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Märklin Z – The Highest Quality



Presentation Book for 2006

Steam Locomotives

88120
Steam Locomotive.

One-time series.

Prototype: Royal Württemberg State Railways (K.W.St.E.) class G 12 freight steam locomotive. Later the class 58.

Model: All of the coupled driving axles are powered. The wheel treads and valve gear are dark nickel plated. Length over the buffers 85 mm / 3-3/8".



The Prussian State Railways created a predecessor to the standard design locomotives with the G 12. It's true that railroads in other countries had also purchased earlier designs like this. This time however – in 1916 – there was military pressure to standardize the motive power of provincial railroads.

The first locomotive was delivered in 1917. It had three-cylinder running gear. This clearly differentiated it from older Prussian designs. The sectional frame and the broad Belpaire firebox design were totally different from purely Prussian designs. The G 12 was equipped with running gear having five coupled wheel sets in order to achieve the required axle load limit of 16 metric tons. The Baden, Prussian, Saxon, and Württemberg State Railways placed the G 12 into service.

Approximately 1,500 units were built from this design. The last of these locomotives were in service in East Germany until 1976.

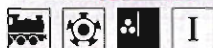


88952 **Tank Locomotive.**

One-time series for the anniversary
 "200 Years of the Kingdom of
 Württemberg".

Prototype: Royal Württemberg State
 Railways (K.W.St.E.) class T 9 pas-
 senger locomotive.

Model: The locomotive comes with
 all driving axles powered. Dark nik-
 kel-plated wheel treads and valve
 gear. Coupler hook on the front.
 Length over the buffers 55 mm /
 2-3/16".



88122 **Freight Locomotive with a Tender.**

The 86618 car set goes well with
 this locomotive.

Prototype: Royal Prussian Railroad
 Administration (KPEV) class G 12
 freight steam locomotive.

2-10-0 wheel arrangement.
 Later the class 58.

Model: The locomotive has a 5-pole
 motor. All of the coupled driving
 axles are powered. The wheel
 treads and valve gear are dark
 nickel plated.
 Length over the buffers 83 mm /
 3-1/4".



Thrifty as the Swabians are, in
 1906 the Royal Württemberg State
 Railways decided to purchase a
 proven Prussian design. Until now
 none of the Southern German rail-
 ways had dared to take such a step.
 The T 9 was in service in Prussia
 under the designation T 9.3. The
 first unit was placed into service in
 1901. The boiler of this locomotive
 was high compared with others.

The length of the flue was some-
 what less than that of the preceding
 type, the T 9.2. As there was more
 space for piping in the boiler, the
 T 9.3 had the same heating surface.
 The first coupled wheel set and the
 pilot truck wheel set were combi-
 ned in a Krauss-Helmholtz frame.
 The coupled axle could slide 27 mm /
 1-1/16", the pilot truck axle 20 mm /
 25/32" to either side. The first cou-
 pled wheel set thereby took over
 some of the steering work from the
 pilot truck wheel set.

The Prussian State Railways placed
 no fewer than 2,052 units in service.
 In addition, there were 133 locomo-
 tives for the Alsace-Lorraine State
 Railways, as well as 23 locomo-
 tives for other railroads, including
 10 for Württemberg. The last
 German Federal Railroad locomo-
 tive was retired in 1964; the last
 German State Railroad locomotive
 was taken out of service in the
 early 1970s.



Provincial Railroad Standard Design.

The Prussian State Railways cre-
 ated a predecessor to the standard
 design locomotives with the G 12.
 It's true that railroads in other coun-
 tries had also purchased earlier
 designs like this. This time however
 – in 1916 – there was military pres-
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 power of provincial railroads.

The first locomotive was delivered
 in 1917. It had three-cylinder run-
 ning gear. This clearly differen-
 tiated it from older Prussian
 designs. The sectional frame and
 the broad Belpaire firebox design
 were totally different from purely
 Prussian designs. The G 12 was
 equipped with running gear having
 five coupled wheel sets in order to
 achieve the required axle load limit
 of 16 metric tons. The Baden,
 Prussian, Saxon, and Württemberg
 State Railways placed the G 12 into
 service.

Approximately 1,500 units were
 built from this design. The last of
 these locomotives were in service
 in East Germany until 1976.



Steam Locomotives

88051
Tank Locomotive.

The smallest Z locomotive.

Prototype: German State Railroad Company (DRG) class 89.
Model: Locomotive comes with a 5-pole motor. Floating center axle. All driving axles powered. Length over buffers 45 mm / 1-3/4".



After an absence of several years, our 45 mm / 1-25/32" long Z locomotive is once again in the program. The tradition-rich model of the class 89 steam locomotive was part of our basic assortment when it appeared in 1972.

It's not just the exterior appearance that has changed, the inner values have changed as well, primarily with the 5-pole motor, they give the locomotive youthful power and dynamics.

88887
Heavy Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 85. Version for the Höllentalbahn / Valley of Hell Line
Model: Locomotive comes with the new 5-pole motor. All driving axles powered. Headlights are maintenance-free LED's. Length over buffers 74 mm / 2 15/16".



88836
Freight Locomotive with Condensation Tender.

Prototype: German State Railroad Company class 52.
Model: The locomotive comes with a 5-pole motor. All of the driving axles are powered. Cooling fans are represented on the tender. Length over buffers 127 mm / 5".



**88291
Heavy Freight Tank Locomotive.**

All 8 axles powered.
Maintenance-free LED's for headlights.
Model of the legendary DRG locomotives for steep grades.
Realistic freight motive power in Z Gauge for the period.

Prototype: German State Railroad Company (DRG) class 96 heavy freight locomotive, former Bavarian class Gt 2 x 4/4, 2nd production run. Mallet design articulated locomotive with high and low pressure compound cylinder groups.

Model: The locomotive has a 5-pole motor. All 8 coupled axles on both groups of driving wheels are powered. The headlights are maintenance-free LED's. Minimum radius for operation 145 mm / 5-11/16". Length over the buffers 81 mm / 3-3/16".



**88090
Passenger Locomotive with Tender.**

Comes with striking Belpaire firebox.

Prototype: German State Railroad Company (DRG) class 39.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Length over buffers 112 mm / 4-7/16".



Sheer Power in Double Time.

The first Bavarian class Gt 2 x 4/4 units delivered in 1913 were the most powerful steam locomotives of their time. The articulated Mallet design enabled a previously unachievable tractive effort despite a low axle load and excellent running characteristics on curves. These units were able to pull heavy freight trains on Bavaria's steep grades without double heading. This enabled clearly faster and more economical train times over the difficult steep grades.

The Mallet design used for the class Gt 2 x 4/4 was based on a compound cylinder running gear in which the rear group of driving wheels mounted rigidly in the frame was supplied with high pressure steam. After the steam was expelled from their cylinders it was fed through an articulated steam line to the low pressure cylinders for the front group of driving wheels, which were mounted to pivot. In 1922 a second production run of 10 units followed the first 15 locomotives.

These locomotives were more powerful by 10 percent thanks to design improvements in the boiler, to the cylinders, and to the smoke box and the upward draft system on the smoke stack. They were taken over by the DRG as the class 96.0. This version was also equipped with a larger coal bunker behind the engineer's cab in order to extend the locomotive's range. These design changes and the standard DRG black paint scheme clearly differentiated the class 96 from the units in the first provincial railroad production run.

The Prussian P 10 was the last design for a passenger locomotive by the Prussian State Railroad and at the same time formed the transition to the standard design locomotives, classes 01 and 03. The P 10 was the result of the need to haul heavy trains in hilly country with long grades. It was the only eight coupled passenger locomotive class and the most powerful passenger locomotive on the German provincial railroads.

As the "Queen of the Mittelgebirge Mountains" it not only pulled express trains right into Berlin, but was also as active in Silesia, Saxony, and Thuringia, as well as in Baden, Bavaria, and Württemberg. By 1927 a total of 260 locomotives were produced by different locomotive builders. The first design drawings were available, however, as early as 1919. This class was first designated by the German State Railroad Company (DRG) as the class 17 and later as the class 39.

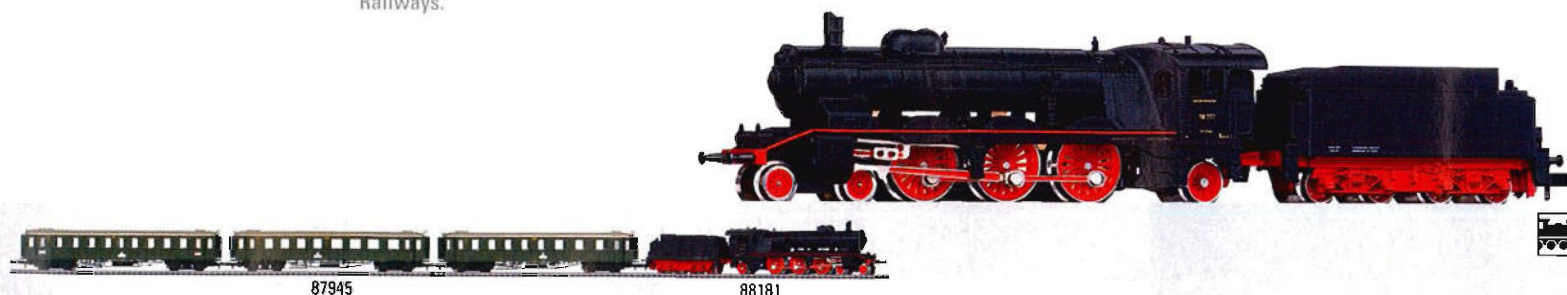
The majority of these locomotives were still in use on both German railroads long after the end of the Second World War. Many of them on the German Federal Railroad (DB) were equipped with the small Witte smoke deflectors and standard design type 2'2'T34 tenders. In the summer of 1967, the last of these locomotives was retired.



Steam Locomotives

The class C express locomotive 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 Geislingen 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.



88181
Express Locomotive with Tender.

Prototype: German State Railroad Company (DRG) class 18.1.
Model: The locomotive comes with a 5-pole motor. All of the driving axles are powered.
Length over the buffers 110 mm / 4-5/16".



88062
Passenger Train Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 78.
Model: Locomotive comes with a 5-pole motor. All driving axles powered. Maintenance-free LEDs are used for headlights.
Length over buffers 70 mm / 2-3/4".



8895
Tank Locomotive.

Prototype: German Federal Railroad (DB) class 74.
Model: Locomotive comes with a 5-pole motor. All driving axles powered. Coupler hook at the front.
Length over buffers 55 mm / 2-3/16".



88041
Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 42.90 freight locomotive. Design with Franco-Crosti exhaust gas preheater on the frame of the class 52. Wagner smoke deflectors and standard paint scheme.

Model: The locomotive comes with all of the driving axles powered. Dark nickel-plated wheel treads and valve gear. Length over the buffers 107 mm / 4-3/16".



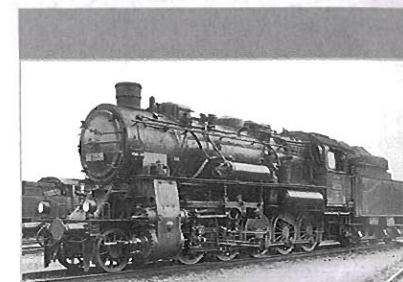
88121
Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 58 freight locomotive. Former Prussian G 12.

Model: The locomotive comes with all of the driving axles powered. Dark nickel-plated wheel treads and valve gear. Length over the buffers 85 mm / 3-3/8".

The Prussian State Railways created a predecessor to the standard design locomotives with the G 12. It's true that railroads in other countries had also purchased earlier designs like this. This time however – in 1916 – there was military pressure to standardize the motive power of provincial railroads. The first locomotive was delivered in 1917. It had three-cylinder running gear. This clearly differentiated it from older Prussian designs. The sectional frame and the broad Belpaire firebox design were totally different from purely Prussian designs.

The G 12 was equipped with running gear having five coupled wheel sets in order to achieve the required axle load limit of 16 metric tons. The Baden, Prussian, Saxon, and Württemberg State Railways placed the G 12 into service. Approximately 1,500 units were built from this design. The last of these locomotives were in service in East Germany until 1976.



© Carl Bellingrodt / Eisenbahn-Kurier, Freiburg



Steam Locomotives

88092
Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 39 express passenger locomotive. Former Prussian P 10. Version with Witte smoke deflectors and a standard design tender.

Model: The locomotive comes with all of the driving axles powered. Dark nickel-plated wheel treads and valve gear. Length over the buffers 112 mm / 4-7/16".

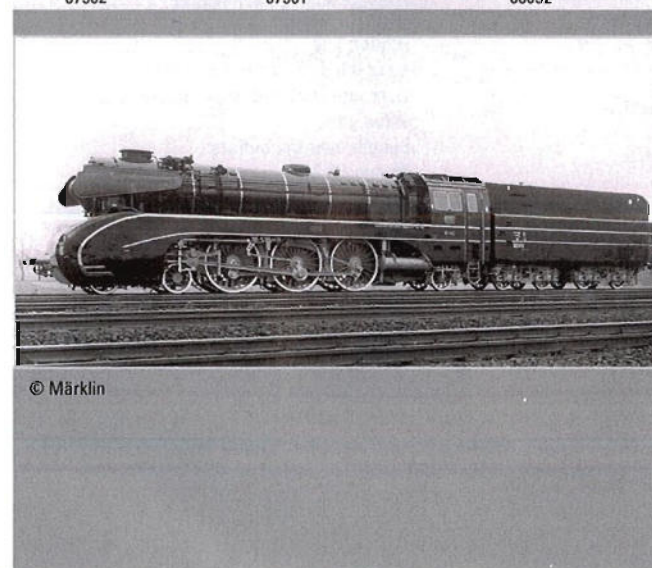


© Dr. Rolf Löttgers

8889
Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 10 with partial streamlining.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Length over buffers 120 mm / 4-3/4".



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88272
Locomotive with a Tender.

New tooling.
Locomotive constructed of metal.
Five-pole motor included.

Prototype: German Federal Railroad (DB) class 042. 2-8-2 wheel arrangement with oil firing and an oil tender.

Model: The locomotive has a 5-pole motor. All 4 coupled driving axles are powered. The wheel treads and valve gear are dark nickel plated. Length over the buffers 112 mm / 4-7/16".

Rebuilt into the 042

In 1936 Schwarzkopff delivered the first fast class 41 freight locomotive. It turned out to be an extremely good general-purpose unit for medium heavy service and also worked well as motive power for passenger trains when required. By 1941 366 units had been built in a joint effort by almost all of the German locomotive builders. After World War II, 220 locomotives remained in West Germany and 142 in East Germany.

Since the original boilers suffered increasingly from metal fatigue, the German Federal Railroad had a total of 99 (possibly 103?) units equipped with new, completely welded replacement boilers from 1957 to 1961. Other features on these units were changed in addition to the installation of fully welded, high-efficiency boilers. The running board skirting was cut back and along with other changes on the front part of the frame contributed to the typical look of these locomotives rebuilt by the DB. The DB converted 40 of the rebuilt class 41 units to oil firing and equipped them with an oil tender.

From 1968 on these locomotives were designated the class 042. The new boiler itself led to an increase in power, and the installation of oil firing increased the potential power even more compared to coal firing. The oil fired 042 locomotives were based without exception in the Rheine District to the end of their service life in October of 1977. The association "Rendsburger Eisenbahnfreunde e.V." (Rendsburg Railroad Enthusiasts Society) took steps to maintain road number 042 271 in operational condition. In addition, road number 042 113, the last of this class retired by the DB, stands currently stands in the Auto + Technology Museum in Sinsheim, Germany.



88854
Express Locomotive with a Tender.

Metal frame and body.
Five-pole motor.

Prototype: German Federal Railroad (DB) class 003. Standard design locomotive with a welded tender and Witte smoke deflectors.

Model: The locomotive has a 5-pole motor. All 3 coupled driving axles are powered. The boiler bands are picked out in metallic color. Length over the buffers 112 mm / 4-7/16".



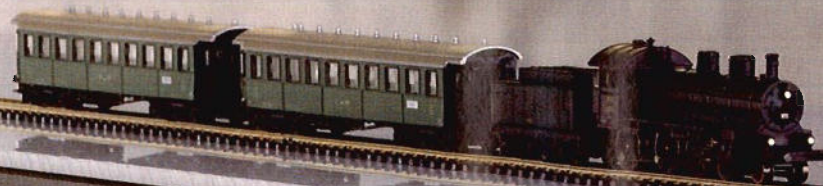
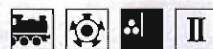
Steam Locomotives

88992
Steam Locomotive with a Tender.

One-time series.

Prototype: Swiss Federal Railways (SBB-CFF-FFS) class A3/5 express train locomotive. Four-cylinder compound locomotive with a three-axle tender.

Model: The locomotive comes with all of the driving axles powered. It has dark nickel-plated wheel treads and valve gear. Length over the buffers 88 mm / 3-7/16".



88812
American "Mikado" Steam
Locomotive with a Tender and
"Caboose".

Prototype: 1 Chesapeake & Ohio
steam locomotive with a tender and
1 Chesapeake & Ohio caboose.

Model: Steam locomotive comes
with a 5-pole motor. All driving axles
powered.
Length of the locomotive
116 mm / 4-9/16". Caboose has
separately applied ladders.
Car length 51 mm / 2".
Locomotive and cars are in a
special edition.
Not available separately.



88035
Steam Locomotive with Tender.

Prototype: Denver & Rio Grande
Western Railroad (D & RGW)
no. 136 passenger locomotive,
2-6-0 "Mogul" design.

Model: Locomotive comes with a
5-pole motor. All coupled driving
axles powered. Metal tender.
Length over couplers
90 mm / 3-9/16".



Diesel Locomotives

88693
Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 100.2 lightweight general-purpose locomotive. Original version.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over buffers 60 mm / 2-3/8".



88690
General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 212.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights with maintenance-free LEDs.
Length over buffers 60 mm / 2-3/8".



88201
Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 200.1 heavy general-purpose locomotive.
Model: Locomotive comes with a 5-pole 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: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights with maintenance-free LEDs.
Length over buffers 75 mm / 3".



88782
Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 216. "Lollo" preproduction version.

Model: The locomotive comes with both trucks powered. Dark nickel-plated wheel treads. The headlights / marker lights are maintenance-free LED's. Length over the buffers 75 mm / 2-15/16".



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: Locomotive comes with a 5-pole motor. All axles powered. Length over buffers 49 mm / 1-15/16".



88691
General Purpose Diesel Hydraulic Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 212 in the current "traffic red" paint scheme with "Cargo" lettering.

Model: Locomotive comes with a 5-pole motor. Both trucks are powered. Maintenance-free LEDs are used for headlights. Length over buffers 60 mm / 2-3/8".



Diesel Locomotives

88694
Diesel Locomotive.

One-time series.

Export model for France.

Prototype: Class 133 lightweight general-purpose locomotive painted and lettered for the French construction firm SECD/DG. Former German class V 100. Used for the construction of the Channel Tunnel.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over the buffers
60 mm / 2-3/8".



88630
Diesel Locomotive.

Prototype: Belgian State Railways (SNCB) class 54 general-purpose locomotive. Diesel-electric Europa locomotive from the GM/NOHAB/AFB collaboration.
Model: The locomotive comes with both trucks powered. Dark nickel-plated wheel treads.
Length over the buffers
88 mm / 3-7/16".



88606
American Double Unit Diesel Electric Locomotive.

Export model for USA.

Prototype: A-B double unit. General Motors EMD type F 7 painted and lettered for the Atchison, Topeka & Santa Fe Railway.

Model: A unit comes with a 5-pole motor that powers both trucks. B unit is unpowered. Number boards are lighted. The front Z coupler on the A unit can be replaced by the pilot that is included with the locomotive. The two locomotive units are permanently coupled to one another with a drawbar.
Total length 150 mm / 5-7/8".



87848

88606

Electric Locomotives

88223
Freight Locomotive.

Prototype: German State Railroad Company (DRG) class E 94.

Model: Locomotive comes with a 5-pole motor. Both hood pieces are made of metal. Both trucks are powered. Length over buffers 85 mm / 3-3/8".



88411
Express Electric Locomotive.

New tooling. Maintenance-free LED's for headlights. Classic long distance express locomotive of the 1960s.

The 87355 car set goes well with this locomotive.

Prototype: German Federal Railroad (DB) class E 10.3. B-B wheel arrangement. The locomotive looks as the prototype did in Era III around 1965 with "pants crease" ends, continuous cooling grills, continuous rain gutter, and aerodynamic buffer housings as well as end skirting.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The wheel treads are dark nickel plated. Use: Long distance express trains. Length over the buffers 76 mm / 3".

From New Construction to Enduring Classic.

The class E 10 (starting in 1953) and class E10.1 (starting in 1956) electric locomotives placed into service by the new German Federal Railroad quickly proved to be extremely multifaceted and highly reliable new locomotives. However, from 1963 on there was a desire to increase express train speeds to 160 km/h / 100 mph. The two early classes of E 10 locomotives were designed for a maximum speed of 130 and 150 km/h / 81 and 94 mph, which was not enough.

The class E 10.3 was therefore developed. Its design borrowed heavily from proven components, but it was equipped with a more aerodynamic body with typical "pants crease" ends, buffers in streamlined housings, and continuous skirting at the ends for the buffer beams. This was in addition to higher gear ratios and improvements to the running gear. One other characteristic feature of these locomotives was the continuous vent grills along the sides of the units, which together with a cobalt blue paint scheme gave these locomotives a dignified, elegant appearance.

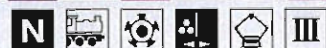
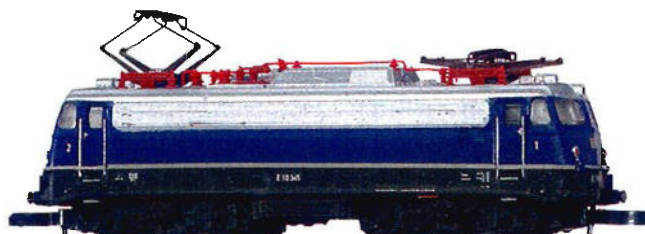
From 1963/64 on the E 10.3 in this form was the preferred motive power for express train consists in important long distance service on electrified routes. The units still in use today have proven themselves with their high percentage of time available for service and their extremely durable construction. The experience gathered from this class was used as a basis for the design of the still more powerful class E 03 electric express locomotives.

88080
Electric Locomotive.

Completely new tooling. In real life a legendary German locomotive development. Goes well with most express train passenger cars. Important locomotive class from Era II to Era IV. Fine detailing. LED headlights.

Prototype: German Federal Railroad (DB) class E 18.

Model: Locomotive comes with a 5-pole motor. All driving wheels powered. Maintenance-free LEDs for headlights. Older design pantographs. Length over buffers 76 mm / 3".



87355

88411

88081
Electric Locomotive.

Prototype: German Federal Railroad (DB) class 118.

Model: Locomotive comes with a 5-pole motor. All driving wheels powered.

Headlights are maintenance-free LED's. Older design pantographs. Length over buffers 76 mm / 3".



88410
Electric Locomotive.

New locomotive type in the Z Gauge assortment.

One-time series.

Prototype: German Federal Railroad (DB) class 110.3 express locomotive.

Version with a streamlined engineer's cab and "pants' crease" front.

Model: Both trucks are powered. Dark nickel plated wheel sets.

Length over the buffers 76 mm / 3". Use: Express trains in long distance service.



The E 10 express locomotive from the German Federal Railroad's first program of new locomotives was technically and, initially, visually the same as the slower E 40 freight locomotive. The exception to this was the E 10's different gear ratio. From 1963 on, a high performance E 10.12 was built for TEE service that was given a new design for the body in addition to improvements in the running gear and propulsion system. The design for the body was influenced by aerodynamics and esthetics.

The engineer's cab was lengthened and was adapted to higher speeds with a streamlined "pants' crease" front and a buffer beam with additional streamlined fairing. The side vent grills were arranged as a continuous band. The regular E 10 locomotives were also given this modern design starting with road number E 10 288 and going to the last locomotive, road number E 10 510. Except for two prototypes tuned for 200 km/h / 125 mph, the maximum speed for all E 10 locomotives was limited to 150 km/h / 94 mph. Only the TEE locomotives were allowed to run at 160 km/h / 100 mph.



87286

88410

Electric Locomotives

88481
Electric Freight Locomotive.

New tooling.
Maintenance-free LED's
for headlights.
Very modern freight locomotive
for heavy trains.

Prototype: German Railroad, Inc. (DB AG) class 185. B-B wheel arrangement. The locomotive looks as the current Era V unit does.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LED's. The wheel treads are dark nickel plated. Use: Heavy freight trains in cross-border long distance service. Length over the buffers 87 mm / 3-7/16".

Beyond System Limits and National Borders.

Europe has grown together, and the railroad is being challenged to operate freight service across borders with as few problems as possible and to do it economically. Changing motive power at the borders always leads to delays, increases costs, and also causes the railroad's customers (who are interested in short transit times) to look longingly at the competition on roads. To counter this development, the German Railroad, Inc. has already placed 230 class 185 dual system locomotives into service since March of 2002.

Over 400 units are planned. These very modern units can not only run on two different power systems, but they also have the necessary train safety equipment for a series of other countries. This means these locomotives will be used in cross-border service in numerous European countries. The first 50 class 185 dual system locomotives delivered to the DB AG were built with a power output of 4,200 kilowatts / 5,632 horsepower.

These units can be increased to 5,600 kilowatts / 7,510 horsepower with an optional software adjustment. The components installed in the locomotives have sufficient reserves for this. The locomotives delivered to the German Railroad, Inc. following this group already have this increased power. Due to this large number of these innovative locomotives, the DB AG's class 185 units have become a familiar sight in international freight service. Numerous other railroads have also bought units of this type and operate them in part as lease locomotives.



88583
Electric Locomotive.

One-time series.

Prototype: German Railroad, Inc. (DB AG) class 182 general-purpose express locomotive. The design is basically the same as the Austrian Federal Railways class 1016 "Taurus". Advertising design for DHL parcel service.

Model: The locomotive comes with both trucks powered. The headlights / marker lights are maintenance-free LED's. Dark nickel-plated wheel treads and pantographs. Length over the buffers 87 mm / 3-7/16".

A model of a truck painted and lettered for DHL is included.



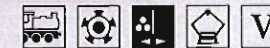
88581
Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 182 fast general-purpose locomotive. Design is the same as the Austrian "Taurus".
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over buffers 87 mm / 3-7/16".



88536
Electric Locomotive.

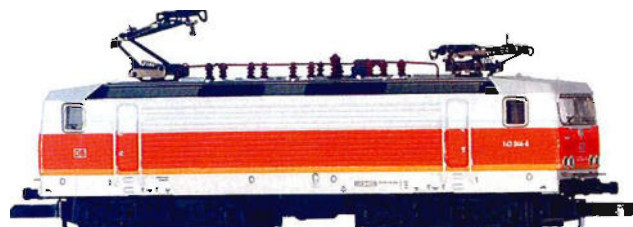
Prototype: German Railroad, Inc. (DB AG) class 120.1 in the current "traffic red" paint scheme.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Length over buffers 87 mm / 3-7/16".



88433
Electric Locomotive.

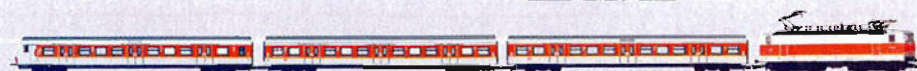
The 88433 locomotive, together with the 87971, 87981 and 87991 cars, forms a prototypical, current S-Bahn train.

Prototype: German Railroad, Inc. (DB AG) class 143. Color scheme for commuter service.
Model: Locomotive comes with the new 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over buffers 76 mm / 3".



88392
Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG), DB Cargo, class 140 for the Railion-Pool.
Model: With 5-pole motor Both trucks powered. Length over buffers 75.5 mm / 2-31/32".



87991

87981

87971

88433

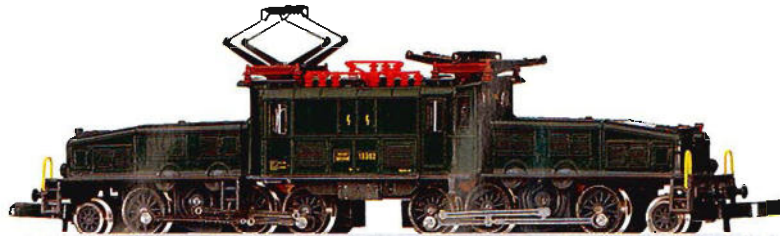
Electric Locomotives

8856

"Crocodile" Freight Locomotive.

Prototype: Swiss Federal Railways (SBB) class Be 6/8III.

Model: Locomotive comes with a 5-pole motor. Both trucks powered. Length over buffers 91 mm / 3-5/8".



88501

General-Purpose Locomotive.

Prototype: Swiss Federal Railways (SBB) class Ae 6/6. City locomotive "Lucerne City".

Model: Locomotive comes with a 5-pole motor. Both trucks are powered. Length over buffers 87 mm / 3-7/16".



88482

Electric Freight Locomotive.

New tooling.

Maintenance-free LED's for headlights.

Very modern freight locomotive for heavy trains.

Prototype: Swiss Federal Railways (SBB) class 482. B-B wheel arrangement. The locomotive looks as the current SBB locomotive does with 4 pantographs.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LED's. The wheel treads are dark nickel plated.

Use: Heavy freight trains in cross-border long distance service. Length over the buffers 87 mm / 3-7/16".



88464
Electric Locomotive.

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) class 465.

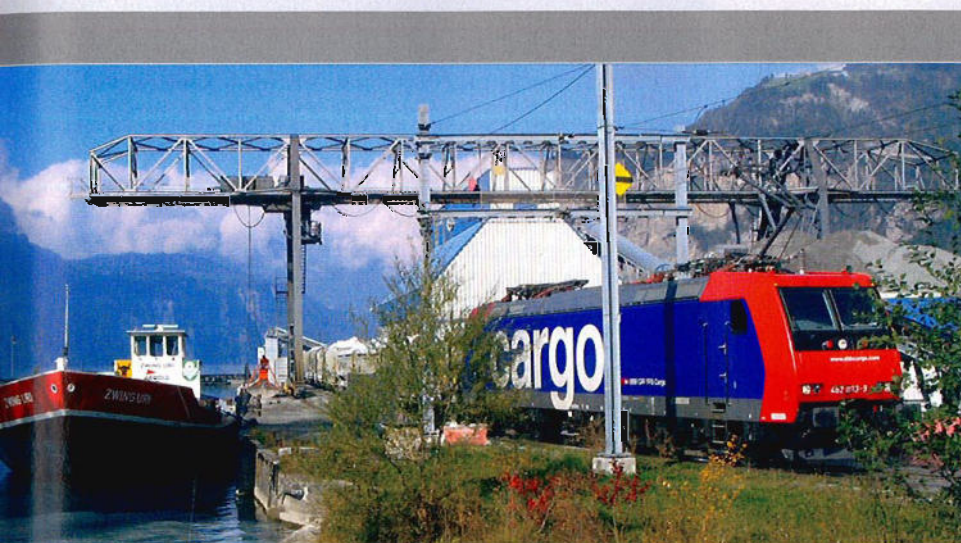
Model: Locomotive comes with a 5-pole motor. Both trucks are powered. Headlights are maintenance-free LED's. Length over buffers 84 mm / 3-5/16".



88584
Electric Locomotive.

Prototype: Class ES 64 U2 022 general-purpose express locomotive, used on the Austrian Federal Railways (ÖBB). Lease locomotive, basically the same design as the ÖBB class 1016 "Taurus".

Model: The locomotive comes with both trucks powered. The headlights / marker lights are maintenance-free LED's. Dark nickel-plated wheel treads and pantographs. Length over the buffers 87 mm / 3-7/16".



© Reinhard Reiss

SBB Re 482 for Many Uses.

What the class 185 is to the German Railroad, Inc., runs on the Swiss Federal Railways (SBB Cargo) as the class 482, which is mostly identical to the class 185. However, this locomotive is used for more than just freight service. It also substitutes for the Re 460, which is used in passenger service.

This multi-system locomotive type is a further development of the Eurosprinter family, which preceded it, and has become a common sight in many European countries. In addition to different power outputs, the units delivered to the different railroads have externally recognizable differences.

The Re 482 units running in Switzerland have four pantographs on the roof in order to adhere to the narrower SBB clearance gauge and the wider zig-zag pattern of the catenary in other European countries. You can thus see the SBB's Re 482 far beyond the borders of Switzerland. In addition, SBB Cargo is also getting involved in the growing, European lease locomotive business.

Electric Locomotives

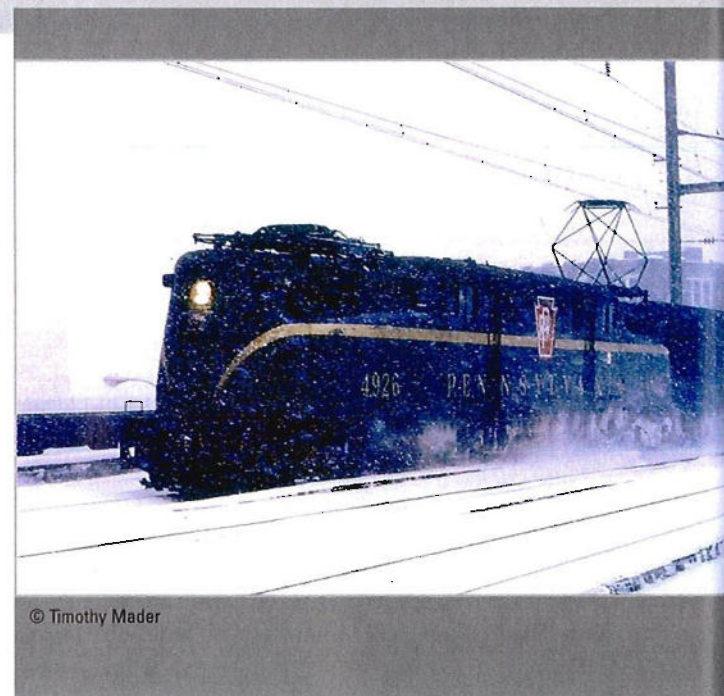
Loewy's Crocodile.

In the 30's in the middle of the deepest depression, the Pennsylvania Railroad PRR ventured to electrify their main routes in the eastern United States. The gigantic project included the repair and reinforcement of railway track, construction of new tunnels with greater clearance, as well as the integration of commuter lines. The first stretch extended from Washington via Baltimore, Wilmington, and Philadelphia to Penn Station in New York (including the commuter lines under the Hudson River). All that was missing was the suitable locomotive; up to that point the PRR's long distance passenger trains were steam-powered. A multi-year test phase was begun.

At the end of the tests a prototype built by General Electric and Baldwin in 1934 with a 4-6-6-4 wheel arrangement, was declared the winner. The GG-1's data was impressive: 6 twin motors (a pair for each axle) put out a total of 3,445 kilowatts / 4620 horsepower with peaks even exceeding 5,965 kilowatts / 8000 horsepower. The pilot truck wheel diameter was 1.45 meters / 57 inches, the total weight 208 tons / 460,000 pounds, the length 23 meters / 79 feet 6 inches. The GG-1 reached speeds of 145 km/h / 90 mph. The year before a designer, originally from France, applied for employment at the PRR. Most likely to get rid of him he was assigned to design the trash containers in Penn Station New York. The result was so impressive that he was invited to make a few suggestions for the design of the GG-1.

Raymond Loewy pursued the task with thorough precision. Instead of the coarse, riveted superstructure assemblies of the prototype, he came up with a smooth-surface design. He provided an elegant, dynamic package for the mighty power of this machine. The superstructure assemblies gave the effect of being cast as single unit. They are harmoniously rounded and flow into each other without interruption. Five, sharply converging gold stripes on a dark green scheme underline the elegance. On the February 10, 1935, the PRR placed the electrified stretch between Washington and New York in operation. Thanks to its power reserves, the GG-1 shortened travel times and compressed the timetable.

Consequently, the PRR also electrified its routes to the west. In total the PRR had 4,300 km / 2,677 miles under wire; this was more than 40 percent of the total electrified network of the USA. The PRR ran 3,500 passenger trains daily on its network. The 137 GG-1's pulled more than 900 trains a day, including the prestigious express trains between New York and Washington. After being regearbed, the GG-1 had a second career pulling freight trains which it usually did in m.u. operation.



© Timothy Mader

88490
Electric Locomotive.

Completely new tooling. The model of the American "Crocodile". The first model of an American electric locomotive in the Z program. Can be used for freight and passenger trains.

One-time series.

Prototype: Pennsylvania Railroad (PRR) class GG-1 heavy general-purpose locomotive. 4-6-6-4 wheel arrangement.
Model: The locomotive comes with a 5-pole motor. Both power trucks pivot and all of the driving axles are powered. The couplers swing out with the pilot trucks.

Large pantographs with increased extension. The headlights are maintenance-free LED's. Minimum required radius for operation is 195 mm / 7-11/16". Length over the couplers 115 mm / 4-1/2".



88491
Electric Locomotive.

One-time series for the anniversary
"25 years of Märklin, Inc.".

Prototype: Consolidated Rail Co.
(Conrail) class GG-1 heavy general-
purpose locomotive. 4-6-6-4 wheel
arrangement. Special Bicentennial
version.

Model: The locomotive comes with
both power trucks mounted so that
they pivot, and all of driving axles
are powered. The couplers pivot
with the pilot trucks. American
design pantographs with increased
extension. The headlights are main-
tenance-free LED's. The minimum
radius for operation is 195 mm /
7-11/16".

Length over the couplers
115 mm / 4-1/2".



Insider Model for 2005

81436

"Henschel-Wegmann Train".

The 81436 train is being produced in a one-time series in 2005 only for Insider members.

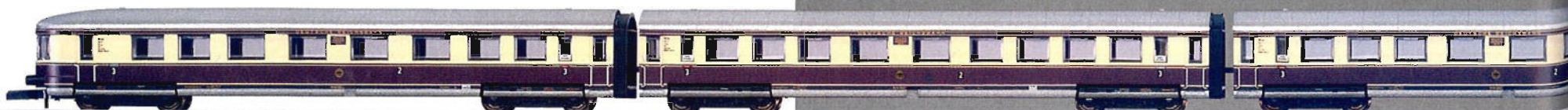
Prototype: German State Railroad Company (DRG) class 61 express tender locomotive, with streamlining and 4 streamlined express train passenger cars. 1 end car, 2nd and 3rd class, with observation area. 2 intermediate cars with 2nd and 3rd class compartments, and 1 end car with a baggage compartment, dining area, and galley.

Model: The locomotive comes with all coupled axles powered. Dark nickel-plated wheel treads. The headlights and lighting for the train are maintenance-free LED's. A Scharfenberg coupler is indicated at the front end of the locomotive; the other end of the locomotive has a regular Märklin Z coupler. Both observation cars have regular Märklin Z couplers on the ends; between the cars are special close couplings.

Total length over the buffers
493 mm / 19-7/16".



© Werkfoto Wegmann, Kassel, Sammlung Credé



In the mid 1930's competition threatened the steam locomotive: Fast, diesel-powered rail cars dominated high-quality long-distance travel. Consequently, the steam locomotive industry produced modern, high-performance locomotives that reached speeds of up to 200 km/h or 125 mph.

The German State Railroad bought a whole train for service between Berlin and Dresden. It was pulled by the class 61. Henschel built two prototypes of this class with totally different designs. Road no. 61 001 had a 4-6-4T wheel arrangement and two-cylinder running gear. Road no. 61 002 was built in 1939, and the German State Railroad equipped it with an additional trailing truck axle and cylinder. Naturally, both locomotives had streamlined bodies.

While other streamlined locomotives hauled conventional trains, the German State Railroad placed special streamlined cars in service for express train service between Berlin and Dresden. They were built by Wegmann, like Henschel, a company based in Kassel. Interestingly enough, there were no cars with 1st class seating. To compensate, 2nd class had a comfort level like 1st class according to the press. The appellation "salon car" ("parlor car" in the USA) was totally justified. The first and last cars both had a rounded end with large panorama windows. Passengers in the last car were thus offered an excellent view of the route the train had just passed over.

When the 1936 summer timetable went into effect, the German State Railroad started express service between Prussia and Saxony. Two pairs of trains were run daily. The fastest train completed the journey in one hour and 40 minutes. At this speed it surpassed the previous record holder by 28 minutes. In the afternoon, however, the turnaround time between the D 54 and D 57 was tight at only 32 minutes. The German State Railroad also had to consider that replacement locomotives of other classes did not reach the top speed of the class 61. If the class 61 was not available due to scheduled or non-scheduled service, class 01 or 03 Pacifics assigned to Dresden took over the consists. Instead of 175 km/h or 109 mph, these locomotives only reached 130 to 140 km/h or 81 to 87 mph.

Consequently, the German State Railroad soon loosened up the timetable slightly. Express train service ended, when the war started. From that point the cars served the military, the locomotives spent most of their time inactive. At the end of the war road no. 61 001 remained in the British Zone. By 1951 it was stored as a fragment class. In 1952, it was taken out of service, and it was scrapped in 1957. Road no. 61 002 became part of the German State Railroad of the Soviet Zone. It hauled passenger and express trains out of Dresden. After it was retired in 1958, its main frame, pilot truck wheels and driving wheels remained intact in the high-speed experimental locomotive, road no. 18201.



Powered Rail Cars

88871
Diesel Powered Rail Car.

Classic color scheme of the 1930s. The prototype was a symbol for fast, comfortable travel and for the start and buildup of the legendary express service powered rail car network. Goes well with the large model theme of the Anhalt Station.

One-time series.

Prototype: Express service powered rail car. German State Railroad Company (DRG) class SVT 137. 2-part "Hamburg" design. **Model:** Powered rail car has a 5-pole motor. One end truck has both axles powered. Jacobs truck as the connection between the two units that are permanently coupled together. Unit without a motor has a headlight. Train length 202 mm / 7-15/16".

The Fastest Train in the World.

In the 1920s the German State Railroad Company was faced with increased competition. Automobiles and airplanes made traveling more individual and faster. The day trip – depart in the morning, return at night – became an attractive offering for businessmen and the well heeled. If the Railroad company did not want to lose these customers, rail travel had to become faster. After initial attempts with the rail zeppelin (which set a world record for the fastest rail vehicle at 230 km/h or 143 mph, (a record which stood for 24 years), the German Railroad commissioned a two-piece combustion powered rail

car. It was placed in service in May 1932 and linked the two metropolitan centers of Berlin and Hamburg. The express powered rail car raced through the 228 km or 142 miles stretch in 132 minutes. With an average speed of 128 km/h or 80 mph it was the fastest scheduled train in the world and took its place in history as the "Flying Hamburger". The new express service was an immense success. Naturally the State Railroad ordered additional powered rail cars. This Hamburg type is the prototype for our model.

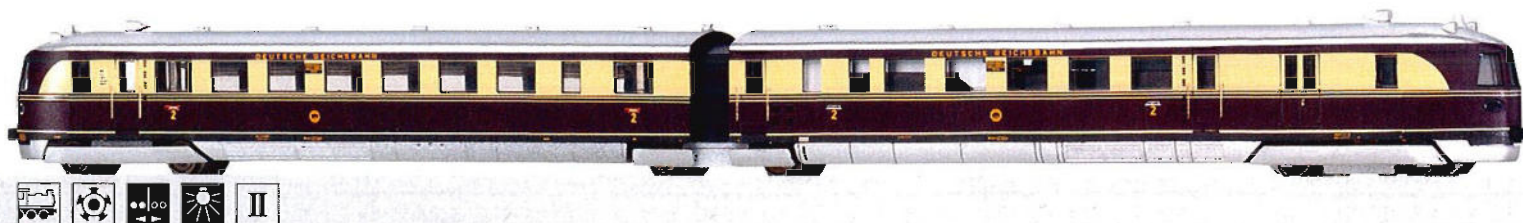
The design was improved for the VT 137s; they received a modified front part, and they were equipped for double unit travel. The propulsion system worked in accordance with the diesel electric principle. A unit comprised of a 12-cylinder diesel motor and generator sat on each of the two end trucks. These units functioned as power plants which generated the electricity for the electric traction motors. They were placed on the two axles of the middle "Jacobs" truck, which combined the two halves of the car.



© Märklin

The express service network of the SVT was quickly extended. To and from Berlin the Hamburg-type powered rail car traveled to Cologne, Frankfurt, Leipzig, Stuttgart, and Munich; there was also a direct connection between Hamburg and Cologne. The German State Railroad held the 03 class streamline steam engine in reserve as a backup. They could jump in with a three-part skirted passenger car composition in the event that an SVT failed. As opposed to the prototype, the Hamburg class received a multiple control unit.

The stretch from Berlin to the south was traveled as a double unit. In Nürnberg the two powered rail cars were separated, and they continued on separately to Stuttgart, or Munich, respectively. Train and station personnel were trained for this separation maneuver in order to save time. After a 60 second stop the first powered rail car moved out of the station, after another 60 seconds the second powered rail car left the station. On the return route the two cars were re-coupled in Nürnberg. Today we are familiar with this type of double unit operation from the ICE 2.



8831
Rail Bus.

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

Model: Unit comes with a 5-pole 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".



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.

88021
Powered Track Cleaning Car
As An Inductive Measurement Car.

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

Model: Unit comes with a 5-pole motor. Two axles powered. Length over buffers 62 mm / 2-7/16".



Insider Models for 2006

88720 Diesel Powered Rail Car Train.

Completely new tooling.
Maintenance-free LED's for
headlights.
Extremely fine detailing on the cars.
Typical flagship powered rail car
train of the Fifties.

The 88720 diesel powered rail car
train is being produced in 2006 in a
one-time series only for Insider
members.

An intermediate car with the proto-
typical lettering "FUSSBALL-
WELTMEISTER 1954" to go with this
train is available under item no.
87720.

Prototype: German Federal Railroad
(DB) class VT 08.5 fast powered rail
car train. Three-unit design with a
B-2+2-2+2 wheel arrangement.
Model: This three-part unit consists
of a powered car, (VT), intermediate
car (VM), and a cab control car
(VS). 4 axles are powered with a
5-pole motor. There is a special
close coupled connection between
the cars.

The dual headlights and dual red
marker lights are maintenance-free
LED's that change over with the
direction of travel. The train looks
as the prototype did in the 1950s.
Length of the three-unit train
364 mm / 14-5/16".



© Carsten Hölscher



87720 Powered Rail Car Train Intermediate Car.

Completely new tooling.
Very fine car detailing.
Authentic reproduction of the car
for the soccer champions of 1954.

The 87720 intermediate car to go
with the 88720 diesel powered rail
car train is being produced in a
one-time series in 2006 only for
Insider members.

This intermediate car with the
prototypical lettering "FUSSBALL-
WELTMEISTER 1954" ("WORLD
SOCCER CHAMPIONS 1954") goes
with the 88720 VT 08.5 powered rail
car train either as replacement for
the regular neutral intermediate car
of as an add-on to the four-part
VT 08.5 set.

Prototype: German Federal Railroad
(DB) type A4ü. Intermediate car for
the VT 08.5.
Model: Intermediate car lettered
"FUSSBALL-WELTMEISTER 1954"
("WORLD SOCCER CHAMPIONS
1954"). This car allows you to trans-
form the prototypically neutral
88720 VT 08.5 powered rail car train
into the set for the return trip of the
German soccer world champion
team of 1954.

Special close coupling at both ends
for integrating this car into the
powered rail car train consist.
The car looks as the prototype
did in 1954.
Length 114 mm / 4-1/2".



Early German Federal Railroad Flagship Train and the Wonder of Bern.

The first five sets of the VT 08 express powered rail car trains were available to the German Federal Railroad as early as the summer schedule of 1952. The thoughts given to the new development of diesel powered rail car trains with hydraulic transmissions went all the way back to the foundation of the German Federal Railroad.

Thus, thirteen three-unit trains from the first production series were built by 1953 for important long distance express passenger service as part of the new construction program. Another six engine cars with dining car arrangements and seven intermediate cars were added by 1954 in the second production run. These units were used primarily to lengthen the existing trains to four and five-unit consists with powered end cars at both ends.

The modern, comfortable VT 08 represented the epitome of the new German Federal Railroad and enjoyed great popularity among the passengers. The smooth rounded form of the ends of the train quickly led to the nickname "Egg Heads". These deluxe trains provided service on long distance routings with sonorous names such as "Rheinblitz", "Münchner Kindl", "Roland", "Schauinsland" or "Saphir".

These fast trains were also used on foreign routes such as the "Paris-Ruhr" (Dortmund-Paris) as well as the "Helvetia" (Hamburg-Zürich). The prime time for the VT 08 extended well into the 1960s. After electrification of many major routes, the VT 08 trains were then still used partially in TEE service. Later, these trains were rebuilt to simpler standards for plain fast train service.



World Champion Return Trip in 1954.

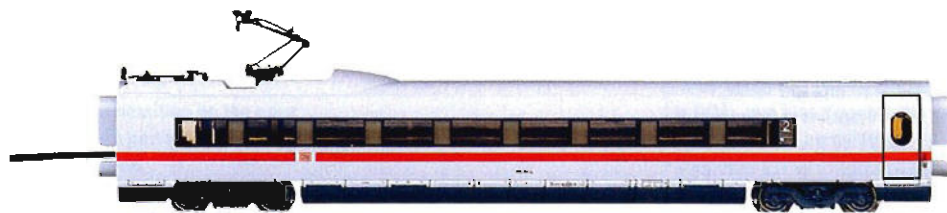
Without a doubt the most spectacular use of a VT 08 powered rail car train was the return trip in this comfortable, special powered rail car train of the German national soccer team after they won the world championship in 1954 in Bern. This train was lettered for the occasion with "FUSSBALL-WELTMEISTER 1954" ("WORLD SOCCER CHAMPIONS 1954").

On the trip from Spiez, the headquarters of the German team, to Munich hundreds of thousands of soccer enthusiasts crowded into the stations to celebrate this sensational team. Over 20,000 fans eager to see the team overwhelmed the border station of Singen. They stood on station platforms, platform roofs, tracks, anywhere they could catch a glimpse of the train. The trip had to be repeatedly interrupted due to the masses of people.



© Carsten Hölscher

Powered Rail Cars



88713
Powered Rail Car Train.

One-time series.

Export model for the Netherlands.

This model of the ICE 3 is designed for operation on curved track with a radius of 195 mm / 7-11/16" and greater.

Prototype: InterCity-Express (ICE 3) high speed train, 5 car train. Dutch State Railroad (NS) class 406.

1 type 406.0 end car, 1st class.

1 type 406.1 transformer car, 1st class.

1 type 406.3 intermediate car dining car.

1 type 406.6 transformer car, 2nd class.

1 type 406.5 end car, 2nd class.

Model: An intermediate car as the dining car comes with a 5-pole motor and powers all 4 axles. The lighting for both end cars and the intermediate cars, 1st and 2nd class, comes with maintenance-free LED's. Special couplings that only fit on the model of the ICE 3 allow you to have a particularly close spacing between the cars in the train.

Train length 588 mm / 23-1/8".



87711
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".

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".



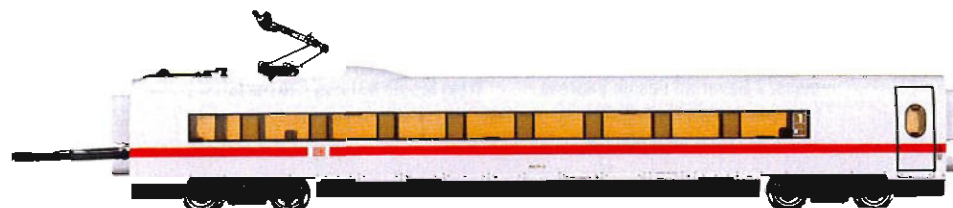
87713
Intermediate Car.

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".



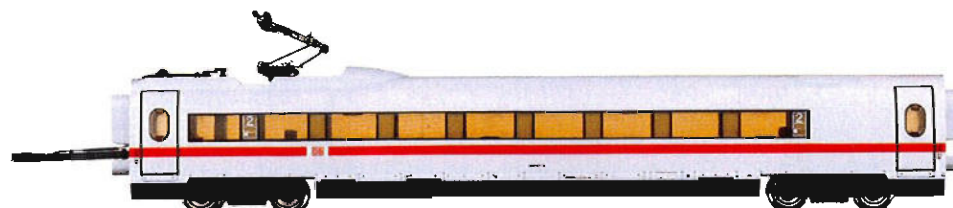
87714
Intermediate Car.

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".



Train Set

81430 Passenger Train.

Prototype: 1 German State Railroad Company (DRG) class V 120 diesel-pneumatic compressed air locomotive. 1 Württemberg design express train passenger car, 1st/2nd/3rd class. 2 Bavarian design express train passenger cars, 3rd class. 1 express train baggage car.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Headlights are maintenance-free LED's. Models not available separately.
Train length 431 mm / 16-15/16".

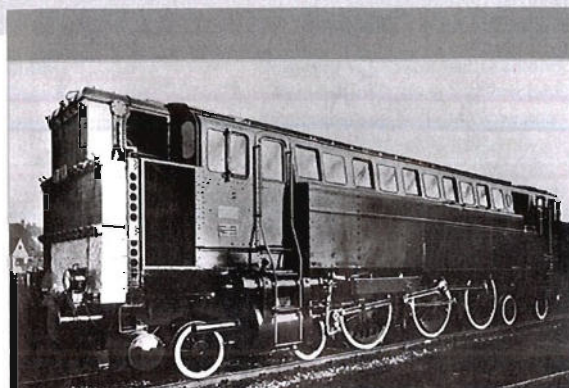


81437 Passenger Train.

Prototype: German State Railroad Company (DRG) Ruhr Express Service commuter train. Class 38 steam locomotive with a tender. 3 Prussian design compartment cars in special paint schemes. 2nd and 3rd class with a brakeman's cab, as well as 3rd class with and without a brakeman's cab.

Model: The locomotive comes with all driving axles powered. Separately applied "Ruhr-Schnellverkehr" sign on the front. The car frames have truss rods and underbody details. Separately applied running boards, ladders, and grab irons. All of the train's wheels have darkened wheel treads. Total length over the buffers 348 mm / 13-11/16".





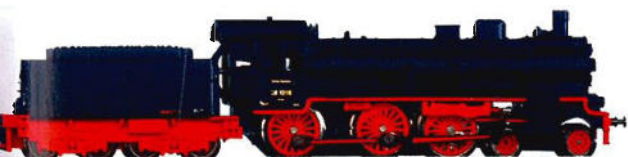
© DB Museum



The increase in the population in the Ruhr and Saal areas led to a demand for fast connections between cities as early as the provincial railroad period. Different studies were commissioned and carried out. The actual breakthrough did not occur until 1932 when the "Ruhr Express Service" was placed into service with a total of 32 trains between Essen and Dortmund.

The train routes were continuously expanded and extended to Cologne, Mönchengladbach and Wuppertal-Vohwinkel. In addition to different powered rail cars, the 4-axle "Prussian design" compartment cars were quite successful in this service. The attractive paint scheme became a brand symbol for this regularly scheduled express passenger service.

The dense sequence of stations, most of them only a 30 to 60 second stop, demanded locomotives that could accelerate quickly. The class 78 met this requirement as if it were child's play. The additional sign mounted on the smoke box was another indication of the special use for these units.



**81426
Train Set.**

Prototype: 1 German State Railroad Company (DRG) class S 3/6 express locomotive with a tender, Bavarian Group Administration. 1 type SPw4ü-28 baggage car, 1 type SA4ü-28 salon car, 1 type SA4ük-28 salon car, 1 type SB4ü-28 salon car, 1 type SB4ük-28 salon car, 1 type SPw4ü-28 baggage car.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Models not available separately.
Train length 730 mm / 28-3/4".

Long before the TEE and ICE, the "Rheingold" was considered as the symbol of a modern, luxurious long distance passenger train. According to advertising for the German State Railroad, it linked the North Sea and the Alps together. In October of 1927 the European Schedule and Car Provision Conference in Prague was probably the birth date of the "Rheingold". There the decision was made to set up an express train connection from Amsterdam/Hook of Holland to Basle. The first scheduled run for this train then took place on May 15, 1928.

This Z train reproduces an authentic train composition from this time. According to the regulations in effect at that time, no passenger car could be coupled directly behind the locomotive, and a baggage car was therefore placed in the train between it and the other cars. A baggage car was placed at both ends of the train to avoid time-consuming switching maneuvers at the end stations. Only the locomotive had to be placed at the front of the train in each case.



Train Set

81434
Overnight Express Train.

New tooling for the skirted sleeping car.

Completion of the
"Schürzenwagen" family.

One-time series.

Prototype: German Federal Railroad (DB) class E 18 electric locomotive with 5 express train passenger cars with the routing Kiel – Munich. 2 sleeping cars, 1 baggage car and 1 each day coach 2nd class and 1st/2nd class.

Model: The locomotive comes with a 5-pole motor. All 4 driving axles powered. The headlights are maintenance-free LED's. Older design pantographs. The cars have lettered train destination signs. Total length over the buffers 612 mm / 24-1/8".



Train Set

81435
Express Train Set.

One-time series.

Prototype: German Federal Railroad (DB) class 110 electric locomotive with 5 express train passenger cars in "Pop Colors". 2 type Büm cars, 2nd class (green and blue). 1 type Aüm car, 1st class (orange). 1 type WRüge dining car (red), and 1 type Düm baggage car (green). Train D 611 was in scheduled service in 1972 from Dortmund to the Olympic Games in Munich.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. The cars have lettered train destination signs. Total length over the buffers 691 mm / 27-3/16".



Train Set



© Matthias Boerschke

**81481
Train Set.**

**Headlights / marker lights
with maintenance-free
LED's.**

**Modern regional express
commuter train locomotive and cars.**

Prototype: The locomotive and cars are models of current passenger equipment. Class 146.1 electric locomotive, type DBz 751 bi-level passenger car, 2nd class, and type DABz 756, 1st/2nd class, as well as the type DBbzf 761 cab control car, 2nd (Görlitz design) painted and lettered for the "metronom" Railroad, Ltd.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. The headlights / marker lights are maintenance-free LED's. The bi-level cars come in the current paint and lettering scheme for the "metronome" Railroad, Ltd. Train length over the buffers 467 mm / 18-3/8".

"Swinging in Time".

"metronom" is the brand name for ten new bi-level trains operated by the metronom Railroad Company Ltd. in Uelzen, Germany. These very modern locomotives and cars can be recognized from a distance by their striking, sophisticated design in the colors of yellow, white, and blue. metronom has linked the cities of Hamburg and Bremen as well as Hamburg and Uelzen since December of 2003 as a regional express train railroad.

The train name metronom symbolizes together with the logo of a swinging pendulum the schedule concept of departures on an hourly schedule. Musicians are familiar with a metronome as a beat generator. For that reason the slogan for the metronom trains is "Swinging in Time".





© Matthias Boerschke



Train Set

81432
Container Train.

Prototype: Siemens Dispolok GmbH class ES 64 U2 general-purpose locomotive with 4 German Railroad, Inc. (DG AG) cars for containers. Version for the "boxXpress" cooperative project in harbor traffic.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LED's. The flat cars have different car numbers. They are loaded with six 20 foot and two 40 foot container models. Total length over the buffers 459 mm / 18-1/16".



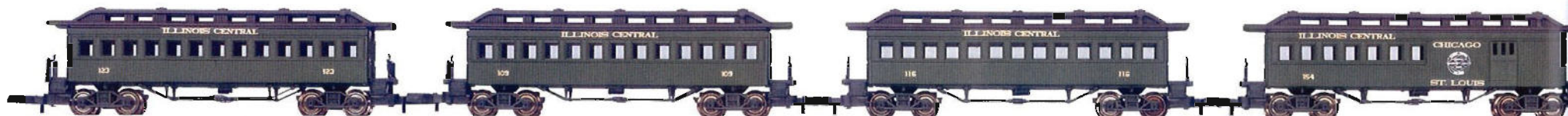
Train Sets

81433
Circus Train.

One-time series.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Be 6/8 III electric locomotive and 4 railroad cars used for Circus Knie. Historic color scheme.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. 2 low side cars and 2 stake cars with brakeman's platforms. The cars are loaded with 1 long (40 mm / 1-9/16") and 3 short (27 mm / 1-1/16") circus wagons. Total length over the buffers 323 mm / 12-11/16".



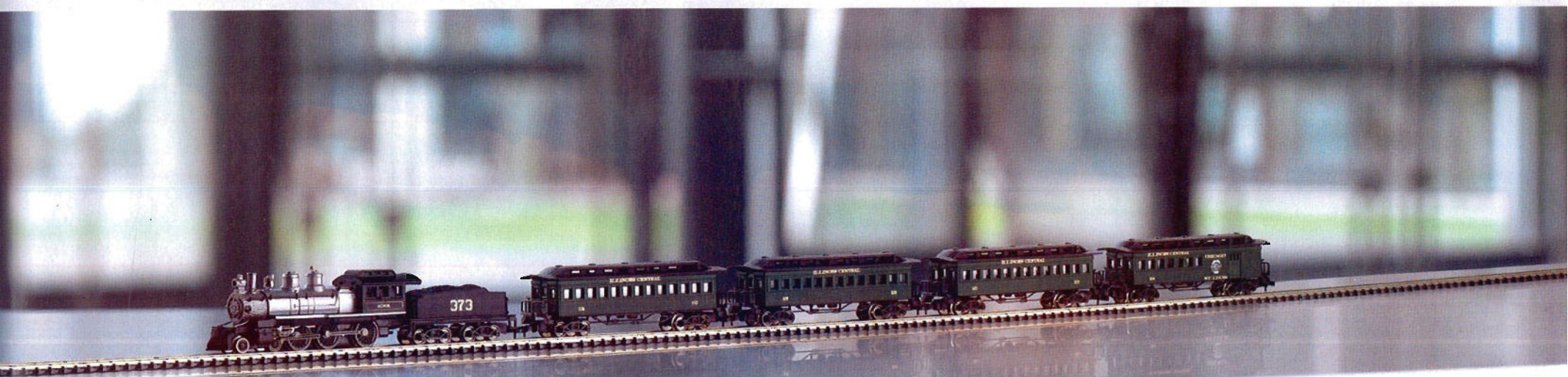
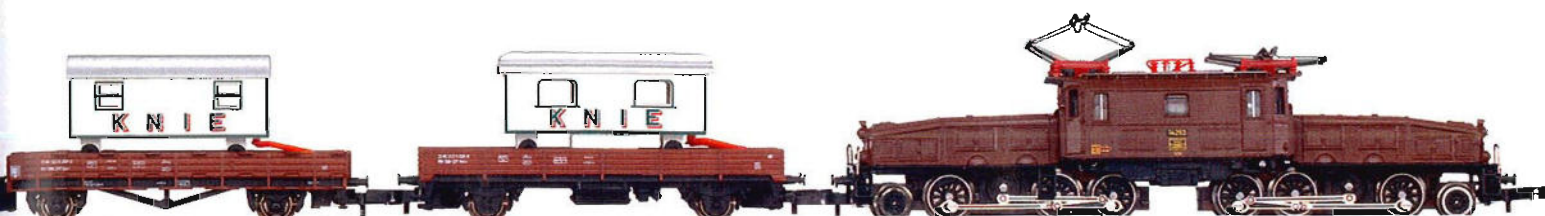
81438
"Diamond Special" Train Set.

New tooling for the locomotive. Locomotive with metal construction. Five-pole motor.

Prototype: 1 Illinois Central Railroad steam locomotive with a tender, painted and lettered for the "Diamond Special". 1 four-axle American old-timer passenger car with a baggage compartment and open end platforms (combine). 3 four-axle American old-timer passenger cars (coach).

Model: The locomotive comes with a 5-pole motor. All of the driving axes are powered. The wheel treads and the valve gear are dark nickel plated. The locomotive and the cars are not available separately. Train length 360 mm / 14-3/16".





Passenger Cars

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".



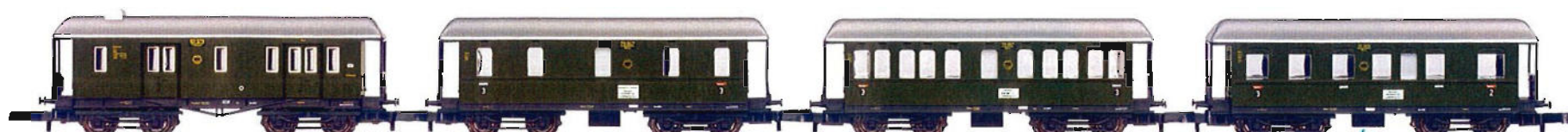
I

87681
Passenger Car Set.

Prototype: 4 different "Langenschwalbach" design passenger cars, painted and lettered for the German State Railroad Company (DRG).

1 type Pr 09, 8C4i passenger car, 2nd/3rd class. 1 type Pr 11, C4i passenger car, 3rd class. 1 type Pr 11, C4itr 2 passenger car with baggage compartment, 3rd class. 1 type Pr 11, PwPost4i baggage car with mail compartment.

Model: Models not available separately.
Total length 233 mm / 9-3/16".



II



87681

88062

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: Models not available separately.
Total length 183 mm / 7-13/16".



III

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: Models not available separately.
Total length 270 mm / 10-5/8".



II



87945

88181

Passenger Cars

87672
"Höllentalbahn"
Passenger Car Set.

One-time series

Prototype: 4 German State Railroad Company (DRG) standard design branch line cars. 1 type Bci-34 car, 2nd and 3rd class. 2 type Ci-33 cars, 3rd class. 1 type PwPosti-34 mail/baggage car.

Model: Cars are not available separately.
Total length over buffers
245 mm / 9-5/8".



87351
"Lorelei" Express Train
Passenger Car Set.

One-time series

Prototype: 5 different German Federal Railroad (DB) express train passenger cars.

1 type A4üe coach, 1st class.
1 type AB4üwe coach, 1st/2nd class.
1 type WR4ü(e) dining car.
2 type B4üe coaches, 2nd class.

Model: Models not available separately.
Total length 503 mm / 19-13/16".





87672

88887



87351

88080

Passenger Cars



87580
Car Set.

Prototype: Two German State Railroad Company (DRG) 4-axle mail and baggage cars, Prussian designs. 1 type Pw4pr04 car with roof cupola. 1 type Post4b17 car with brakeman's cab.

Model: Frames have truss rods and underbody details. Separately applied steps, ladders, and grab irons.

Total length 171 mm / 6-3/4".

II

There are many virtues said about the Prussians, an inclination to excessive comfort is definitely not one of them. While other national railways have used the quiet and comfortable bogie cars for some time, the 3-axle compartment cars are standard in Prussia. However, they turn every kilometer of rail travel into a real test.

Especially the adjustable axle chassis set limits in regards to speed within the express train traffic. The Prussians therefore also decided to acquire compartment cars with bogies. The many side doors with continuous footboards, as well as the skylight roof and a raised brakeman's cab are features of these cars. The mass production begins in 1895 and continues until 1920. Overall, more than 3,400 cars are built, always with various class arrangements and structural modifications.

More than half are 3rd class cars with 9 compartments and 76 seats on wooden benches. The other cars are for mixed classes with various arrangements into compartments for 1st, 2nd and 3rd class.

87560
Car Set.

Completely new tooling.

New models from the car family of the Prussian four-axle cars.

Ideal express trains cars for the new model of the class 39 steam locomotive.

Correct train compositions with passenger, baggage, and mail cars is possible.

Goes well with the large theme of the model of the Anhalt Station.

Prototype: Four German State Railroad Company (DRG) 4-axle compartment cars. Prussian designs with and without brakeman's cab.

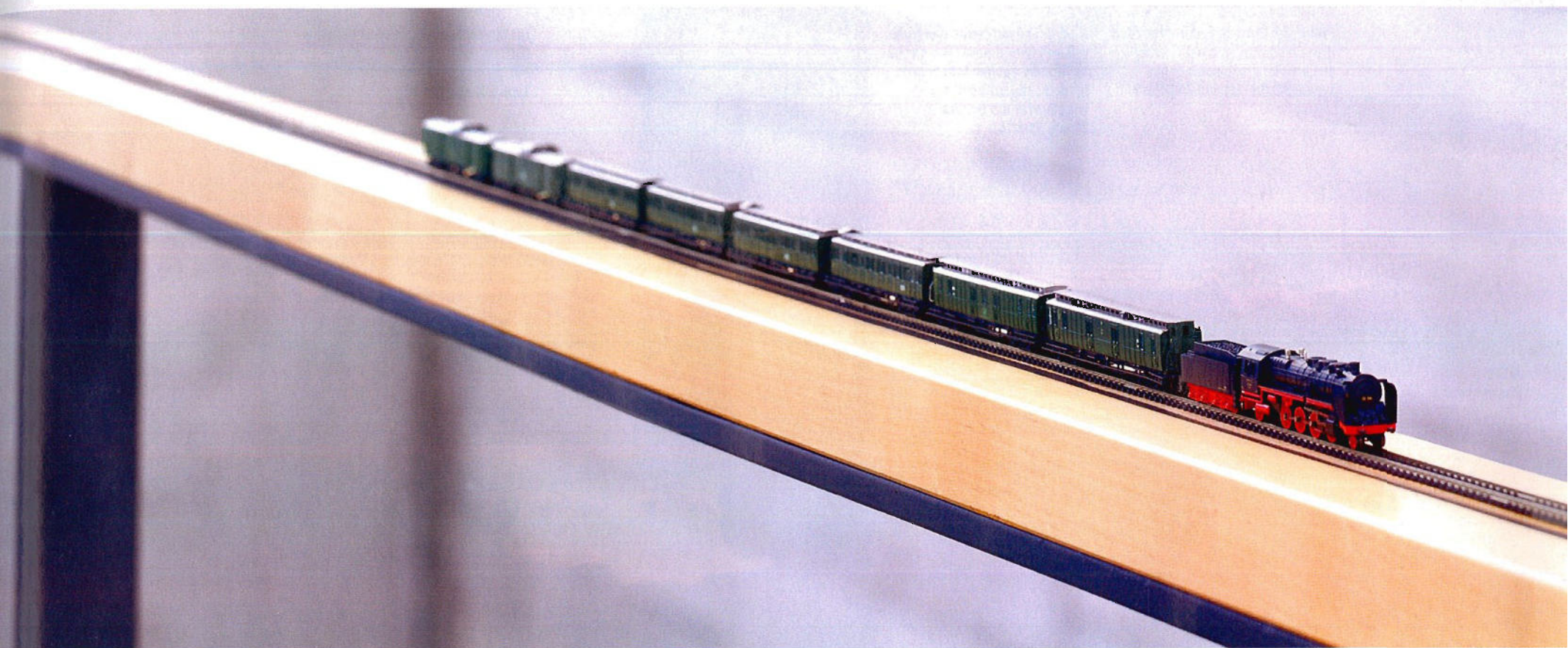
1 type BC4pr04 car, 2nd/3rd class. 3 type C4pr04 cars, 3rd class.

Model: Frames have truss rods and underbody details. Separately applied steps, ladders, and grab irons.

Total length 345 mm / 13-9/16".



II



Passenger Cars

87561
Passenger Car.

Prototype: German Federal Railroad (DB) compartment car. Prussian design with brakeman's cabin. Type AB4pr04, 1st and 2nd class.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".

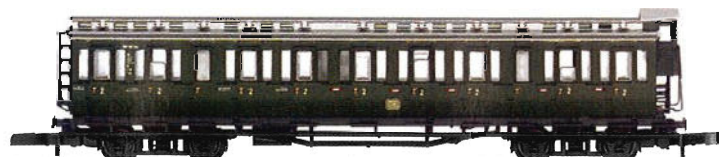


III

87562
Passenger Car.

Prototype: German Federal Railroad (DB) compartment car. Prussian design with brakeman's cabin. Type B4pr04, 2nd class.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".

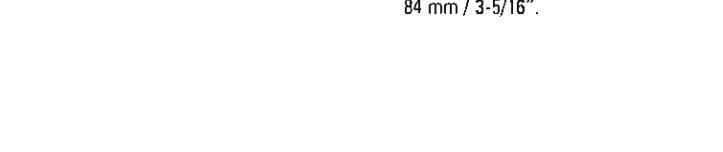


III

87563
Passenger Car.

Prototype: German Federal Railroad (DB) passenger car. Prussian design without brakeman's cabin. Type B4pr04, 2nd class.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

87581
Baggage Car.

Prototype: For German Federal Railroad (DB) passenger trains. Prussian design with conductor's cupola. Type Pw4pr04a.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

87582
Mail Car.

Prototype: For German Federal Railroad (DB) passenger trains. Prussian design with brakeman's cabin and clerestory. Type Post4-a/17.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

Passenger Cars



87355

**"Hans Sachs" Express Train
Passenger Car Set.**

**"Hans Sachs" F-Zug / long distance
express train – F 37 – running from
Munich to Hagen.**

**Typical long distance passenger
train consist in the 1960s.
Finely detailed trucks.**

**The class E 10.3 locomotive, item
number 88411, goes well with this
car set.**

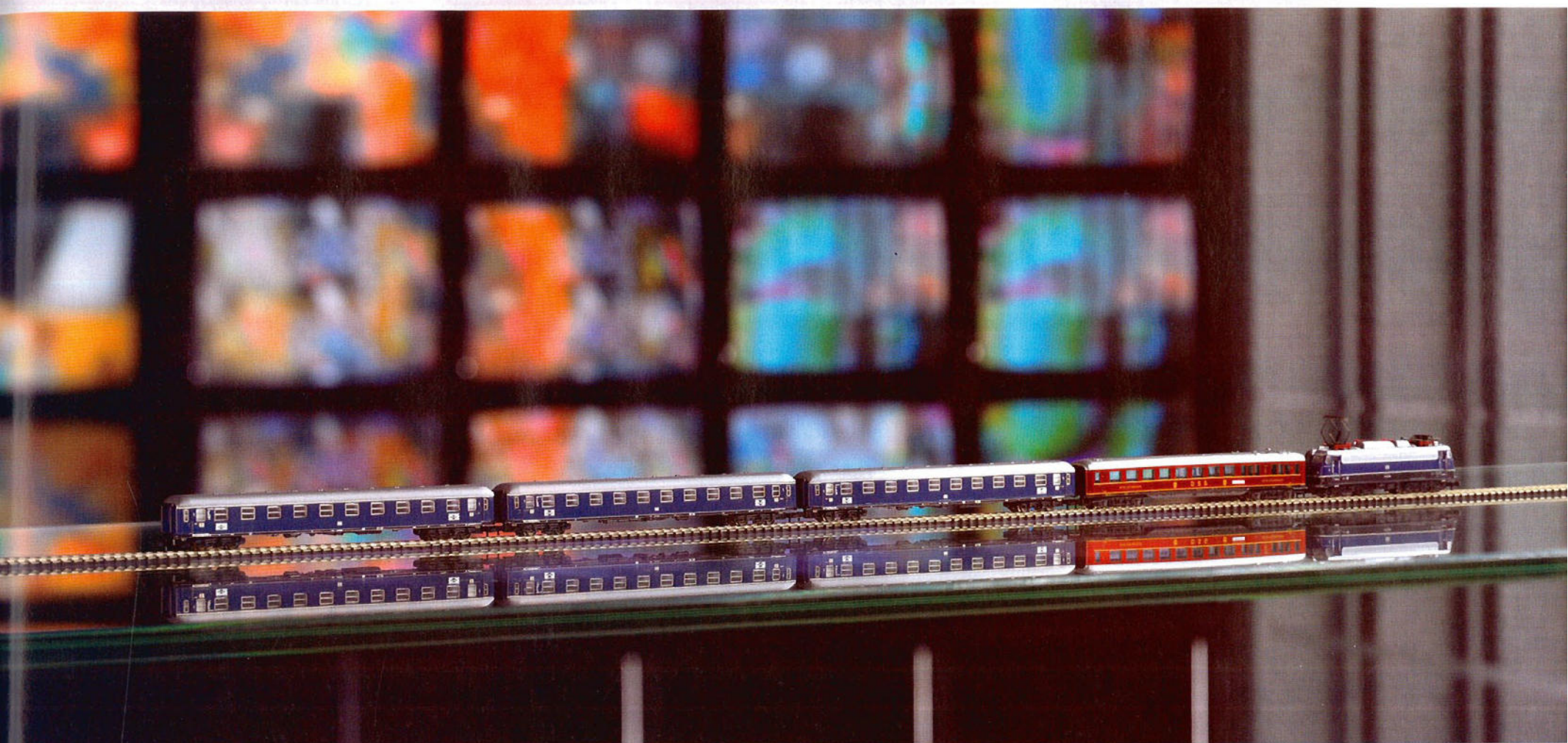
Prototype: German Federal Railroad (DB) type Am 203 express train passenger car, 1st class. German Sleeping Car and Dining Car Company (DSG) type WR4üe dining car, used on the German Federal Railroad (DB).

Model: Four-part express train passenger car set, consisting of three 1st class express train passenger cars and a DSG dining car (Schürzenwagen / skirted passenger car). The cars look as the prototype did in the 1960s. Total length over the buffers 489 mm / 19-1/4".

The German Federal Railroad's Fast F Zug Express Trains.

At the start of the 1950s the newly founded German Federal Railroad revived the prewar tradition of the legendary FD-Zug express trains (long distance express trains) and created a new class of trains, the F-Zug express trains (international long distance express trains and domestic long-distance express trains).

These trains usually ran with special 1st class cars only for the important long distance passenger service. The blue paint scheme for these passenger trains caused the network for these trains to be called the "blue F-Zug network". The F 37 "Hans Sachs" from Munich to Hagen was among very long routes in this network. The muted red of the Mitropa dining cars used for this service contrasted effectively with the rest of the train consist and contributed to the typically solid, first class look of these F Zug / long distance trains in the 1950s and 1960s, which were highly appreciated by the passengers.



Passenger Cars

These two-axle standard design passenger cars originally had wood roofs and interior walls.

Later 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".



8750
"Thunder Box" Standard
Design Passenger Car.

Prototype: German Federal Railroad (DB) type A8i 29. 1st and 2nd class.
Model: Length over buffers 63 mm / 2-1/2".



III

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".

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.



IV

8754
Four-Axle Rebuild Car.

Prototype: German Federal Railroad (DB) type Byg 515. 2nd class.
Model: Length over buffers 89 mm / 3-1/2".

8755
Four-Axle Rebuild Car
with Baggage
Compartment.

Prototype: German Federal Railroad (DB) type 8Dyg 533. 2nd class.
Model: Length over buffers 89 mm / 3-1/2".



IV



IV

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".



8752
"Thunder Box" Standard
Design Baggage Car.

Prototype: German Federal Railroad
 (DB) type D2ie.
Model: Length over buffers
 63 mm / 2-1/2".



Passenger Cars

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

8713
Dining Car.

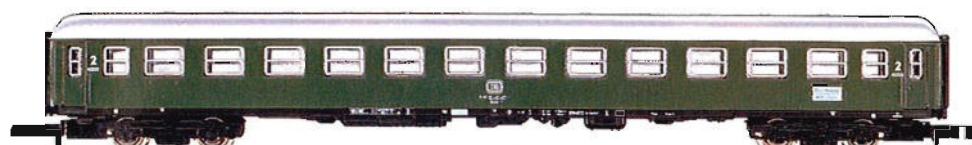
Prototype: German Federal
Railroad (DB) type WRmh 132.
Model: Length over buffers
120 mm / 4-3/4".



IV

8711
Express Train
Passenger Car.

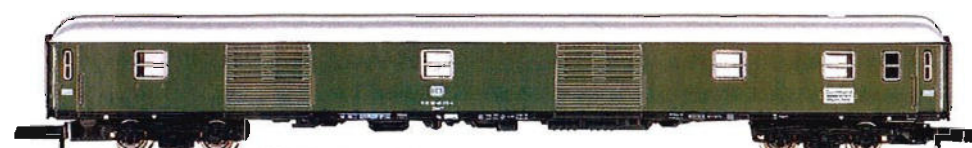
Prototype: German Federal Railroad
(DB) type Bm 234. 2nd class.
Model: Length over buffers
120 mm / 4-3/4".



IV

8712
Express Train
Baggage Car.

Prototype: German Federal
Railroad (DB) type Dm 902.
Model: Length over buffers
120 mm / 4-3/4".



IV

Passenger Cars

87286

Set with 4 Passenger Cars.

The model of the class 110.3 locomotive (item no. 88410) goes well with this set.

Prototype: 3 entertainment cars and 1 vista dome car painted and lettered for the firm International Apfelpfeil Organization (IAO), former German Federal Railroad type UIC-x compartment cars for TEE service.

Model: The cars come with different paint schemes and car numbers. Dark plated wheel sets.

Total length over the buffers
489 mm / 19-1/4".

In the 1970s, the International Apfelpfeil Organization (IAO) instituted the so-called "Apfelfahrten" or "Apple Trips", nostalgic trips with special trains across Europe. In 1976, the IAO acquired the famous "Rheingold" vista dome cars and other cars in the TEE pool of cars from the German Federal Railroad.

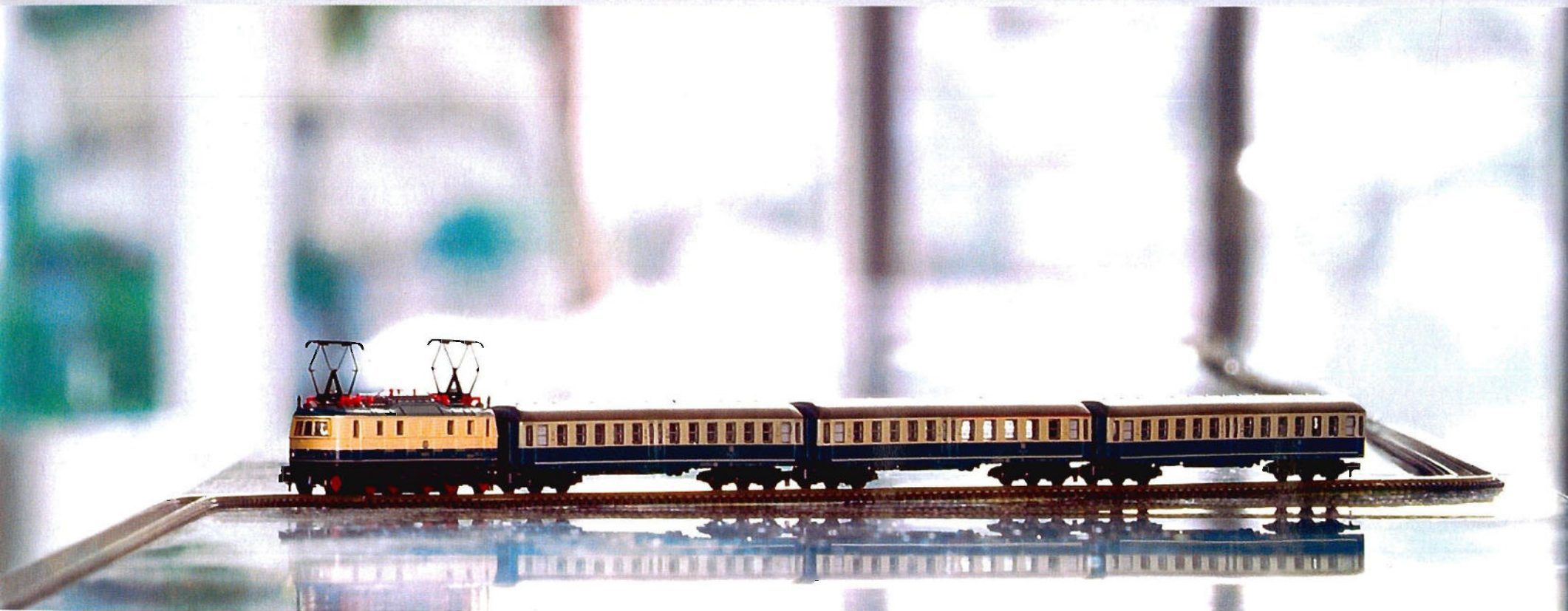
For several years these striking trains in the friendly "Apfelpfeil" design were a brand name for travel at affordable prices that was comfortable and animated. This concept could not be maintained economically later on in the face of increasing competition from single-price trips with charter flights. In 1979, IAO had to stop the operation and declare bankruptcy. The special cars were sold to a nother trip organizer, who rebuilt them partially and still operates them today.



© Sebastian Althausen



Passenger Cars



87335
Center Entry Coach.

Prototype: German Federal Railroad (DB) type Bym 421, 2nd class.
Model: Length over buffers 120 mm / 4-3/4".

87330
Center Entry Coach.

Prototype: German Federal Railroad (DB) type ABym 411, 1st and 2nd class.
Model: Length over buffers 120 mm / 4-3/4".



IV



IV



87161
Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type Bnz, 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").
Model: Length over buffers 120 mm / 4-3/4".

V



87171
Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type ABn, 1st and 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").
Model: Length over buffers 120 mm / 4-3/4".

V

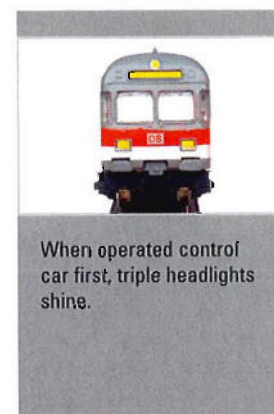
87181
Commuter Car with
Engineer's Cab.

Prototype: German Railroad, Inc. (DB AG) type BDnrf, 2nd class with baggage area, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

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



V



87181

87171

87161

88536

Passenger Cars

8743
Express Train
Passenger Car.

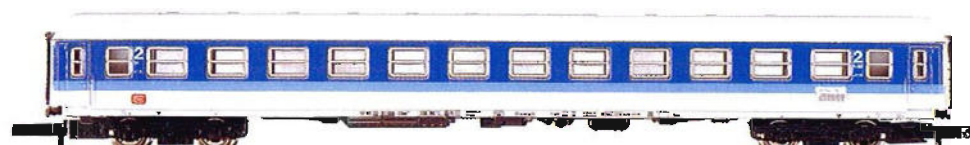
Prototype: German Federal
Railroad (DB) type Aim. 1st class.
Model: Length over buffers
120 mm / 4-3/4".



V

8744
Express Train
Passenger Car.

Prototype: German Federal
Railroad (DB) type Bim. 2nd class.
Model: Length over buffers
120 mm / 4-3/4".



V

87751
Express Train Passenger Car Set.

Long awaited Bistro Café car.
This completes the models for
all InterRegio trains.

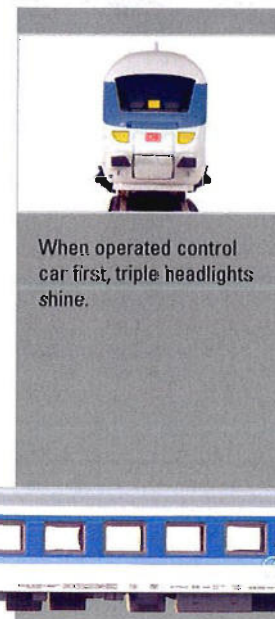
Correct model of an InterRegio
cab control car.

Prototype: 2 different German
Railroad, Inc. (DB AG) InterRegio
express train passenger cars.
1 type ARbuimz 262 InterRegio
express train passenger car,
Bistro Café, 1st class. 1 type Bimdzf
269.0 InterRegio cab control car,
2nd class.

Model: The headlights / marker
lights on the cab control car are
maintenance-free LEDs. These
models are not available separately.
Total length 243 mm / 9-9/16".



V



When operated control
car first, triple headlights
shine.



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

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 "RegionalExpress Kassel Hbf". Length over buffers 122 mm / 4-13/16".



87292
Bilevel Car.



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

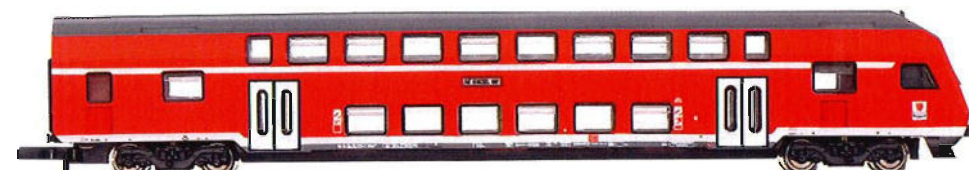
Model: Destination signs lettered "RegionalExpress Kassel Hbf". Length over buffers 122 mm / 4-13/16".



87293
Bilevel Cab Control Car.

Prototype: German Railroad, Inc. (DB AG) type DBbzf 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".



When operated control car first, triple headlights shine.



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

Passenger Cars

87732
Express Train Passenger
Car.

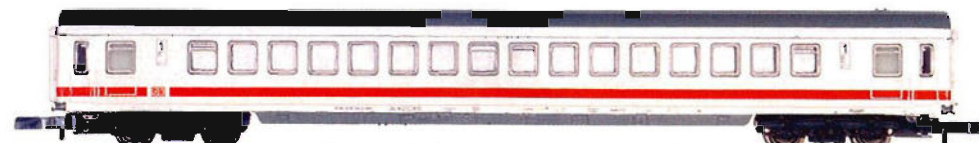
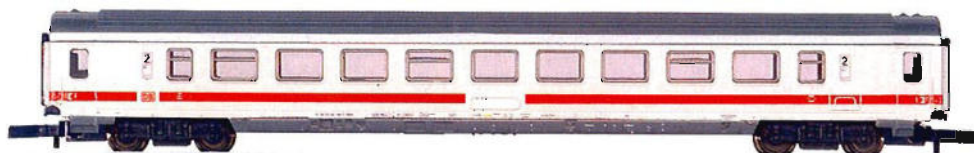
Prototype: German Railroad, Inc.
(DB AG) type Bpmz 291.2 InterCity
open seating car in the current long
distance passenger car color
scheme, 2nd class.

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

87251
Express Train Passenger
Car.

Prototype: German Railroad, Inc.
(DB AG) type Apmz 121.2 InterCity
open seating car in the current long
distance passenger car color
scheme, 1st class.

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



87752
Express Train Passenger
Car Set.

Prototype: 2 different German
Railroad, Inc. (DB AG) InterCity
express train passenger cars. 1 type
ARkimbz 262.4 InterCity express
train passenger car, BordBistro, 1st
class. 1 type Bimdzf 269.2 InterCity
cab control car, 2nd class. Both cars
come in the current distance pas-
senger car color scheme.

Model: The head lights / marker
lights for the cab control car are
maintenance-free LEDs. These
models are not available separately.
Total length 243 mm / 9-9/16".



When operated control
car first, triple headlights
shine.



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



87971
S-Bahn Car.

Prototype: German Railroad, Inc. (DB AG) type Bx 794.3 open seating coach. 2nd class.
Model: Length over buffers 111 mm / 4-3/8".



87981
S-Bahn Car.

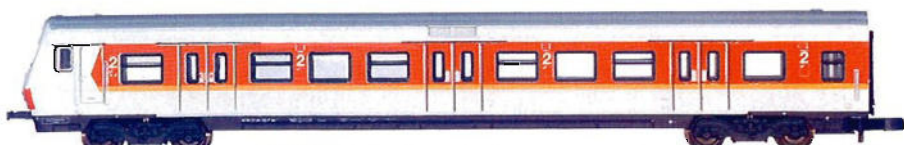
Prototype: German Railroad, Inc. (DB AG) type ABx 791 open seating coach. 1st and 2nd class.
Model: Length over buffers 111 mm / 4-3/8".



87991
S-Bahn Car.

Prototype: German Railroad, Inc. (DB AG) type Bxf 796.3 cab control car. 2nd class with engineer's compartment.

Model: The headlights / marker lights at the ends are maintenance-free LED's. Length over buffers 115 mm / 4-1/2".



87991

87981

87971

88433

Passenger Cars

87354
Schürzenwagen Set.

One-time series.

Export model for Austria.

Prototype: 3 Austrian Federal Railways (ÖBB) express train passenger cars. "Jaffa-Orange" version in the newer color scheme. 1 each 1st class coach, 1st/2nd class coach, and 2nd class coach.

Model: Total length over the buffers 270 mm / 10-5/8".



IV

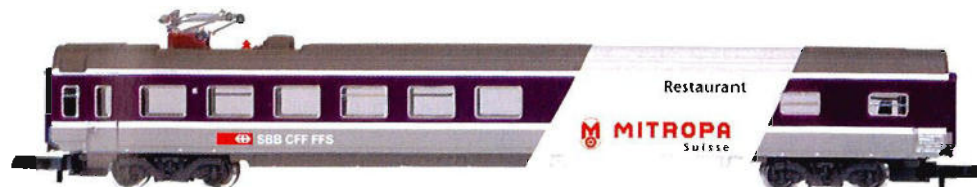
87471
EuroCity Dining Car.

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.



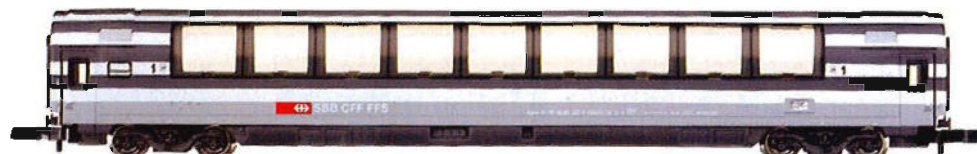
V

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.



V

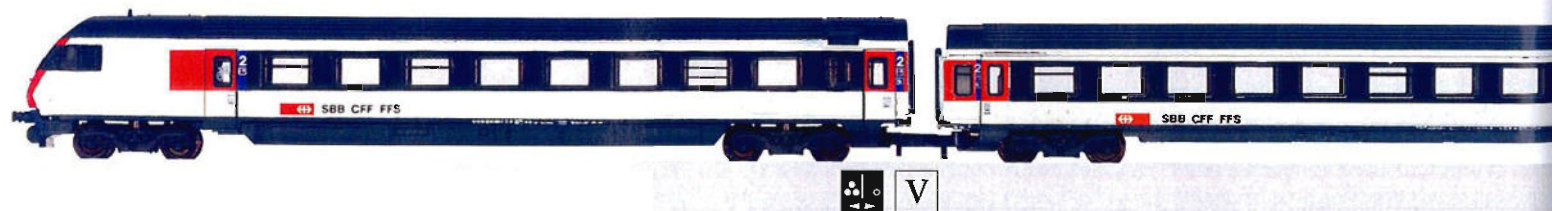
Passenger Cars



87456
Swiss Express Train Passenger Car Set.

Prototype: 4 different Swiss Federal Railways (SBB) Mark IV express train passenger cars. 1 Mark IV type A standard design express train passenger car, 1st class. 2 Mark IV type B standard design express train passenger cars, 2nd class. 1 type Bt EuroCity design express train cab control car, 2nd class. All of the cars are in the current paint scheme.

Model: Head lights / marker lights for the cab control car are maintenance-free LEDs. Models not available separately.
Total length 490 mm / 19-5/16".



87457
Push/Pull Express Train Passenger Car Set.

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) standard design Mark IV coaches. 1 standard design Mark IV type A express train passenger car, 1st class. 2 standard design Mark IV type B express train passenger cars, 2nd class. 1 EuroCity design type Bt express train cab control car, 2nd class with engineer's cab for push/pull train operations, leased from the Swiss Federal Railways (SBB).

Model: The headlights / marker lights are maintenance-free LED's. The models are not available separately.
Total length 490 mm / 19-5/16".





When operated control car first, triple headlights shine.



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



When operated control car first, triple headlights shine.



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

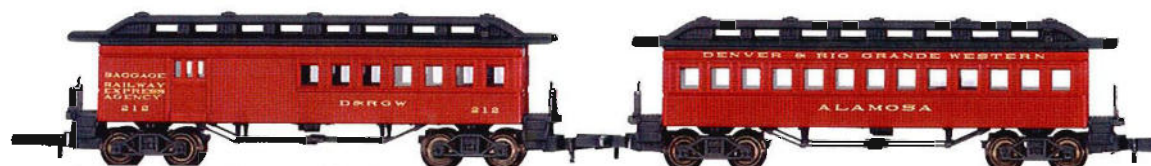
Passenger Cars

87910

"American Old-Timers" Car Set.

Prototype: 4 older design Denver & Rio Grande Western Railroad (D & RGW) passenger cars. 3 coaches, and one combine coach with baggage compartment. Version with open platforms at the car ends.

Model: Frames have archbar trucks and truss rods.
Total length over the couplers
295 mm / 11-5/8".



I



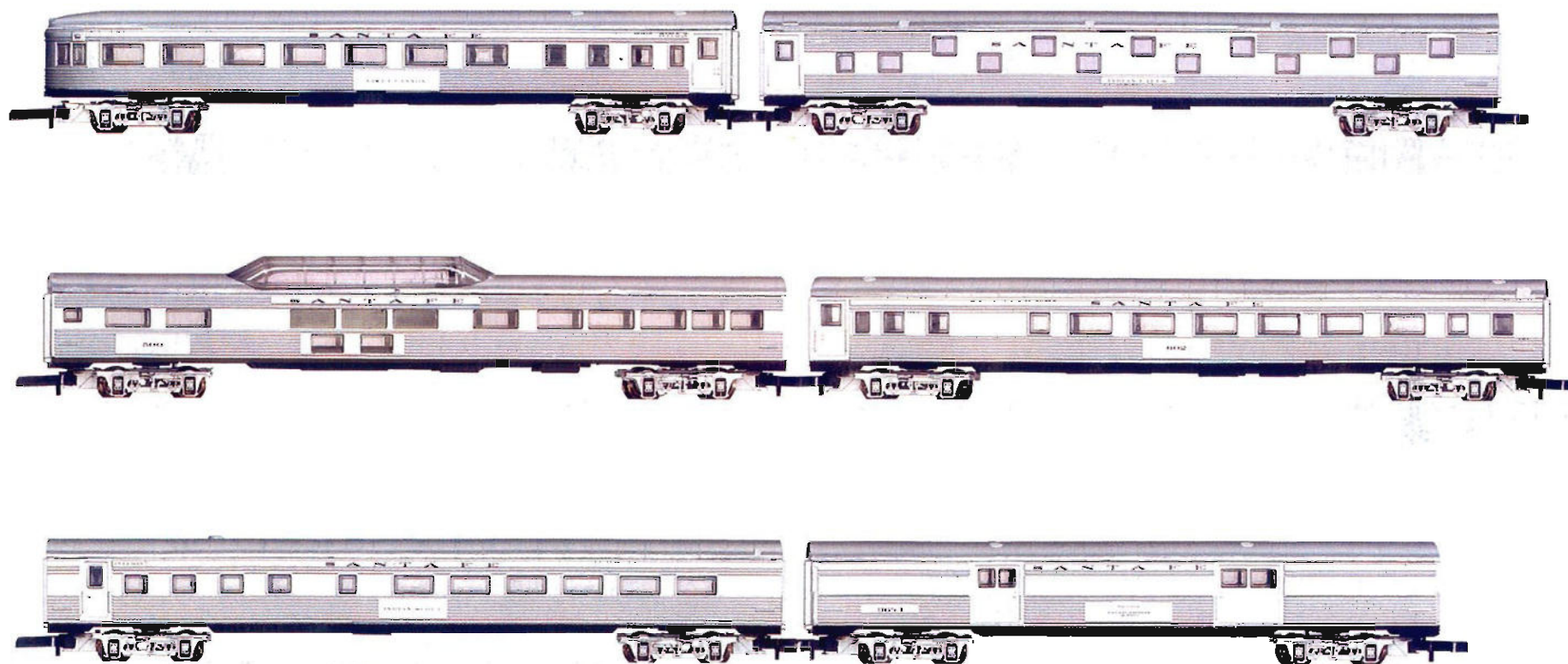
Passenger Cars

87848
American Passenger Car Set.

Export model for USA.

Prototype: 6 different Atchison, Topeka & Santa Fe Railway streamliner cars. 1 baggage car. 1 sleeping car. 1 dining car. 1 Duplex sleeping car. 1 vista dome car. 1 observation car.

Model: Models not available separately.
Total length 676 mm / 26-5/8".



Freight Cars

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".



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".



82391
Coal Hopper Car.

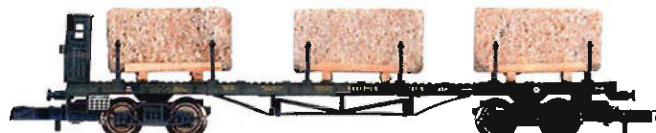
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) high-capacity hopper car.
Model: The car comes with separately applied hand wheels. Detailed reproduction of archbar style trucks.
Length over the buffers 62 mm / 2-7/16".



82571
Flat Car.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type SSml flat car. Used for transporting rough-hewn sandstone blocks.

Model: The car floor has free-standing truss rods. Detailed reproduction of archbar style trucks. Separately applied brakeman's cab. Removable stakes. The car comes loaded with 3 genuine sandstone blocks on lumber frames.
Length over the buffers 78 mm / 3-1/16".



82571

82171

82173

88952

**86618
Freight Car Set.**

This freight car set goes well with the G12 steam locomotive with a tender, item no. 88122.

Prototype: Prussian freight car set, consisting of a privately owned tank car with a brakeman's cab, painted and lettered for the firm Dapolin, and a privately owned refrigerator car with a brakeman's cab for transporting wine, Kloss and Förster,

both cars used on the Royal Prussian Railroad Administration (KPEV) rail lines, as well as a Royal Prussian Railroad Administration (KPEV) type G10 boxcar.

Model: 1 tank car with a brakeman's cab and separately applied catwalks and ladders. Finely detailed, partially open car frame. 1 refrigerator car with a brakeman's cab, for transporting wine. 1 type G10 boxcar. All of the cars come in paint and lettering schemes that are typical for provincial railroads. Total car set length 126 mm / 4-15/16".



Freight Cars

82351
Heavy Duty Flat Car.

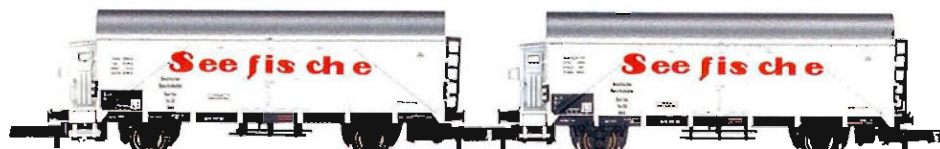
Prototype: German State Railroad Company (DRG) type SSym 46.
Model: Removable stakes included.
Length over buffers 60 mm / 2-3/8".



82550
"Ocean Fish" Car Set.

Prototype: 2 German State Railroad Company (DRG) type Gk "Berlin" refrigerator cars. Wismar design.

Model: The cars have different car numbers.
Total length over buffers 115 mm / 4-1/2".



82071
Tank Car Set.

One-time series.

Prototype: 1 each standard design tank car with a steel brakeman's cab and with a brakeman's platform. Cars are privately owned by the firm of Henkel, Düsseldorf, Germany. Used on the German State Railroad Company (DRG). Benz panel truck lettered for the same firm.

Model: The tank cars have a separately applied brakeman's cab and walkway with a ladder. The cars have different car numbers. Metal truck model. The cars and truck are not available separately.
Total length over buffers 115 mm / 4-1/2".



82070
Tank Car Set.

Prototype: 2 standard design tank cars with steel brakeman's cabs. Cars privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

Model: Steel brakeman's cab and catwalk with ladder separately applied on both cars. Different car numbers. Models not available separately.
Total length 115 mm / 4-1/2".



82570

82550

82070

88223



**82519
Beer Car Set.**

One-time series.

Prototype: 1 refrigerator car and 1 low side car both with a brakeman's cab. Cars privately owned by Lederer Brewery, Nürnberg, Germany. Used on the German State Railroad Company (DRG). Benz flat bed truck lettered for the same firm.

Model: Brakeman's cabs separately applied. Truck model is made of metal; the barrels are made of real wood. Cars and trucks are not available separately. Total length over buffers 83 mm / 3-1/4".

**82551
Freight Car set with
Culemeyer Roller.**

One-time series.

Prototype: German State Railroad (DRG) Wismar-type refrigerator car. Version with brakeman's cabin. Used as a banana car. Culemeyer-Roller with Kaelble towing vehicle.

Model: Length over buffers 56 mm / 2-7/32". Metal towing vehicle with appropriate roller trailer. Packaged in a metal container with "Anhalter Bahnhof" design.



**82570
Flat Car Set.**

Prototype: 3 different German State Railroad Company (DRG) type SSml four-axle flat cars with brakeman's cabs.

Model: 1 flat car loaded with squared timber that has been stacked in layers. 1 flat car loaded with cordwood banded in packs. 1 flat car loaded with heavy beams stacked in a slanted fashion. Cars have different car numbers. Finely detailed reproduction of the arch bar trucks and of the truss rods.

Stakes that can be installed on the cars are included. Models not available separately. Total length 240 mm / 9-7/16".



Freight Cars

82314
Tank Car with Brakeman's
Platform.

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



82072
Tank Car.

Prototype: Petroleum oil tank car used on the German Federal Railroad (DB). Four-axle standard design type with a steel brakeman's cab. Privately owned car painted and lettered for the firm MINERA, Mannheim, Germany.

Model: The car comes with a separately applied brakeman's cab and a catwalk with ladders.
Length over the buffers 56 mm / 2-3/16".



80715
Refrigerator Car with a
Brakeman's Cab.

One-time series.

Prototype: Privately owned car with a brakeman's cab, used on the German Federal Railroad (DB).
Model: Refrigerator car painted and lettered for the firm Oscar Dörffler AG, Association in Westphalia.
Length over the buffers 40 mm / 1-9/16".



82552
Beer Car.

Prototype: Type Gk "Berlin" boxcar used on the German Federal Railroad (DB). Refrigerator car version with a brakeman's cab. Privately owned car painted and lettered for the Fürstenberg Brewery, Donaueschingen, Germany.
Model: Length over the buffers 56 mm / 2-3/16".



82060
Set with 3 Tank Cars.

One-time series.

New car type in the Märklin Z assortment. Prototypical for unit trains.

Prototype: German Federal Railroad (DB) petroleum oil tank car. Service car for transporting heating oil and diesel fuel.
Model: The cars come with a brakeman's platform and separately applied ladders at the ends. The cars come with different car numbers.
Total length over the buffers 177 mm / 6-15/16".



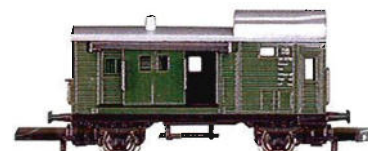
82562
High Capacity Boxcar
with Brakeman's Platform.



Prototype: Type GI Association design. Privately owned car painted and lettered for the firm Harder, Meiser & Co., Bremen, Germany. Used on the German Federal Railroad (DB).
Model: Length over buffers 56 mm / 2-3/16".



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.



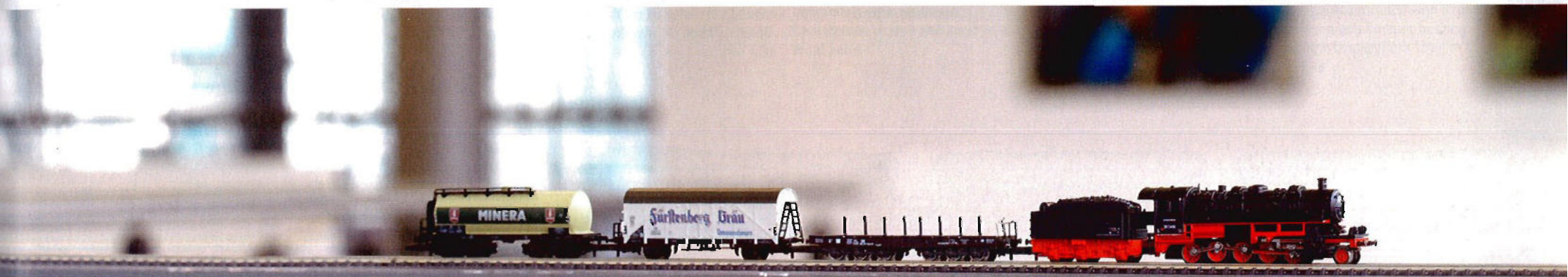
Prototype: Type Ucs 909. Car privately owned by Club-Kraftfutterwerke GmbH, Mannheim, Germany. Used on the German Federal Railroad (DB).
Model: Length over buffers 40 mm / 1-9/16".



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".



Freight Cars



82358
Heavy Duty Flat Car Set.

Prototype: 2 German Federal Railroad (DB) type Ssym 46 flat cars. Version for open transport of steel slabs.

Model: Both cars have load frames and 3 each flat slabs made of metal and realistically painted. Stakes that can be installed on the cars are included.

Total length over buffers
123 mm / 4-13/16".



82357
Heavy Duty Flat Car Set.

Thermal hood is new tooling. Thermal hoods are removable. Iron and steel as focal points.

Prototype: 2 German Federal Railroad (DB) type Ssym 46 flat cars. Version with thermal hoods for transporting hot steel slabs.

Model: Both cars come with removable, closed thermal hoods. Stakes that can be installed on the cars are included.

Total length over buffers
123 mm / 4-13/16".



86305
"Coal Transport" Car Set.

One-time series.

Prototype: 5 type D0t high-capacity hopper cars, used on the German Federal Railroad (DB). Privately owned cars lettered for the firm Gelsenkirchen Bergwerks AG (GB AG).

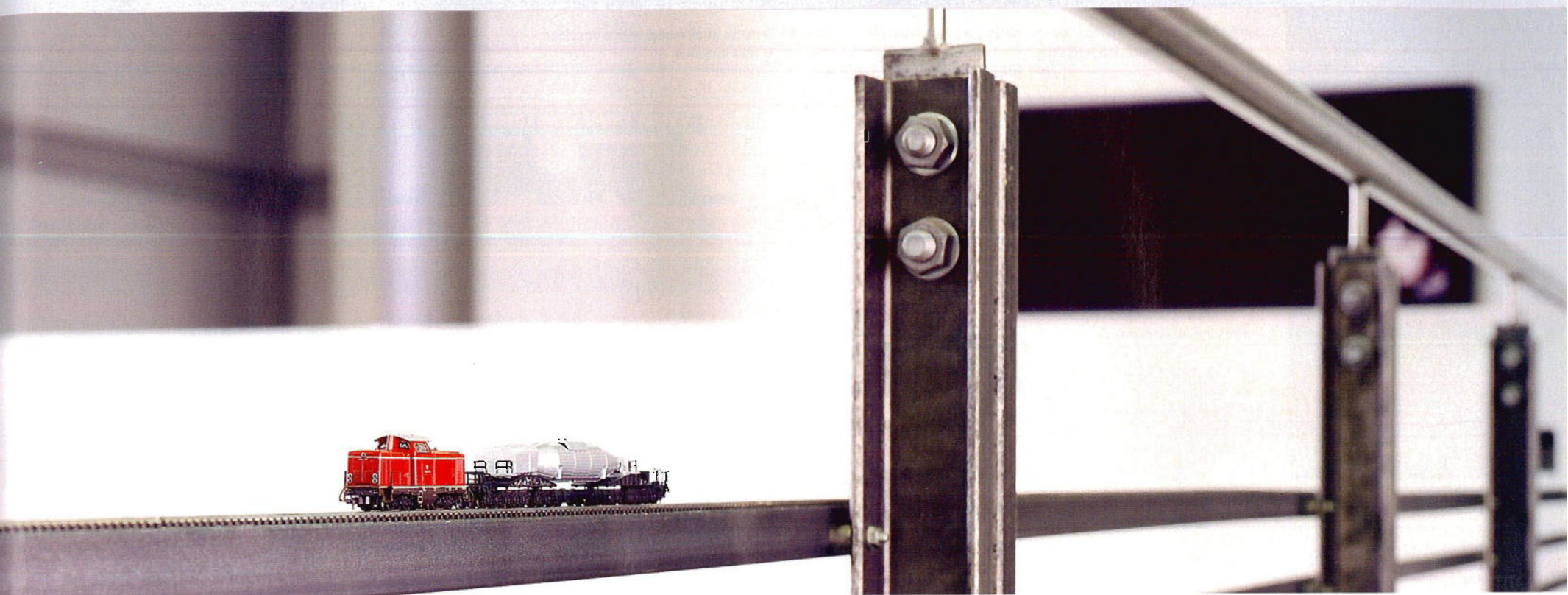
Model: Cars have different car numbers. Load inserts with a layer of real hard coal.

Total length over buffers
277 mm / 10-7/8".



86305

88121

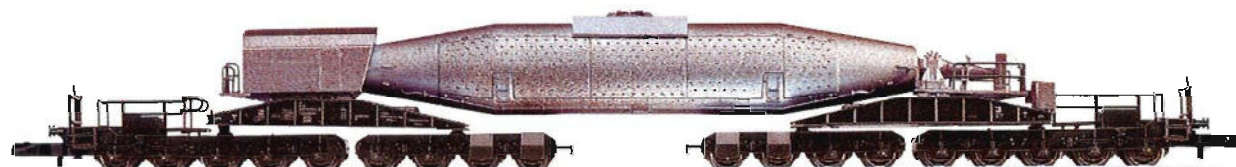


86200
Torpedo Ladle Car.

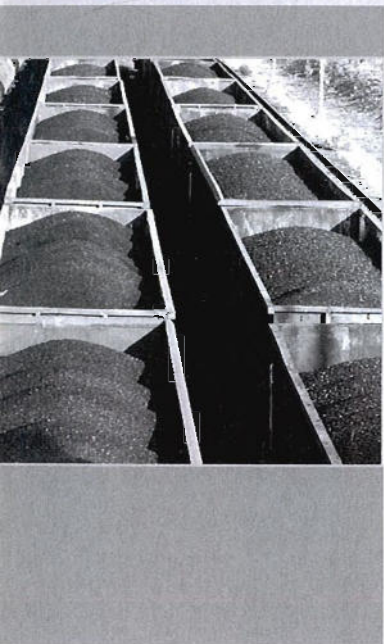
Completely new tooling.
Centerpiece of iron and steel as a
focal point.

Prototype: Special car with 18 axles
for the transport of molten crude
iron. Privately owned car, used on
the German Federal Railroad (DB).

Model: 2 main load-bearing mem-
bers made of metal, each member
on a 4-axle and a 5-axle truck. Self-
supporting torpedo with a machin-
ery unit and counter bearing.
Length over buffers 154 mm /
6-1/16".



Freight Cars



86331
Set – 2 Gondolas for Coal.

Prototype: High-side gondola cars of the early German Federal Railroad (DB). "Schwerin" and "Nürnberg" regional design series. Version with a brakeman's platform and a brakeman's cab.

Model: The cars come with different car numbers. They have load inserts to represent coal.

Total length over the buffers 69 mm / 2-11/16".

A metal truck model with a coal load is also included.



82090
Carbide Container Car Set.

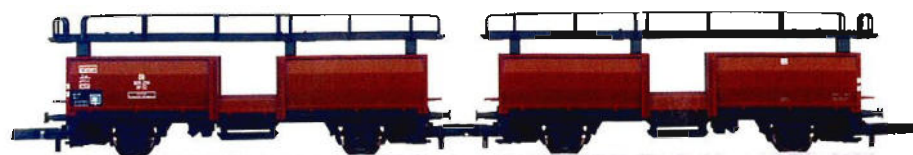
Prototype: 3 carbide container cars. Cars privately owned by SKW Trostberg AG. Used on the German Federal Railroad (DB). 2 carbide container cars come with brakeman's platforms, 1 carbide container car comes with a brakeman's cab.

Model: Different car numbers and container registration numbers. Finely detailed construction with partially open car floors. Finely detailed reproduction of the carbide containers. Carbide containers are removable. Models not available separately.

Total length 174 mm / 6-7/8".

The 81422 train set from 2001 can be lengthened prototypically with the 82090 carbide container car set.





86222
Auto Transport Car Set.

Prototype: German Federal Railroad (OB) type Off 52 double unit.

Model: 2 cars form a prototypical double unit. Models not available separately.
Total length 111 mm / 4-3/8".

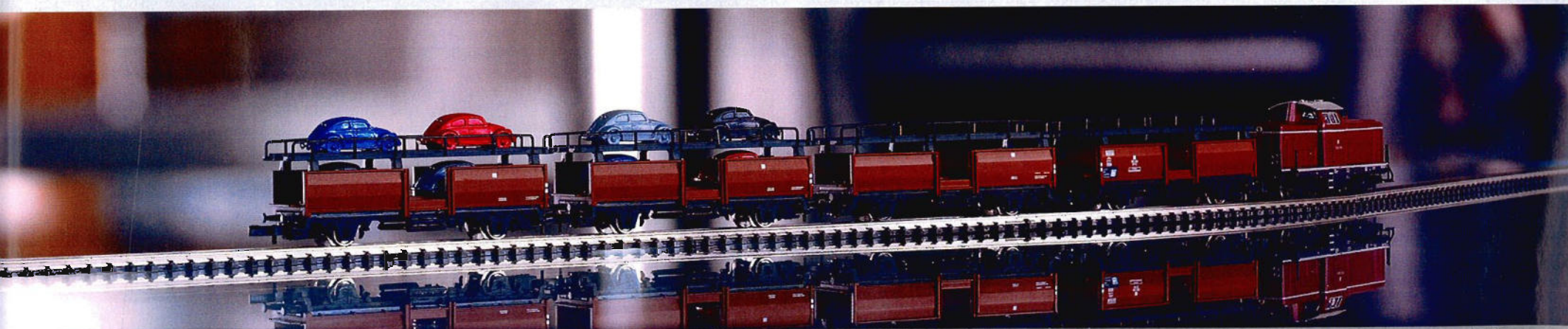


86221
Auto Transport Car Set.

Prototype: 2 German Federal Railroad (OB) type Laae 540 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. Models not available separately.
Total length 111 mm / 4-3/8".

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.



Freight Cars

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 Klms 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".



IV

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".



IV V

86210
Set – 4 Steel Works Cars.

Prototype: Crude iron ladle cars and slag cars. Industrial designs, used at many steel making plants.

Model: 2 each of the 2 car types, each car with a different car number. Special short wheelbase trucks. The load wells can be tipped. Total length over the buffers 189 mm / 7-7/16".



8657
Crane Car Set.

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

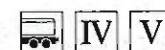
Model: Crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with a hand crank. Total length 93 mm / 3-5/8".



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".



Freight Cars



82182
Pressure Gas Tank Car.

Prototype: Privately owned car painted and lettered for the firm Eisenbahn-Verkehrsmittel GmbH (Eva), used on the German Railroad, Inc. (DB AG). Used for "PiaNOx" from the firm SKW.
Model: Length over the buffers 75 mm / 2-15/16".



82452
Glass Tank Car.
One-time series.

Prototype: Privately owned car design of the firm Semper Idem – Underberg AG.
Model: Finely detailed frame. Separately attached brakeman's abin. Tank structure made of real colored glass; sealed with corks. Length over buffers 40 mm / 1-9/16".



86001
Beer Car.

Prototype: Car privately owned, used on the German Railroad, Inc. (DB AG).
Model: Refrigerator car painted and lettered for Fürstlich Fürstbergischen Brewery, Inc., Donaueschingen, Germany. Length over buffers 54 mm / 2-1/8".



**86501
Track Cleaning Car.**

Prototype: Type Eaos gondola.
Model: "Jörger System" track cleaning car. Special spring-loaded holder on the underside of this freight car for a special felt pad. A special felt pad is already installed on the car. 2 replacement felt pads included with the car. Additional weight in the gondola.
Length over buffers 63 mm / 2-1/2".



The "Jörger System" track cleaning car gently cleans the railhead of the track with a special felt pad. This means that this track cleaning car can be run constantly as part of a train and provides completely independent cleaning of the track.

A spring-loaded holder for a special felt pad is mounted on the underside of the car. The weight in the gondola provides an extra light downward pressure for the pad. This special felt pad can be removed easily by hand from its holder and replaced with another pad. Two additional special felt pads are included with the track cleaning car. Dirty felt pads that have been replaced on the car can be used again.

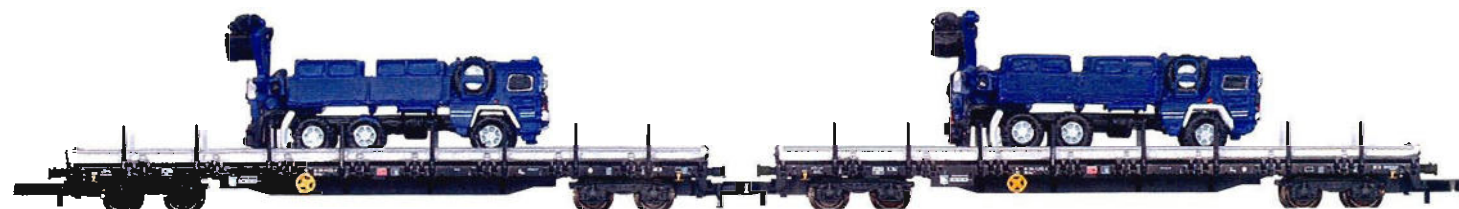
Just put them in a small cloth bag and include them in your next wash on laundry day. We still recommend that you also clean the track by hand at regular intervals.

**82583
Four-Axle Flat Car Set.**

One-time series.

Prototype: German Railroad, Inc. (DB AG) type Res 687. Version with black paint scheme with gray side boards.

Model: The cars each come loaded with an Emergency Services truck model (MAN type 7t mil 6x6) with a loading crane. The two flat cars have different car numbers.
Length over the buffers 184 mm / 7-1/4".



**82272
Piggyback Car.**

One-time series.

Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707.
Model: Car is loaded with a model of a removable emergency aid semi-truck trailer. Model of the truck tractor is included.
Length over buffers 78 mm / 3-1/16".



Freight Cars

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".

V



86552
Stake Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Snps 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. Models not available separately. Total length 291 mm / 11-7/16".

 V



86115
Tank Car.

One-time series.

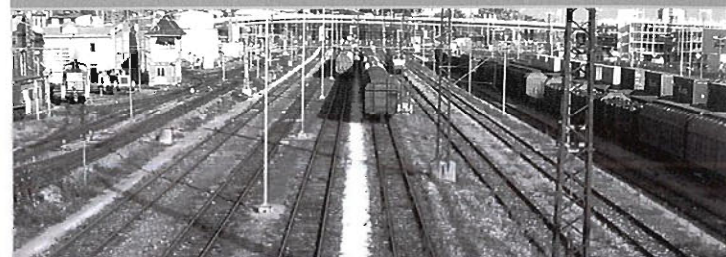
Prototype: Privately owned car used on the German Railroad, Inc. (DB AG). Painted and lettered for Henkel KGaA, Düsseldorf, Germany.
Model: Length over the buffers 40 mm / 1-9/16".



The Sgs 693 flat car for containers was developed from rebuilt type Rs 684 flat cars. The stakes, end plates and load beams were removed on these flat cars in order to alleviate the lack of flat cars for containers.

82660
Four-Axle Flat Car for Containers.

Prototype: German Railroad, Inc. (DB AG) type Sgs 693. Loaded with a 40 ft. and a 20 ft. container.
Model: Containers are removable. Length over buffers 90 mm / 3-9/16".



82660

82660

82660

88691

Freight Cars

82283
Car Set with Tank Containers.

New tooling for the tank container. Container can be used on piggy-back car and on flat cars for containers. Tank container is removable and can be stacked.

Prototype: 1 piggyback deep well flat car and 1 flat car for containers, both painted and lettered for the German Railroad, Inc. (DB AG). Tank containers are 20 feet in length.

Model: 4 removable and stackable tank containers. Fine reproduction of the frame design. Total length over buffers 145 mm / 5-11/16".



V



© HOYER GmbH

82377
Car Set – Dump Cars with Hinged Roofs.

Prototype: 3 side dump cars with covered load area. German Railroad, Inc. (DB AG) type Td.

Model: Hinged roofs that can be opened. Handrails, ladders, and rods separately applied. Cars have different car numbers. Total length over buffers 135 mm / 5-5/16".



V

86281
Set – 3 Tank Cars.

Prototype: Petroleum oil tank cars, used on the German Federal Railroad (DB). Privately owned cars painted and lettered for the firms Kesselwagen-Vermietgesellschaft,

Hamburg, Germany (KVG), and Wascosa AG, Zug, Switzerland.

Model: The cars come with different car numbers. Each car is individually packaged. Total length over the buffers 231 mm / 9-1/8".



V

82582
Flat Car.

Prototypical load with 7 deposit containers and tarp covers.
Deposit containers are removable.
Prototype: Transport of trash, sludge, construction rubble, etc.

Prototype: German Railroad, Inc. (DB AG) type Res 687. Equipped with mounts for deposit containers lettered for the firm Firma AWILOG Transport GmbH.

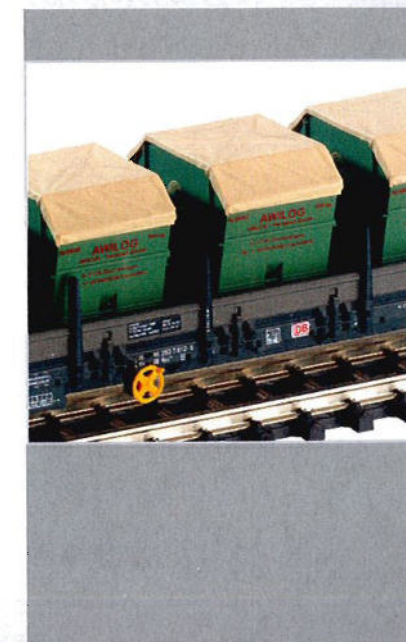
Model: Car body has board walls and mounts for 7 system containers. Containers have separately applied tarp covers. Length over buffers 90 mm / 3-9/16".



82584
Flat Car.

Prototype: Type Res 687, used on the the German Federal Railroad (DB AG). Equipped with mounts for settling containers. Privately owned car painted and lettered for the firm AWILOG Transport GmbH.

Model: The car superstructure comes with board walls and mounts for 7 system containers. The containers have tarp covers represented on them. Length over the buffers 90 mm / 3-9/16".



Freight Cars

82204
Tank Car.

Prototype: Privately owned car painted and lettered for the firm Wascosa AG, Railroad Transportation Services, Zug, Switzerland. Used on the Swiss Federal Railways (SBB).

Model: Length over buffers 75 mm / 2-15/16".

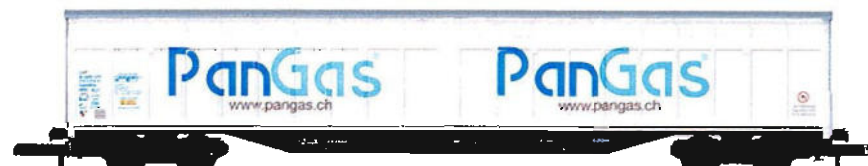


V

82415
Sliding Wall Boxcar.

Prototype: Type Habbilns high-capacity boxcar, leased to the Swiss Federal Railways (SBB/CFF/FFS). The car comes from the Ahaus-Alstätter Railway (AAE) pool. Used

for plant equipment for the firm PanGas, Dagmarsellen, Switzerland.
Model: Length over the buffers 106 mm / 4-3/16".



V

82522
Freight Car Set.

One-time series.

Export model for the Netherlands.

Prototype: 3 Dutch State Railways (NS) flat cars with sliding tarp covers, used in the Railion cooperative program.

2 shorter design type Shimmns 718 cars and 1 longer design type Rils 652 car.

Model: Sliding tarps covers are represented as closed. All of the cars have different car numbers and lettering.
Total length over buffers 206 mm / 8-1/8".



V

82622
Set - 3 Grain Hopper Cars.

Prototype: Type Uapps high-capacity hopper car for grain transport (Cerealier), used on the Belgian State Railways (SNCB/NMBS), the French State Railways (SNCF) and

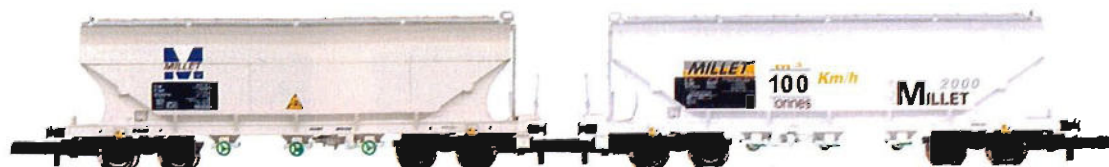
the Italian State Railways (FS). Privately owned cars painted and lettered for the companies Amylum, Transcereales and Monfer.

Model: The cars come with a finely detailed reproduction of brakeman's platforms, ladders, and grab irons.
Total length over the buffers 207 mm / 8-1/8".



IV

82621
Car Set.



Prototype: 2 high-capacity silo container cars, used on the French State Railways (SNCF) and the Swiss Federal Railways (SBB/CFF/FFS). Privately owned cars lettered for the firm Millet, used for foodstuffs.

Model: Finely detailed reproduction of brakeman's platform, ladders, and handrails. 2 different designs for trucks. Total length over buffers 137 mm / 5-3/8".

V



Freight Cars

82591
American Hopper Car Set.

One-time series.

Prototype: 5 type H35 hopper cars painted and lettered for the Pennsylvania Railroad. Three-bay design.

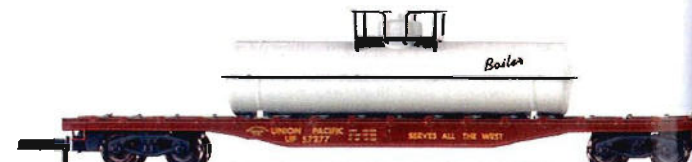
Model: Cars have different car numbers. Separately applied brake wheels. All of the cars are loaded with real coal. Models not available separately.
Total length 340 mm / 13-3/8".



82514
American Freight Car Set.

Prototype: 4 different design American freight cars. 1 boxcar painted and lettered for the Louisville & Nashville Railroad. 1 gondola painted and lettered for the Atchison, Topeka & Santa Fe Railway. 1 tank car painted and lettered for Gulf Oil Corporation. 1 flat car painted and lettered for the Union Pacific Railroad.

Model: Gondola comes with a load of gravel. Flat car is loaded with scrap tanks. Models not available separately.
Total length 295 mm / 11-5/8".



82590
American Hopper Car Set.

Prototype: 4 Chesapeake & Ohio Railroad type hopper cars. Design with 3 bays.

Model: Different car numbers. Separately applied brake wheels. Models not available separately.
Total length 268 mm / 10-9/16".





Freight Cars



82521
Car Set.

Prototype: 4 different freight cars for the Pennsylvania Railroad (PRR) and the Baltimore & Ohio Railroad (B&O). American designs.

2 boxcars lettered for the PRR.
1 tank car. 1 gondola.

Model: Boxcars, tank car with 1 dome and platform.
Total length 271 mm / 10-11/16".



III

Special Cars

86191 Level Measurement Car.

Useful aid for building layouts.
Keeps you from building too steep a grade.

Prototype: Six-axle heavy-duty flat car with trucks.
Model: Level measurement car. The bubble balance built into this car has a scale on which you can directly read the angle of inclination in percentages for ascending or descending grades. Car length over the buffers 79 mm / 3-1/8".



80815 Märklin Magazin Annual Z Car for 2005.

One-time series.

Prototype: Type Re 687 four-axle flat car. Equipped with mounts for settling vats.
Model: The car body has side walls of boards and mounts for 7 system containers. The vats have tarp covers on them and are lettered "Märklin Magazin".

The car comes in the current Märklin Magazin color scheme. 7 different designs. Length over the buffers 90 mm / 3-9/16".

Seven system containers come with the car as a freight load for this exclusive Märklin Magazin annual car.



80017 Z Gauge – Museum Car Set for 2006 "125th Anniversary of Kaiser- Brauerei, Geislingen, Germany".

One-time series in 2006.
Available at the Märklin Museum.

Prototype: Type BT 10 flat car for containers, with a brakeman's platform. Privately owned car used on the German Federal Railroad (DB).
Model: This set consists of a two-axle flat car for containers, loaded with 3 type Pa beer containers as well as a model of a Büssing truck with a type Pa beer container.

All of the beer containers are painted and lettered for "Kaiser-Brauerei – Geislingen/Steige". The set comes packaged in an appropriate sheet metal container. Car length over the buffers 40 mm / 1-9/16".



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Insiders always know more. Where others remain on the outside of things, Insiders have access, they receive special offers and information. Up to and including the special anniversary cars, all services on this page are included in the annual dues for the Insider Club. Moreover, Märklin brings out exclusive models that are reserved for club members only.

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The **Märklin Magazine** is an entertaining and professionally produced model railroading magazine, which appears six times a year. Existing subscriptions can be carried over.

The **Club News** with exclusive Insider information, tips, and new items for all gauges. This magazine appears six times a year.

You will receive a coupon good for either a current presentation book or a CD-RDM presentation book that you can redeem at your Märklin dealer.

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Special Models for Insiders Only
The Märklin Dealer Initiative / "Exklusiv" Program in Germany also works closely together with the Insider Club. It commissions special products from Märklin several times a year that remain reserved for Insiders.

Insider Annual Car
Only for Insiders: The annual car included in the annual dues, available either in H0 or Z. Insider annual cars are carefully selected and lovingly crafted models that will enrich any layout or display case.



Annual Car for 2006 in Z Gauge.



Annual Car for 2006 in H0 Gauge.



Annual Chronicle for 2005 "A Year with Märklin".



Our Way of Saying Thanks for 10 Years of Insider Membership



**86002
Birthday Car.**

Special Z Gauge Anniversary Car.

This special Insider car can only be ordered by Insider members who have maintained their unbroken loyalty to our club for at least 10 years.

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"10 Year Insider"
Track Cleaning Car.**

Special H0 Gauge Anniversary Car.

This track cleaning car is offered exclusively to insiders, who have been members for 10 years.

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Model: Both cars come with a built-in track cleaning device. Each one has a metal block that moves vertically with parallel polishing felt cleaning pads. The cleaning pads can be replaced and washed. The hinged roof hatches can be opened. The cars have a close coupler guide mechanism.

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