereby carrying a quite special message all over Germany.

We feel impelled to follow this message for diversity, tolerance, and a respectful contact with each other. Märklin and TRIX are offering this special ICE for H0 model railroad fans.



37784 ICE 3 Powered Rail Car Train, Class 403 „railbow“

Prototype: ICE 3 high speed powered rail car train. German Railroad, Inc. (DB AG) class 403. 1 type 403.0 end car, 1st class, 1 type 403.1 transformer car, 1st class, 1 type 403.3 “Bordrestaurant” dining car, 1 type 403.6 transformer car, 2nd class, 1 type 403.5 end car, 2nd class. Tz 304 powered rail car train named “München” with rainbow colored stripes as a “Railbow”. The train looks as it did starting in July of 2021.

Model: The train comes in a 5-car version. It has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion built into the Restaurant car. 2 axles powered. Traction tires.

The engineer’s cabs in the end cars have interior details. The train has a power pickup changeover feature with power picked up in the end car at the front of the train. The train has special close couplings with a guide mechanism. The triple headlights and dual red marker lights will work in conventional operation and can be controlled digitally. The long-distance headlights can be controlled. The train has factory-installed interior lighting. This lighting is supplied with power by means of a continuous electrical connection through the entire train. Maintenance-free warm white and red LEDs are used for the lighting. Train length 142.2 cm / 56“.



Highlights:

- Attractive design with rainbow colored stripes
- Long-distance headlights can be controlled digitally
- Factory-installed LED interior lighting
- Extensive sound functions
- mfx+ World of Operation decoder included

TRIX

This model can be found in the Trix H0 assortment under item number 22784.





© Klaus Eckert



43739 Add-On Car Set ICE 3 "railbow"

Prototype: 2 each transformer cars, 2nd class, and 1 each intermediate car, 2nd class. Add-on cars for the German Railroad, Inc. (DB AG) ICE 3, powered rail car train Tz 304, "Railbow". Era VI. The cars look as they currently did starting in July of 2021.

Model: These 3 intermediate cars are add-on cars for the 37784 ICE 3. The cars have special close couplings with guide mechanisms. All of the cars have built-in LED interior lighting. The interior lighting is powered from the continuous electrical connection through the entire train. Total length 83.7 cm / 32-15/16".

Highlights:

- Factory-installed LED interior lighting
- The ideal add-on for prototypical modelling of the Tz 304

TRIX

This model can be found in the Trix H0 assortment under item number 23391.



The 37784 basic set can be expanded to a prototypical 8-part unit with the 43739 add-on car set.



48055 High-Capacity Sliding Wall Boxcar

Prototype: Swiss Federal Railways (SBB) type Habbiilns high capacity sliding wall boxcar. Version painted and lettered for SBB Cargo AG, Basle, Switzerland.

Model: The car has fixed sliding walls. It also has adjustable trucks and buffers. The car has an additional hand wheel on the frame for setting the brakes. The car has type Y 25 welded trucks. Length over the buffers 26.7 cm / 10-1/2". DC wheel set E700580.

Reissue with a new car number



Austria



46308 Hinged Roof Car Set

Prototype: Type Tdrrs hinged roof cars painted and lettered for Rail Cargo Austria (RCA). Set consists of three pairs of cars permanently coupled in pairs in the prototype. Version with hinged roof cover for the load area. Mahogany brown basic paint scheme. The cars look as they did starting in 2010.

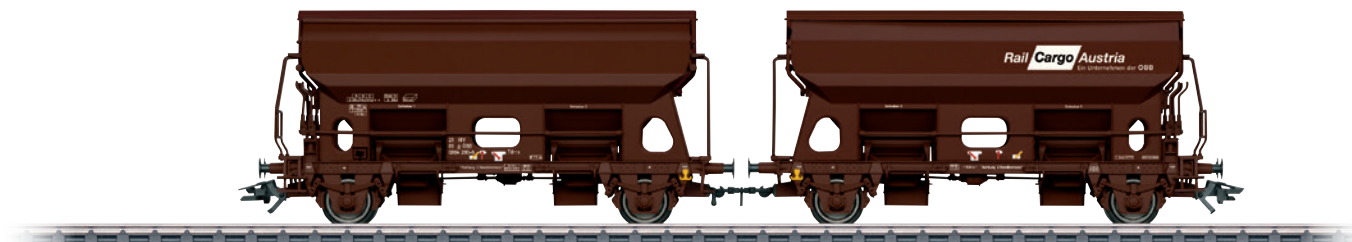
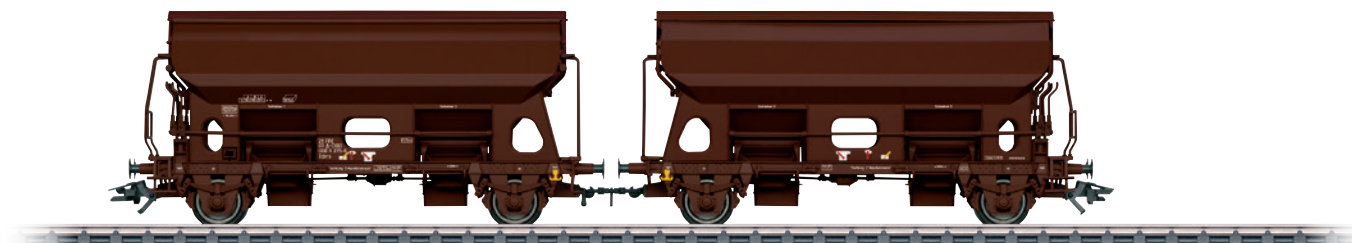
Model: The cars are intricately constructed and have many separately applied details. The cars have separately applied chute extensions. The hinged roof can be opened. The pairs of cars are connected with a permanent prototype coupling. Operating close couplers are included. The cars have different car numbers. All of the pairs of cars are individually packaged.

Length over the buffers per pair of cars approximately 22.5 cm / 8-7/8"; total length over the buffers approximately 67.5 cm / 26-9/16". DC wheelset E700580. Trix Express wheelset E3357811.

Highlights:

- Car type ideal for unit train use
- Very intricate construction

Hinged roof covers can be opened



46308

39198



39198 Class 1293 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1293 (Vectron) electric locomotive. Road number 1293 011. The locomotive looks as it did in 2018.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The long-distance headlights can be controlled separately. The cab lighting can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.9 cm / 8-5/8".

Highlights:

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

TRIX

This model can be found in the Trix H0 assortment under item number 25191.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Letting off Air
Engineer's cab lighting						Sanding
Electric locomotive op. sounds						Opening cab door
Low Pitch Horn						Opening side cab window
Direct control						Windshield wiper sounds
Sound of squealing brakes off						SIFA warning sound
Headlight(s): Cab2 End						Train control warning sound
High Pitch Horn						Switching range + switching light
Headlight(s): Cab1 End						Sound of Couplers Engaging
Long distance headlights						Sound of uncoupling
Switching light for SL, HU, PL						Station Announcements
Horn						Sound of railroad crossing gates closing
Light function for oncoming train for IT and DK						Sound of railroad crossing gates closing
Halt light function for CZ, SK						
Blower motors						
Compressor						

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

The roof equipment also shows how the locomotive is modelled with exact detailing







A model based entirely on a design study from the Fifties. If it has been up to the graphics artists in the Fifties, the CALTEX logo would have adorned every tank car for the American petroleum oil and energy company Chevron Corporation. However, it only remained as a design suggestion.



46537 Standard Design Tank Car

Prototype: Four-axle standard design tank car, used on the Dutch Railways (NS). Older type with pressed sheet metal trucks and a brakeman's platform. Privately owned car painted and lettered for the firm Caltex Petroleum Maatschappij, Netherlands N.V with a fictitious design from the Fifties. The car looks as it did in the Mid-Fifties.

Model: The car has special smooth running trucks. The ladder and catwalk are separately applied. Length over the buffers 14.2 cm / 5-5/8". DC wheelset E32376004. Trix Express wheelset E33339010.





47135 Type Sgns Container Transport Car

Prototype: Four-axle type Sgns container transport car for combined load service for the firm Lineas NV/SA, registered in Belgium. Loaded with a 40-foot high-cube box container. The car looks as it did around 2020.

Model: The car has type Y 25 trucks. The transport car floor is prototypically partially open and is constructed of metal with striking fish belly type side sills. The transport car is loaded with a 40-foot high-cube box container, which can be removed.

Length over the buffers 22.7 cm / 8-15/16". DC wheelset E700580.

Highlights:

- 40-foot high-cube box container as new tooling
- For even more variety in combined load service

For the first time in the Märklin assortment, the high-cube box container with a height of 33.5 mm / 1-5/16"

Higher and especially planned for high-volume freight loads. The high-cube box container in real life is 30 cm / 11-13/16" higher than the normal multi-use container.



A class 66 diesel locomotive to go with this car can be found in the Märklin H0 assortment as item number 39062.



46345 Grain Hopper Car Set

Prototype: Three high-capacity hopper cars with smooth side walls for transporting grain (Cerealier), used on the French State Railways (SNCF). Privately owned cars in a standard design and different paint schemes.

Model: The cars have a metal insert for a low center of gravity and for smooth running. They also have many separately applied details. The cars have different lettering and car numbers. All of the cars come individually packaged and marked. There is also a master package. Total length over the buffers 51.5 cm / 20-1/4". DC wheelset E700580.



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Living Legend, Road Number 844



“The only steam locomotive never retired”, is how road number 844 of the Union Pacific Railroad (UP) was accurately described, because it was actually the only steam locomotive of a large American railroad company, which was never taken out of service. This unit built as a “Northern” type was built in 1944 as the last steam locomotive for the UP and was used until 1959. Then it was initially kept in reserve as an operational unit and was to be scrapped along with the other UP steam locomotives. Yet, as early as 1960, those responsible at UP recognized the promotionally positive advantages of special steam runs and kept it in operational condition. It thereby formed the basis of the UP steam locomotives for special services, which were increased with the “Challenger”, road number 3985, in 1981 as well as the “Big Boy”, road number 4014, in 2019.

The UP bought 20 coal-fired, powerful 4-8-4 general-purpose steam locomotives in a two-cylinder design for the first time in 1937 from ALCO for heavy express and freight train service. They still had 1,955.8 mm / 77” driving wheels (UP road numbers 800-819). Two more series followed in 1939 (UP road numbers 820-834) as well as 1944 (UP road numbers 835-844), now with 2,032 mm / 80” driving wheels and even heavier in construction. The maximum permissible speed was set at 90 mph (145 km/h), whereby the running gear was designed for 100 mph (161 km/h). This was a special design with lightweight construction of the driving and coupled wheels of the “Boxpok” type. The last series was even equipped with two blast pipes (double smoke stacks)

to improve performance. The performance data was impressive: boiler pressure of 20.7 bar / 300.23 pounds per square inch; grate area of 9.3 square meters / 100.1 square feet, heating area of 399 square meters / 4,294.8 square feet, superheater area of 130.1 square meters / 1,400.4 square feet. The weight of the locomotive and tender 411.9 metric tons, tractive effort 283.8 kilonewton / 63,801 pound-force, and a performance of 4,938 horsepower. A remarkable thing about the two last series was the large seven-axle tender, the “Centipede” design with a leading truck and five wheelsets behind it mounted rigidly in the frame. Conceived as a countermeasure to the competition from diesel locomotives, it was planned to enable long locomotive runs. With full supplies (25 metric tons of oil and 88,971 liters / 23,503.6 gallons of water), it weighed almost as much as the locomotive itself. Due to the nuisance of gas and smoke to the locomotive crews, these units were equipped in 1946 with smoke deflectors similar to the German “Wagner” design and they were converted to oil firing not least because of the coal miners’

strike. Up into the second half of the Forties, these locomotives could be seen pulling prestigious UP express trains such as the “Overland Limited”, “Los Angeles Limited”, “Portland Rose”, and “Challenger”. During these runs, record-setting speeds were reportedly reached: Road number 841 pulled 25 heavy Pullman cars across Nebraska and reached maximum speeds between 105 and 112 mph (169-180 km/h). There was a report of another unit reaching the 130 mph mark (209 km/h). In their glory days, the class 800 locomotives racked up to 15,000 miles per month (24,100 km). Yet, in their last decade, they had to be content with freight trains until the last units were finally retired in 1962.



Living Legend, Road Number 844



37984 Class 800 Steam Locomotive



Prototype: Union Pacific Railroad (UP) class 800 heavy steam locomotive, with an oil tender. Locomotive road number 844. The locomotive looks as it did starting in 2016.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has various operating sounds such as oil and water being replenished or the opening and closing of sliding windows and ventilation hatches on the cab, all of which can be controlled digitally. The locomotive has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive has Boxpok driving wheels. Maintenance-free warm white LEDs are used for the headlight on the locomotive and tender, cab lighting as well as number boards and marker lights, all of which can be controlled digitally. There is a factory-installed smoke generator with dynamic smoke exhaust. The headlights and smoke unit contact will work in conventional operation and can be controlled digitally. There are two powerful speakers in the

tender. Imitation couplers in a standard pocket can be mounted on the pilot on the front of the locomotive. There is a close coupling with a mechanism between the locomotive and tender. The locomotive has separately applied metal grab irons. There are many other separately applied details. There is a figure of a locomotive engineer and a fireman in the cab. Length over the couplers approximately 41 cm / 16-1/8".

*Completely new tooling
Dynamic smoke exhaust included*



Highlights:

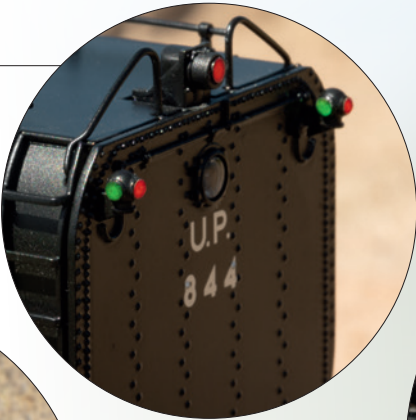
- **Dynamic smoke exhaust**
- **Locomotive constructed mostly of metal**
- **Many separately applied details**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**

Notes for operating this locomotive: The locomotive can be used on curved track with a radius of 437.5 mm / 17-1/4" (Radius 2) or more, however we recommend larger radii. Due to the overhang of the long boiler, signals, catenary masts, bridge railings, tunnel portals, etc. must be installed for sufficient clearance on curves. The track must be well mounted due to the heavy weight of the locomotive. The locomotive can only be run through a turntable or transfer table.

Digital Functions	CU	MS	MS 2	CST	CS2-3	CS2-3
Headlight(s)						Coupler sounds
Smoke generator contact						Rail Joints
Steam locomotive op. sounds						Cab chatter
Locomotive whistle						Whistle for switching maneuver
Direct control						Replenishing fuel
Sound of squealing brakes off						Replenishing fuel
Bell						Replenishing water
Warning Sound						Sanding
Engineer's cab lighting						Window
Number Board Lights						Operating sounds
Light Function						Cab chatter
Letting off Steam						Operating sounds
Air Pump						Compressor
Water Pump						Light Function
Injectors						Cab chatter
Auxiliary Blower						

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

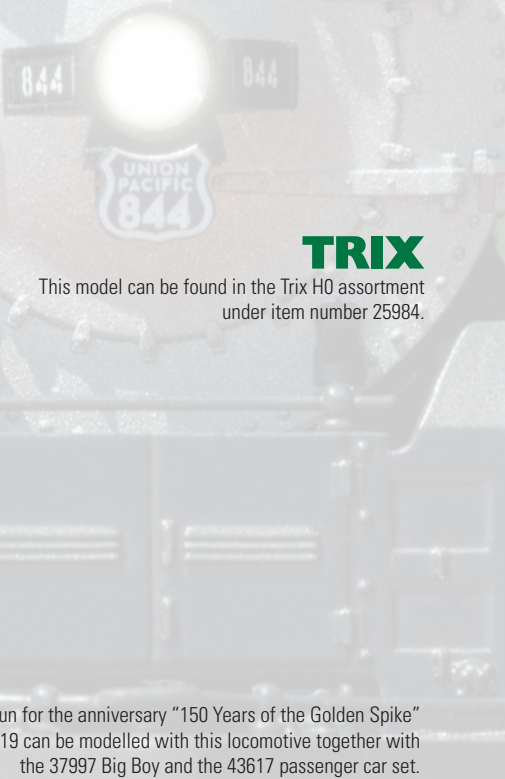
In addition to the marker lights, the red switching light can also be controlled digitally



The two smokestacks provide powerful smoke exhaust



The Boxpok wheels are as tall as a man and with their reduced wheel rims they stand impressively dominant on the track



TRIX

This model can be found in the Trix H0 assortment under item number 25984.

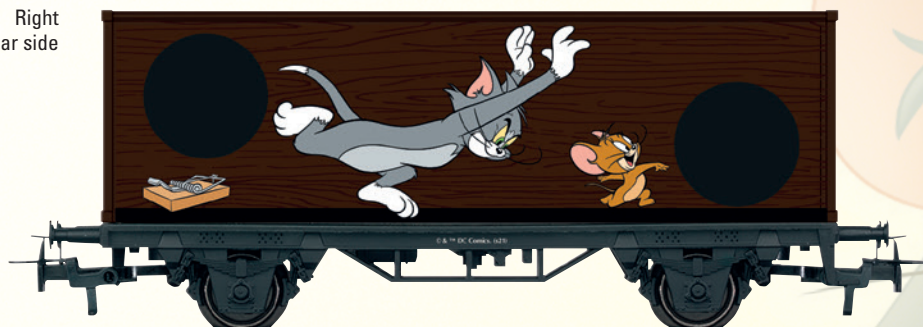
The special run for the anniversary "150 Years of the Golden Spike" in May of 2019 can be modelled with this locomotive together with the 37997 Big Boy and the 43617 passenger car set.

47621 Märklin Start up Club Annual Car for 2021

Model: This is a container car in a great design for the theme "Tom & Jerry". The car has two holes in a side wall, which represent "mouse holes" to go with the design. The car has RELEX couplers for fast and easy coupling. Car length 12 cm / 4-3/4". DC wheelset E700580, available separately.



Right
car side



*Both sides of the car
have different imprinting*



Annual model for members of the Märklin Start up Club and Märklin Insider Club.
This model is only available in certain countries due to licensing reasons – not worldwide.

Left
car side



TOM AND JERRY and all related characters and elements © & ™
Turner Entertainment Co. WB SHIELD: © & ™ WBEL, (s21)

Christmas 2021

Finally, to be
small again

märklin

**The Campaign for Beginners
and Returning Beginners.**

Experience the whole story
starting October 25 at
www.maerklin.de/kleinsein



On December 2, 2021 – International Model Railroading Day

VI 15+

44221 International Model Railroading Day on December 2, 2021

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

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



Left
car side

Mark your calendar now!



Right
car side



88485 Class 146.5 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 146.5 electric locomotive for long-distance service.

Model: The locomotive has a motor with a bell-shaped armature. All axles powered. The locomotive has warm white / red LED headlights and marker lights. The wheel treads are dark nickel-plated. The pantographs can pick up electric current. Length over the buffers 87 mm / 3-7/16".

Highlights:

- Motor with a bell-shaped armature
- All axles powered
- Warm white / red LED headlights and marker lights that change over with the direction of travel

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



87298 IC 2 Bi-Level Car Set

Prototype: German Railroad, Inc. (DB AG) type DBpbzfa 668.2 bi-level cab control car, 2nd class, 1 type DApza 687.2 bi-level car, 1st class, 2 type DBpza 682.2 bi-level cars, 2nd class. All used in DB AG long-distance service (IC 2). The cars look as they do in Era VI.

Model: This set consists of 3 bi-level intermediate cars and 1 bi-level cab control car in a finely executed paint scheme and in the IC design for the DB AG. The cab control car has triple warm white headlights and dual red marker lights. The lights are LEDs, which change over with the direction of travel. All of the wheels on the cars are black nickel-plated. Length over the buffers approximately 492 mm / 19-3/8".

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





DB Class V 80 / Class 280 Diesel Locomotive

Before World War II, large diesel locomotives were not built in Germany beyond one-off designs. Power transmission was the chief problem. The hydraulic fluid transmission developed by Föttinger passed its test in the drive system for diesel-powered rail cars on the DRG. Hydraulic power transmission was successfully used on a large diesel locomotive for the first time on road number V 140 001 built in 1935. World War II interrupted these trend-setting experiments, yet at the end of the Forties the new German Federal Railroad faced the development of diesel locomotives with greater performance again and proceeded quickly with them. A universal unit with two trucks for medium size lines and heavy switching work was planned with a maximum axle load of 15 metric tons on branch lines. The power transmission was designed to go from the motor via

a hydrodynamic transmission and universal joint shafts to the reversing and wheelset gearboxes.

The concept of the V 80 came about as a joint development of the railroad's central office in Munich and the industry: a diesel locomotive with trucks with a high-mounted center cab. The complete heating plant was under the shorter nose, and under the longer one was the motor, cooling equipment, and fuel tank.



The complete history of this locomotive can be found online.



88804 Class 280 Diesel Hydraulic General-Purpose Locomotive

Prototype: German Federal Railroad (DB) class 280 general-purpose diesel locomotive in the Era IV red basic paint scheme. Version with a single lamp above and double lamps below. The locomotive looks as it did around 1970.

Model: The locomotive is an Era IV version with round metal buffers. The frame is constructed of metal/plastic. The body is made of high quality injection molded plastic. The locomotive has enlarged buffer plates. All axles powered. The locomotive has a motor with a bell-shaped armature and triple headlights with warm white LEDs that change over with the direction of travel. The wheel treads are dark nickel-plated. Engine cab details are modelled.

Length over the buffers approximately 58 mm / 2-1/4".

Highlights:

- Motor with a bell-shaped armature
- LED headlights
- Cab details modelled





88146 Class CidT Steam-Powered Rail Car



Prototype: German State Railroad (DRB) Kittel class CidT "4 Karlsruhe" steam-powered rail car originally built for the Grand Ducal Baden State Railways (BadStB). The unit looks as it did in Era II.

Model: This is the class Kittel CidT steam-powered rail car in a red/cream paint scheme. The car has a motor with a bell-shaped armature and is finely detailed. The frame is constructed of metal. The powered rail car has many separately applied parts. The powered rail car has larger buffer plates and a warning stripe on the buffer plates. The rear of the car has a Z Gauge system coupler. The buffer beam is prototypically modelled on the front of the car. The car has dual headlights with warm white LEDs that change over with the direction of travel. Both axles are powered. Length over the buffers approximately 51 mm / 2".

Highlights:

- The model's frame is constructed of metal
- Motor with a bell-shaped armature
- Highly detailed
- Warm white LEDs for the headlights
- Rear of the model includes Z Gauge system coupler
- Buffer beam modelled correctly on the front
- Many separately applied parts



The Flagship of the FZI Cottbus



88807 Class 218 Diesel Locomotive



Model: The locomotive has an extensive, prototypical paint scheme in the Era VI version. It also has a motor with a bell-shaped armature. The locomotive has prototypically enlarged buffer plates. All axles on both trucks powered. The triple headlights and marker lights change over with the direction of travel and have warm white / red LEDs. The locomotive has a dark nickel-plated wheel treads. Length over the buffers 75 mm / 2-15/16".

Highlights:

- Motor with a bell-shaped armature

Märklin and PIKO have supported the project for road number 218 497-6 intensively as publicity and cooperative partners right from the start

Prototype: German Railroad, Inc. (DB AG) class 218 diesel-hydraulic locomotive at the Maintenance Facility in Cottbus. B-B wheel arrangement. The locomotive looks as it does in Era VI.



Austria



88234 Class 1293 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1293 (Siemens Vectron) multi-system electric locomotive. The locomotive looks as it does in Era VI.

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

Used all over Europe

Highlights:

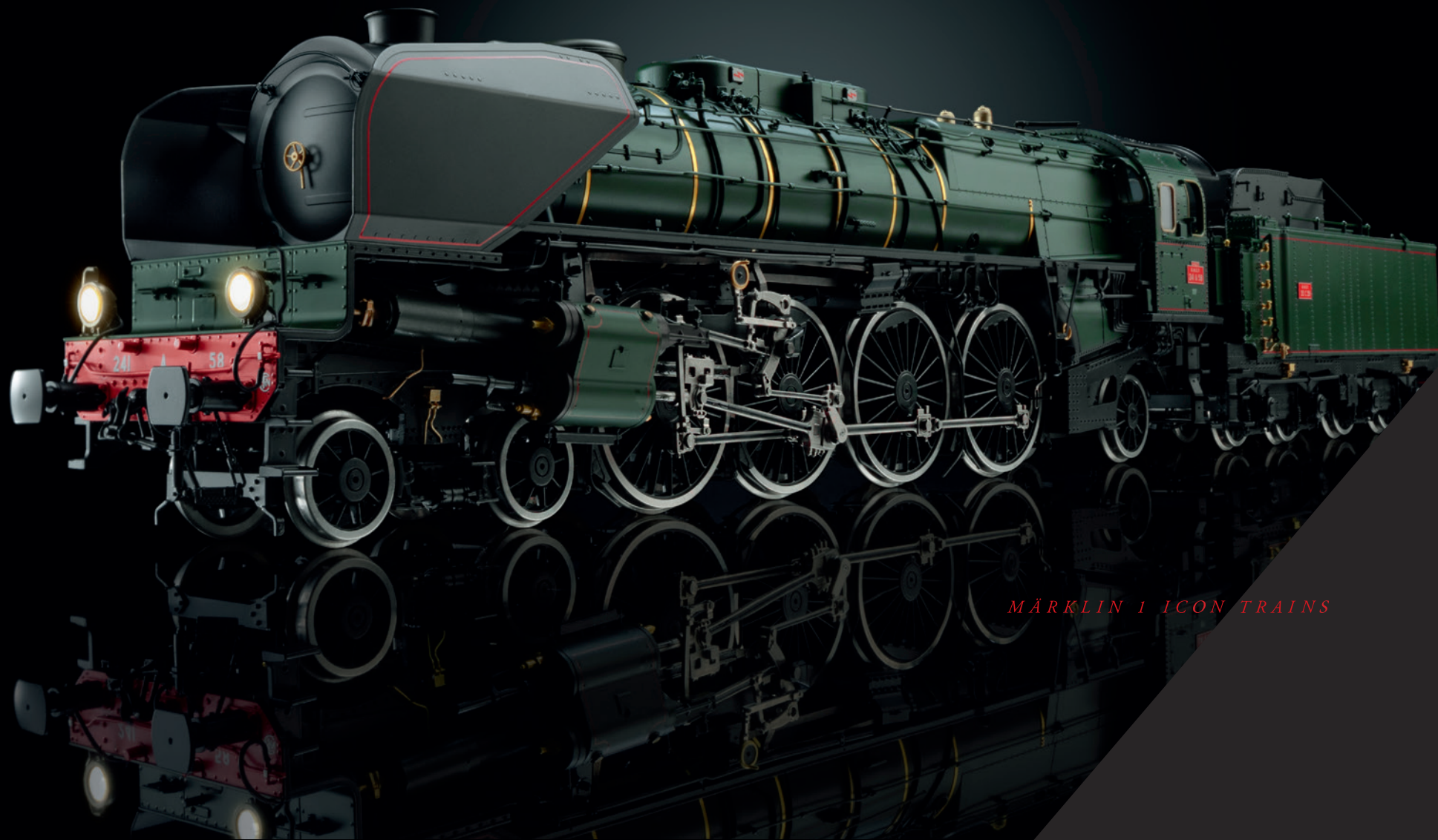
- Finely detailed construction
- Motor with a bell-shaped armature
- Warm white / red LED headlights and marker lights



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MÄRKLIN 1 ICON TRAINS



55085 Class 241-A-58 Steam Locomotive

Prototype: Class 241-A-58 heavy express train steam locomotive with a tender as it looked on the French State Railways (SNCF) in Era IIIb.

The steam locomotive, road number 241-A-58, stands for this:

Icon of the golden era of travel.

European pioneer of the 4-8-2 wheel arrangement, in French a 241 – a technology developed in the USA and known there as a Mountain wheel arrangement.

Designed as motive power for limited stop and express passenger trains.

At the time it was put into service the most powerful and largest

steam locomotive in Europe. Its sibling locomotive, road number 241-A-65, is currently still the most powerful operational steam locomotive in Europe and as the main star in the film remake “Murder on the Orient Express” (2017) pulled this most legendary of all luxury trains through the Balkans.

Rendezvous with a King.

Highlights:

- Locomotive constructed of die-cast zinc with separately applied centrifugally cast brass parts
- Highly detailed advanced model with up to 32 functions
- Smoke unit with smoke exhaust synchronized with the wheels, cylinder steam forward/reverse, and a steam whistle
- Load-controlled operating sounds synchronized with the wheels





Available for Märklin 1 Gauge icon trains: An exclusive, high quality presentation display case, which will stage these highly esthetic showpieces fittingly in their setting. At the same time, it tells part of the story of each respective prototype.



Märklin 1 icon trains have the stuff of a cult object: the most impressive trains of international railroad history, measured from the classic prototype, developed with the highest standards of craftsmanship, fully working units with a large proportion of personality – just real icon trains. Whether a veritable investment or a highly aesthetic centerpiece in your display case: The Märklin 1 icon trains are everything, just not toys for children.

A complete description of the model can be found online at:
<https://www.maerklin.de/products/55085>.





55140 Class 147 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 147 electric locomotive (TRAXX AC 3) without flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Road number 147 009-5. The locomotive looks as it did starting in December 2016.

Model: The locomotive is completely new tooling. The frame and locomotive body are constructed of die-cast zinc. The locomotive has many separately applied parts constructed of centrifugally cast brass. It also has an mfx digital decoder with up to 32 functions, a built-in buffer capacitor that can be set by parameters, controlled high-efficiency propulsion, and extensive sound functions such as running sounds, blowers, locomotive whistle, multiple stop announcement, other announcements, and warnings. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. The high-efficiency motors power all of the axles. In digital operation, the double arm pantographs can be raised and lowered by servomotors. White/red LED headlights and marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. A long-distance headlight function can also be controlled, and there is white LED lighting in the cabs, which changes over with the direction of travel. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. There are grab irons constructed of metal and many other separately applied details such as builder plates, windshield wipers, whistle and much more. The buffer beams have sprung buffers and separately applied brake lines. A factory-installed, remote controlled Telex coupler is mounted on the rear, and a prototype coupler is on the front. Each can be swapped out for the other type of coupler (included with the locomotive).

The minimum radius for operation is 1,020 mm / 40-3/16".

Length over the buffers 59 cm / 23-1/4".

Weight approximately 6.2 kilograms / 13 pounds 11 ounces.

Highlights:

- **Completely new tooling constructed of die-cast zinc with separately applied centrifugally cast brass parts**
- **Highly detailed advanced model with up to 32 functions**
- **Double arm pantographs with servomotors, can be raised and lowered in digital operation**
- **Extremely extensive sound features**
- **Built-in buffer capacitor**

*Production only if enough
orders are received*

ICON TRAINS – Fascination along the Entire Line.

Units of a New Generation of Locomotives.

MÄRKLIN

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SINCE 1969



A complete description of the model can be found online at:
<https://www.maerklin.de/products/55140>.



Units of a New Generation of Locomotives.

The Märklin 1 icon trains are much more than the gauge of a model train. They are real masterpieces that exist in every discipline vis-à-vis their historic prototypes. This makes a first class exclusive collector object of every Märklin 1 icon train.

 mfx dcc  VI 

55141 Class 147 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 147.5 electric locomotive for long-distance service. Multiple-system locomotive without flex panels, built by Bombardier as a regular production locomotive from the current TRAXX generation P160 AC3. Light gray long-distance service paint scheme with traffic red striping, in the current IC design. Road number 147 557-3. The locomotive looks as it did starting in July of 2018.

Highlights:

- Completely new tooling constructed of die-cast zinc with separately applied centrifugally cast brass parts
- Highly detailed advanced model with up to 32 functions
- Double arm pantographs with servomotors, can be raised and lowered in digital operation
- Extremely extensive sound features
- Built-in buffer capacitor

A complete description of the model can be found online at:
<https://www.maerklin.de/products/55141>.





55142 Class 187 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 187.1 electric locomotive (TRAXX AC 3) with flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program as it currently is in real life. Road number 187 109-4. The locomotive's paint and lettering scheme look as they did in July of 2018.

A complete description of the model can be found online at:
<https://www.maerklin.de/products/55142>.



55143 Class 487 Electric Locomotive

Prototype: Swiss Rail Traffic, Inc. class 487 electric locomotive (TRAXX AC 3 LM) with Last-Mile-Diesel and without flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Road number 487 001.

A complete description of the model can be found online at:
<https://www.maerklin.de/products/55143>.



55144 Class 187 Electric Locomotive

Prototype: Railpool, Inc. class 187.0 electric locomotive (TRAXX AC 3 LM) with Last-Mile-Diesel and flex panels, leased to the BLS. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Road number 187 004-7.

A complete description of the model can be found online at:
<https://www.maerklin.de/products/55144>.



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S I N C E 1 9 6 9

*Production only if enough
orders are received*



© Andreas Hackenjos



© Reinhold Utke, Eisenbahnstiftung



© Klaus Eckert

Ballast, Dust, and Heavy Loads.

The car is a reworked car type with brake valves and associated details, a brake triangle, brake rigging, brake lines, and a tank on the car floor. The car has unloading openings with rotary hatches that can be opened. The car has a brakeman's platform with a brake handle that can be turned. Minimum radius for operation 600 mm 23-5/8". Length over the buffers 30.5 cm / 12".



58297 Type Fc 098 Dump Car

Prototype: German Railroad, Inc. (DB AG) type Fc 098 side dump car with advertising for the firm H.F.Wiebe Construction Company. Car number 21 80 634 8 994-0. Used as a ballast car.

The tooling for both cars has been reworked and as done the cars are an add-on for WIEBE V320



58298 Type Fc 098 Dump Car

Prototype: German Railroad, Inc. (DB AG) type Fc 098 side dump car with advertising for the firm H.F.Wiebe Construction Company. Car number 21 80 634 8 992-4. Used as a ballast car.



VI  15+

58641 Type Sgns 691 Container Transport Car

Prototype: German Railroad, Inc. (DB AG) type Sgns 691 four-axle container transport car. Loaded with 3 WoodTainer XXL containers for the Austrian firm InnoFreight Spedition GmbH, A-8600 Bruck an der Mur, Austria. High-volume containers for transporting bulk freight not sensitive to moisture. The car and the containers look as they did around 2013. Car number 31 80 455 6 023-5.

WoodTainer XXL containers included



Hand sample

VI  15+

58642 Type Sgnss Container Transport Car

Prototype: Type Sgnss four-axle container transport car for combined load service. Privately owned car for the firm Touax, registered in Germany. Loaded with a 40-foot box container. The car and the container look as they did around 2014. Car number 37 80 4563 178-5.



Hand sample

VI  15+

58643 Type Sgns 691 Container Transport Car

Prototype: German Railroad, Inc. (DB AG) type Sgns 691 four-axle container transport car. Car number 31 80 4556 510-4.

Production only if enough orders are received



Hand sample

ICON TRAINS – Fascination along the Entire Line.

Display Cases.

The new Märklin 1 Gauge working display cases guarantee exclusive presentation and operating enjoyment in one. Using a QR code registered with a press of a knob, you control all of the functions of the Märklin 1 Gauge locomotive being displayed by using a Smartphone or Tablet and a touchscreen. Whether it is running functions, sound, or light, the working display case has been thoroughly thought out.



59961 Working Display Case for 1 Gauge, Short Version

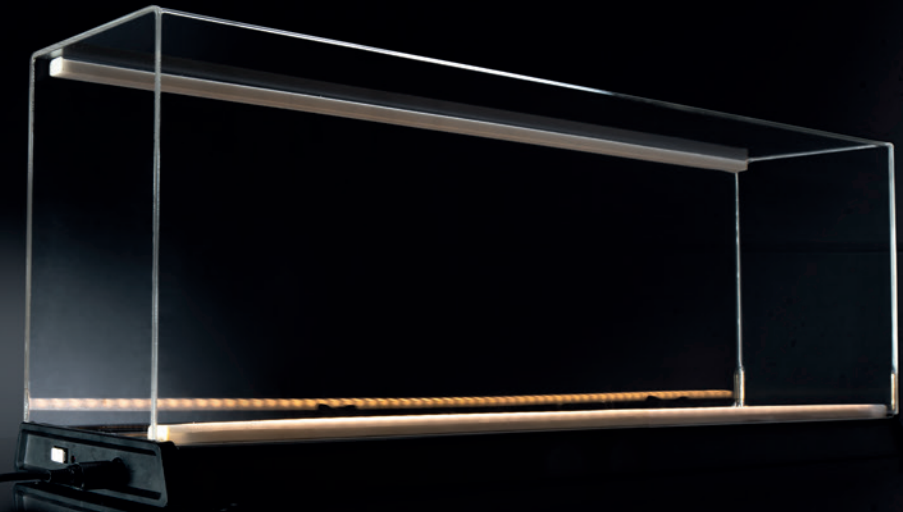
This is a working display case protected against dust and equipped with web-based browser control. The maximum usable locomotive length is 70 cm / 27-9/16". Total length approximately 73.2 cm / 29".



59960 Working Display Case for 1 Gauge, Long Version

This is a working display case protected against dust and equipped with web-based browser control. The maximum usable locomotive length is 89 cm / 35". Total length approximately 92.5 cm / 36-1/2".

The complete product description
can be found online at:
<https://www.maerklin.de/products/59960>.



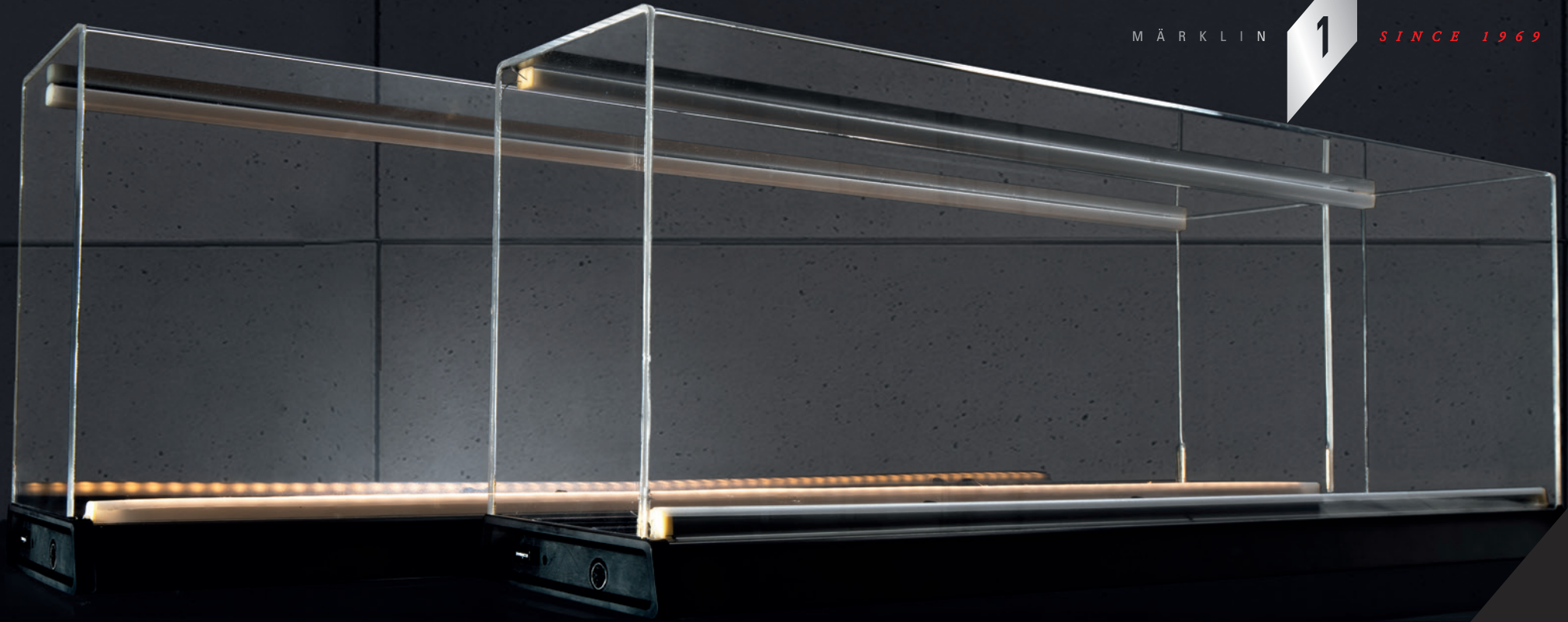
The complete product description can be found online at:
<https://www.maerklin.de/products/59961>.



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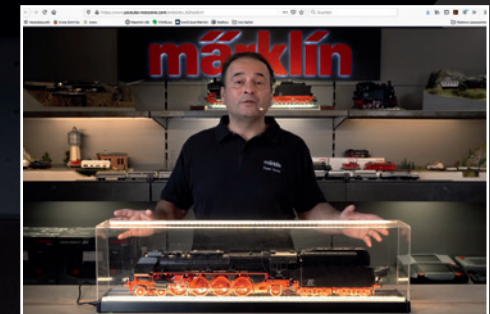
S I N C E 1 9 6 9



Modern. Digital. Contemporary.

Highlights:

- Control of locomotive functions using a Smartphone, Tablet, Notebook or similar device
- No extensive setup of roller blocks
- Perfect for presenting a locomotive



Experience the new working display cases in action:
https://www.youtube.com/watch?v=WdOd1sV_0Y8



I would like to see...



48421 H0 Christmas Car for 2021

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

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



80631 Z Gauge Christmas Car for 2021

Prototype: Type Ci corridor car.

Model: This is a "Donnerbüchse" / "Thunder Box" passenger car,
3rd class, in a decorative Christmas design.
Length over the buffers 63 mm / 2-1/2".

This Christmas car is presented in a transparent "Delivery Vehicle", on which one half is done in transparent blue with silver glitter. It can be hung on a Christmas tree with the help of the ribbon included with the car. The product packaging continues the car design.



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Metal locomotive frame.



Metal frame and mostly metal locomotive body.



Metal frame and locomotive body.



Metal car frame.



Close couplers in standard pocket with pivot point.



Close couplers in standard pocket with guide mechanism.



Built-in interior details.



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



Digital decoder mfx+ (Märklin World of Operation).



DCC decoder.



Built-in sound effects circuit.



Single headlights that change over with the direction of travel.



Dual headlights that change over with the direction of travel.



Triple headlights that change over with the direction of travel.



Triple white headlights in front, dual lights at the rear, each change with the direction of travel.



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



Built-in interior lighting.



Built-in LED interior lighting.



Scale for the passenger car length 1:93.5.



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



Era I (1835 to 1925)



Era II (1925 to 1945)



Era III (1945 to 1970)



Era IV (1970 to 1990)



Era V (1990-2006)



Era VI (2006 to the present)

Update CS2 4.2

Functionality after update of the CS2 to Version 4.2
(Up to 32 locomotive functions)

Update MS2 3.55

Functionality according to update for MS2 Version 3.55
(Up to 32 locomotive functions)

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

Age Information and Warnings



For adults only.

Märklin MHI Guarantee conditions

When you buy these Märklin MHI products (these products are identified with the pictogram), the firm Gebr. Märklin & Cie. GmbH will also grant you independent of the legal, national warranty rights available to you in regard to your Märklin MHI specialty dealer as your contracting partner or your rights from product liability a manufacturer's warranty of 60 months from the date of purchase under the terms given below. This allows you independent of the location of the purchase the possibility to claim defects or malfunctions directly from the firm of Märklin as the manufacturer of the product. The Märklin manufacturer's warranty only applies to the technology of the models. Visual defects or incomplete products can be claimed within the framework of the warranty obligations of the seller of the product.

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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Your Model for the Special Exhibition

In 2021, an exhibition in Germany at the DB Museum in Nuremberg is being devoted for the first time to the history of design in railroading. Märklin is delivering the promotional locomotive running all over Germany for this purpose.

German Railroad, Inc. (DB AG) class 101 express locomotive. Advertising design „Design & Bahn“ („Design & Railroad“). The locomotive looks as it currently does in 2021.



Left side of locomotive



Right side of locomotive

Planned rollout of this promotional locomotive is right at the start of the exhibition on October 1, 2021



märklin
H0

39379 Class 101 Electric Locomotive



märklin
Z

88678 Class 101 Electric Locomotive

In cooperation with the DB Museum, Nuremberg.

märklin

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

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A current explanation of the symbols can be found on the Internet at www.maerklin.de by each product respectively by going with your mouse across the symbol field or in the current Märklin full line catalog.



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Model Railroad Day
2. December

**On December 2, 2021 –
International Model Railroad Day**

Get information about promotions
and events near you at
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**Refrigerator Car – International
Model Railroad Day 2021
see page 29**



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