

märklin



Complete Program 2000 / 2001 E



● Extensive imprinting.



88982 Freight Locomotive with Tender.

Prototype: Royal Prussian Railroad

Administration (KPEV) class G 8.1.

Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 84 mm / 3-5/16".



88180 Express Locomotive with Tender.

Prototype: Royal Württemberg State Railways (K.W.St.E.) class C.

Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 110 mm / 4-21/64".

The 87940, 87950 and 87960 Württemberg express train passenger cars go well with the 88180 locomotive and can be found on page 367.



88061 Tank Locomotive.

Prototype: Royal Württemberg State Railways (K.W.St.E.) class T 18.

Model: With the new 5-pole mini-club motor. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm / 2-3/4".



märklin
mini-club
Center



The uniqueness of this locomotive is emphasized by a high quality wooden case.

This gives this royal model an adequate means of preservation.



88921 Express Locomotive with Tender.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6. Special royal blue paint scheme of the operational no. 3673 locomotive.

Model: All driving axles powered. Gold colored smokestack rim. Smoke box door set off in black. Gold colored boiler bands. Length over buffers 106 mm / 5-5/8".

The 88921 locomotive is being produced in a one-time series only in 2000 and is available exclusively at mini-club Center Partners. Addresses for the mini-club Center Partners can be found in the internet under www.mini-club.maerklin.de and www.mini-club.maerklin.com

Steam Locomotives



- The smallest mini-club locomotive.
- Now in the program again.



88051 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 89.

Model: With the new 5-pole mini-club motor. Floating center axle. All driving axles powered. Length over buffers 45 mm / 1-3/4".

After several years' absence our 45 mm / 1-3/4" long mini-club locomotive, the smallest in the line, is back in the program. The class

89 steam locomotive is rich in tradition and symbolizes mini-club like no other locomotive. It was a component part of the basic assortment as early as 1972, the year mini-club came out on the market. The external looks of the locomotive have changed, but more importantly it now has the new 5-pole motor for youthful power and dynamics.



88271 Freight Locomotive with Tender.

Prototype: German State Railroad Company (DRG) class 41.

Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 112 mm / 4-7/16".



88181 Express Locomotive with Tender.

Prototype: German State Railroad Company (DRG) class 18.1.

Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 110 mm / 4-21/64".

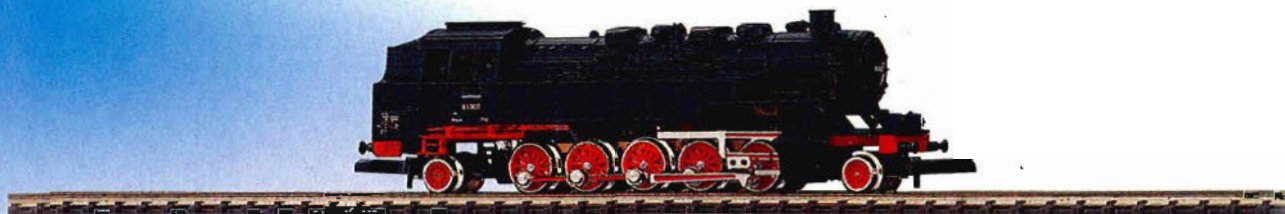
The class C express locomotive with a 4-6-2 wheel arrangement came into being at the start of the 20th century, because the steam locomotives in existence at that time were no longer adequate for the increasing demands on motive power, especially on grades such

as the Geislungen Grade. This elegant, rakish machine was lovingly named the "Schöne Württembergerin" or "Beautiful Lady of Württemberg" and was one of the most successful creations of its kind. The first locomotives were already in service by 1909. By 1921 the Esslingen Machinery Company had delivered a total of 41 locomotives to the Württemberg State Railways.

The 87945 express train passenger car set goes well with the 88181 locomotive and can be found on page 368.



- Completely new tooling for the class 85.
- Typical Era III locomotive.
- New 5-pole mini-club motor.
- LED headlights.



88885 Heavy Tank Locomotive.

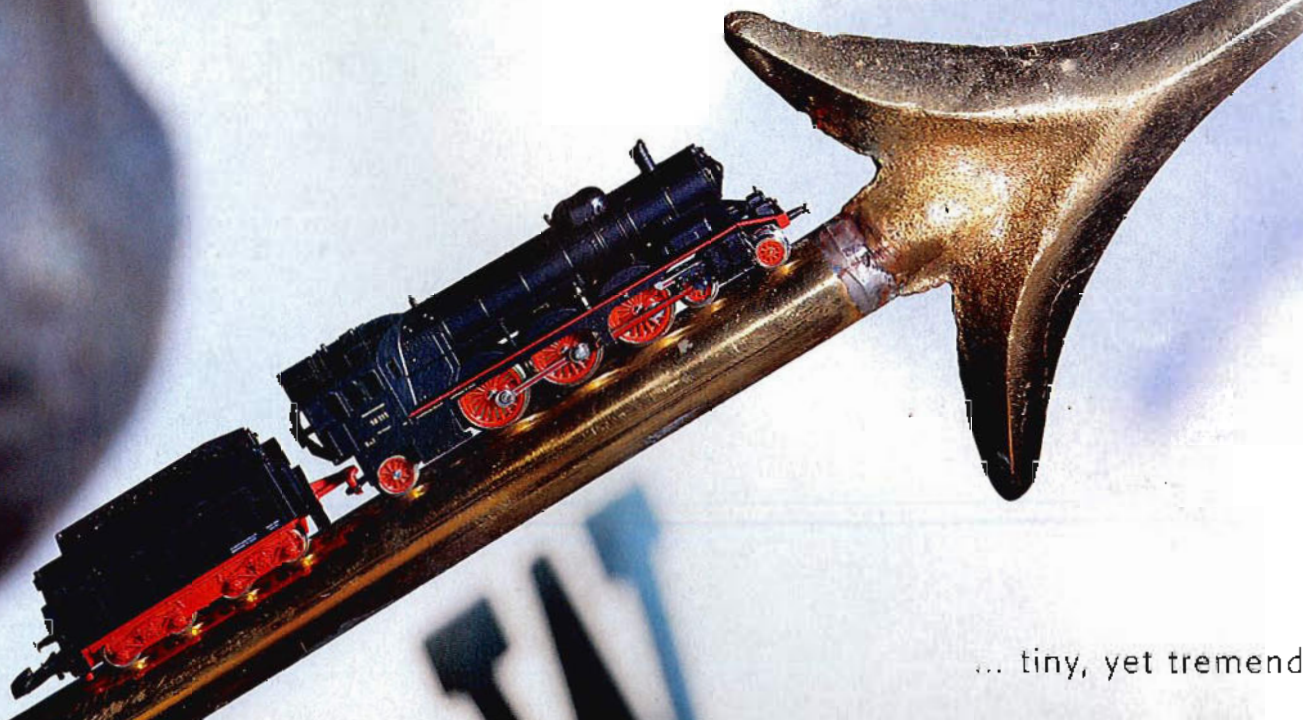
Prototype: German Federal Railroad (DB) class 85.

Model: With the new 5-pole mini-club motor. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 74 mm / 2-15/16".

The class 85 heavy tank locomotives were developed for the steeply graded line from Freiburg to Neustadt. These tank locomotives had five coupled axles and, with a length over the buffers of 16.3 meters or 53 feet 5-3/4 inches, were quite impressive units. The German State Railroad ordered a total of

10 locomotives from I.enschel at the beginning of the 1930s. Within the framework of the type program for standard design locomotives, the construction of the class 85 benefited greatly from the standardization of subassemblies. Starting in 1933 these locomotives took over passenger and freight service on the so-called "Valley of Hell Line" between Freiburg and Neustadt. In the 1950s the class E 40 and E 44 electric locomotives replaced steam locomotives completely on this line. Locomotive 85 004 fell victim to the war in the 1940s. Another 8 units were retired by 1961. Only locomotive 85 007 was preserved.

The 87670 standard design branch line cars go well with the 88885 tank locomotive and can be found on page 368.



Steam Locomotives



88980 Freight Locomotive with Tender.

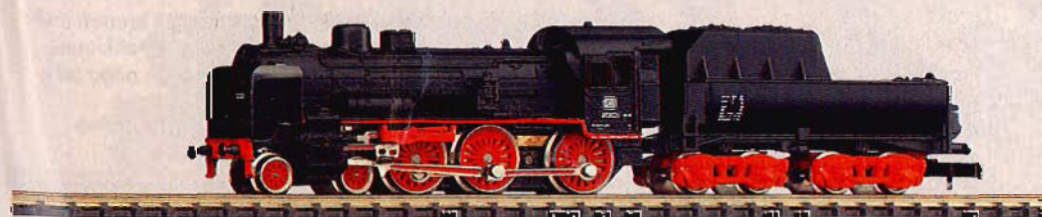
Prototype: German Federal Railroad (DB) class 55²⁵.

Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 84 mm / 3-5/16".



The class G 8.1 Prussian steam freight locomotives were a further development of the class G 8. The first locomotives were delivered in 1913. Where something over 1,000 units of the G 8 were built, the G 8.1 was successful in ways that hardly any other locomotive had ever been. The Royal Prussian Railroad Administration (KPEV) took delivery of 4,934 locomotives that were then transferred to the German State Railroad Company (DRG). Ten locomotives went to the

Mecklenburg Friedrich-Franz Railroad (MFF) and 137 units went to the Imperial Railways of Alsace-Lorraine. In 1922 Linke-Hofmann delivered 50 locomotives to the Polish State Railroad. Additional units went also to the Bagdad Railroad, to Lithuania and to Rumania. The class G 8.1 was one of the main supports for the German State Railroad's motive power. Even after 1945 there were still 1,000 locomotives in service in both parts of Germany



88991 Passenger Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 38.

Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 99 mm / 3-7/8".



8896 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 86.

Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 63 mm / 2-5/8".



8803 Passenger Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 24.

Model: With the new 5-pole mini-club motor. All driving axles powered. Equipped for installation of 8953 light insert. Length over buffers 82 mm / 3-1/4".





8895 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 74.

Model: With the new 5-pole mini-club motor. All driving axes powered. Coupler hook at the front. Length over buffers 55 mm / 2-3/16".



8806 Passenger Train Tank Locomotive.

Prototype: German Federal Railroad (DB) class 78.

Model: With the new 5-pole mini-club motor. All driving axes powered. Headlights with maintenance-free I FDs. Length over buffers 70 mm / 2-3/4".

The Prussian 1 18 became the class 78 of the German State Railroad Company (D&G) and later of the German Federal Railroad (DB). It was used to pull passenger, fast passenger and D-Zug express trains. It was often used for push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same high speeds in forward and reverse.

Steam Locomotives



8884 Freight Locomotive with Tender with Brakeman's Cabin.



Prototype: German Federal Railroad (DB) class 050.



Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 109 mm / 4-1/4".



88831 Freight Locomotive with Tub-Style Tender.



Prototype: German Federal Railroad (DB) class 52.



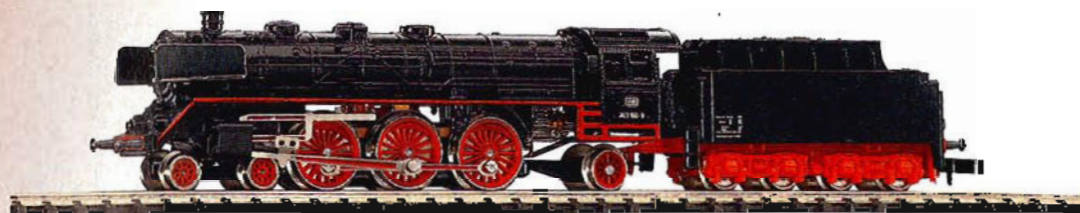
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 107 mm / 4-3/16".

The class 52 was developed as a simplified version of the class 50. This design was simplified considerably due to the difficulties in procuring many of the raw materials used in locomotive building. This allowed superfluous components to be left off of the locomotive. In 1942 the locomotive builders in the area governed by the German State were provided with all of the means for mass production of the class 52. As soon as December of 1942 production rose to just under 400 units per month and reached a level of 500 units in June of 1943. An output

that would have made it possible to produce 5,000 locomotives per year. The end of the war brought an abrupt end to these plans. Despite this, over 6,200 locomotives were built by 1951, many of these locomotives remaining in several European countries after the war. A large number of these locomotives were still present in both parts of Germany. At the start of the 1960s they were taken out service on the German Federal Railroad (DB).



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



8885 Express Locomotive with Tender.
Prototype: German Federal Railroad (DB) class 003.

Model: With the new 5 pole mini-club motor. All driving axles powered. Length over buffers 112 mm / 4-1/2".

The German Federal Railroad (DB) 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 the 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 was then scrapped. The 10 001 can be found at the German Steam Locomotive Museum in Neuenmarkt-Wirsberg.



8889 Express Locomotive with Tender.
Prototype: German Federal Railroad (DB) class 10 with partial streamlining.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 120 mm / 4-3/4".

Consideration was given to a new paint scheme for what was then the newest express locomotive on the German Federal Railroad, in order to get away from the usual black/red paint scheme for steam locomotives. The goal was a considerably more attractive image that would fit not only the future flagship locomotive, but also generally the new, modern German Federal Railroad. So in 1955 there was an entire series of rather interesting paint scheme suggestions from the different locomotive builders for the class 10. Also among them was a proposal from the Jung Company, dated October 5, 1955.



88892 Express Locomotive with Tender.
Prototype: German Federal Railroad (DB) class 10 with partial streamlining.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 120 mm / 4-3/4".

On the occasion of the 10th anniversary of the Exclusiv program, Märklin is bringing out a model of the class 10 express locomotive in a paint scheme originally suggested by the Jung Company. This locomotive will be delivered in a wooden case with a burned-in design on the latter.

Special one-time series in 2000.
Delivery starting the 4th quarter of 2000.

Diesel Locomotives

In 1928 the V 3201 diesel compressed air locomotive was built jointly by the Esslingen Machinery Company and by MAN. With it the German State Railroad Company (DRG) hoped to start a new generation of motive power with a new concept for propulsion. The object was to combine the advantages of the diesel motor and those of the steam locomotive in a manner more efficient than the features of normal steam locomotives. The result was a quite unique combination. Lacking suitable locomotive motors, the engineers adopted a suitable submarine motor that came closest to meeting their requirements. This 1,200 horsepower diesel motor drove a compressor that blew compressed air instead of steam into the steam locomotive cylinders. Both the locomotive's form of propulsion and its external appearance were unique. It had an enclosed boxy superstructure with a full set of windows on one side and a smooth, continuous wall on the other. Engineer's cabs were installed at both ends of the locomotive. A characteristic feature of this locomotive was the silver gray surface cooling grids installed at both ends.

After a long period of experimentation that involved repeated changes and consequent delays in the delivery to the DRG, the official acceptance run from Obertürkheim to Augsburg took place on November 22, 1929. Assigned to the Stuttgart District, this locomotive saw several years of service until it was retired and scrapped in the 1930s, without ever having really given satisfactory results. The development of the diesel compressed air locomotive with its promise of success led to the abandonment of this interesting principle of propulsion.



88065 Diesel Pneumatic Compressed Air Locomotive.

Prototype: German State Railroad Company (DRG) class V 3201.

Model: With the new 5-pole mini-club motor. All driving axes powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm / 2-3/4".

The 88065-diesel compressed air locomotive is being produced in a one-time series in 2000 only for Insider members.

Please take note of the information about the Märklin Insider Club on page 523. Other Insider models for 2000 in HO Gauge can be found on page 126 and in 1 Gauge on page 499.



8820 Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 221.

Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 84 mm / 3-5/16".



8878 General Purpose Diesel Hydraulic Locomotive.



Prototype: German Federal Railroad (DB) class 218.

Model: With the new 5-pole mini-club motor. Both trucks powered. 1 headlight with maintenance free LEDs. Length over buffers 75 mm / 3".



The experiences from a development period of almost 15 years for the V 160 general purpose road diesel led in 1971 to the German Federal Railroad (DB) class 218.

The output of these single motor units was increased to 3,000 horsepower and offers sufficient reserves for all types of rail traffic.



8879 General Purpose Diesel Hydraulic Locomotive.



Prototype: German Federal Railroad (DB) class 218.

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm / 3".



88781 General Purpose Diesel Hydraulic Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 218 in the original old red paint scheme with the new DB emblem.

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm / 3".



88641 Diesel Hydraulic Switch Engine.

Prototype: German Railroad, Inc. (DB AG) class 361 in the current "traffic red" paint scheme with the new DB emblem and Cargo lettering.

Model: With the new 5-pole mini-club motor. All axles powered. Length over buffers 49 mm / 1-15/16".



Even the aged class V 60 locomotives have been painted in the German Railroad, Inc.'s (DB AG) new "traffic red" paint scheme after 40 years of service. As in the past they are indispensable in switching work.

Electric Locomotives



88111 Electric Locomotive.

Prototype: German State Railroad Company (DRG) class E 44.



Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 68 mm / 2 11/16".

The 87945 express train passenger car set goes well with the 88111 locomotive and can be found on page 368.



88222 Freight Locomotive.

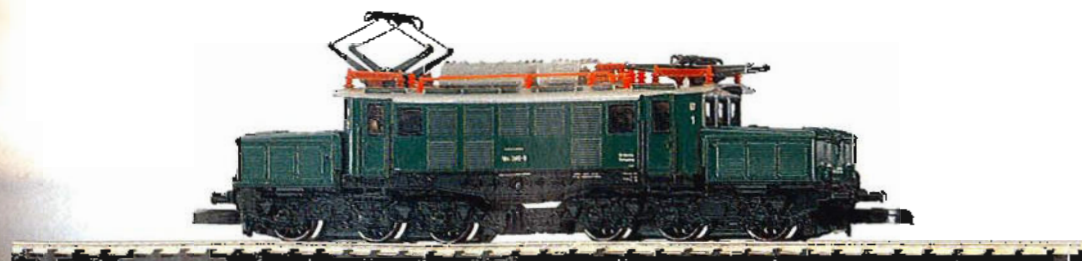
Prototype: German Federal Railroad (DB) class F 94.



Model: With the new 5-pole mini-club motor. Metal hoods at the ends. Both trucks powered. Length over buffers 85 mm / 3 11/32".

Special one-time series in 2000. Already delivered to the dealers.

The 82510 freight car set goes well with the 88222 freight locomotive and can be found on page 384.



8822 Freight Locomotive.
Prototype: German Federal Railroad (DB) class 194.
Model: With the new 5-pole mini-club motor. Metal hoods at the ends. Both trucks powered. Length over buffers 85 mm / 3-11/32".



8854 Express Locomotive.
Prototype: German Federal Railroad (DB) class 103.
Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 88 mm / 3-1/2".



88391 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 110. Original blue version with vents with rounded corners and new DB emblem.
Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 75.5 mm / 3".

Electric Locomotives



88381 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 139 in the current paint scheme with the new DB logo and Cargo lettering.

Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 75.5 mm / 3".

The German Railroad, Inc. (DB AG) is now presenting appropriate freight locomotives in the strikingly attractive "DB Cargo" design as part of its new "DB Cargo" freight car concept. Even aging class 139 locomotives look quite good in this new color scheme.



88572 Freight Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 151 in the current "traffic red" paint scheme with the new DB emblem and Cargo lettering.

Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 88 mm / 3-7/16".



88683 Locomotive Set.

Prototype: 2 German Railroad, Inc. (DB AG) class 101 electric locomotives in different paint and lettering schemes for Bayer, Inc.

Model: Both locomotives have the new 5-pole mini-club motor. Both trucks powered on both models. Both locomotives have headlights with maintenance-free LEDs. Both locomotives in a special version. Not available separately. Total length 175 mm / 6-7/8".



The 88683 locomotive set is being produced in a one-time series.

Delivery of this set is scheduled for the beginning of 2001.



88432 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 143 in the current "traffic red" paint scheme.

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 76 mm / 3".

The 87291, 87292 and 87293 bilevel cars in the "traffic red" paint scheme go well with the 88432 electric locomotive and can be found on page 374/375.



The class 143 electric locomotive has become part of the everyday scene on the German Railroad, where it is used mainly in regional and S-Bahn service. In the "traffic red" paint scheme with a white chevron instead of a white bib and a "basalt gray" frame, it is no longer so apparent that these

locomotives originally came from the old GDR. Currently the class 143 forms the backbone of the regional service in certain areas and has put its stamp on the image of this service along with the bilevel cars that are also already painted in "traffic red".



88681 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101.

Model: With the new 5-pole mini-club motor. Design on one side of the locomotive is different from the other side. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 86 mm / 3-7/8".

On September 11, 1999 the class 101 electric locomotive was officially dedicated at the Frankfurt main station as the ambassador for the Germany's application to the organization for the soccer world championship game in the year 2006. This locomotive was underway on public relations trips across Germany until the announcement of the soccer world championship game by the FIFA organization in July of 2000.

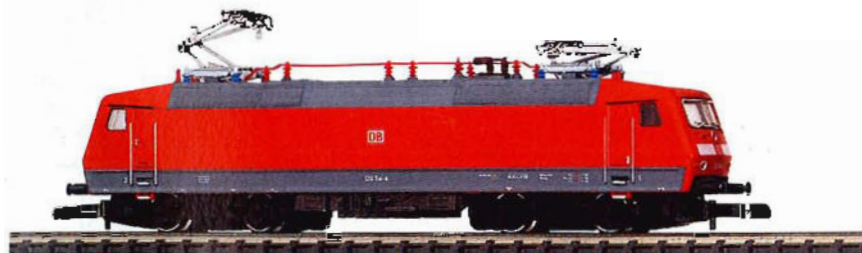
The 88681 locomotive is being produced in a one-time series only in 2000.



88536 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 120.1 in the current "traffic red" paint scheme.

Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 87 mm / 3-7/16".



The 87750 express train passenger car set in the new InterCity colors goes well with the 88536 electric locomotive and can be found on page 373.

Electric Locomotives



8856 "Crocodile" Freight Locomotive.

Prototype: Swiss Federal Railways (SBB) class Be 6/8¹.

Model: With the new 5-pole mini-club motor. 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 or 3-5/8". With their articulated design they can master all of the mini-club curves with no problem.



88448 Electric Locomotive.

Prototype: Bern Lötschberg Simplon Railroad (BLS) class 465. With road number 465 002-4. Locomotive name "Gornergrat".

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm / 3-5/16".



The 87451 and 87461 express train passenger cars go well with the 88448 electric locomotive and can be found on page 375.

The class 465 electric locomotive comes from the same family as the class 460. Both are very modern general-purpose locomotives equipped with the latest technology. Both locomotives are designed for a maximum speed of 230 km/h or 144 mph. The class

465 has more power, a total of 7.0 megawatts or 9,387 horsepower, necessitated primarily by the use of these locomotives on the Lötschberg Grade. A total of 8 class 465 locomotives are currently on the BLS roster.



88457 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB), SBB Cargo, class 460.

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm / 3-5/16".

The 88457 locomotive is being produced in a one-time series only in 2000.



88456 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class 460.

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm / 3-5/16".

The 88456 locomotive is being produced in a one-time-series only in 2000.



88458 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class 460.

Model: With the new 5 pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm / 3-5/16".



In cooperation with the famous Swiss music box manufacturer Reuge Music in Sainte Croix, Switzerland Märklin has created a music box specially for the mini-club annual locomotive in the Swiss Collection for 2000. This music box has a rotating platform for the presentation of the annual locomotive. A very precise music mechanism with 36 notes plays the "Glockenspiel" from Mozart's The Magic Flute by means of a winding key on the side of the music box. A cover protects the high quality mini-club locomotive from dust.

There is a music box from the Swiss firm of Reuge Music to go with this model. You can place a reservation with your dealer for this music box under item no. 170777.

This second model in the Märklin Swiss Collection series is being produced as a one-time edition only in 2000.



Powered Rail Car Train



88732 Diesel Powered Rail Car Train.
Prototype: German Federal Railroad (DB) class 601 "Alpen-See-Express". 2 type Dü powered end units. 1 type WRü dining car. 1 type Büz compartment car.
Model: Each powered end unit with its own motor driving 4 axles. Both powered end units with the new 5-pole mini-club motor. Headlights, marker lights and interior lighting for the powered end units and the intermediate cars with maintenance-free LEDs. Special couplings, only for the model of the TEE train, that give a very close spacing between the cars of the train. Train length 347 mm / 13-11/16".

With the introduction in 1979 of the dual class InterCity system still in effect today the powered rail car trains that were always in great demand were suddenly out of a job on the German Federal Railroad (DB). However, the positive image enjoyed by these trains over the years among the passengers prompted the German Federal Railroad use most of the diesel rail car trains as regularly scheduled special tourist trains and to keep them for travel agency charter service. They were particularly well known for a time under the name "Alpen-See-Express" ("Alpine Lake Express"). This name did not refer to any particular train line, but rather to all of the

north-south special trains operated on a regular basis by a number of rail travel charter businesses from metropolitan areas to typical vacation destinations. Both the familiar TEE emblem and the InterCity signs disappeared from the ends of these trains. In their place was the customary, but somewhat plain DB emblem (nicknamed the "cookie" in German).



87932 Car Set.
Prototype: 3 German Federal Railroad (DB) TEE intermediate cars. 1 open seating car. 1 bar car converted to an open seating car. 1 compartment car.
Model: Intermediate cars to supplement the model of the "Alpen-See-Express" diesel

powered rail car train (Märklin item no. 88732). Lighting with maintenance-free LEDs. Special couplings, only for the model of the TEE train, that give a very close spacing between the train's cars. All cars in special version. Not available separately. Total length 246 mm / 9-11/16".





Powered Rail Car Train



- Completely new design.
- Interior lighting installed at the factory.
- Motor and gear train in the Bord Restaurant car, enabling a prototypical reproduction of the end cars.

- Prototypical, scale reproduction of all the cars in the train.
- All intermediate cars equipped with pantographs like the prototype, Bord-Restaurant car can be switched to catenary operation.



88712 Powered Rail Car Train.

Prototype: High-speed InterCity Express train (ICE 3). German Railroad, Inc. class 406. 1 type 406.0 end car, 1st class. 1 type 406.3 "Bord-Restaurant" intermediate car (dining car). 1 type 406.5 end car, 2nd class.

Model: "Bord-Restaurant" intermediate car with the new 5-pole mini-club motor, all 4 axles powered. Headlights and marker lights for the end cars, and interior lighting for all of the cars, including the 2nd class intermediate car, with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Train length 465 mm / 18.5/16".

At the end of 1998 the third ICF generation, the ICE 3, was presented to the public for the first time at the Eurailspeed in Berlin. This new ICE was presented with a whole series of technological refinements and that are contributing to the further shortening of travel times. With the ICE 3 the variety of locomotives and cars on the German Railroad, Inc. system has been expanded by one with a very striking appearance. The visual side of the ICE 3 attracts attention above all with its streamlined front part that sets new standards with its aerodynamic shape. The most striking technical change is of course the propulsion concept. Whereas the propulsion for the ICE 1 and ICE 2 was located in the two end

powered cars, in the new generation ICE 3 the entire propulsion system is now distributed under the car bodies. The ICE 3 is generally operated as an eight car train and can be operated in tandem with another train. One part of the trains is equipped for the German Railroad, Inc.'s power system and is designated as the class 403. Another part is equipped as four-system trains for cross border use in Europe. These powered railcar trains are designated as the class 406 and are intended chiefly for international routings. The interiors of the trains also attract attention with their functional, appealing ambience. Particularly attractive is the passenger area directly behind the engineer that allows a

direct view into the cockpit and down the tracks. In 1999 these trains were placed into service and the year 2000 the first trains are to be used for the Expo in Hannover.

The special features of the end cars in the Märklin mini club model can be reproduced true to the prototype in large part by motorizing the dining car. The ICE 3 is designed for a minimum radius of 195 mm / 7-11/16".



88711 Intermediate Car.



Prototype: German Railroad, Inc. (DB AG) type 406.7 power converter car, 2nd class, 2-door design.

Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no.: 88711). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".





N

87712 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.1 transformer car, 1st class, 4-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no.: 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".

V

N

87713 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.2 power converter car, 1st class, 2-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no.: 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".

V



N

87714 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.8 intermediate car, 2nd class, 4-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no.: 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".

V





Powered Rail Cars



8831 Rail Bus.

Prototype: German Federal Railroad (DB) class 798, lettered for "Jägermeister".

Model: With the new 5-pole mini-club motor.

Both axles powered. Length over buffers 62 mm / 2-1/2".



8817 Rail Bus Trailer.

Prototype: German Federal Railroad (DB) class 998.

Model: Length over buffers 62 mm / 2-1/2".



81420 "Passenger Train with Freight Service" Train.

Prototype: 1 Grand Ducal Baden State Railways class P 8 passenger locomotive. 1 two-axle passenger car, 2nd class. 1 two-axle passenger car, 3rd class. 1 old-timer tank car with a brakeman's cab. Privately owned by the Wood Coking Industry, Inc., Constance, Switzerland. Used on the Grand

Ducal Baden State Railways. 1 refrigerator car with a brakeman's cab. Privately owned by Reiter Brewery, Lörrach, Germany. Used on the Grand Ducal Baden State Railways. **Model:** Locomotive with the new 5-pole mini-club motor. All driving axles powered. Roller bands painted in gold. Locomotive and cars in a special version. Not available separately. Train length 301 mm / 1'-7/8".



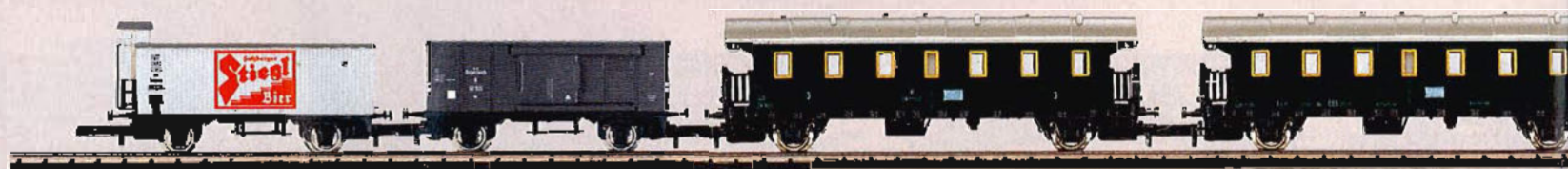
88021 Powered Track Cleaning Car As An Inductive Measurement Car.

Prototype: German Railroad, Inc. (DB AG) class 724.

Model: With the new 5-pole mini-club motor. Two axles powered. Length over buffers 62 mm / 2-7/16".

Two of the three axles on this track cleaning car are powered. The wheels on the rear axle and on the front axle have ridges on the treads. The two front wheels for cleaning turn faster than the driving wheels. Regular use of this track cleaning car will prevent dirt buildup on the rails.





81418 "Swiss Passenger Service" Train Set.

Prototype: 1 Swiss Federal Railways (SBB) class Ae 3/6 II express locomotive. 2 type 40 older design express train passenger cars, 1st/2nd class. 1 type 40 express train baggage car, BLS design.

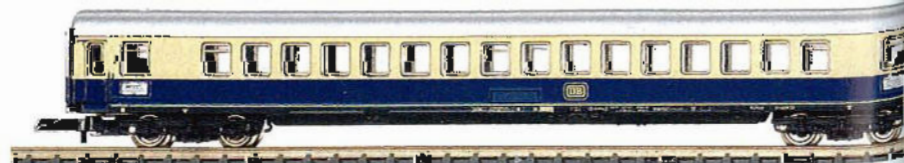
Model: Locomotive with the new 5-pole mini-club motor. All driving axles powered. Locomotive and cars in a special version. Not available separately. Train length 338 mm / 13-5/16".

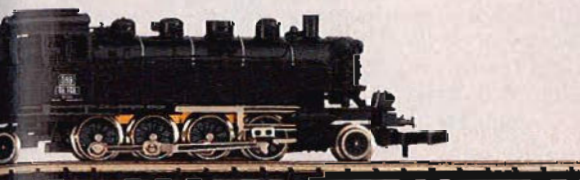


81412 "Rheingold" Train.

Prototype: 1 German Federal Railroad (DB) class E 10 electric locomotive in the color scheme typical for the "Rheingold". 2 type Av40m express train compartment cars, 1st class. 1 type AD40m express train vista dome car, 1st class. 2 type Ap40m express train open seating cars, 1st class.

Model: Locomotive with the new 5-pole mini-club motor. Both trucks powered. Locomotive and cars in a special version. Not available separately. Train length 690 mm / 27-3/16".





81417 "Austrian Passenger Train with Freight Service" Train Set.

Prototype: 1 Austrian Federal Railways (ÖBB) class 86 tank locomotive, 2 two-axle passenger cars, 1 two-axle boxcar without brakeman's cab, 1 refrigerator car with

brakeman's cab. Privately owned car, used on the Austrian Federal Railways (ÖBB).

Model: Locomotive with the new 5-pole mini-club motor. All driving axles powered. Locomotive and cars in a special version.

Not available separately. Train length 281 mm / 11-1/16".

The 81417 train is being produced in a one-time series only in 2000.



In 1960 the German Federal Railroad (DB) ordered development of a new, modern group of cars specially for the "Rheingold". Borrowing from the luxurious prewar "Rheingold", the new "Rheingold" was planned to clearly stand out from the multitude of other long distance express trains. It surpassed all previous German Federal Railroad (DB) passenger cars in comfort and the level of equipment, and the "Rheingold" once again became the absolute best of the German passenger trains. There were both

compartment and open seating cars for the passengers. In addition, a type of vista dome car previously only used in other countries was built with a raised, glassed in viewing area. The cars' interiors were elegant in their design. For example, the compartment cars were paneled in precious woods. In the open seating cars the reclining seats could be turned for the direction of travel. These very comfortable seats were upholstered in materials with tasteful colors. Even special locomotives were

planned for the "Rheingold", as variations of the proven class E 10.1. However, these locomotives were still not available in May of 1962, the train's debut, so 6 class E 10.1 locomotives had to be used whose speed was specially raised to 160 km/h or 100 mph for this purpose. Naturally, for the duration of their use these locomotives were given the multi-color paint scheme planned for the cars.

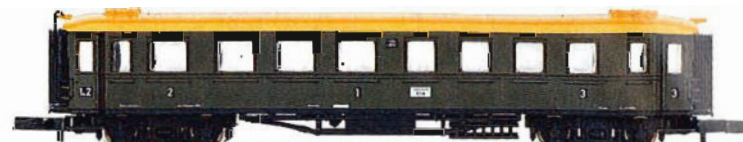




I **8700 Passenger Car.**
Prototype: Württemberg Provincial Railroad.
 2nd class.
Model: Length over buffers 60 mm / 2-3/8".



I **8701 Passenger Car.**
Prototype: Württemberg Provincial Railroad.
 2nd class.
Model: Length over buffers 60 mm / 2-3/8".



I **87940 Württemberg Express Train Passenger Car.**
Prototype: Royal Württemberg State Railways (K.W.St.E.) type ABCCü. 1st/2nd/3rd class.
Model: Length over buffers 88 mm / 3-15/32".



I **87950 Württemberg Express Train Passenger Car.**
Prototype: Royal Württemberg State Railways (K.W.St.E.) type BCCü. 2nd/3rd class.
Model: Length over buffers 88 mm / 3-15/32".



I **87960 Württemberg Express Train Passenger Car.**
Prototype: Royal Württemberg State Railways (K.W.St.E.) type CCCü. 3rd class.
Model: Length over buffers 88 mm / 3-15/32".

Models of the cars are illustrated full size

At the beginning of the 20th century the Royal Württemberg State Railways (K.W.St.E.) purchased new express train passenger cars to meet the increasing demands of passenger rail traffic. These cars were built by the Esslingen Machinery Company starting in 1904. They were totally new designs, and their most noticeable feature was a particular standardization of different subassemblies. The resulting design was so advanced that these cars

were operated for decades all over Germany far beyond the borders of Württemberg and in parts of Europe. They were without a doubt one of the most successful car designs of the K.W.St.E.

The 88180 Württemberg locomotive goes well with these express train passenger cars and can be found on page 343.

Car Set



II

87945 Express Train Passenger Car Set.

Prototype: 3 Württemberg express train passenger cars painted and lettered for the German State Railroad Company (DRG). 1 type ABC4Ü express train passenger car, 1st/2nd/3rd class. 1 type BC4Ü express train passenger car, 2nd/3rd class. 1 type C4Ü express train passenger car, 3rd class.

Model: All cars in special version. Not available separately. Total length 270 mm / 10-5/8".

The 88111 locomotive goes well with the 87945 express train passenger car set and can be found on page 352.



Passengers Cars

These two axle standard design passenger cars originally had wood roofs and interior walls. Late they were built entirely of metal as the type 29. By today's standards these

German Federal Railroad (DB) cars were very loud and they rumbled a great deal. For this reason they were nicknamed "Donnerbüchsen" or "Thunder Boxes".



III

8750 "Thunder Box" Standard Design Passenger Car.

Prototype: German Federal Railroad (DB) type ABi 29. 1st and 2nd class.

Model: Length over buffers 63 mm / 2-1/2".



III

8751 "Thunder Box" Standard Design Passenger Car.

Prototype: German Federal Railroad (DB) type Bi 29. 2nd class.

Model: Length over buffers 63 mm / 2-1/2".



III

8752 "Thunder Box" Standard Design Baggage Car.

Prototype: German Federal Railroad (DB) type D2ie.

Model: Length over buffers 63 mm / 2-1/2".



- Completely new design.
- Ideal cars to go with the class 85 tank locomotive.
- Expands the passenger car program for Era III.



The 88885 steam locomotive is the appropriate unit for the 87670 standard design branch line car set and can be found on page 345.

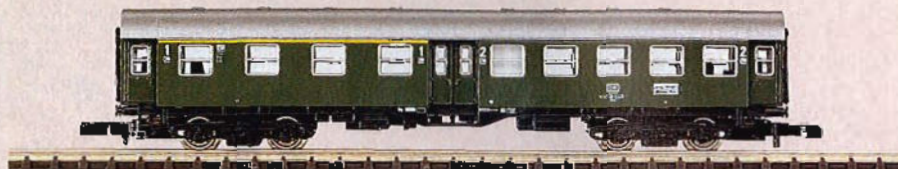


87670 Standard Design Branch Line Car Set.

Prototype: 3 different German Federal Railroad (DB) standard design branch line cars. 1 type Bie standard design branch line

car, 2nd class. 1 type ABie standard design branch line car, 1st and 2nd class. 1 type PwPosti-34a baggage-mail car.

Model: All cars in special version. Not available separately. Total length 183 mm / 7-13/16".



8753 Four-Axle Rebuild Car.

Prototype: German Federal Railroad (DB) type ABYg 503. 1st and 2nd class.

Model: Length over buffers 89 mm / 3-1/2".



8754 Four-Axle Rebuild Car.

Prototype: German Federal Railroad (DB) type BYg 515. 2nd class.

Model: Length over buffers 89 mm / 3-1/2".

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

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 these cars.



8755 Four-Axle Rebuild Car with Baggage Compartment.

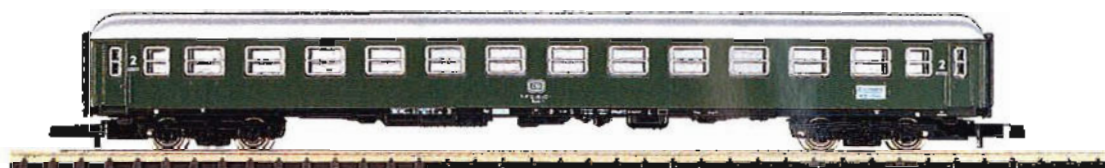
Prototype: German Federal Railroad (DB) type BDYg 533. 2nd class.

Model: Length over buffers 89 mm / 3-1/2".

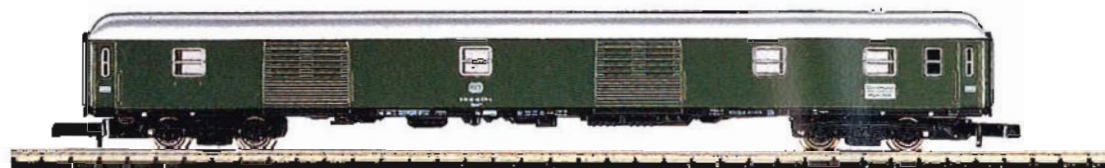
Express Train Passenger Cars



IV 8710 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Am 203. 1st class.
Model: Length over buffers 120 mm / 4-3/4".



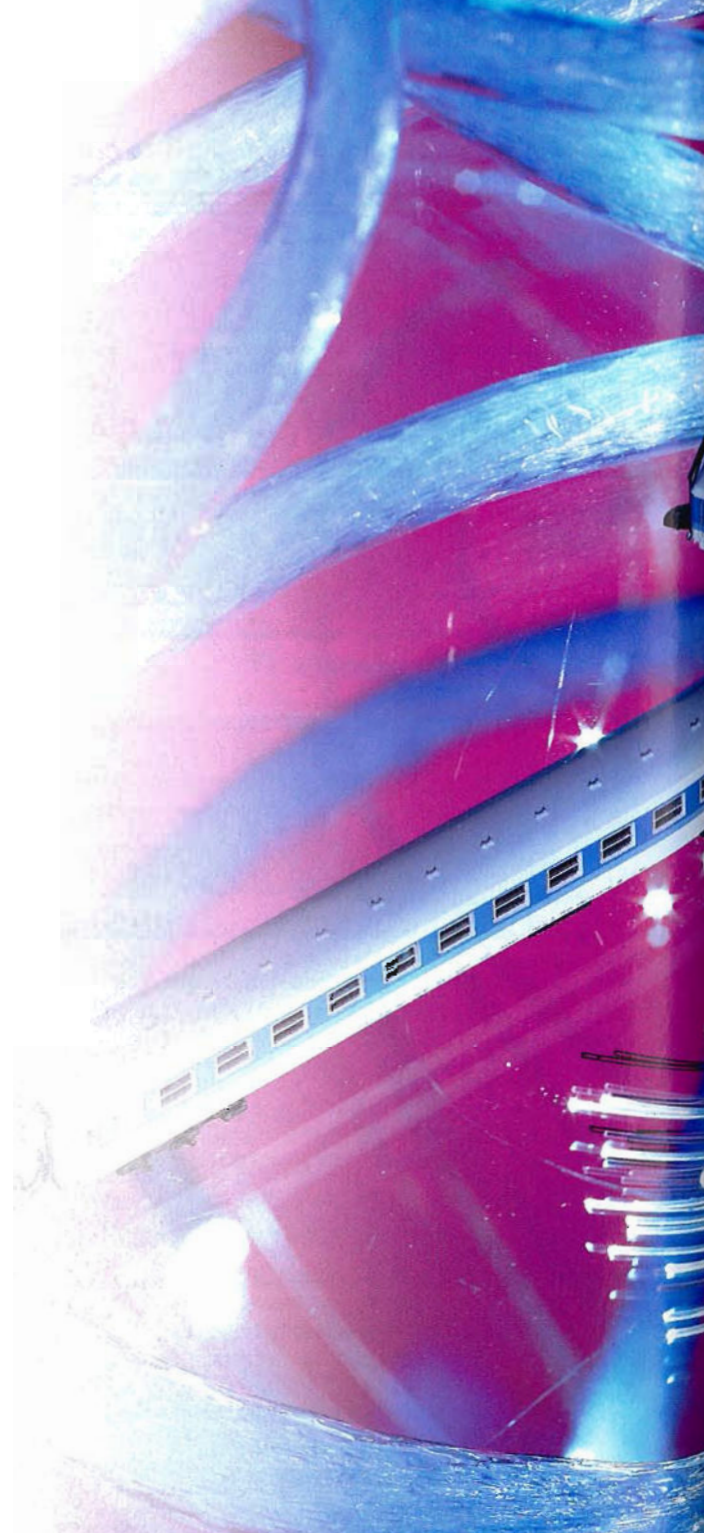
IV 8711 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Bm 234. 2nd class.
Model: Length over buffers 120 mm / 4-3/4".



IV 8712 Express Train Baggage Car.
Prototype: German Federal Railroad (DB) type Dm 902.
Model: Length over buffers 120 mm / 4-3/4".



IV 8713 Dining Car.
Prototype: German Federal Railroad (DB) type Wmnh 132.
Model: Length over buffers 120 mm / 4-3/4".



In the last few years InterRegio(IR) trains have for the most part replaced the outdated D-Zug express trains. The cars in the former are operated on lines with an every other

hour frequency. In addition to a new paint scheme, they also have a totally new interior that features light, airy compartments and friendlier colors.



V **8743 Express Train Passenger Car.**
Prototype: German Federal Railroad (DB) type
Aim, in the current paint scheme. 1st class.
Model: Length over buffers 120 mm / 4-3/4".



V **8744 Express Train Passenger Car.**
Prototype: German Federal Railroad (DB) type
Bim, in the current paint scheme. 2nd class.
Model: Length over buffers 120 mm / 4 3/4".

Express Train Passenger Cars

IV

8724 Express Train Passenger Car.

Prototype: German Federal Railroad (DB)
type Avnz 111. 1st class.

Model: Length over buffers 120 mm / 4-3/4".

InterCity trains are the best that the German Federal Railroad (DB) offers in passenger train service. The IC trains have 1st class seating and run only with air-conditioned compartment and open seating coaches with a very high level of comfort.



IV

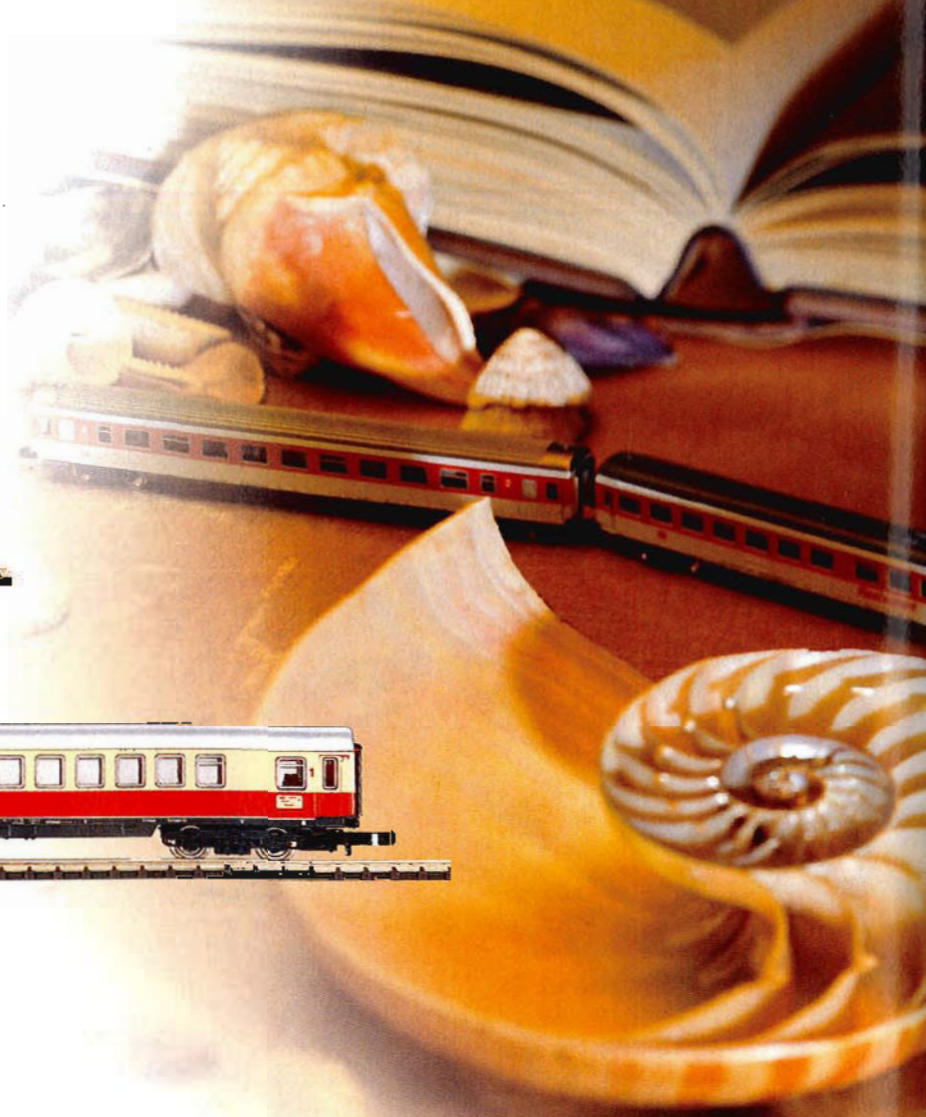
8725 Express Train Passenger Car.

Prototype: German Federal Railroad (DB)
type Apmz 121. 1st class.

Model: Length over buffers 120 mm / 4-3/4".



- Completely new design for the cab control car.
- Prototypical changeover of the white headlights / red marker lights.
- Long sought after new item.



IV
8726 Express Train Dining Car.
Prototype: German Federal Railroad (DB) type WRmh 132.

Model: Length over buffers 120 mm / 4-3/4".

IV
8728 Express Train Vista Dome Car.
Prototype: German Federal Railroad (DB) type ADm 101, 1st class.

Model: Length over buffers 120 mm / 4-3/4".

N
87750 Express Train Passenger Car Set.
Prototype: 4 different German Railroad, Inc. (DB AG) IC express train coaches in the new InterCity color scheme. 1 type Avmz 111.1 InterCity compartment car, 1st class. 1 type Bpmz 291.2 InterCity open seating coach, 2nd class. 1 type WRmh 132.1 InterCity dining car. 1 type Bimdzl 289.2 InterCity cab control car, 2nd class.

V
Model: Lighting with maintenance-free LEDs. All cars in special version. Not available separately. Total length 490 mm / 19-5/16".

The 87750 express train car set is being produced in a one-time series only in 2000.

The 88536 electric locomotive is the appropriate unit to go with the 87750 express train passenger car set and can be found on page 355.


Bilevel Cars



N V

87291 Bilevel Car.

Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class, in the current "traffic red" paint scheme.

Model: Destination signs lettered "Regional-Express Kassel Hbf". Length over buffers 122 mm / 4-13/16".

N
V

87292 Bilevel Car.

Prototype: German Railroad, Inc. (DB AG) type DBz 756, 1st and 2nd class, in the current "traffic red" paint scheme.

Model: Destination signs lettered "Regional-Express Kassel Hbf". Length over buffers 122 mm / 4-13/16".



Express Train Passenger Cars



N V

87471 EuroCity Dining Car.

Prototype: Swiss Federal Railways (SBB) type Mark IV WR. Catered by Mitropa, Inc.

Model: Length over buffers 120 mm / 4-3/4".

A 4 year contract between the SBB and German Mitropa, Inc. has been signed for the business reorganization of the catering service on Swiss passenger trains. Since 1997 the former dining cars for the firm Buffet Suisse, Inc. and the Glacier Express, among others, are being catered by the new subsidiary Mitropa Suisse in Basle, Switzerland.

N V

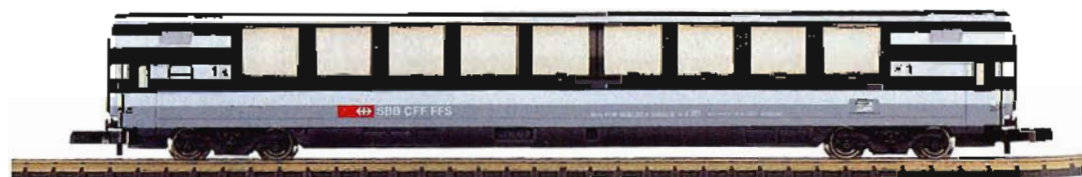
87661 EuroCity Panorama Car.

Prototype: Swiss Federal Railways (SBB) type Apm, 1st class.

Model: Length over buffers 120 mm / 4-3/4".

With the development of the EuroCity cars the Swiss Federal Railways (SBB) have

placed a totally new pool of cars into service for international passenger traffic. So-called "panorama cars" were built on the same basic design as for the 1st and 2nd class open seating coaches with their quite modern interiors. The "panorama cars" offer an incomparable view of the scenery on both sides of the tracks.




N
V
87293 Bilevel Cab Control Car.

Prototype: German Railroad, Inc. (DB AG) type DBb71 761, 2nd class, in the current "traffic red" paint scheme.

Model: Headlights / marker lights with maintenance-free LEDs. Destination signs lettered "RegionalExpress Kassel Hbf". Length over buffers 124 mm / 4-7/8".

The DB AG's class 143 electric locomotive is the appropriate unit for the 87291, 87292 and 87293 bilevel cars and can be found under item number 88432 on page 355.

When operated cab control car first, triple white headlights shine.



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


V
87451 Express Train Passenger Car.

Prototype: Bern Lötschberg Simplon Railroad (BLS) standard design Mark IV type A, 1st class.

Model: Length over buffers 120 mm / 4-3/4".

V
87461 Express Train Passenger Car.

Prototype: Bern Lötschberg Simplon Railroad (BLS) standard design Mark IV type B, 2nd class.

Model: Length over buffers 120 mm / 4-3/4".



The 88448 electric locomotive on page 356 is the appropriate unit for the 87451 and 87461 express train passenger cars.

I 82171 Wine Barrel Car with Brakeman's Cab.

Prototype: Car privately owned by the German Wine Barrel Car Company, Ltd., Kitzingen a. Main, Germany (Bavaria). Used on the Royal Prussian Railroad Administration (KPEV).

Model: Wine barrels made of real wood. Length over buffers 33 mm / 1-5/16".



N I

82173 Wine Barrel Car with Brakeman's Cab.

Prototype: Car privately owned by Robert Metzger & Co., Berlin, Germany. Used in Württemberg.

Model: 3 cylindrical barrels made of real wood. Length over buffers 40 mm / 1-9/16".



I

86612 Refrigerator Car with Brakeman's Cab.

Prototype: Car privately owned by Hohenzollern Brewery Company "Englischer Garten Stuttgart" of Württemberg. Used on the Royal Württemberg State Railways (K.W.St.E.).

Model: Length over buffers 40 mm / 1-9/16".



I

82119 Lumber Car with Brakeman's Cab.

Prototype: Royal Württemberg State Railways (K.W.St.E.) lumber car.

Model: 2-part car. Loaded with processed lumber. Length over buffers 96 mm / 3-3/4".



Freight car models
shown full size

Freight Cars



- Completely new tooling.
- Detailed construction.
- Interesting car type.
- Expansion of the provincial railroad program.



During the provincial railroad period the lighting for locomotives, passenger and maintenance cars was well as station lighting was operated chiefly with gas. Supplies of this fuel were transported to the stations and

maintenance facilities with so-called gas cars. The Bavarian gas cars gave such excellent results in operation that they remained in service for decades.



82400 "Gas Cars" Freight Car Set.

Prototype: 3 Royal Bavarian State Railroad (K.Bay.Sts.B.) gas cars with brakeman's platform.

Model: Different car numbers. Finely detailed, partially open frame. Finely detailed reproduction of the fittings and retaining bands. All cars in special version. Not available separately. Total length 126 mm / 4-15/16".



82511 Freight Car Set.

Prototype: 2 different design Royal Bavarian State Railroad (K.Bay.Sts.B.) freight cars.

1 refrigerator car with brakeman's cab painted and lettered for the Kühlwagen "zum Thomasbräu" Brewery, Munich, Germany.

1 type Omk gondola with brakeman's cab.

Model: Gondola loaded with 3 beer barrels made of real wood. A metal model of a Benz panel truck is included. Both cars and the truck are a special version. Not available separately. Total length 83 mm / 3-1/4".

Special one-time series in 2000.

Delivery starting the 4th quarter of 2000.



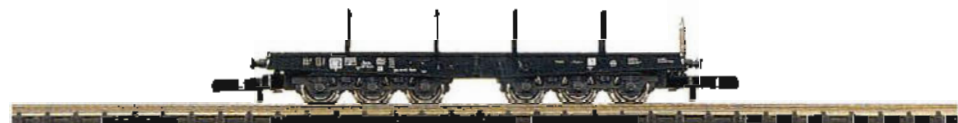
II

82321 Freight Car Set.

Prototype: 3 different design German State Railroad Company (DRG) freight cars. 1 type PwG freight train baggage car. 1 type O Association design gondola with brakeman's cab. 1 type G boxcar with brakeman's cab, used as a refrigerator car to transport ocean fish.

Model: Freight train baggage cars and boxcar both have sliding doors that can be opened. All cars in special version. Not available separately. Total length 126 mm / 4-5/16".

In 1942 rolling stock for transporting heavy freight was built parallel to the development of the class 52 locomotives. This was the origin of the type Ssym 46 six-axle flat car. It had an empty weight of approximately 22 metric tons and a loaded weight of 80 metric tons. The maximum speed for these cars was set at 80 km/h or 50 mph.



After the war this class of cars was used to transport construction machinery, machine parts, steel products, concrete parts for construction work and many other types of heavy, single piece loads.



82351 Heavy Duty Flat Car.

Prototype: German State Railroad Company (DRG) type SSym 46.

Model: Removable stakes included. Length over buffers 60 mm / 2 3/8".

II



II

82312 Tank Car with Brakeman's Cab.

Prototype: Car privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

Model: Brakeman's cab and platform with ladders separately applied. Finely detailed partially open frame. Length over buffers 40 mm / 1-9/16".



Freight Cars



- Completely new tooling.
- Important car type for Era II and III.
- Expands the freight car program.

N II

82560 "High Capacity Boxcar" Car Set.

Prototype: 2 German State Railroad Company (DRG) Association design type GI Dresden high capacity boxcars with brakeman's cab.

Model: Different car numbers. Both cars in special version. Not available separately. Total length 115 mm / 4-1/2".



During the provincial railroad and early German State Railroad periods these high capacity boxcars were designated as hollow glassware cars. A typical feature of these cars was the high, rounded roof that made complete use of the loading gauge in effect at that time. They enabled a favorable tariff class for the transport of lightweight, high volume loads such as glass spheres. Naturally,

these cars were also used for other types of moisture sensitive freight such as automobile parts, furniture, household appliances, etc. The first type "GI Dresden" freight cars were built as early as 1913. Many of them were used with changes in construction well into the 1970s. The sliding wall boxcars have become the successors to the high capacity boxcars.



III

82331 Low Side Car with Brakeman's Cab.

Prototype: German Federal Railroad (DB) car.

Model: Imitation of the floor hatches inside the car body. Length over buffers 40 mm / 1-9/16".



III

82322 Gondola with Brakeman's Cab.

Prototype: German Federal Railroad (DB) type Q 10.

Model: Length over buffers 40 mm / 1-9/16".



III

86611 Refrigerator Car with Brakeman's Cab.

Prototype: Car privately owned by Kaiser-Friedrich-Quelle, Offenbach/Main, Germany. Used on the German Federal Railroad (DF).

Model: Length over buffers 40 mm / 1-9/16".



- Completely new tooling.
- Very fine detailing.
- Load surface picked out in color.



82390 "Coal Hopper Cars" Car Set.

Prototype: 3 German State Railroad Company (DRG) type 001 coal hopper cars with brakeman's cab.

Model: Different car numbers. Separately applied hand wheels. Load surface picked out in color. Finely detailed reproduction of

the archbar trucks. All cars in special version. Not available separately. Total length: 92 mm / 7-9/16".

Special one-time series in 2000.
Already delivered to the dealers.



8609 Freight Train Baggage Car.

Prototype: German Federal Railroad (DB) type Pwg 012.

Model: Car has sliding doors that can be opened. Length over buffers 40 mm / 1-9/16".



86661 Silo Container Car.

Prototype: Type Ucs 909. Car privately owned by Club-Kraftfutterwerke GmbH, Mannheim, Germany. Used on the German Federal Railroad (DB).

Model: Length over buffers 40 mm / 1-9/16".



82352 Heavy Duty Flat Car.

Prototype: German Federal Railroad (DB) type SSym 46.

Model: Removable stakes included. Length over buffers 60 mm / 2-3/8".



82314 Tank Car with Brakeman's Platform.

Prototype: German Federal Railroad (DB) car for express milk traffic, Frankfurt-Hochst, Germany.

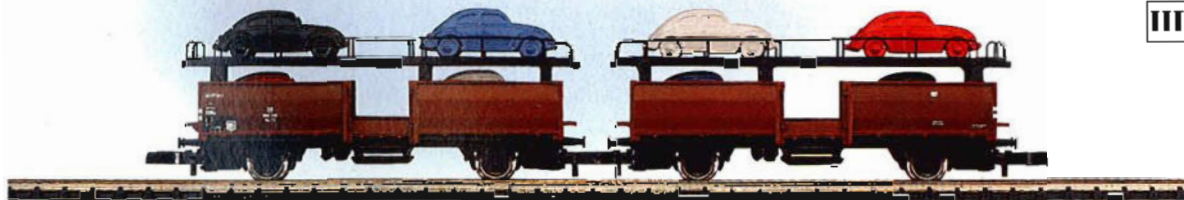
Model: Brakeman's platform and catwalk with ladders separately applied. Additional lettering on the ends of the tank. Finely detailed partially open frame. Length over buffers 40 mm / 1-9/16".



In 1952 a small series of two-axle tank cars was placed into service on the German Federal Railroad (DB) for transporting milk between regular destinations.



- Prototypical double unit.
- Models of VW Beetles in the typical 1950s "Pretzel" Beetle design. Made of metal as a freight load.



In the 1950s the German Federal Railroad (DB) developed bilevel auto transport cars based on the type E 037 gondolas. Two cars

that were permanently coupled together formed a double unit. The side doors and end walls were left off.



86221 Auto Transport Car Set.

Prototype: 2 German Federal Railroad (DB) type Laae 510 auto transport cars.

Model: 4 metal models of VW Beetles are included as a load for each car. 2 auto transport cars make up a prototypical double unit. Both cars in a special version. Not available separately. Total length 111 mm / 4-3/8".

Freight Cars



IV

8624 Ballast Car.

Prototype: Talbot self-dumping car for maintenance work on the German Federal Railroad (DB).

Model: Unloading hatches that can be opened. Length over buffers 33 mm / 1-5/16".



IV

8610 Low Side Car.

Prototype: German Federal Railroad (DB) type Klm's 440.

Model: Length over buffers 54 mm / 2-1/8".



IV

8622 Gondola.

Prototype: German Federal Railroad (DB) type E 037.

Model: Length over buffers 54 mm / 2-1/8".



IV

8630 Hopper Car.

Prototype: German Federal Railroad (DB) type Fals 176.

Model: Length over buffers 53 mm / 2-1/8".

IV

8605 Boxcar.

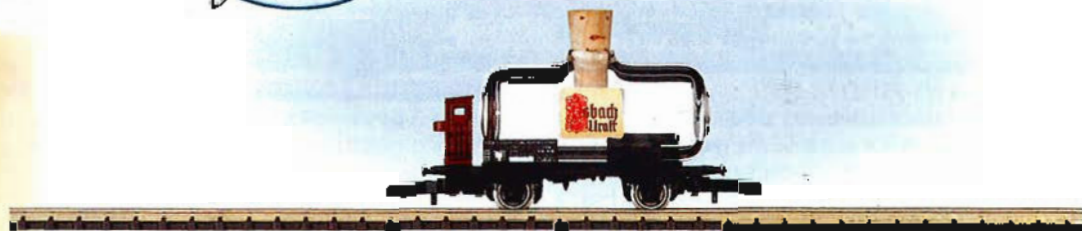
Prototype: German Federal Railroad (DB) type Gos-u 253.

Model: Length over buffers 54 mm / 2-1/8".





- Tank made of real glass.
- Sealed with a real cork.



82450 Glass Tank Car with Brakeman's Cab.

Model: Car privately owned and decorated for Asbach, Inc., Rüdesheim am Rhein, Germany. Sealed with a cork. Comes empty. Length over buffers 40 mm / 1-9/16".

Special one-time series in 2000.
Already delivered to the dealers.



8648 Beer Car.

Prototype: Car privately owned, used on the German Federal Railroad (DB).

Model: Refrigerator car painted and lettered for Dinkelacker Brewery. Length over buffers 54 mm / 2-1/8".



86001 Beer Car.

Prototype: Car privately owned, used on the German Railroad, Inc. (DB AG).

Model: Refrigerator car painted and lettered for Fürstlich Fürstentbergischen Brewery, Inc., Donaueschingen, Germany. Length over buffers 54 mm / 2-1/8".

Freight Cars

IV

8657 Crane Car Set.

Prototype: 1 German Federal Railroad (DB) low side car and crane car.

Model: Crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with a hand crank. Total length 93 mm / 3 5/8".



IV

8226 Stake Car.

Prototype: German Federal Railroad (DB) type Snps 719.

Model: 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".

IV

V

IV

82363 Flat Car for Containers.

Prototype: German Federal Railroad (DB) type Lgis 598. Loaded with 5 "Vorrat-Haus zu Haus" tank containers.

Model: Tank containers are removable. Metal car frame. Length over buffers 64 mm / 2-1/2".



In door-to-door service the tank containers are offloaded directly from the flat cars onto trucks for delivery. The containers themselves are secured on the flat car with quick lock fasteners.



IV

82366 Flat Car for Containers.

Prototype: German Federal Railroad (DB) type Lgis 598. Loaded with 5 tank containers lettered for Dortmunder Union Brauerei.

Model: Tank containers are removable. Metal car frame. Length over buffers 64 mm / 2-1/2".



N V

86662 Powdered Freight Car Set.

Prototype: 3 Westphalian State Railroad (WLE) type Uc powdered freight cars.

Model: Different car numbers, 81, 82 and 83, in large format lettering. All cars in special version. Not available separately. Total length 126 mm / 4-15/16".

The 86662 powdered freight car set is being produced in a one-time series only in 2000.

V

82375 Side Dump Car with Hinged Roof.

Prototype: Type Td. Car privately owned by Eva, Railroad Transport Services, Inc., Düsseldorf, Germany. Used on the German Railroad, Inc. (DB AG).

Model: Hinged roof that can be opened. Separately applied railings, ladders, and hatch levers. Length over buffers 43 mm / 1-11/16".



V

82373 Side Dump Car.

Prototype: German Railroad, Inc. (DB AG) type Fcs 089 in the "traffic red" paint scheme, lettered for "DB Cargo".

Model: Separately applied railings, ladders, and hatch levers. Length over buffers 43 mm / 1-11/16".



Freight Cars



86552 Stake Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Snp 719 stake cars in the current "traffic red" paint scheme and lettered "DB Cargo".

Model: Different car numbers. Each car loaded with 8 sections of gas pipe. Gas pipes with black flanges. All cars in special version. Not available separately. Total length 291 mm / 11-7/16".



8203 Petroleum Oil Tank Car.

Prototype: Car privately owned by Minol Petroleum Oil Distribution, Inc., Berlin, Germany. Used on the German State Railroad (DR) of the GDR.

Model: Length over buffers 40 mm / 1-9/16".



82181 Pressure Gas Tank Car without Heat Shield.

Prototype: Car privately owned by Schröder & Klaus OHG and lettered "BP flüssiggas". Used on the German Federal Railroad (DB).

Model: Length over buffers 75 mm / 3".



86112 Tank Car Set.

Prototype: 4 differently painted and lettered tank cars. Cars privately owned by Henkel, Inc., Düsseldorf, Germany. Used on the German Railroad, Inc. (DB AG).

Model: Different car numbers. All cars in special version. Not available separately. Total length 169 mm / 6-5/8".

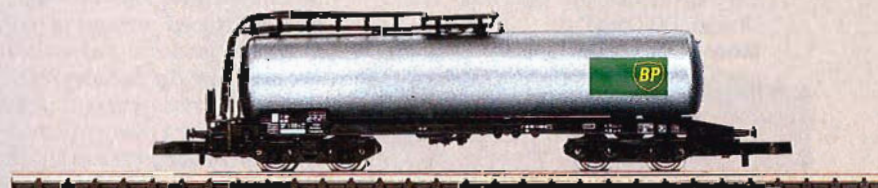
Special one-time in 2000.
Already delivered to the dealers.



8611 Petroleum Oil Tank Car.

Prototype: Car privately owned by German Shell, Inc. Used on the German Federal Railroad (DB).

Model: Length over buffers 40 mm / 1-9/16".



8628 Petroleum Oil Tank Car.

Prototype: Car privately owned by German BP, Inc. Used on the German Federal Railroad (DB).

Model: Length over buffers 75 mm / 3".

Freight Cars



V

82367 Container Car Set.

Prototype: 2 German Railroad, Inc. (DB AG) type 598 container transport cars. 1 car loaded with a 40 ft. container lettered for "DB Cargo". 1 car loaded with two 20 ft. containers lettered for "DB Cargo".

Model: All of the containers are removable. Metal car frames. Both cars in a special version. Not available separately. Total length 131 mm / 5-3/16".



V

86352 Sliding Tarp Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Shimmms-tu /18 sliding tarp cars in the current "traffic red" paint scheme and lettered "DB Cargo".

Model: Different car numbers. All cars in special version. Not available separately. Total length 171 mm / 6-3/4".

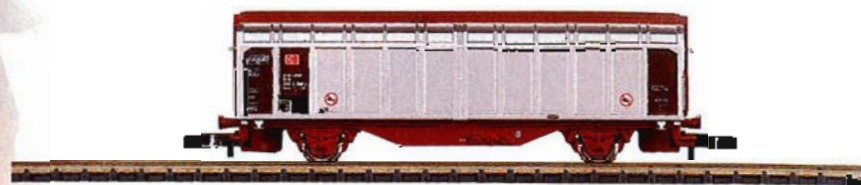
These cars have been built since 1996 specially for the transport of weather sensitive sheet metal coils. As a successor to the type Shimmms /08 flat cars with telescoping covers, these cars have a tarp cover to keep out snow as compared to the steel telescoping covers of the other cars. The tarp cover can be arranged so that 2/3 of the load surface is open for loading and unloading. Over 2 metric tons of weight per car are saved by using the tarp covers instead of steel telescoping covers.

V

86681 Gondola with Retractable Roof.

Prototype: German Railroad, Inc. (DB AG) type Tams 886 with the new DB emblem. **Model:** Weathered roof tarp. Length over buffers 83 mm / 2-1/2".





V 82382 Sliding Wall Boxcar.
Prototype: German Railroad, Inc. (DB AG)
 type Hbbilns 305.
Model: Length over buffers 64 mm / 2-1/2".



V 86351 Flat Car with Telescoping Covers.
Prototype: German Railroad, Inc. (DB AG)
 type Shimmins 708 with the new DB emblem.
Model: Length over buffers 55 mm / 2 3/16".



V 82380 Sliding Wall Boxcar.
Prototype: German Railroad, Inc. (DB AG)
 type Hbbins in the "traffic red" paint scheme,
 lettered for "DB Cargo".
Model: Length over buffers 64 mm / 2 1/2".

Freight Cars



V

82383 Sliding Wall Boxcar Set.
Prototype: 2 Swiss Federal Railways (SBB) type Hbbillns sliding wall boxcars with different advertising imprinted on them.
Model: 1 sliding wall boxcar lettered for "Der

Decibello". 1 sliding wall boxcar lettered for "Volg frisch und fründlich".
Model: Both cars in a special version. Not available separately. Total length 131 mm / 5-3/16".

V

82381 Sliding Wall Boxcar.
Prototype: Swiss Federal Railways (SBB) type Hbbillns.
Model: Length over buffers 64 mm / 2-1/2".



IV V

86301 "Swiss Cement Works" Hopper Car Set.
Prototype: 3 hopper cars with trucks, with different advertising on their sides.

Cars privately owned, used on the Swiss Federal Railways (SBB). 1 "Juracement Wildegg" hopper car. 1 "Vigier Cement AG" hopper car. 1 "Portlandcementwerk AG Olten" hopper car.
Model: All cars in special version. Not available separately. Total length 165 mm / 6 1/2".



N V

82368 "Container Transport" Car Set.
Prototype: 3 Swiss Federal Railways (SBB) container cars. 1 car loaded with two 20 ft. containers lettered for "welti-furrer". 1 car

loaded with two 20 ft. containers lettered for "Hangartner". 1 car loaded with two 20 ft. containers lettered for "Frey Transport".

Model: All of the containers can be removed and stacked. Metal car frames. All cars in special version. Not available separately. Total length 207 mm / 8 1/8".


N
82202 "Wascosa" Tank Car Set.
Prototype: 3 different design tank cars.

V

Cars privately owned by Wascosa Company, Railroad Transportation Facilities, Zug, Switzerland. Used on the Swiss Federal

 Railways (SBB). 1 two axle tank car.
 2 four axle tank cars.

Model: All cars in special version.
 Not available separately. Total length
 196 mm / 7-11/16".

 The 82202 tank car set is being produced
 in a one-time series only in 2000.

V
82281 Piggyback Flat Car.
Prototype: Car privately owned by the Swiss HUPAC Company, Chiasso, Switzerland. Used on the Swiss Federal Railways (SBB). Loaded with 2 flatbed trailers with tarp

covers, lettered for Spedition Bertschi AG, Dürrenäsch, Switzerland.

Model: Both flatbed trailers are removable.
 Length over buffers 78 mm / 3-1/16".

N
82508 Freight Car Set.
Prototype: 2 different design Austrian Federal Railways (ÖBB) freight cars.

V

1 four-axle gondola, 1 four-axle high capacity sliding wall boxcar. Both cars lettered for "Rail Cargo Austria", the brand name for ÖBB freight service.

Model: Both cars in a special version.
 Not available separately. Total length
 172 mm / 6-3/4".

 The 82508 freight car set is being produced
 in a one-time series only in 2000.

V
82282 Piggyback Flat Car.
Prototype: Austrian Federal Railways (ÖBB) type Sdgkkmss. Loaded with 2 flatbed trailers with tarp covers, lettered for Gebrüder Weiss GmbH, Transport und Logistik, Vienna, Austria.

Model: Both flatbed trailers are removable.
 Length over buffers 78 mm / 3-1/16".


20 Years of Märklin, Inc.



88603 Diesel Electric Locomotive with Caboose.

Prototype: A-Unit, Typ General Motors class EMD F 7 A unit, lettered and painted for the Milwaukee Road. Caboose, lettered and painted for the Milwaukee Road.

Model: Diesel locomotive with the new 5 pole mini club motor. Both trucks powered.



Lighted number boards. Mini-club coupler at the front can be replaced by the pilot included with the locomotive. Length 74 mm / 2-15/16". Caboose with separately applied ladders. Length 51 mm / 2". Locomotive and car in special version. Not available separately.

The 88603 locomotive with caboose is being produced in a one-time series only in 2000 on the occasion of the 20th anniversary of Märklin, Inc. in the USA.



82512 American Freight Car Set.

Prototype: 3 different design Milwaukee Road freight cars. 1 boxcar. 1 flat car. 1 gondola.

Model: Flat car with an American truck

as a load. Truck tractor and trailer frame are made of metal. Gondola with a load of ballast. All cars in special version. Not available separately. Total length 240 mm / 9-7/16".

The 82512 American freight car set is being produced in a one-time series only in 2000 on the occasion of the 20th anniversary of Märklin, Inc. in the USA.



81419 "Casey Jones" Train.

Prototype: 1 Illinois Central Railroad steam locomotive with a tender. 1 four-axle old-timer passenger car with baggage area and end platforms. 3 four-axle old-timer passenger cars with end platforms.

Model: Locomotive with the new 5-pole mini-club motor. All driving axes powered. Locomotive road number "382", famous as the "Casey Jones" locomotive. 1 locomotive

and cars in a special version. Not available separately. Train length 360 mm / 14-3/16".

The 81419 train is being produced in a one-time series only in 2000 on the occasion of the 20th anniversary of Märklin, Inc. in the USA.





The Illinois Central Railroad locomotive "382" is one of the best known locomotives in the history of American railroading. On April 30, 1900 locomotive engineer John Luther "Casey" Jones rode to his death in it in a grave railroad accident. Jones' train was already somewhat late, and he therefore gave locomotive "382" full throttle in order to

arrive at the destination on time. At Vaughan, Mississippi Jones' train collided with a freight train that had not cleared the track in time for his train. Except for the death of John L. Jones only a few passengers suffered injuries.

At that time locomotive engineers were the heroes of the age, heroes for children and

the heroes of many small and large stories and novels. Jones' death also became the major theme of stories and songs and thereby found its place in American railroad history. The year 2000 is the 100th anniversary of this historic event.



Freight Cars



N

82513 Freight Car Set.

V

Prototype: 3 different design freight cars, used on the French State Railways (SNCF).
1 four-axle pressure gas tank car with heat shield. Car privately owned by the firm Simotra. 1 two-axle siding wall boxcar.

1 four-axle gas tank car. Car privately owned by the firm Firma Simotra.
Model: All cars in a special version. Not available separately. Total length 220 mm / 8-11/16".

The 82513 freight car set is being produced in a one-time series only in 2000.



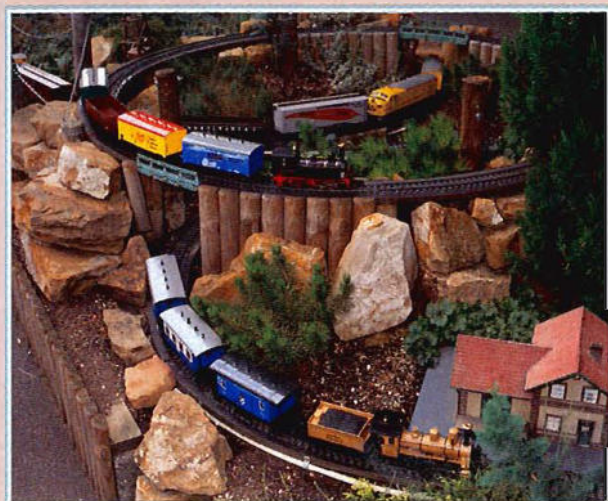
The 82414 high capacity sliding wall boxcar is being produced in a one-time series only in 2000.

N V

82414 Four-Axle High Capacity Sliding Wall Boxcar.

Prototype: Type Habins 941. Car privately owned by the firm Nordwaggon AB. Used on the Belgian State Railways (NMBS/SNCB). Leased by the Ahaus Alstätter Railroad (AAE). Advertising on the sides for the Belgian freight traffic system SNCB Cargo.

Model: Length over buffers: 106 mm / 4-3/16".



The display and demonstration layouts, such as a small Maxi outdoor layout and different H0 layouts, form the center of our museum. C Track and the Digital system are available to try out. And in our movie theater you can see the current new items in action.

Another attraction is the Museum Shop. Here you will find models that are available only in the Museum in a one-time series every year (as long as supplies last).

The TK 1021 is a windup steam locomotive produced from 1929-1937.



Märklin catalog, cover page from 1930: Reprint for 2000, button, catalog, postcard, enamel sign and mouse pad.



N II Märklin Z Museum Car Set for 2000.

Prototype: Boxcar without brakeman's cab. Used on the German State Railroad Company (DRG).

Model: Car privately owned by J. Gaiser Coffee Roasters, Göppingen, Germany. Sliding doors that can be opened. Length over buffers 40 mm / 1-9/16".

1 Benz flatbed truck lettered for J. Gaiser Company, Göppingen. With a load of coffee sacks. Length 32 mm / 1-1/4".



An appropriate metal tin for packaging rounds out this museum car set.



Märklin H0 Museum Car Set for 2000.

Prototype: Hopper car with brakeman's cab. Used on the Royal Württemberg State Railways (K.W.St.E.).

Model: Car privately owned by the firm Leonhard Weiss, Underground Engineering, Concrete Construction and Building Con-

struction, Göppingen, Germany. Separately applied hand wheels. Load surface picked out in a different color. Finely detailed reproduction of the archbar trucks. Length over buffers 15.8 cm / 6-1/4". 1 SAG dump truck lettered for the firm Leonhard Weiss, Göppingen. Loaded with ballast. Length 6.0 cm / 2-3/8".

DC wheel set 20 6852



"100 Years of the Märklin Museum" Reproduction Car Set.

3 freight cars in a nostalgic designed borrowed from the metal models of the 1930s and 1940s.

Refrigerator car based on the 381 boxcar. Coal car based on the 365 gondola, with a layer of real coal as a load. Gasoline tank car based on the 374 tank car. Car frames and bodies made of sheet metal (tin-plate).

Standard couplers. Total length over buffers approximately 28.0 cm / 11".

Cars individually packed in Märklin boxes with designs from the past.

One-time special series.
Scheduled to be available starting in November 2000 at the Märklin Museum.



Märklin Clubs ...



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

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

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

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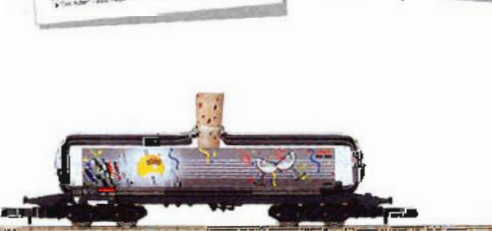
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Monday, Wednesday and Friday
from 9:00 AM to 12:00 noon.
Website: <http://www.marklin.com>



Märklin Z Club Car



Märklin H0 Club Car

Please contact
your local
Märklin Club
for more
information.

The Märklin Club Of North America

All Aboard The Märklin Club!

Besides getting your hobby started on the right track with valuable technical and product information, a Märklin Club membership gives you many other exclusive benefits.

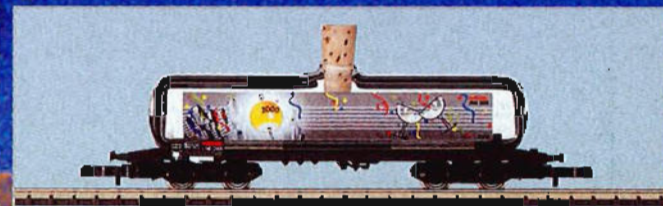
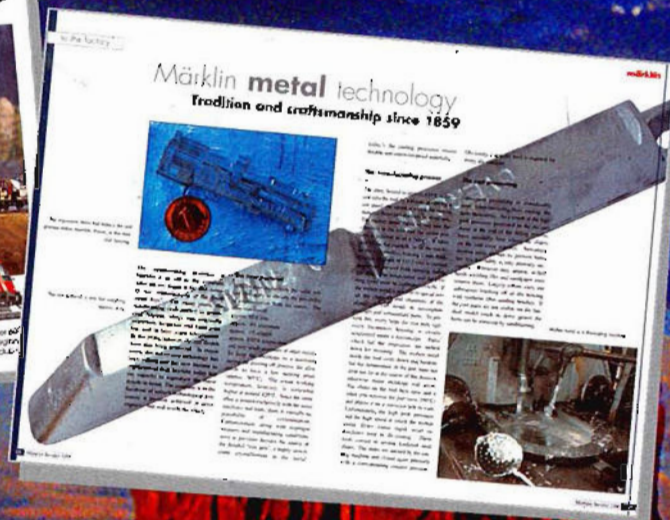
Other Services and Benefits

Märklin Magazin Subscription Service

Club members may subscribe to the German language *Märklin Magazin* through the Märklin Club.

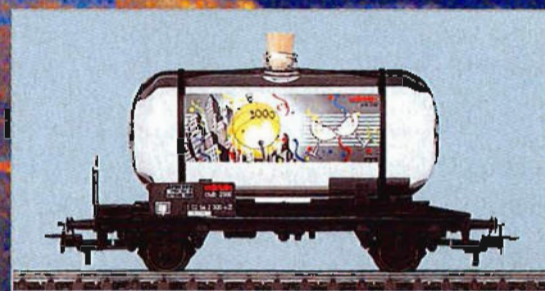
Technical Help

Through the *Insider* magazine and a variety of guide-books and videos, a world of technical and layout building assistance is available to Club members.



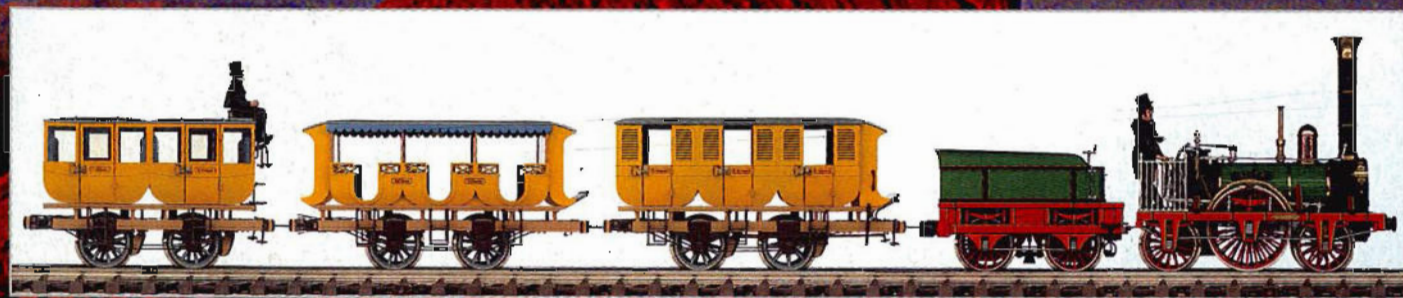
Collectible Annual Club Cars

Club cars are available each year for purchase by Club members only. News and availability about other Märklin collectible cars are always made available to Club members on a timely basis.



Insider - The Club Newsletter

The club newsletter, *Insider*, provides full-color detailed help with building layouts; maintaining your trains, new product updates, historical perspectives and many other topics to make training with Märklin more enjoyable. In addition to *Insider*, the *Märklin Depot* is also received exclusively by Club members. This small catalog offers books and videos on all kinds of train subjects, as well as unusual gift items such as tool kits, apparel, prints and posters.



Special Bonus For Club Members

In 1992 Märklin GmbH established the Insider Club, which is open to enthusiasts who reside in Germany, Austria and Switzerland. Each year the Insider Club releases special locomotives and cars that are produced by reservation only. These highly sought after collectibles are also available to Märklin Club members to purchase, using the reservation system.