



150 Years of
Railroading
in Württemberg

märklin



**Complete Program
1995/96 E**



MUSEUM - TOUR

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NEW ITEM



DB E 44



8813 Electric Locomotive.

German Railroad, Inc. (DB) class E 44 002 museum locomotive. Both trucks powered. Length over buffers 68 mm (2-11/16").

This locomotive is maintained in operating condition as it looked in Era III in its original green paint scheme.

It is still in use on the German Railroad, Inc. (DB) as a museum locomotive.



Die Museumslokomotive E 44 002 der Deutschen Bahn AG

The 8813 locomotive is being produced in a one-time series only in 1995 and is already sold out at the factory. Your dealer has already placed orders for this unit.

A small brochure gives information on the origin of the class E 44 002 and its current use as a museum locomotive.

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8180 S 230 volts
8181 S 100 volts Japan
8182 S 110 volts USA

Freight Train with Power Pack.

Contents: 1 German Federal Railroad class 89 tank locomotive, 1 boxcar, 1 lowside car, 2 straight tracks, 10 curved tracks and power pack. Train length 161 mm (6-3/8"). Can be expanded with the SET extension program or as desired.



Freight train
models are
illustrated full size



8158 230 volts
8159 100 volts Japan
8161 240 volts

Freight Train with Power Pack.

Contents: 1 German Federal Railroad class 74 tank locomotive, 1 boxcar, 1 refrigerator car, 1 banana

car, 1 freight train baggage car, 20 straight tracks, 12 curved tracks, 1 double slip turnout, 3 electric turnouts, 3 track bumpers, water standpipe, control box, distribution strip, wire, plugs, sockets and power pack. Train length 273 mm (10-3/4"). Can be expanded with the SET sets 8192 and 8193 or as desired.

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STEAM LOCOMOTIVES

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Z



8805 Tank Locomotive.

German Federal Railroad class 89. Middle axle sprung. All axles powered. Length over buffers 45 mm (1-3/4").



DB 89

With a length of 9.6 meters (31 feet 6 inches) the class 89 locomotives were designed for light switching work and were the smallest standard design locomotives in Germany. This locomotive was first placed into service in 1934; for the first time many classes of locomotives were no longer riveted together, rather they were welded.



8895 Tank Locomotive.

German Federal Railroad class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16").



DB 74

Models are illustrated
full size



8806 Passenger Train Locomotive.

German Federal Railroad (DB) class 78. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm (2-3/4").



DB 78

The class 78 of the former German State Railroad and the later German Federal Railroad came out of the Prussian T 18. It pulled

passenger, fast passenger and D-Zug express trains. It was often used with push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same high speeds both forward and in reverse.



8896 Tank Locomotive.

German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8").



DB 86

K.Bay.Sts.B. S 3/6



8892 Express Train Locomotive with Tender.

Royal Bavarian State Railroad S 3/6. All driving axles powered. Length over buffers 106 mm (4-1/8").

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STEAM LOCOMOTIVES



8803 Passenger Train Locomotive with Tender.

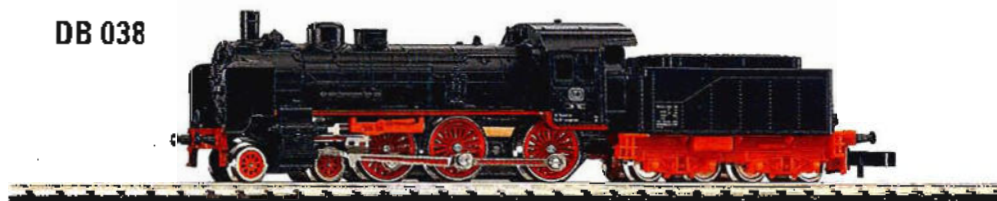


German Federal Railroad class 24.
All driving axles powered. Equipped for
installation of 8953 light insert. Length
over buffers 82 mm (3-1/4").



DB 24

DB 038



8899 Express Train Locomotive with Tender.

German Federal Railroad class 038.
All driving axles powered.
Length over buffers 89 mm (3-1/2").

Until 1978 the world record for continuous
running for model railroads in the famous
"Guinness Book of Records" was 440.7 km
(275.44 miles) in about 300 hours. The 8885
mini-club locomotive with 6 passenger cars
ran 720 km (450 miles) without stopping in
1,219 hours. This new record was set in an
independent test facility.



8885 Express Train Locomotive with Tender.

German Federal Railroad class 003.
All driving axles powered.
Length over buffers 112 mm (4-1/2").



DB 003

DB 41



8827 Freight Locomotive with Tender.

German Federal Railroad class 41.
All driving axles powered.
Length over buffers 112 mm (4-1/2").

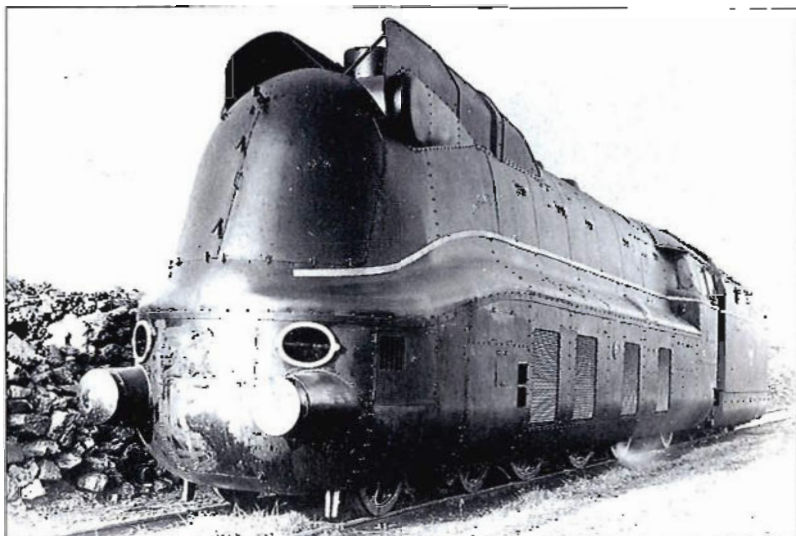


8884 Freight Locomotive with Tender with Brakeman's Cabin.

German Federal Railroad class 050.
All driving axles powered.
Length over buffers 109 mm (4-1/4").



DB 050



In 1938 the German State Railroad ordered 140 class 03.10 streamlined locomotives for express train use on routes with an axle load



03.10



limit of 18 tons. After cancellations caused by the war only 60 units were still delivered. The locomotives delivered by Krupp and Krauss-Maffei were given full streamlining. On the locomotives from Borsig the driving gear had partial skirting with cutouts on the sides.

The Märklin model has as a prototype a locomotive with full driving gear skirting.

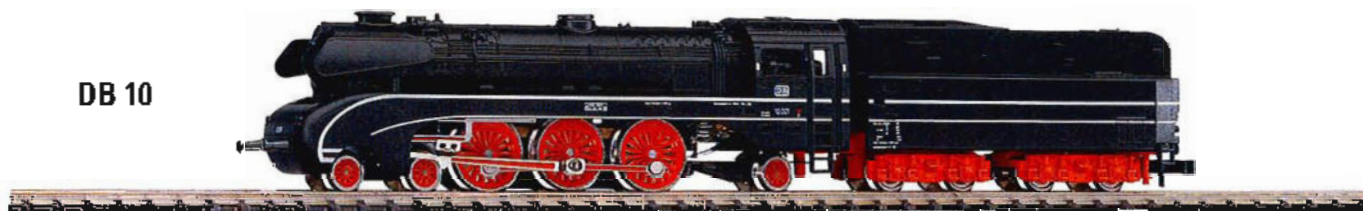


8886 Streamlined Express Locomotive with Tender.



Former German State Railroad (DR) class 03.10 in dark gray color scheme with full streamlining applied to the locomotive and tender. All driving axles powered. Length over buffers 113 mm (4 7/16").

DB 10



8889 Express Locomotive with Tender.

German Federal Railroad class 10 with partial streamlining. All driving axles powered. Length over buffers 120 mm (4-3/4").

The German Federal Railroad considered the procurement of a new class of locomotive as a replacement for their worn out express locomotives, and an attractive design study was done first for this new machine.

However, only two units of this new class 10 with partial streamlining were built by Krupp, the 10 001 with supplemental oil firing and the 10 002 with main oil firing. Both locomotives were taken out of active service in 1967 and 1968 after several instances of damage to the running gear. The 10 002 was used as a heating locomotive until 1971 and then scrapped. The 10 001 can be found in the German Steam Locomotive Museum in Neuenmarkt-Wirsberg in Germany.



Photo: H. J. Obermayer

mini-club locomotives will not disrupt television/radio reception

mini-club locomotives are to be operated only with a Märklin 6701 or 6727 power pack (maximum output 8 volts), or with the power pack included with a starter set.

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DIESEL LOCOMOTIVES

CUSTOM

WORK



8864 Diesel Locomotive.

German Federal Railroad class 260. All axles powered. Length over buffers 49 mm (2").



DB 260

The experiences from a development period of almost 15 years for the V 160 general purpose road diesel locomotive led in 1971 to the German Federal Railroad class 218. The output of these single motor units was increased to over 2,500 horsepower and offers sufficient reserves for all types of train services.



8878 General Purpose Diesel Hydraulic Locomotive.

German Federal Railroad (DB) class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3").



DB 218

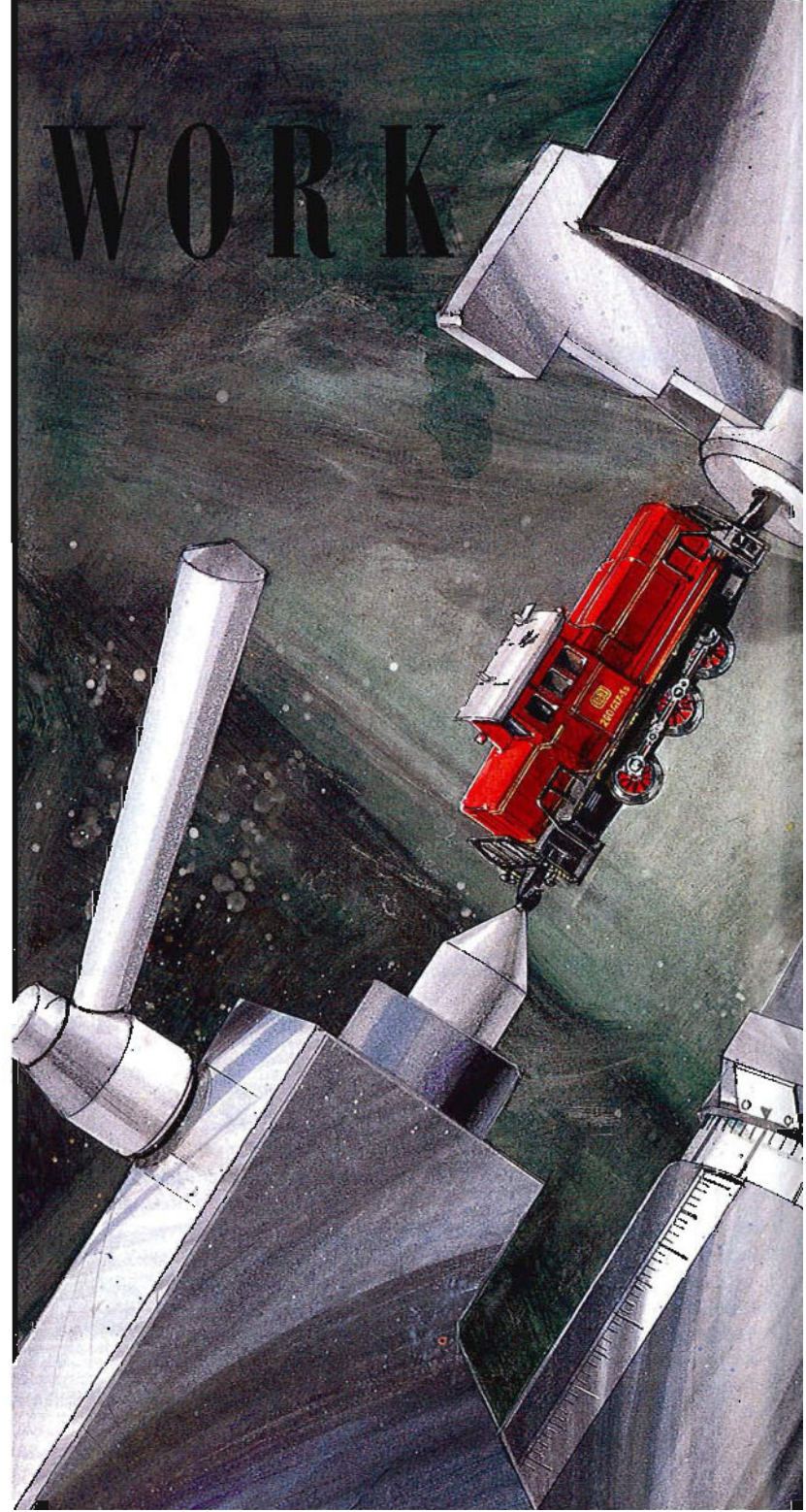


8879 General Purpose Diesel Hydraulic Locomotive.

German Federal Railroad (DB) class 218 in new paint scheme. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3").



DB 218

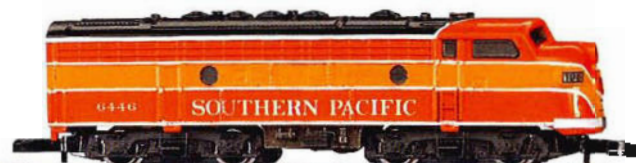


DB 221


8820 Diesel Hydraulic Locomotive.
 German Federal Railroad (DB) class 221.
 All axles powered. Length over buffers
 84 mm (3-5/16").

↔ Am 4/4


8833 Diesel Hydraulic Locomotive.
 Swiss Federal Railways (SBB) class Am 4/4.
 All axles powered. Length over buffers
 84 mm (3-5/16").


S.P. F 7


8809 Diesel Locomotive.
 General Motors Electro-Motive Division F 7
 in the Daylight colors of the Southern Pacific
 Coast Line. All axles powered. Lighted number
 boards. Front coupler interchangeable with
 pilot included with unit. Length 74 mm (3").

The Southern Pacific Railroad's Daylight streamliner with its typical orange and red color scheme was one of the comfortable, long-distance passenger trains on the West Coast of the United States. These trains were pulled by the F series diesel locomotives, also in double and multiple unit sets, such as the "Shasta Daylight" from San Francisco to Portland, Oregon. This route was 718 miles long, the longest of the Daylights.



8860 Diesel Locomotive.
 General Motors Electro-Motive Division F 7
 in the colors of the Atchison, Topeka and Santa
 Fe Railway. All axles powered. Front coupler
 interchangeable with pilot included with unit.
 Length 74 mm (3").


AT & SF F 7

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ELECTRIC LOCOMOTIVES



DR 254



8812 Freight Locomotive.
Former German Democratic Republic German State Railroad (DR) class 254. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").



8822 Freight Locomotive.
German Federal Railroad (DB) class 194. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

DB 194



DB 139



8838 Electric Locomotive.
German Federal Railroad class 139. Both trucks powered. Length over buffers 75.5 mm (3").

The German Federal Railroad class 140 is a "Jack-of-all-trades". Its range of uses extends from light express trains to freight trains. A special version of the class 140 - equipped with reinforced resistance brakes for steep grades - is designated as the class 139.



8841 Express Locomotive.
German Federal Railroad class 110 in new color scheme. Both trucks powered. Length over buffers 75.5 mm (3").

DB 110



DB 111



8855 Electric Locomotive.
German Federal Railroad class 111 in S-Bahn version. Both trucks powered. Length over buffers 76.8 cm (3").

The German Federal Railroad class 111 in the S-Bahn version is the appropriate locomotive for the 8779 S-Bahn car set with advertising covering the cars (see page 321). In real life this locomotive and S-Bahn cars are used in daily service in the Rhine-Ruhr area.

DB 103



8854 Express Locomotive.

German Federal Railroad class 103. Both trucks powered. Length over buffers 88 mm (3-1/2").

DB 103



8867 Express Locomotive.

German Federal Railroad class 103 in new color scheme. Both trucks powered. Length over buffers 88 mm (3-1/2").



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ELECTRIC LOCOMOTIVES

DB 120.1



8848 Express Locomotive.

German Federal Railroad class 120.1 in new color scheme. Both trucks powered. Length over buffers 87 mm (3-1/2").

The color scheme currently planned by the German Federal Railroad for all new and newly painted locomotives is both highly individual and brilliantly simple; red. A white surface on the ends of the units remains as a design element to improve recognizability.



DB 151

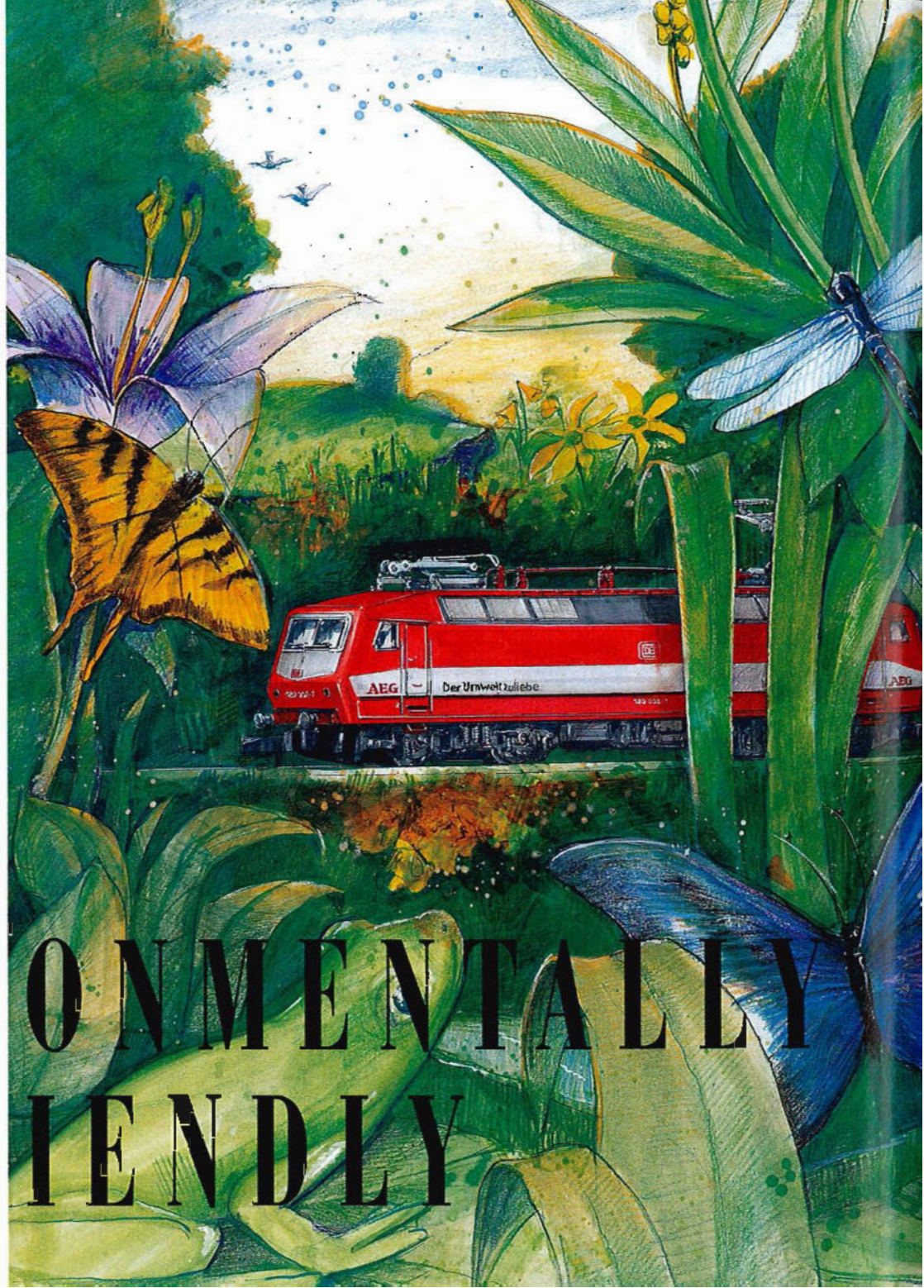


8826 Freight Locomotive.

German Federal Railroad class 151 in new color scheme. Both trucks powered. Length over buffers 88 mm (3-1/2").

As one of the last large classes of the German Federal Railroad, the electric 151 freight locomotives are being painted in the new red color scheme. They are used chiefly for heavy freight trains, sometimes even in multiple units.

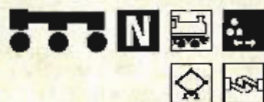
ENVIRONMENTALLY FRIENDLY



Insider Model 1995

NEW ITEM

DB 120



8835 General Purpose Locomotive.

German Federal Railroad (DB) class 120. Experimental version lettered on the sides for "AEG - Der Umwelt zuliebe - Innovative Technik - AEG" ("AEG - For the sake of the environment - Innovative technology - AEG"). Both trucks powered. Length over buffers 87 mm (3-1/2").

The prototype of a new, high power, electric locomotive has been developed and built with the name "EuroSprinter" by the firms of Krauss-Maffei and Siemens. With an output of 6,400 kilowatts (approx. 8,582 horsepower) and a maximum speed of 230 km/h (approx.

144 m.p.h.) this general purpose locomotive can be used for heavy freight trains as well as express passenger trains. It is designed for cross border use and for the different European power systems.



DB 127

The official presentation was in Bonn in March of 1993. Test runs and the first scheduled runs followed in July of 1993. In addition, this locomotive was already on its way to test runs in several European countries.

With the "EuroSprinter" the German Federal Railroad and the European railroads have available a fast and elegant general purpose locomotive for the future.



8837 "EuroSprinter" General Purpose Locomotive.

Prototype of the Krauss-Maffei and Siemens Companies. Used on the German Railroad, Inc. (DB) as class 127 with road number 127 001-6. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm (3-1/2").

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ELECTRIC LOCOMOTIVES



8851 Express Locomotive.

Swiss Federal Railways (SBB) class Ae 3/6.
3 axes powered. Length over buffers 64 mm
(2-1/2").



 Ae 3/6"

 Be 6/8^{III}



8856 "Crocodile" Freight Locomotive.

Swiss Federal Railways (SBB) class Be 6/8^I.
Both trucks powered. Length over buffers
91 mm (3-5/8").

The "Crocodiles" are among the most interesting locomotives in the world. Even in the mini-club gauge these massive units have a length of 91 mm (3-5/8"). With their articulated design they can master all of the mini-club curves with no difficulty.



8829 General Purpose Locomotive.

Swiss Federal Railways (SBB) class Ae 6/6.
City locomotive "Stadt Basel" in green color
scheme with road number 11 437. Both
trucks powered. Length over buffers 87 mm
(3-1/2").

 Ae 6/6



8847 Electric Locomotive.

Swiss Federal Railways (SBB) class Re 4/4^{IV}.
Both trucks powered. Length over buffers
76 mm (3").



 Re 4/4^{IV}

This locomotive has been employed by the Swiss Federal Railways since 1978, and its end shape and windowless side walls were developed in wind tunnel tests. In 1986 the differently painted units were repainted. The bodies were painted all red and provided with the poster-like lettering "Bahn 2000" ("Rail 2000").

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RAILCARS

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DB 798



8831 Railbus.

German Federal Railroad class 798 lettered for "Jägermeister". All axles powered. Length over buffers 62 mm (2-1/2").

DB 998



8817 Railbus Trailer.

German Federal Railroad class 998. Length over buffers 62 mm (2-1/2").

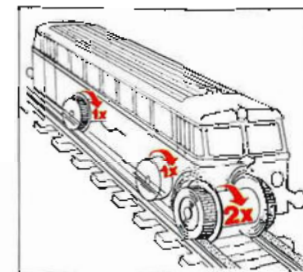


Two of the three axles on the track cleaning car are powered. The wheels on the rear and front axles are grooved. The cleaning wheels on the front axle turn faster than the wheels on the inner and rear axles. Regular use of this car will prevent dirt buildup on the rails of the track.



8802 Track Cleaning Car.

Two axles powered. Length over buffers 62 mm (2-1/2").



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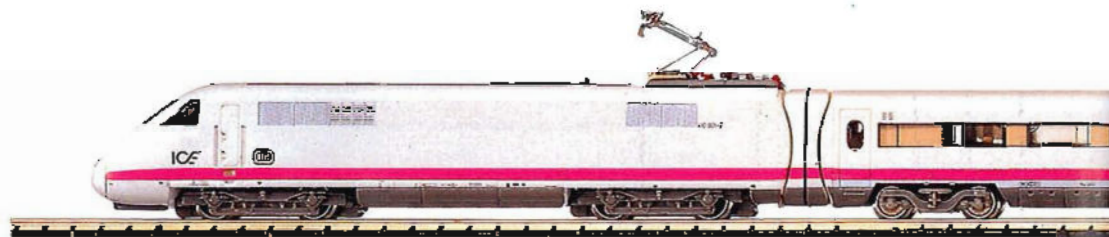
RAILCAR TRAINS



8871 ICE Railcar Train.

German Federal Railroad class 410 InterCity
Experimental high speed train. 2 powered

end cars. 2 open seating intermediate cars.
Each powered end car with its own motor
driving 4 axles. Special vestibule connections
with special couplings give the train an almost
seamless look. Train length 412 mm (15 1/4").



Starting in 1957 the German Federal Railroad
created a new level of quality in traveling
with the modern class VT 11.5 railcar trains
for international TEE service. These com-

fortable trains came into being as a joint
effort between the railroad's central office
in Munich and the companies MAN, LHB
and Wegmann.

The power plant in each power end car was
a diesel motor with an output of 1,100 horse-
power. The power transmission was hydraulic.
Two axles on the power end car were driven.
A supplemental diesel motor with 296 horse-
power in each end power car insured power
for up to ten car compositions.

After being used for TEE service, these trains
were operated until 1988 in InterCity service
and for large travel agencies.



A train consisted of a power car at
both ends and, as a rule, five inter-
mediate cars with different interiors
and equipment. This provided 168
seats, of which 46 were in the bar
and dining areas.



DB 410 ICE



8771 ICE Intermediate Car.

Goes with 8871 ICE railcar train. Special vestibule connections. Special couplings, only for ICE train. Length 110 mm (4-5/16").

DB VT 11.5



8873 Trans Europe Express (TEE) Diesel Railcar Train.

In the original version as VT 11.5 of the German Federal Railroad. 2 powered end units. 1 All compartment car 1st class. 1 Wfry dining car with galley. Each powered end

unit with separate motor powering four axles. Power end unit headlights and intermediate car interior lights with maintenance-free LEDs. Special couplings, only for the TEE train. Train length 350 mm (13-3/4").

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EXPORT MODELS



Export models by Märklin reproduce the typical look of international railroad operations and give a particular accent to a model railroad layout or collection. With their attractive visual qualities they provide a more international atmosphere to train operations.



8881 "Pacific" Locomotive with Tender and Caboose.

Contents: 1 steam locomotive with tender lettered for Baltimore and Ohio with the name "President Washington". All 3 driving axles powered. Single headlight at the front. Length

116 mm (4-1/2"). 1 caboose lettered for Baltimore and Ohio. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version. Not available separately.



8882 "Pacific" Locomotive with Tender and Caboose.

Contents: 1 steam locomotive with tender lettered for Pennsylvania Railroad. All 3 driving axles powered. Single headlight at the front. Length 116 mm (4-1/2"). 1 caboose lettered for Pennsylvania Railroad. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version. Not available separately.





8138 Provincial Railroad Coal Train.

Contents: 1 class 89 tank locomotive, 4 coal transport cars. Freight Car Association designs. Cars in 4 different provincial railroad versions. Locomotive and cars in a special edition. Not available separately. Train length 197 mm (7-3/4").



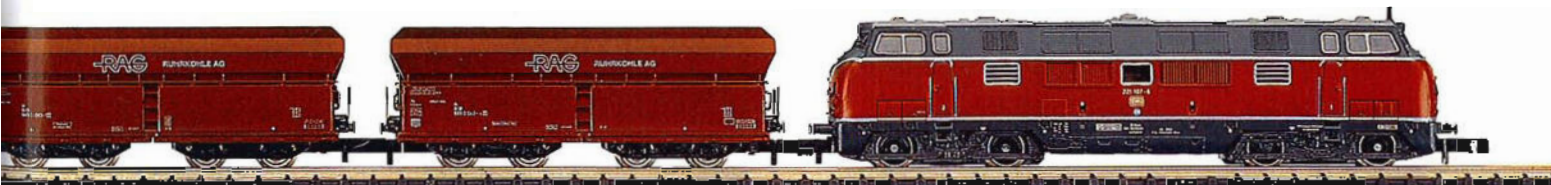
Models of the
trains are
illustrated full size



8137 RAG Freight Train.

Contents: 1 German Federal Railroad class 221 diesel locomotive, 4 Ruhrkohle AG (RAG) type Falz 176 hopper cars. Cars are weathered. Locomotive and cars in special edition. Not available separately. Train length 314 mm (12-3/8").

The 8137 RAG freight train can be added to with the 8237 car set (see page 336).



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TRAINS



8108 Orient Express Train.

1 class 231 Pacific express locomotive with tender, 1 Fourgon baggage car, 1 Sud Express dining car, 1 type Côte d'Azur Pullman car, 1 type LX20 sleeping car. Locomotive and cars in special version. Not available separately. Train length 530 mm (20-7/8")



8133 "Rheingold" Train.

Contents: 1 class 18.4 express locomotive with tender of the former German State Railroad Company (DRG), 1 salon car SB 4ü 28 2nd class, 1 salon car SB 4ü K28 2nd class with galley, 1 salon car SA 4ü 28 1st class, 1 salon car SA 4ü K28 1st class with galley and 1 baggage car SPw 4ü 28. Locomotive and cars in special version. Not available separately. Train length 639 mm (25-5/32").



The first scheduled operation of the "Rhein gold" on the route from Hook of Holland to Basle, Switzerland was on May 15, 1928.

Right from the start it was considered one of the leading deluxe trains in Europe and added to the offerings of deluxe trains which



In 1888 Constantinople, the gateway to the Orient, was linked with the European rail network. Five years previously the Belgian Georges Nagelmackers had placed an

After the state railroads gave up the Orient Express in 1977, the Swiss Alby Glati has continued the tradition of this luxury train with his company intraflug. The mini-club



elegant train in operation from Paris. It became a railroad legend directly afterward whose end has yet to be written: the Orient Express. Princes, diplomats, captains of industry and spies from all over the world traveled on the rails from Paris across the continent to the Bosphorus. The train was a symbol for luxurious travel and at the same time a place where intrigue, and also business and political interests, came together in the closest of quarters.

locomotive and cars are exact reproductions of the rolling stock used in the Nostalgia Orient Express on trips through Europe.



at that time bore such sonorous names such as "North Express", "Riviera Express" and of course the "Orient Express". As a total con-

cept the "Rheingold" cars stood out with their multi-color paint scheme and extraordinary lettering. Naturally, a characteristic feature of the "Rheingold" was the cars' interior decoration which was created by famous artists and designers.

Luxurious travel at high speed in an exclusive atmosphere was without a doubt quite a special experience at that time.



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TIMELESS

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CAR SETS

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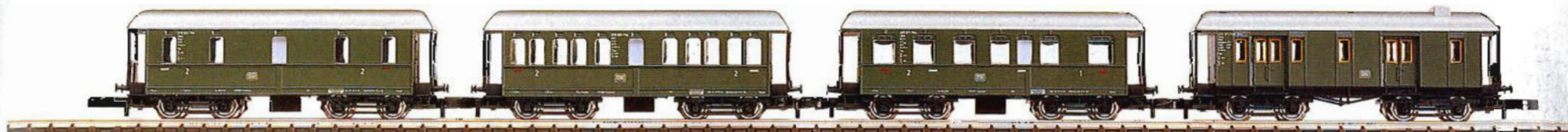
German Federal Railroad (DB)



8768 "Langenschwalbach" Car Set.

Contents: 1 baggage car Lpw 4i, 1 passenger car Lab 4i 1st and 2nd class, 1 passenger car Lb 4i 2nd class and 1 passenger car Lb 4itr 2nd class with baggage compartment. All cars lettered in early German Federal Railroad version. Not available separately. Total length 233 mm (9-3/16").

The 8806 locomotive (see page 303) is an appropriate locomotive for the 8768 "Langenschwalbach" car set.



These extremely short four-axle cars were in use as early as 1889. The only 21.5 km (about 13.5 miles) route from Wiesbaden to the elegant resort town of Langenschwalbach was traveled at that time chiefly by pampered

resort guests. The light-weight design of these cars and their ability to negotiate curves made them especially suited for mountainous routes. The German Federal Railroad made use of these advantages and employed the "Langen-

schwalbacher" in the early DB period primarily on mountainous routes such as the Odenwald, Taunus, Westerwald or the Harz regions.

Models of the cars are illustrated full size



8779 "S-Bahn" Car Set.

With "Märklin" advertising along the car sides. Contents: 3 Rhine-Ruhr S-Bahn cars. 1 S-Bahn car ABx 791.1, 1st and 2nd class. 1 S-Bahn car Bx 794.1, 2nd class. 1 S-Bahn car with engineer's cab Bx1 796.1, 2nd class. All cars in special version. Not available separately. Total length 345 mm (13-1/2").

On September 28, 1991 at the so-called "closing of the gap" at the Sonneberg station Märklin presented an S-Bahn set for the first time with Märklin advertising. The three S-Bahn cars are entirely covered with advertising on their sides and are presently in daily service in the Rhine-Ruhr region.

The 8855 locomotive (see page 308) in the S-Bahn version is the appropriate locomotive to add to the 8779 car set.



When operated control car first, triple white headlights shine.

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

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PASSENGER CARS

Württemberg Provincial Railroad



8700 Passenger Car.
Length over buffers 60 mm (2-3/8").



8701 Passenger Car.
Length over buffers 60 mm (2-3/8").



8739 Passenger Car.
Length over buffers 60 mm (2-3/8").

Royal Bavarian State Railroad (K.Bay.St.B.)



8730 Express Passenger Car.
CCü. 3rd class. Length over buffers 87 mm (3-7/16").



8703 Baggage Car.
Former Pw3-pr02. Length over buffers 57 mm (2-1/4").



8704 Compartment Car.
Former BC3-pr03. Length over buffers 57 mm (2-1/4").

The Prussian compartment cars can be viewed as the original design for railroad passenger cars. The typical passenger train on the main lines of the Prussian State Railroad consisted of this type of car. Around 1920 there were 23,300 three-axle compart-

ment cars versus 3,363 three-axle cars with vestibules. The Prussian compartment cars were the backbone of the German Federal Railroad's passenger car fleet well into the 1950s.



8705 Compartment Car.
Former B3-pr03 with brakeman's cab. Length over buffers 57 mm (2-1/4").

"Thunder Boxes" – Standard Design Passenger Cars of the German Federal Railroad (DB)



8750 Passenger Car.

ABi 29. 1st and 2nd class. Length over buffers 63 mm (2-1/2").

The two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the class 29. By today's standards these German Federal Railroad cars are very loud and rumble a great deal. For this reason they were colloquially called "Donnerbüchsen" ("Thunder Boxes").



8751 Passenger Car.

Ri 29. 2nd class. Length over buffers 63 mm (2-1/2").



8752 Baggage Car.

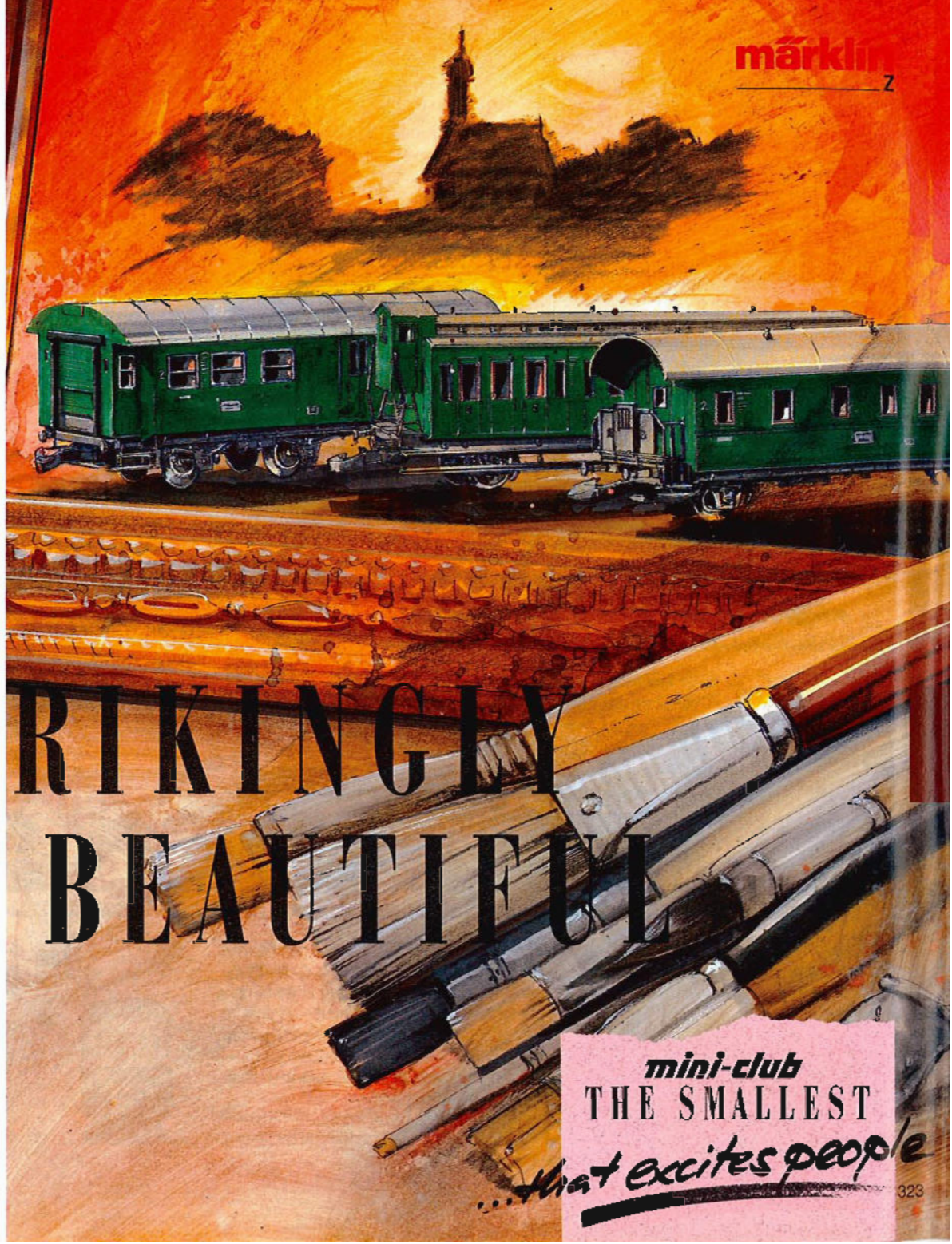
D2ie. Length over buffers 63 mm (2-1/2").



STRIKINGLY BEAUTIFUL

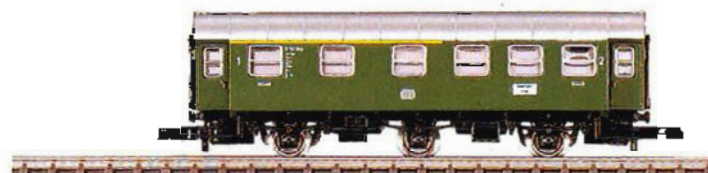
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PASSENGER CARS

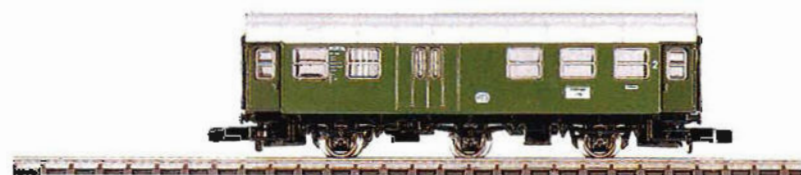
Three-Axis Rebuild Cars of the German Federal Railroad (DB)



 **8706 Passenger Car.**
AB3yge. 1st and 2nd class. Length over
buffers 61 mm (2-3/8").



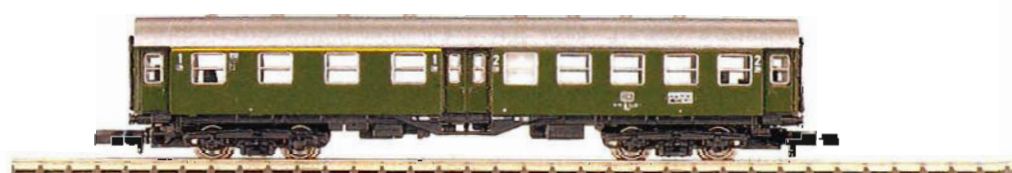
 **8707 Passenger Car.**
B3yge. 2nd class. Length over buffers 61 mm
(2-3/8").



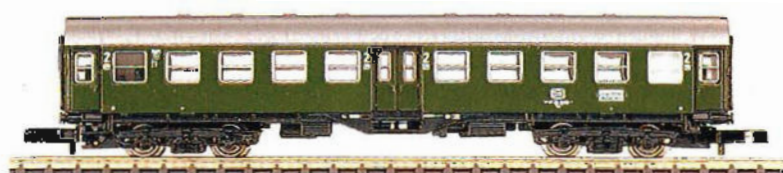
 **8708 Passenger Car.**
BD3yge with baggage compartment.
2nd class. Length over buffers 61 mm
(2-3/8").

At the start of the 1950s the German Federal Railroad had a large quantity of exceedingly old and more or less damaged 2- and 3-axis passenger cars. By modifying the original frames, thousands of these cars were rebuilt by 1958 into 3-axis passenger cars for mixed 1st and 2nd class, 2nd class, and 2nd class with baggage compartment.

Four-axis Rebuild Cars of the German Federal Railroad (DB)



 **8753 Passenger Car.**
AByg 503. 1st and 2nd class. Length over
buffers 89 mm (3-1/2").



 **8754 Passenger Car.**
Byg 515. 2nd class. Length over buffers
89 mm (3-1/2").

Starting in 1954 the German Federal Railroad rebuilt a large number of old two-, three- and four-axis passenger cars into modern units.

The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for the most part.



 **8755 Passenger Car.**
BDyg 533 with baggage compartment.
2nd class. Length over buffers 89 mm (3-1/2").

"SILBERLINGE" ("SILVER COINS")

märklin
Z

Commuter Cars of the
German Federal Railroad (DB)



8716 Commuter Car.

Bnb 719. 2nd class. Length over buffers 120 mm (4-3/4").



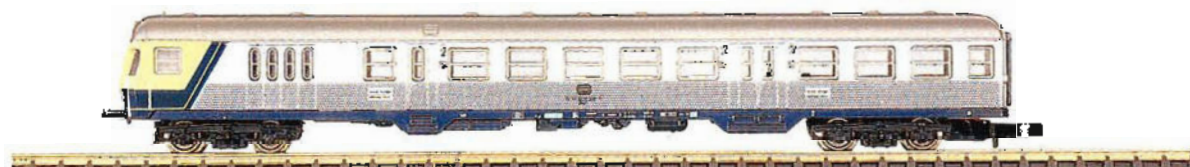
8717 Commuter Car.

Abnrzb 704. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



8718 Commuter Car with Control Cab.

BDnf 735 with baggage compartment. 2nd class. Length over buffers 120 mm (4-3/4").



When operated control car first, triple white headlights shine.



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

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CITYBAHN CARS

**Commuter Cars of the
German Federal Railroad (DB)**



8780 CityBahn Commuter Car.
Bnrbz 778.3 in new color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").



8781 CityBahn Commuter Car.
ABnrbz 772.5 in new color scheme. 1st and
2nd class. Length over buffers 120 mm (4-3/4").



**8782 CityBahn Commuter Car with
Engineer's Cab.**
BDnrzf 784.3 with baggage compartment, in
new color scheme. 2nd class. Length over
buffers 120 mm (4-3/4").

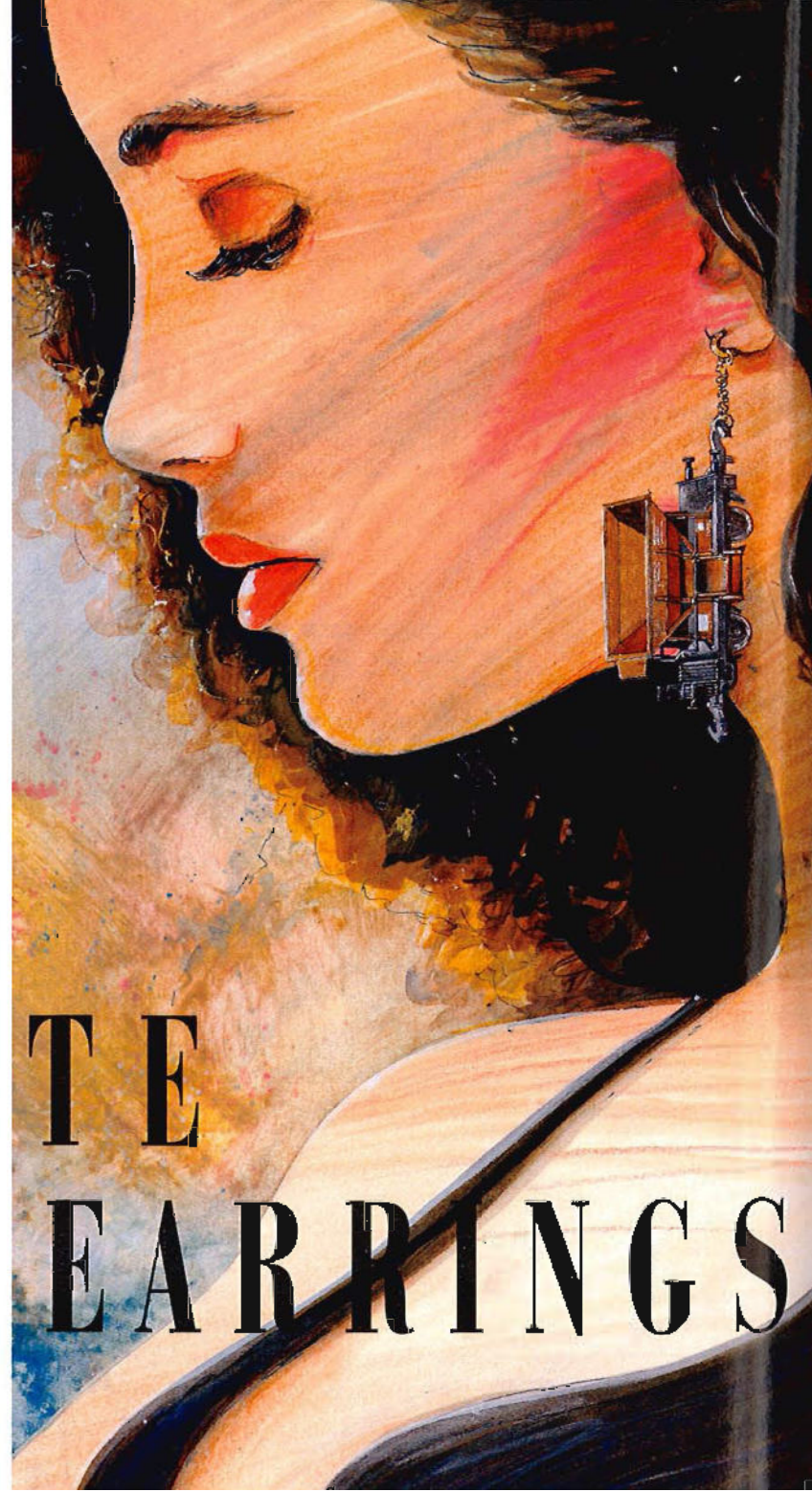


When operated control
car first, triple white
headlights shine.



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

CUTE EARRINGS



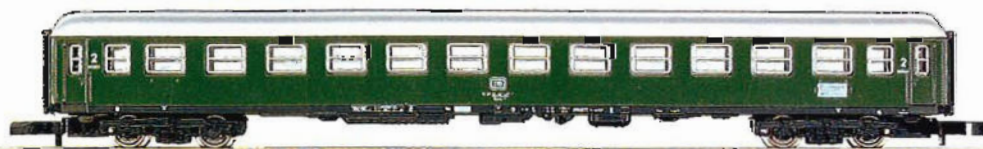
EXPRESS TRAIN PASSENGER CARS

German Federal Railroad (DB)

märklin
Z



8710 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm
(4-3/4").



8711 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm
(4-3/4").



8712 Express Train Baggage Car.
Dm 902. Length over buffers 120 mm
(4-3/4").



8713 Dining Car.
WRmh 132. Length over buffers 120 mm
(4-3/4").



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EXPRESS TRAIN PASSENGER CARS

German Federal Railroad (DB)



8720 Express Train Passenger Car.

Am 203. 1st class. Length over buffers 120 mm (4-3/4").



8721 Express Train Passenger Car.

Bm 234. 2nd class. Length over buffers 120 mm (4-3/4").



8722 Express Train Baggage Car.

Dm 902. Length over buffers 120 mm (4-3/4").



8757 Express Train Baggage Car.

Dm 902 in new color scheme. Length over buffers 120 mm (4-3/4").



The gray baggage car is also part of the German Federal Railroad's new color concept. Baggage cars are seen in passenger trains less and less; they are increasingly operated in unit trains of baggage cars and express freight cars. This means that the station stops for passenger trains are shorter and that shipments can be concentrated in lots.

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märklin
Z

German Federal Railroad (DB)



8743 InterRegio Car.

Airn. 1st class. Length over buffers 120 mm (4-3/4").



InterRegio (IR) trains will replace the classic express train network in the future. The first of 18 planned routes are already in operation. The cars are operated on these routes on

regular schedules of every two hours and have been completely rebuilt inside as well as painted in the German Federal Railroad's new color scheme.



8744 InterRegio Car.

Birn. 2nd class. Length over buffers 120 mm (4-3/4").



8734 Express Train Coach.

Awmz 207. (A9 EUROFIMA). 1st class. Length over buffers 120 mm (4-3/4").



TREND-SETTING

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INTERCITY CARS

German Federal Railroad (DB)



8724 TEE/IC Compartment Car.

Avmz 111. 1st class. Length over buffers
120 mm (4-3/4").



8725 TEE/IC Open Seating Car.

Aprnz 121. 1st class. Length over buffers
120 mm (4-3/4").



8726 TEE/IC Dining Car.

WRmh 132. Length over buffers
120 mm (4-3/4").



8728 TEE Vista Dome Car.

ADm 101. 1st class. Length over buffers
120 mm (4-3/4").

InterCity trains are the best that the German Federal Railroad has to offer in passenger train service. The IC trains with first class operate exclusively with air conditioned compartment and open seating cars of the highest level of comfort.

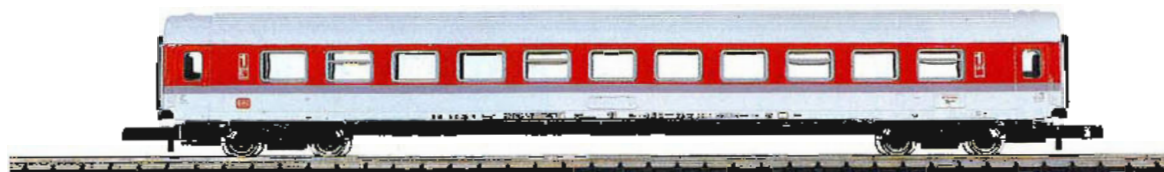
INTERCITY CARS/ SPECIAL CARS FOR PASSENGER TRAINS

German Federal Railroad (DB)

märklin
Z



8772 InterCity Open Seating Car.
Apmz 123 in new color scheme. 1st class.
Length over buffers 120 mm (4-3/4").



8773 InterCity Open Seating Car.
Bpmz 293 in new color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").

The German Federal Railroad's new color concept has already been introduced for the high quality InterCity (IC) and EuroCity (EC) network. Numerous cars are already operating in the red/gray paint scheme.



8774 Bord Restaurant.
WRmz 135 in new color scheme.
Sprung single-arm pantograph.
Length over buffers 120 mm
(4-3/4").



8715 Passenger Train Auto Transport Car.
DDm 915. Length over buffers 120 mm
(4-3/4"). Can be loaded with 8952 or 8904
miniature autos.

8952 Miniature Autos. 4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.



8709 Passenger Train Auto Transport Car.
DDm 915 in new color scheme. Length over
buffers 120 mm (4-3/4"). Can be loaded with
8952 or 8904 miniature autos.



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EXPRESS TRAIN PASSENGER CARS

Swiss Federal Railways
(SBB)

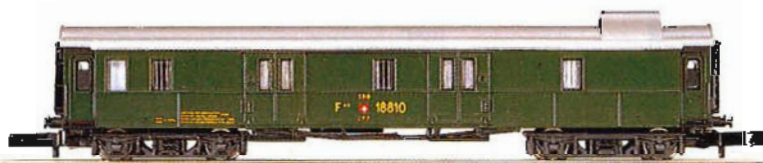


8748 Express Train Passenger Car.

Older design C4ü. 3rd class. Length over buffers 87 mm (3-7/16").



The Swiss Federal Railways car type C4ü was built with side corridors from 1913 to 1928 and was used for international service. From 1933 to 1948 the entire series was rebuilt to center aisle cars and used in domestic service.



8749 Express Train Baggage Car.

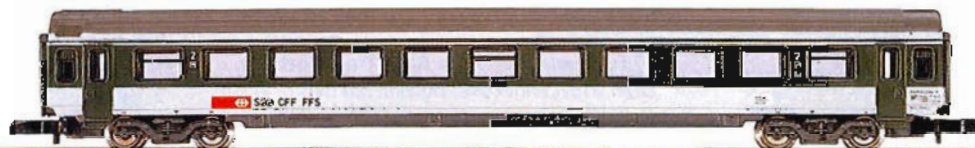
Older design F4ü. Length over buffers 91 mm (3-9/16").

The F4ü baggage car was built in 1913 for the BLS (Bern-Lötschberg-Simplon Railroad). Around 1927 it was acquired by the Swiss Federal Railways and used in the Gotthard Pullman train.



8745 Express Train Passenger Car.

Standard design Mark IV A. 1st class. Length over buffers 120 mm (4-3/4").



8746 Express Train Passenger Car.

Standard design Mark IV A. 1st class. Length over buffers 120 mm (4-3/4").



8747 Express Train Dining Car.

Standard design Mark IV WR. Length over buffers 120 mm (4-3/4").



The Swiss Federal Railways purchased these new standard design Mark IV cars for use in express trains running between major cities. They are longer, higher, heavier, quieter and considerably more comfortable than their predecessors.

"DAYLIGHT" STREAMLINED PASSENGER CARS

Southern Pacific Railroad (USA)

märklin
Z



8784 Coach.
Length 115 mm (4 1/2").



8785 Dining Car.
Length 115 mm (4-1/2").



8787 Vista Dome Car.
Length 115 mm (4-1/2").



8788 Baggage Car.
Length 98 mm (3-7/8").



8789 Observation Car.
Length 108 mm (4-1/4").



Steam locomotives were used at first to pull Southern Pacific trains which consisted of coaches, dining car, vista dome car, baggage car and observation car. Musical names such as "Sunbeam", "Morning Daylight" or "Noon Daylight" quickly made the trains well known. Later the trains were hauled by F-type diesel locomotives.

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FREIGHT CARS

German Federal Railroad (DB)

märklin
— 7



8639 Boxcar.

G 10 with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



8609 Freight Train Baggage Car.

Pwg 012. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



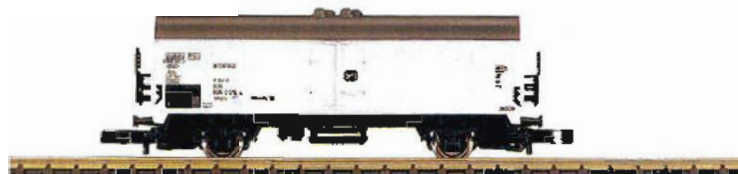
8669 Beer Car.

Privately owned by Einbecker Brewery, Inc. Length over buffers 54 mm (2-1/8").



8600 Refrigerator Car.

Ichqs- u. 377. Length over buffers 54 mm (2-1/8").



8631 Beer Car.

Privately owned by Veltins Brewery. Length over buffers 54 mm (2-1/8").



8648 Beer Car.

Privately owned car of Dinkelacker. Length over buffers 54 mm (2-1/8").



8647 Beer Car.

Privately owned car of Staufen Bräu. Length over buffers 54 mm (2-1/8").



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CAR SETS

German Federal Railroad (DB)



8776 "Track Maintenance Train" Car

Set. Contents: 3 crew and equipment cars of various designs, 1 tank car, 1 low side car loaded with a work crew trailer. All cars in a special edition. Not available separately. Total length 290 mm (11-7/16").

Track maintenance trains generally consist of cars that have been retired from their original assignments. In addition, they are altered for the new work and are painted in the typical maintenance train blue. Windows are also welded shut in the crew cars according to need, such as for a sleeping compartment, or are provided with frosted glass.



8237 "RAG Ruhr Coal, Inc." Car Set.

Contents: 3 Ruhr Coal, Inc. (RAG) Fals 176 hopper cars with different car numbers. Cars are weathered. All cars in special version. Not available separately. Total length 165 mm (6-1/2").

The 8237 car set supplements the 8137 RAG freight train (see page 317).



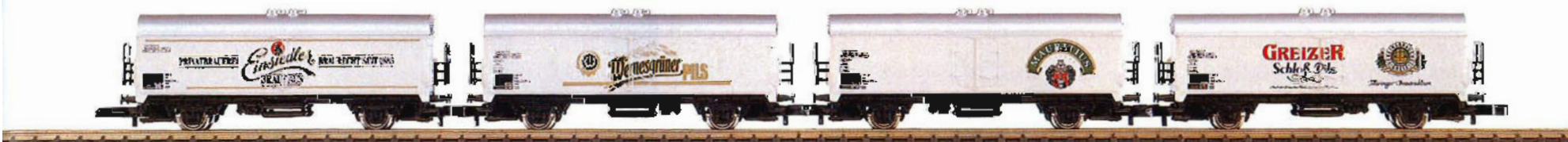
**German State Railroad (DR) of the former
German Democratic Republic**



**8208 "Breweries from the New Federal
States" Car Set.**

Contents: 4 beer cars for different breweries.
1 privately owned car for Maurilius Brewery,
Zwickau, Germany. 1 privately owned car for
Vereinsbrauerei, Greiz, Germany. 1 privately

owned car for Wernesgrüner Brewery,
Wernesgrün, Germany. 1 privately owned car
for Einsiedler Brewery, Einsiedel, Germany.
All cars in special version. Not available
separately. Total length 227 mm (8-15/16").



Models of the
freight cars are
illustrated full size



**8204 "Freight Cars of the former GDR"
Car Set.**

Contents: 1 two-axle gondola lettered "VEB
Pochsiederei Eich/Sachs", 1 four-axle gon-
dola, 1 boxcar, 1 powdered bulk freight car

lettered "Plaste aus Schkopau" and 1 tank
car. Cars are partially weathered. All cars
in special version. Not available separately.
Total length 263 mm (10-3/8").



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PROVINCIAL RAILROAD FREIGHT CARS

Royal Bavarian State Railroad
(K.Bay.Sts.B.)



8633 Coal Gondola.

Omik(u) Association design. With brakeman's cab. Length over buffers 33 mm (1-5/16").



Royal Saxon State Railways



8601 Gondola with Hinged Covers.

Association design with brakeman's cab. Hinged covers that can be opened. Length over buffers 33 mm (1-5/16").



German State Railways Alsace-Lorraine



8602 Boxcar.

Association design with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



Grand Ducal Baden State Railways



8661 Beer Car.

Privately owned by Fürstlich Fürstenbergische Brewery, Donaueschingen. With brakeman's cab. Length over buffers 40 mm (1-9/16").



Grand Ducal Oldenburg State Railroad

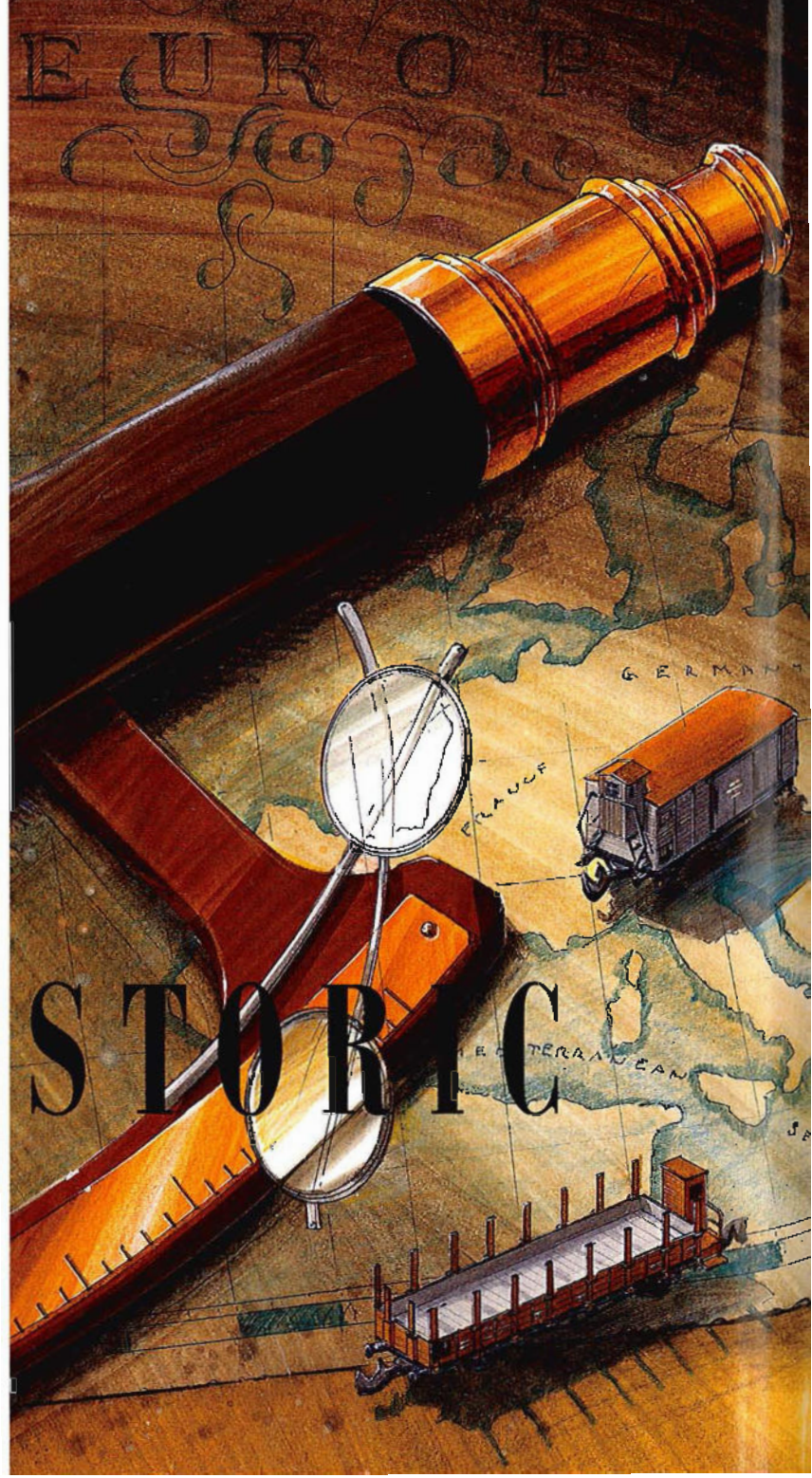


8658 Stake Car.

Association design Rm with brakeman's cab. Spoked wheels. Length over buffers 56 mm (2-1/14").



HISTORIC



FREIGHT CARS

märklin
Z

German Federal Railroad (DB)



8665 Low Side Car with Tarp.
Klms 440. Tarp is removable insert.
Length over buffers 54 mm (2-1/8").



8610 Low Side Car.
Length over buffers 54 mm (2-1/8").



8622 Gondola.
E 037. Length over buffers 54 mm (2-1/8").



8605 Boxcar.
Gos-u 253. Length over buffers 54 mm (2-1/8").



8650 Gondola.
Eaos 106. Length over buffers 63 mm (2-1/2").

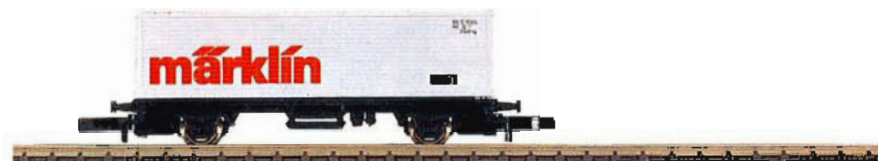
The piggyback flatcars are used for environmentally friendly combinations of freight traffic between rails and the roads. These cars are loaded vertically and are designed for the transport of truck trailers, interchangeable containers and standard containers.



8662 Piggyback Flatcar.
Sdks 707. Loaded with a removable semi trailer for Stiebel Eltron Company. Tractor included. Length over buffers 78 mm (3-1/16").



8617 Container Car.
With Märklin container. Length over buffers 54 mm (2-1/8").



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FREIGHT CARS

German Federal Railroad (DB)

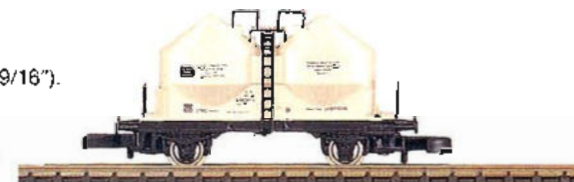


8632 Powdered Bulk Freight Car.
Type Ucs 908 for Dyckerhoff Company.
Length over buffers 40 mm (1-9/16").



8666 Powdered Freight Silo Car.
Ucs 908. Length over buffers 40 mm (1-9/16").

Fine grained materials of all types
and powdered materials are transported
in the powdered bulk freight car.



8630 Hopper Car.
Fals 176. Length over buffers 53 mm
(2-1/8").



8685 Covered Hopper Car.
Tad-u 961. Length over buffers 53 mm
(2-1/8").



8635 Flat Car with Telescoping Covers.
Shimms 708. Length over buffers 55 mm
(2-1/8").



8623 Sliding Roof/Sliding Wall Boxcar.
Tbis 870. Length over buffers 64 mm (2-1/2").



8624 Ballast Car.
Talbot self-unloader for DB maintenance
work. Unloading hatches that can be
opened. Length over buffers 33 mm (1-5/8").



SPECIAL DESIGN FREIGHT CARS

German Federal Railroad (DB)

märklin
Z



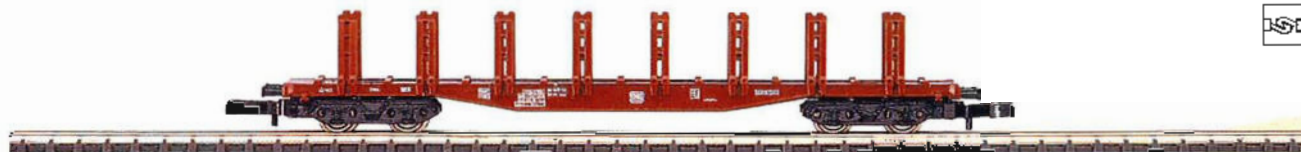
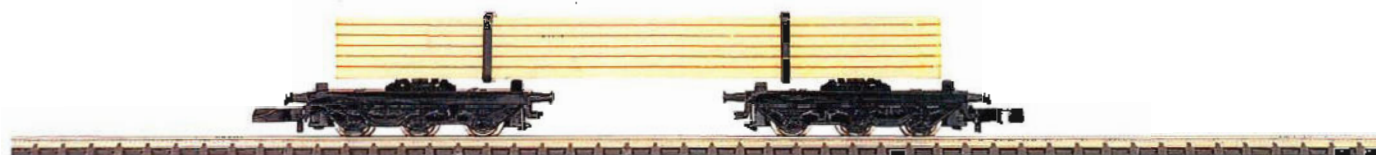
8657 Crane Car Set.

Contents: 1 low side car and 1 crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with hand crank. Total length 93 mm (3 5/8").



8619 Lumber Car.

2 part car. Loaded with lumber. Length over buffers 93 mm (3-5/8").



8655 Stake Car.

Spns 719. Length over buffers 95 mm (3-3/4").

This car is used on the German Federal Railroad chiefly to transport pipe, lumber, steel matting and similar freight.



8226 Stake Car.

Spns 719. Loaded with logs. The tension bands on the stakes can be prototypically reproduced with the 8 black rubber bands included with the car. Length over buffers 95 mm (3-3/4").

NEW ITEM



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TANK CARS

German Federal Railroad (DB)



8629 Oil Tank Car.

Privately owned by DEA Petroleum, Inc.
Length over buffers 40 mm (1-9/16").

German State Railroad (DR) of the former
German Democratic Republic



8202 Oil Tank Car.

Tank car lettered for Minol Petroleum Oil
Distribution, Inc., Berlin. Length over buffers
75 mm (3").



8203 Oil Tank Car.

Tank car lettered for Minol Petroleum Oil
Distribution, Inc., Berlin. Length over buffers
40 mm (1-9/16").

German Federal Railroad (DB)



8625 Oil Tank Car.

Privately owned by German Shell, Inc.
Length over buffers 75 mm (3").



8611 Oil Tank Car.

Privately owned by German Shell, Inc.
Length over buffers 40 mm (1-9/16").



8626 Oil Tank Car.

Privately owned by Esso, Inc.
Length over buffers 75 mm (3").



8612 Oil Tank Car.

Privately owned by Esso, Inc.
Length over buffers 40 mm
(1-9/16").



German Federal Railroad (DB)



8613 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 40 mm (1-9/16").



8627 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 75 mm (3").



8614 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 40 mm (1-9/16").



8628 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 75 mm (3").



8607 Gas Tank Car with Heat Shield.
Privately owned by VTG, Company. Length
over buffers 75 mm (3").



8608 Gas Tank Car with Heat Shield.
Privately owned by EVA Company. Length
over buffers 75 mm (3").



8667 Gas Tank Car with Heat Shield.
Privately owned by ETRA Company. Length
over buffers 75 mm (3").



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FREIGHT CARS

Swiss Federal Railways (SBB)

NEW ITEM



8220 Powdered Freight Tank Car.

Uacs. Length over buffers 75 mm (2-15/16").



8656 Sliding Wall Boxcar.

Hbis. Less-than-carload car "Cargo Domizil" with dual language lettering in German and French. Length over buffers 64 mm (2-1/2").

These sliding wall boxcars are used in the SBB's Less-than-carload freight. The large surfaces of their side walls are used for advertising this new transportation concept called "Cargo Domizil".



8210 "MIGROS" Car Set.

Contents: 3 Hbils sliding wall boxcars with different lettering for the MIGROS wholesale and retail company. 1 sliding wall boxcar lettered for "Biscuits Glaces". 1 sliding wall

boxcar lettered for "Bischofszell". 1 sliding wall boxcar lettered for "Chocolat Frey". All cars in special version. Not available separately. Total length 198 mm (7-3/4").



8201 "Swiss Mineral Waters" Car Set.

Contents: 3 Hbils sliding wall boxcars with different lettering. 1 sliding wall boxcar lettered for "Orangina", 1 sliding wall boxcar

lettered for "Elmer Citro", 1 sliding wall boxcar lettered for "Valser". All cars in special version. Not available separately. Total length 198 mm (7 3/4").





8217 Jeu de wagons de marchandises «Wurtemberg».

Coffret composé de 5 wagons de type différent des Chemins de fer Royaux Wurtembergeois (K.W.St.E.): 1 wagon transport de vin avec guérite de frein, fûts de vin en bois véritable. 1 wagon transport de bière avec guérite de frein, wagon privé de la «I. Württembergische Genossenschafts-Brauerei, Holzheim-Göppingen». 1 wagon-tombereau transport de charbon avec guérite de frein. 1 wagon à ranchers avec guérite de frein, chargé avec un fourgon de déménagement de la maison de transport «Wilhelm Eckardt, Waiblingen/Wttbg.». 1 wagon à toit rabattable avec guérite de frein. Tous les wagons appartiennent à une série spéciale. Non disponibles séparément. Longueur totale 211 mm.

Pour l'anniversaire «150 ans de Chemins de fer en Wurtemberg», le jeu de wagons 8217 est exclusivement fabriqué en 1995 dans le cadre d'une série unique et il n'est plus disponible en usine. Votre revendeur a pris ses dispositions.



8219 Wagon pour le transport de grumes.

En deux parties avec guérite de frein des Chemins de fer Royaux Wurtembergeois (K.W.St.E.). Chargé de bois équarri. Longueur hors tampons 96 mm.



8883 Locomotive pour trains de marchandises avec tender séparé.
Série 052 des Chemins de fer de la Deutsche Bundesbahn (DB). Caisse et châssis en métal. Tous les essieux moteur entraînés. Trois feux de tête fonctionnels à l'avant. Longueur hors tampons 109 mm.



DB 052



8810 Locomotive avec tender séparé «Pacific».
«The Blue Comet» de la Société de Chemins de fer américaine New Jersey Central.

Caisse et châssis de la locomotive en métal. Tous les essieux moteur entraînés. Feu de tête simple à l'avant. Longueur hors tampons 116 mm.

Plus de 3000 locomotives à vapeur de la série 50 ont été initialement construites. Après 1945, il y avait encore plus de 2000 locomotives enregistrées auprès des Chemins de fer de la Deutsche Bundesbahn. Lors de l'adoption du nouveau système de numérotation en 1968, les 999 numéros d'exploitation possibles ne suffisaient pas pour une désignation de la série 050. C'est la raison pour laquelle le chiffre des milliers du numéro d'ordre est devenu la troisième position du nouveau numéro d'exploitation. La locomotive à vapeur 2580 de la série 50 est ainsi devenue la locomotive portant le numéro d'exploitation 052 580.



8793 Jeu de voitures «Trans Europ Express (TEE)».
Contenu: 3 voitures centrales en version d'origine époque III, en complément à la rame automotrice diesel Trans Europ Express (TEE) des Chemins de fer de la Deutsche

Bundesbahn (DB). 1 voiture à couloir central Ay, 1^{ère} classe. 1 voiture-restaurant et bar ARy, 1^{ère} classe. 1 voiture à compartiments AÜ, 1^{ère} classe. Toutes les voitures centrales avec éclairage intérieur. Attelages spéciaux, uniquement adaptés au train TEE. Toutes les

voitures appartiennent à une série spéciale. Non disponibles séparément. Longueur totale 249 mm.

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LE PLUS PETIT
...qui enthousiasme

WAGONS

8229 Wagon pour pulvérulents.

Ucs des Chemins de fer Fédéraux Suisses (CFF). Longueur hors tampons 40 mm.



8221 Wagon à bogies à déchargement automatique.

Wagon privé Fals «Holderbank», mis en service par les Chemins de fer Fédéraux Suisses (CFF). Longueur hors tampons 53 mm.

8216 Jeu de wagons frigorifiques.

Contenu: 2 wagons frigorifiques. Voitures privées de la société INTERFRIGO, mises en service par les Chemins de fer Nationaux Italiens (FS). Les wagons frigorifiques portent une inscription publicitaire sur le côté long. Les deux wagons font partie d'une série spéciale. Non disponibles séparément. Longueur totale 131 mm.



8903 Jeu de construction Set de camions.

Contenu: pièces détachées pour la construction des 6 modèles de camions en couleur suivants. 1 camion-bétonnière, 1 camion-benne, 2 transporteurs Mercedes avec caisse fermée et 2 transporteurs Mercedes avec fenêtres latérales et lunette arrière.

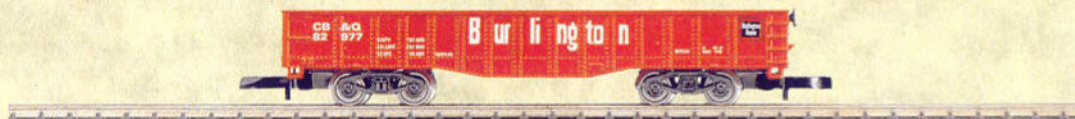
8904 Jeu de construction Set de voitures particulières.

Contenu: pièces détachées pour la construction des 12 modèles de voitures particulières en couleur suivantes. 3 Mercedes-Benz 500 SE, 3 Opel Rekord Caravan, 3 BMW 735i et 3 VW Passat.



8223 Wagon couvert.

Box Car de la Société de Chemins de fer américaine Minneapolis, St. Paul & Sault Ste. Marie – SOO LINE. Longueur 72 mm.

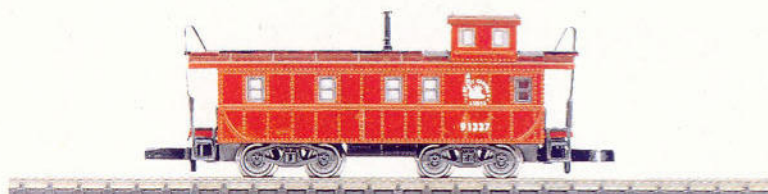


8224 Wagon-tombereau.

Gondola de la Société de Chemins de fer américaine Chicago, Burlington & Quincy. Longueur 67 mm.

8225 Wagon-citerne.

Tank Car. Wagon privé de la société américaine Ethyl Corporation. Longueur 51 mm.



8230 Voiture d'accompagnement pour trains de marchandises.

Caboose de la Société de Chemins de fer américaine New Jersey Central. Échelles rapportées. Longueur 51 mm.

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