1979 E

Steam locomotives

The illustrations are actual size 1 : 1

Mini-club locomotives must only be powered by Märklin power packs 6711, 6727 or 6731 (with maximum traction voltage of 8 V) or by the power packs included in the train sets.

The locomotives are fitted with radio interference suppressors. In conjunction with the suppressors fitted in the Märklin power packs 6711 and 6731 and in feeder track section 8590, these ensure a high standard of suppression.

Features of steam locomotives

Remote control for forward and reverse drive · Three working headlights (except 8800 which has no lights and 8803 which can take lighting set 8953) · All driving axles driven through spur gears · Automatic coupling at rear of locomotive or on the tender · Die cast zinc frame · Mat black metal body

= 8953

■ The mini-club range includes one of the most famous German steam locomotives in three different versions as it appeared in the three great periods of railway history: the S 3/6 of the Royal Bavarian Railways (8892) and the class 18 of the former German State Railways (8891) and German Federal Railways (8893).

8891

Express locomotive with tender · Model of the former German State Railways' BR 18^4 · Wheel arrangement 4-6-2 · Length over buffers 106 mm ($4\text{-}^3/_{16}$")

8892 new

Express locomotive with tender · Model of the former Royal Bavarian Railways' S 3/6 · Wheel arrangement 4-6-2 · Length over buffers 106 mm ($4\text{-}^3/_{16}$")

8893

Express locomotive with tender · Model of German Federal Railways' BR 18^4 · Wheel arrangement 4-6-2 · Length over buffers 106 mm ($4\text{-}^3/_{16}$")

■ In the spring of 1907, Bavarian Railways were obliged by the rapid development of express services to place an order with the firm of Maffei for locomotives for heavy express trains. The first S 3/6's were delivered barely 15 months later. The locomotive created in this record time set new standards for performance and appearance.

When the German provincial railroads were amalgamated to become the former German State Railways, the Bavarian S 3/6 was re-designated Class 18^4 and 18^{4-5}. Connoisseurs regard this machine, with its powerful cylinder group, clearly arranged underframe and characteristic rimmed smoke stack, as the finest steam locomotive of all time.

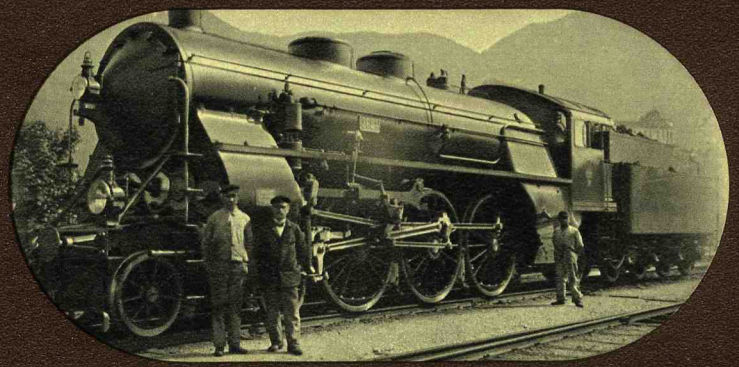
The first machine, No. S 3/6-3601, left the Maffei factory on 16th June 1908. On its first trial runs, in the summer of 1908, it achieved a top speed of 135 km/h (84 mph), pulling a 420 ton train.

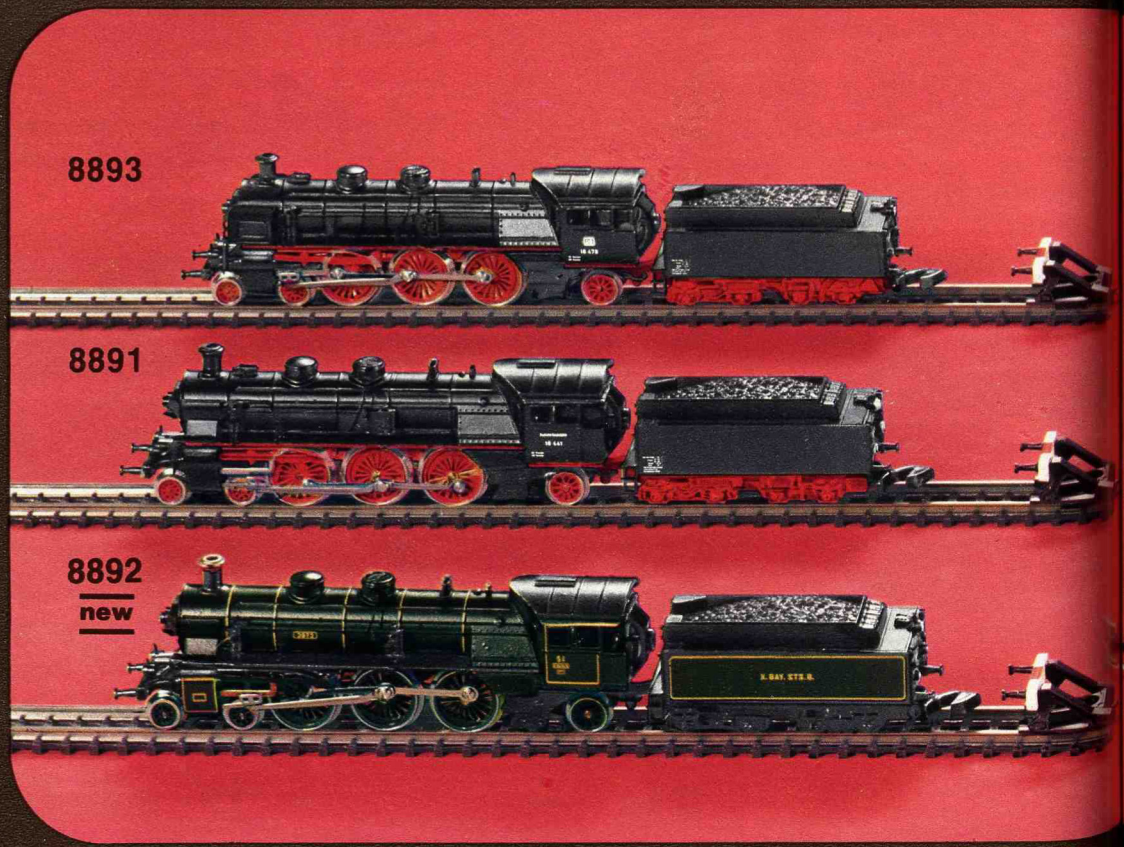
in the 1930's S 3/6's were covering approximately 160.000 km (100,000 miles) per year.

At the peak of its career the S 3/6 pulled the long-distance express trains "Rheingold", "Orient Express", "Paris-Karlsbad-Prague-Express" and "Ostend-Vienna Express".

After 1946 only five S 3/6's became uneconomical to recondition. The brilliance of earlier days was gone, however.

The last Class 18 machine, no. 18478 – our mini-club S 3/6 also has this number – was taken out of service in July 1960. The last journey by an S 3/6 took place on 17th May 1967.





8800

Tank locomotive · Model of the BR 89 · Wheel arrangement 0-6-0 · Automatic coupling at each end · Length over buffers 45 mm (1-3/4")

8803

Passenger train locomotive with tender · Model of German Federal Railways' BR 24 · Wheel arrangement 2-6-0 · Length over buffers 82 mm (3-1/4")

8827

Freight train locomotive with tender · Model of German Federal Railways' BR 41 · Wheel arrangement 2-8-2 · Length over buffers 112 mm (4-3/8")

8895

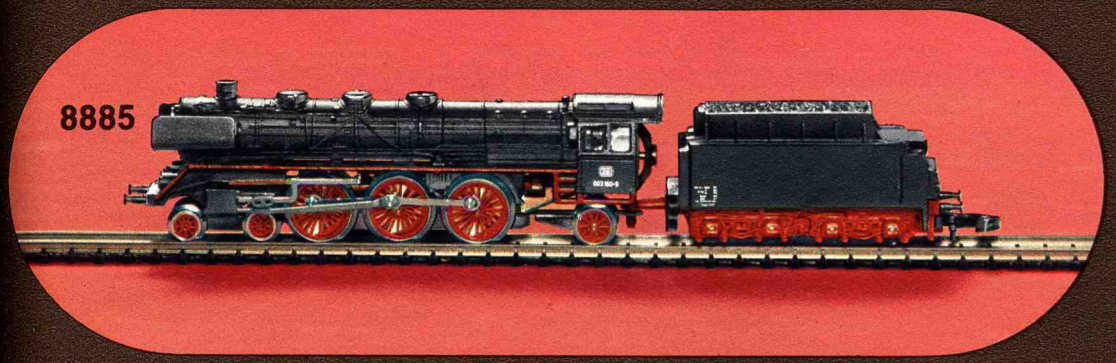
Tank locomotive · Model of German Federal Railways' BR 74 · Wheel arrangement 2-6-0 · Coupling hook in front · Length over buffers 55 mm (2-3/16")

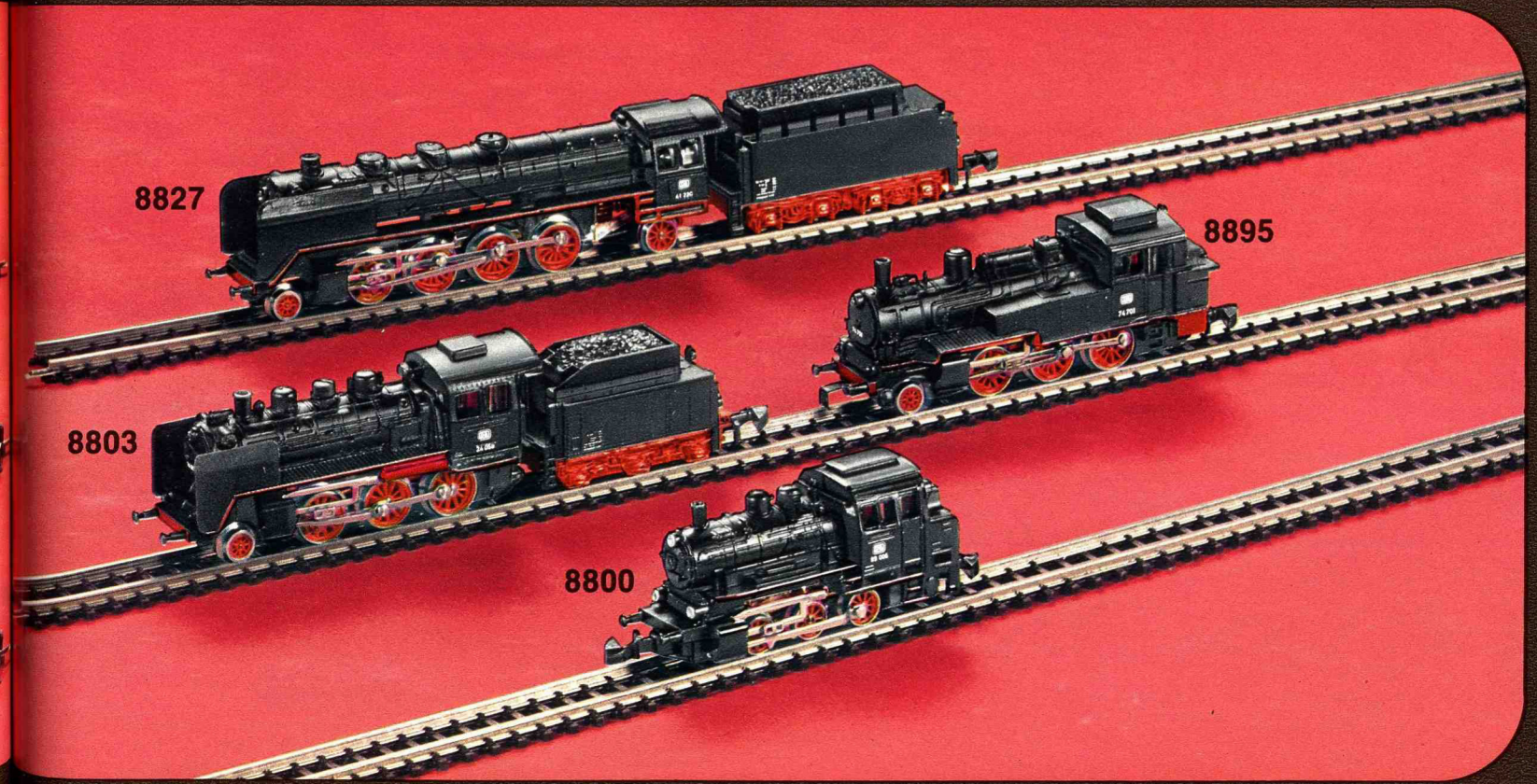
8885

Express locomotive with tender · Model of German Federal Railways' BR 003 · Wheel arrangement 4-6-2 · Length over buffers 112 mm (4-3/8")

According to the well-known "Guinness Book of Records" the world endurance record for model railroads was 440.7 km (273.8 miles), covered in about 300 hours. Our mini-club locomotive 8885, with 6 express coaches, covered no less than 720 km (447 miles), or the distance from Stuttgart to Hamburg, in 1219 hours, without stopping.

This record was set up in an impartial testing institution.





Electric locomotives

Features of electric locomotives

Remote control for forward and reverse drive · Both trucks driven · Three working headlights at each end, changing over with change of direction · Changeover switch for selecting catenary or track supply · 2 spring-loaded pantographs on roof · Automatic coupling at each end · Die cast zinc frame · Windows inset in plastic frames

= 8953

The "Crocodile" is one of the most interesting locomotives in the world. This mighty machine is 91 mm (3⁵/₈") long even at mini-club scale. Its articulated construction enables it to negotiate any mini-club curve without trouble. The three body sections, i.e. the center and two end parts, are finely detailed. Insulators, electrical cables on the roof and handrails on the buffer beam have been fitted.

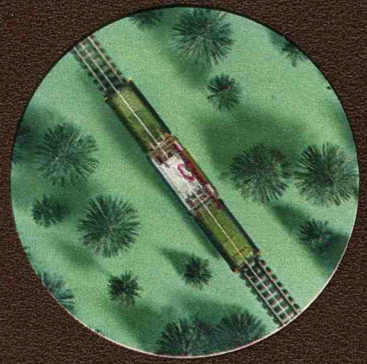
■ The rail network of Swiss Federal Railways (SBB) includes 3000 km (1875 miles) of track, 3600 bridges, 250 tunnels and maximum inclines of 27 ‰ (as high as 38 ‰ on some branch lines), all presenting certain difficulties.

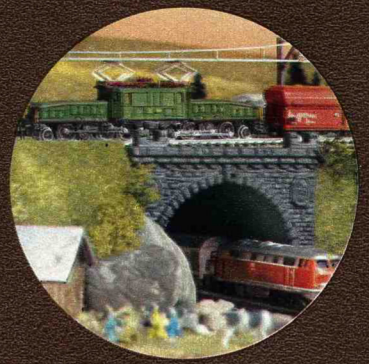
In Switzerland, the availability of hydroelectric power and the large numbers of tunnels and steep inclines led to the rapid development of railway electrification. After initial trials in 1904, scheduled electric services started on 1 December 1907 on the Seebach–Wettingen route.

Shortage of coal spurred further development. The Gotthard line was the first to be fully electrified, in 1916. By 1936, 73 % of the Swiss railroad system was equipped with overhead lines, and an overhead line system has covered the entire network since 1960.

40 % of all the rail traffic passing across the Alps uses the Gotthard line. In the early 1920's the growth in freight traffic led to the requirement for locomotives able to undertake two return journeys between Arth-Goldau and Chiasso within 28 hours. Thus the locomotive with the designation Ce 6/8^{II} was born. From this developed the famous heavy freight locomotive Be 6/8^{III}, the "Crocodile".

Its performance: on level track it could pull a 2000 ton load at 60 km/h (37 mph), and it could pull 520 tons (or 15 cars) up an incline of 26 ‰ at 40 km/h (25 mph).





8856 new

Electric freight train locomotive · Model of Swiss Federal Railways' (SBB) Be 6/8^{III} locomotive "Crocodile" · Wheel arrangement 1'C-C1 · Length over buffers 91 mm (3-⁵/₈")

8842
Electric express locomotive · Model of German Federal Railways' BR 111 · Wheel arrangement B-B · Length over buffers 76,8 mm (3″)

8854
Electric high speed locomotive · Model of German Federal Railways' BR 103 · Wheel arrangement C-C · Length over buffers 88 mm (3-1/2″)

8857
Electric freight train locomotive · Model of German Federal Railways' BR 151 · Wheel arrangement C-C · Length over buffers 88 mm (3-1/2″)

8858
Electric freight train locomotive · Model of German Federal Railways' BR 151 · Wheel arrangement C-C · Length over buffers 88 mm (3-1/2″)

8855 new
Electric locomotive · Model of German Federal Railways BR 111 used on urban high-speed services in the Rhine and Ruhr districts · Wheel arrangement B-B · Length over buffers 76,8 mm (3″)

The mini-club catenary system is fully functional. It's a must if you want to add that extra touch of realism and versatility.

■ The class 111 locomotive made its first public appearance in its new light gray and orange color scheme on 12. 7. 78. Altogether 36 locomotives are in service on the S-Bahn (urban elevated railway system) of the Ruhr district. Initially these locomotives are operating with silver-colored cars. 5 trains have been configured as multiple unit trains.

You will find full details of the catenary system and how easy it is to start operating in this extra railroad dimension on pages 106/110.

Diesel locomotives · Railcars

Features of diesel locomotives and railcars

Remote control for forward and reverse drive · All axles driven · Three working headlights at each end (except for 8802 and 8864) · Automatic coupling at each end · Die cast zinc frame

= 8953

■ The class 260 locomotive can be found in every marshaling yard on German Federal Railways, engaged in light and medium weight switching duties. Like the class 261, it is also used to pull freight trains.

The class 260 locomotives date from 1955. Their original designation was V 60. The 12 cylinder 478 kW diesel engine is situated under the long hood. Under the short hood there are air tanks and fuel tanks.

Steam enthusiasts will be glad to know that pre-warming of its machinery installation is still partly achieved with the aid of coke fires.

To aid safe and smooth switching operations, the 260 is fitted with the Federal Railways standard 2-way radio set, enabling communication between the driver, the switching controller and other points. The locomotive can also be operated by radio remote control.

8864

Diesel locomotive · Model of German Federal Railways' BR 260 · Wheel arrangement O-6-O · Metal body · Length over buffers 49 mm (1-15/16")

The following items are needed for locomotive maintenance:

8987
Pair of carbon brushes for locomotives 8800, 8803, 8864 and 8895

8988
Pair of carbon brushes for locomotives 8802, 8816, 8854, 8857, 8858, 8874 and 8875

8989
Pair of carbon brushes for locomotives 8827, 8842, 8855, 8856, 8885, 8891, 8892 and 8893

7199
Bottle of oil · Contains about 10 cc of oil for lubricating locomotives and cars

8953
Lamp insert · With 10 V · For use in locomotives which can take lighting

8816
Railbus · Model of German Federal Railways' type 798 · Length over buffers 62 mm (2-1/16")

8817
Trailer for Railbus · Model of German Federal Railways' type 998 · Length over buffers 62 mm (2-1/16")

8874
Diesel locomotive · Model of German Federal Railways' BR 216 · Wheel arrangement B-B · Three working headlights at each end, depending on direction of motion · Length over buffers 75 mm (3")

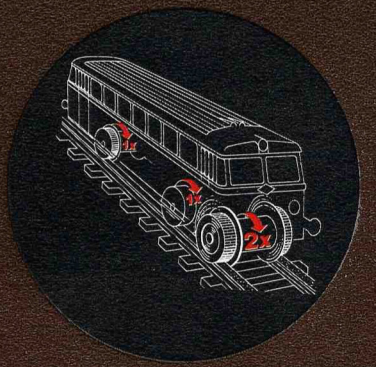
8875
Diesel locomotive · Model of German Federal Railways' BR 216 · Wheel arrangement B-B · Three working headlights at each end, depending on direction of motion · Length over buffers 75 mm (3")

■ After initial prototypes, the class 216 locomotive entered service in 1964. With its high all-up weight it replaced a host of famous steam locomotives on the main routes, including the P8 and the classes 38, 23, 50, 39, 56 and 57.

8802
Track-cleaning railcar · 2 driven axles · Automatic coupling at car end · Length over buffers 62 mm (2-1/16")

This vehicle has two driven axles. The rear wheels are ridged to provide extra friction. Two track-cleaning ridged wheels are located ahead of the front axle. These rotate faster than the driving wheels, causing the dirt on the track to be thrown off.

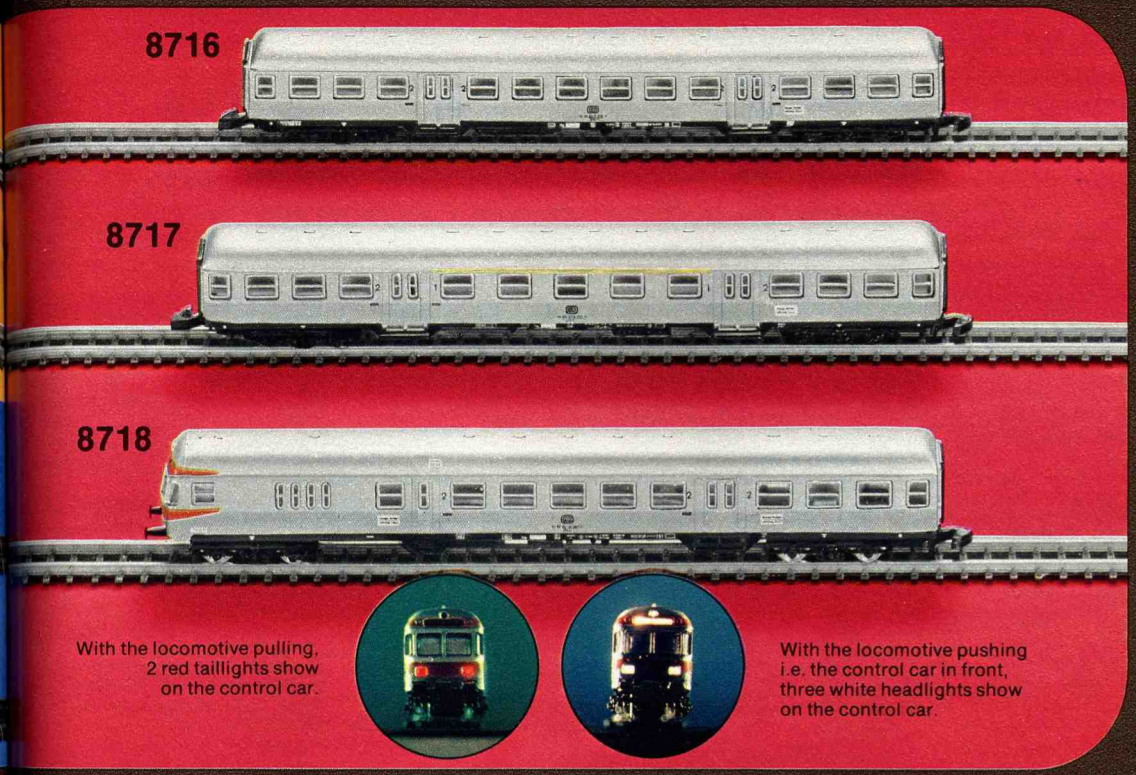
Examples of marshaling of trains:



Schematic drawing showing how the track-cleaning railcar works

Passenger cars

All other German Federal Railways models have 4 axles · Windows inset in plastic frames · Length 120 mm (4-3/4")



With the locomotive pulling, 2 red taillights show on the control car.

With the locomotive pushing i.e. the control car in front, three white headlights show on the control car.

The local passenger service coaches of German Federal Railways with bodies in peacock's-eye patterned stainless steel are known colloquially in Germany as "Silberlinge" (silver cars).

8716
Local passenger service coach · Bnb · 2nd class

8717
Local passenger service coach · ABnb · 1st and 2nd class

8718
Local passenger service coach · BDnrzf · 2nd class · With baggage compartment and control car · Three headlights and red taillights, operating in accordance with the direction of motion

8710
Express coach · Aüm · 1st class

8711
Express coach · Büm · 2nd class

8712
Express baggage car · Düm

8713
Express dining car · WRüm

Passenger/automobile trains usually consist of a combination of automobile transporters and express coaches.

8714
Automobile transporter · DDm 915 · Loaded with 8 miniature automobiles

8720
Express coach · Aüm · 1st class

8721
Express coach · Büm · 2nd class

8722
Express baggage car · Düm

8723
Express dining car · WRüm

The TEE coaches are the pride of German Federal Railways. They have 1st class compartments only and are fully air-conditioned. There are mini-club versions with and without interior lighting.

8724
8734 with interior lighting
TEE compartment car · Avm

8725
8735 with interior lighting
TEE open-interior car · Apm

8726
8736 with interior lighting
TEE dining car · WRm

8728
8738 with interior lighting
TEE dome car · ADm · Transparent observation dome

Passenger cars of the former German provincial railways

Models of the Württemberg Railway · 2 axles · Platform and entrance at each end · Windows glazed with "cellon" panes · Length 60 mm (2-3/8")

8700 **Branch line passenger car**

8701 **Branch line passenger car**

Model of the Bavarian Railway · 4 axles · Windows inset in plastic frames · Length 87 mm (3-3/8")

8730 new
Express coach · Type CCü of the former Royal Bavarian Railways · 3rd class

Models of the former German State Railways · Windows inset in plastic frames

8731
Express coach · C4ü bay 11 · 3rd class · Length 87 mm (3-3/8")

8732
Express baggage car · Pw4ü bay 09 · Length 78 mm (3-1/8")

Models of German Federal Railways

The two compartment cars of German Federal Railways were originally Prussian Railways types, and some of them were equipped with a brakeman's cab.

The models have windows inset in plastic frames · 3 axles · Length 57 mm (2-1/4")

8704 new
Compartment car · Formerly type BC3-pr03

8705 new
Compartment car with brakeman's cab · Formerly type B3-pr03

Freight cars

■ Most of the 290.000 freight cars on German Federal Railways have 2 axles. The only vehicles having more than 4 axles are those such as flat cars intended to carry specially heavy loads.

Freight trains can be divided into 3 categories:

1. Mixed freight trains with any combination of cars.
2. Express freight trains, used for refrigerated goods etc.
3. Standard freight trains, consisting only of cars of a single type, like our new mini-club car 8630, in which goods such as coal or iron ore are carried.

On German Federal Railways, standard freight trains are used to simplify unloading. Bulk goods are discharged through the unloading hatches into bunkers or containers. A standard train can be made to unload automatically as each car passes a certain point.

About 50.000 of the freight cars used on German Federal Railways are privately owned – mostly 2 or 4 axled tank cars.

Locomotives pulling tank cars which contain highly inflammable liquids normally pick up current with their front pantograph, in order to avoid the risk of explosion from sparkling at the overhead line. Otherwise, the rear pantograph is usually used.

8600
Refrigerated car · German Federal Railways' type Ichqrs · Length 54 mm (2-1/8")

8601 · 8602
8603 · 8604

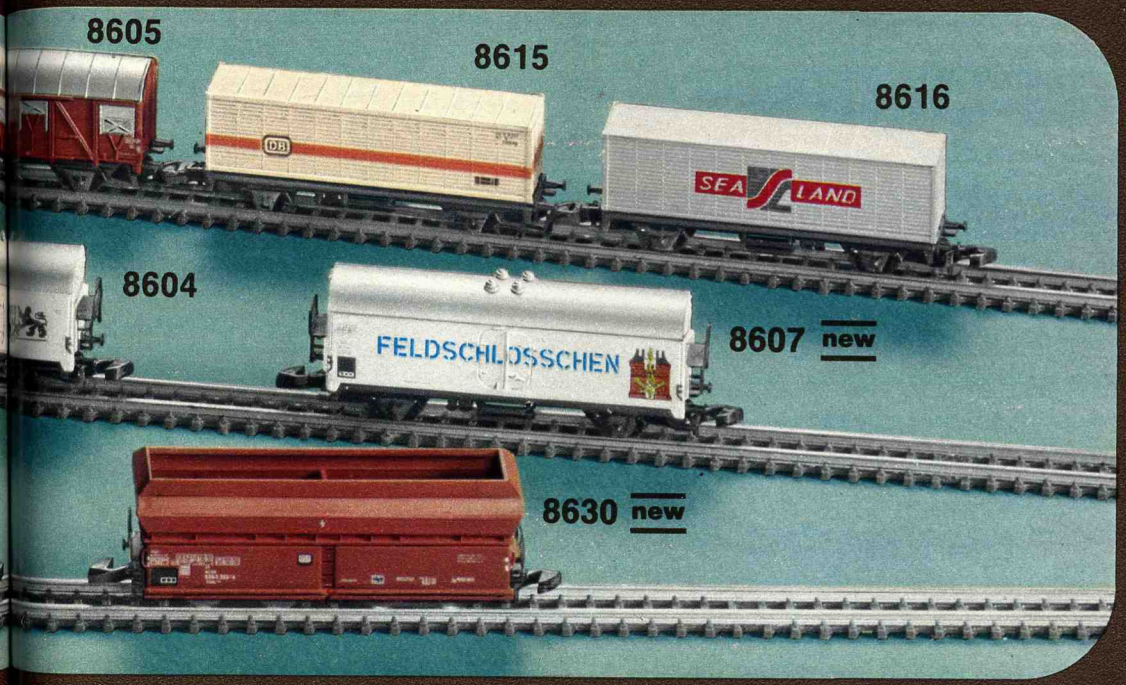
8607 new
Beer car · Length 54 mm (2-1/8")

8605
Box car · German Federal Railways' type Gbrs · Length 54 mm (2-1/8")

8606
Box car · German Federal Railways' type Ibbls · Length 54 mm (2-1/8")

8609
Freight train baggage car · DB-Dg · Doors on each side which will open · Length 40 mm (1-9/16")

8610
Low-sided car · Length 54 mm (2-1/8")



8611 · 8612
8613 · 8614
Tank car · Length 40 mm (1-9/16″)

8615
Container car · German Federal Railways · Length 54 mm (2-1/8″)

8616
Container car · Sealand · Length 54 mm (2-1/8″)

8619
Lumber car · In 2 parts · Loaded with sawn lumber · Length 93 mm (3-5/8″)

8620
Well car · Loaded with transformer · Length 154 mm (6-1/8″)

8621
Crane car with rotating crane, movable boom and boom support · Crane hook can be raised and lowered by hand crank · Length of underframe 35 mm (1-3/8″) · (Low-sided car 8610 is not included in the price but is recommended for use when moving the crane car)

8622
Open freight car · German Federal Railways' type Omm 52 · Length 54 mm (2-1/8″)

8625 · 8626

8627 new
Tank car · Length 75 mm (3″)

8630 new
Open self-unloading freight car with steering trucks · German Federal Railways' type Fads 176 · Length 53 mm (2-1/8″)