

1981 E

märklin



The gift that's "right" all year long

Beginners Sets

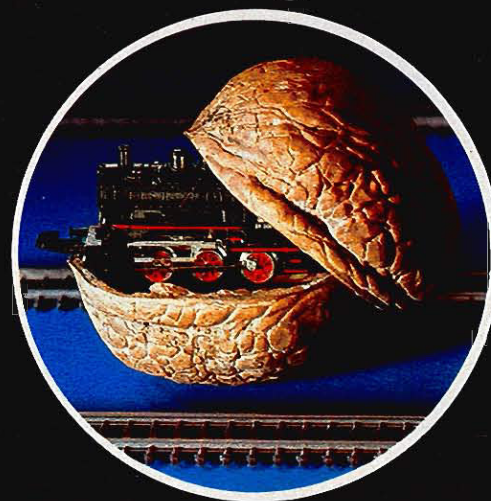
8158 220 Volt
8159 100 Volt Japan
8160 110 Volt (60 Hz) USA
8161 240 Volt

8163 S 220 Volt
8164 S 100 Volt Japan
8165 S 110 Volt (60 Hz) USA
8166 S 240 Volt

Freight train with power pack - Includes: 1 tank engine (2-6-0T) 8895, 1 beer car 8603, 1 box car 8605, 1 banana car 8606, 1 freight train baggage car 8609, 19 straight track 8500, 4 curved track 8520, 6 curved track 8521, 1 double-slip switch 8560, 1 pair remote controlled switches 8561, 1 right-handed remote control switch 8561, 1 feeder track 8590, 2 curved track 8591, 3 bumpers 8991, 1 water spout, 1 position control box 7072, 1 distribution strip 7209, leads, plugs, sleeves, and 1 power pack - Train measures 273 mm (10-3/4")

Freight train with power pack - Includes: 1 tank engine (0-6-0T) 8800, 1 banana car 8606, 1 low-side gondola 8610, 1 straight track 8500, 4 curved track 8520, 6 curved track 8521, 1 feeder track 8590 and 1 power pack - Train measures 160 mm (6-3/4")

Both beginner sets can be extended into larger layouts by using the "SET" program (page 126), and/or adding catenary, signals, accessories, and your own imagination!



Train sets



mini-club train sets are "dream" gifts—beautifully packaged and thoughtfully arranged, these sets often include items not available separately.

8101

Push-Pull train - Includes: 1 E 111 electric locomotive, 1 commuter coach 8716, 1 commuter coach 8717, 1 commuter combine with engineer's compartment 8718 - The locomotive and combine car have operational direction lights so that the train end which is going forward will show the prototypically correct 3 white lights, while the other end will show two red lights - Train measures 449 mm (1' 5-3/4")

NOTE: Only the locomotive included with this set has this special directional light feature.

This train set is a model of a typical German commuter train (Nahverkehrs-zug) seen in regular service from Flensburg to Konstanz.

8102

Express train - Includes: 1 steam engine (4-6-2) 8892, 2 coaches 8730, and 1 baggage car - Train measures 372 mm (1' 2-3/4")

The baggage car is not available separately.

This train set is a model of a through passenger train of the German State Railways (Deutsche Reichsbahn) of the 1920's and 1930's.

■ The first S 3/6 locomotives were based in Munich until 1941 and were the mainstay for passenger trains in Bavaria, powering limiteds to Lindau, Ulm, Würzburg, Nürnberg, Regensburg, Salzburg, and Kufstein.

NOTE: Express trains are called D-Züge in German. The D stands for Durchgang (Through), and was originally meant to advertise that the train had diaphragms enabling safe passage between cars while train is in motion.

8103

Track work train - Includes: 1 diesel switcher 8864, 1 crane car 8621, 1 low-side gondola 8610 with boom support, 1 low-side gondola 8610 with stacks of crossties, 1 low-side gondola 8610 with rail sections, 2 high-side gondolas 8622 loaded with ballast, and 1 crew car - Train measures 440 mm (1' 5-1/4")

■ Construction trains have varied consists. Our set 8103 typifies a track construction train. Other trains might include additional freight cars for supplies. Also, if a freight will last several days, sleeping cars are added, and perhaps an old diner, for the convenience of workers.

8104 new

Passenger train of the former Prussian State Railways - Includes: 1 tank engine (series T 12, built for passenger service), 1 6-wheel baggage car, and 3 6-wheel coaches (one 2nd class, one 2nd and 3rd class, and one 3rd and one 4th class) - Train measures 420 mm (1' 4-1/2")

These cars feature accurate colors and stenciling according to prototype practice. Cars are not available separately.

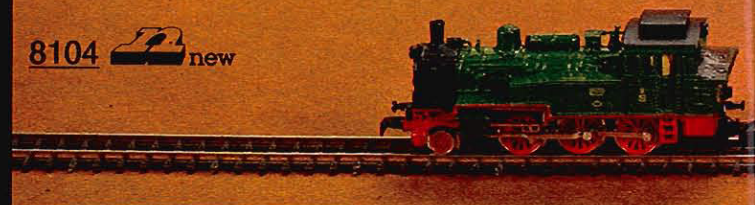
The official name of the Prussian railways was: Königliche Preußische Eisenbahnverwaltung—Royal Prussian Railway Administration—often called KPEV for short.

■ At the beginning of the 20th century, Prussian passenger trains were made up of 6-wheel (3 axle) compartment cars. In those days, trains were the only reliable means of transportation and these compartment cars were the mainstay of passenger service.

A benefit of the compartment cars, was the quick entraining and detraining. At that time, there were four classes of service based on seating comfort. To help passengers find their cars, each class had their own livery and were also distinguished by Roman numerals.

The exterior color for 1st and 2nd class cars was dark green, for 3rd class rust-brown, and 4th class dark gray.

8104 new



8101



8102



8103



8158



8163



Steam Engines

Illustrations
shown actual
size 1:1

mini-club steam engines feature

Remote control for forward and reverse drive · Prototypically correct three working headlights (except 8800 which has no lights and 8803 which requires lighting set 8953) · All driving axles powered · Automatic couplers at rear of tender or tank engine · Die cast zinc frame · Metal body

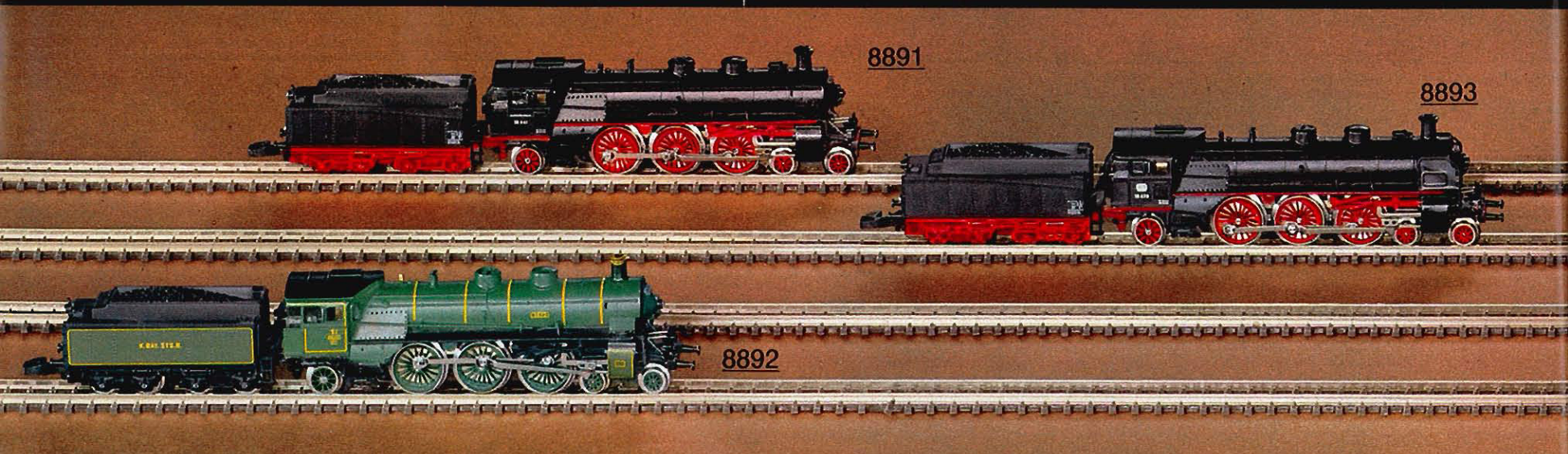
☛ = 8953

8891

Express locomotive with tender · Model of the former German State Railways' class 18' · 4-6-2 wheel arrangement · Length over buffers 106 mm (4-³/₁₆"

One of the most famous German steam engines was the Bavarian Pacific, first built around 1910 and saw service into the 1960s. Our mini-club program offers this engine in three versions: the S 3/6 Royal Bavarian Railways 8892 (1910-1920), the class 18 of the German State Railways 8891 (1920-1945), and the class 18' of the German Federal Railways 8893 (since 1945).

The letters K. Bay. Sts. B. on 8892 stand for Königliche Bayrische Staatsbahn (Royal Bavarian State Railways).



mini-club locomotives should only be powered by Märklin power packs 6701 or 6727 (with maximum track voltage 8 V) or with the power packs included with the train sets.

The locomotives are fitted with radio interference suppressors. In conjunction with the suppressors built in to the Märklin power packs, and feeder track 8590, the chance of mini-club operation disturbing neighbor's radio and TV reception is remote.

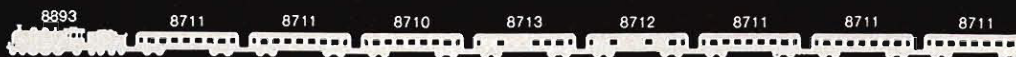
8892

Express locomotive with tender · Model of former Royal Bavarian Railways' class S 3/6 · 4-6-2 wheel arrangement · Length over buffers 106 mm (4-³/₁₆"

8893

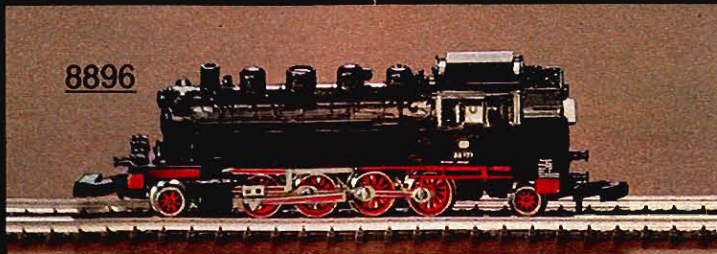
Express locomotive with tender · Model of German Federal Railways' class 18' · 4-6-2 wheel arrangement · Length over buffers 106 mm (4-³/₁₆"

Examples of train consists:



8827

Freight locomotive with tender · Model of German Federal Railways' class 41 · 2-8-2 wheel arrangement · Length over buffers 112 mm (4- $\frac{3}{8}$ ")



8896

Tank locomotive · Model of the German Federal Railways' class 86 · 2-8-2T wheel arrangement · Three working headlights at each end · Red driving

assemblies · Automatic couplers at each end · Length over buffers 63 mm (2- $\frac{1}{2}$ ")

⚙ = 60210 (rear)

■ Engine class 86 was produced by various manufacturers from 1928 until 1943. An efficient locomotive, it was used in passenger and freight service, particularly on branches and in mountainous districts. Of the 774 engines built for the German State Railways, 385 were assigned to the German Federal Railways after 1945.

8803

Passenger locomotive with tender · Model of German Federal Railways' class 24 · 2-6-0 wheel arrangement · Length over buffers 82 mm (3- $\frac{1}{4}$ ")

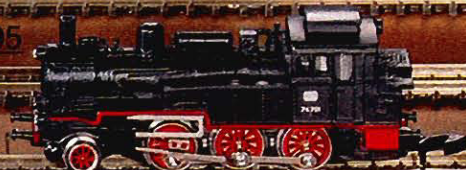
8827



8803



8895



8800



8885



8895

Tank locomotive · Model of the German Federal Railways' class 74 · 2-6-0T wheel arrangement · Coupling hook in front · Length over buffers 55 mm (2- $\frac{3}{16}$ ")

8800

Tank locomotive · Model of class 89 · 0-6-0T wheel arrangement · Automatic couplers on both ends · Length over buffers 45 mm (1- $\frac{3}{4}$ ")

8885

Express locomotive with tender · Model of the German Federal Railways' class 003 · 4-6-2 wheel arrangement · Length over buffers 112 mm (4- $\frac{3}{8}$ ")

Engine 8885 has set a world record for endurance. Pulling 6 coaches, the engine operated continuously for 1219 hours, covering an elapsed distance of 720 km (447 miles) or the distance between Hamburg and Stuttgart or Cincinnati and Atlanta. The previous endurance record, according to the world-famous "Guinness Book of Records" was only 440.7 km (273.8 miles) covered in about 300 hours. This record was established at an impartial testing institute.



Electric Locomotives

Although only 40 % of the German Federal rail network is electrified, it accounts for 80 % of the traffic load, because electric power is the most cost-effective means of operating trains on busy mainlines. Electric power is also relatively clean, and free of world energy crises since the German Federal Railways relies upon domestic coal to fuel power stations.

To appreciate the economics of rail transport, consider that the entire German Federal energy consumption is about equal that of the western part of Berlin. Further, in the Federal Republic of Germany, rail transportation requires only 0.8 % of Bonn's energy resources, while road traffic accounts for 8 % - ten times as much energy but getting only 2.3 times as much transportation.

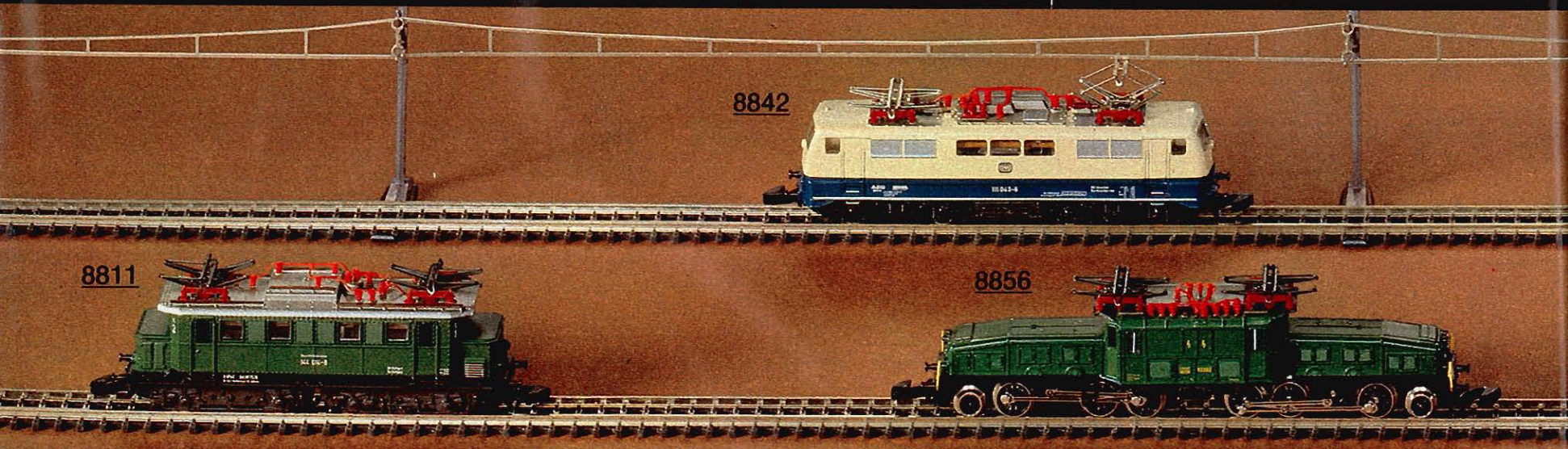
mini-club electric locomotives feature

Remote control for forward and reverse drive · Both trucks powered · Three working headlights at each end, illuminated according to engine's direction · Can operate from track current or overhead · 2 spring-powered pantographs · Automatic coupling at each end · Die cast zinc frame · Windows inserted in plastic frames on colorfully painted plastic bodies

Q = 8953

8842

Electric express locomotive · Model of the German Federal Railways' class 111 · B-B wheel arrangement · Length over buffers 76.8 mm (3")



8842

8811

8856

8811

Electric passenger locomotive · Model of the German Federal Railways' class 144 · B-B wheel arrangement · Length over buffers 68 mm (2-1/16")

■ Affectionately called "Mädchen für alles" (Maid for all Work), this engine, originally class E 44 of the German State Railways, was first outshopped by Siemens-Schuckert in 1931 for the newly electrified Augsburg - Stuttgart stretch. Capable of both freight and passenger service, 174 engines were built between 1931 and 1945. The German Federal Railways also purchased an additional 7 after 1945.

The E 44, however, quickly proved its worth in 1931 and was soon seen hauling trains throughout the realm of the German State Railways. As a versatile workhorse, these engines averaged about 20,000 km (12,440 miles) per month.

The E 44 was driven by 4 axle-mounted motors located on two double-axled trucks. All tractive and braking forces were absorbed by the trucks, which are coupled together. Total power was 1860 kW continuous rating, or 2200 kW hourly rating, and maximum speed was 90 kmph (56 mph).

8856

Electric freight locomotive · Model of the Swiss Federal Railways' (SBB) Be 6/8^{III}, popularly known as the Crocodile · 2-C-C-2 wheel arrangement · Length over buffers 91 mm (3-5/8")

The "Crocodile" is one of the world's most intriguing locomotives. Even the mini-club's version of this mighty machine measures 91 mm (3-5/8") long. And, like the prototype, it is articulated so it can negotiate mini-club curves. The three body sections, i.e.: center and both ends, are finely detailed and feature insulated electrical cables on the roof as well as handrails on the buffer beams.

■ 40 % of all transalpine traffic goes via the Gotthard line, a major Swiss trunk line. By the 1920s, traffic had become so heavy that special locomotives were needed, which could shuttle two round trips in 28 hours between Arth-Goldau and Chiasso on the Swiss-Italian border. This first engine was a Ce 6/8^I which soon evolved into the heavy freight locomotive, class Be 6/8^{III}, the famous "Crocodile".

Its performance: It could pull 2000 tons at 60 km/h (37 mph) on level track, and it could pull 520 tons (about 15 cars) up a 2.6 % incline at 40 kmph (25 mph).

Operate Electric Locomotives realistically with Overhead wiring. mini-club offers a fully functional catenary system (see page 128).

8853 new

Electric multi-purpose locomotive · Model of the German Federal Railways' class 120 · B-B wheel arrangement · Length over buffers 87 mm (3-3/8")

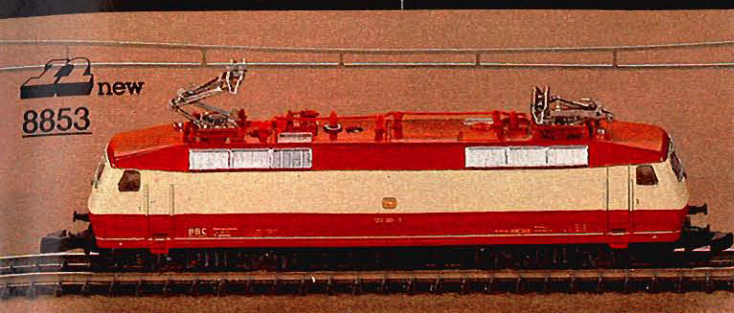
■ The Class 120 engines include the latest state-of-the-art in locomotive development. For the first time, a German Federal Railways engine includes a 3-phase motor. This has only been possible because of recent developments in semi-conductor technology, which also enables the engine to achieve better performance records. The locomotive has a power output rating of 5600 kW and achieves a top speed of 160 kmph (100 mph).

The engine has unique features which make it the locomotive of the future:

- All-around general purpose engine. It can be used equally on freight as well as passenger trains.
 - Improves the life of the railbed. Only 40% of its mass is dead weight, as compared to 60% on other locomotives.
 - Frugal use of energy. It requires only 86% of the energy of other similar locomotives.
- These engines carry a price tag of 4 million D-Mark (about \$ 2 million).

8855

Electric locomotive · Model of the German Federal Railways' class 111 (This engine powers the high-speed limiteds in the Rhine and Ruhr districts) · B-B wheel arrangement · Length over buffers 76.8 mm (3")



8854



8855



8857



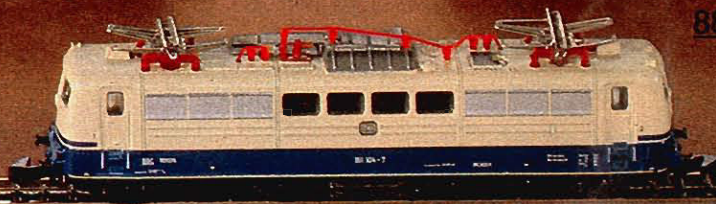
8854

Electric high-speed locomotive · Model of the German Federal Railways' class 103 · C-C wheel arrangement · Length over buffers 88 mm (3-1/2")

8858

Electric freight locomotive · Model of the German Federal Railways' class 151 · C-C wheel arrangement · Length over buffers 88 mm (3-1/2")

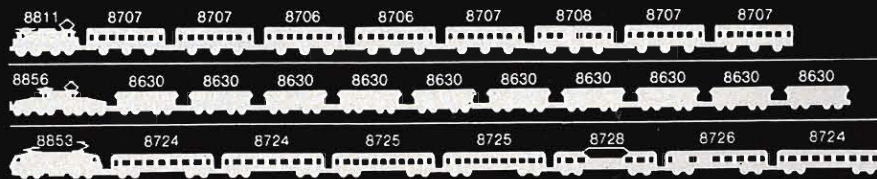
8858



8857

Electric freight locomotive · Model of the German Federal Railways' class 151 · C-C wheel arrangement · Length over buffers 88 mm (3-1/2")

Examples of train consists:



Diesel Locomotives - Self-propelled Cars

mini-club Diesels and Self-propelled Cars feature

Remote control for forward and reverse drive · All axles powered · Three working headlights at each end (except 8802 and 8864) · Automatic couplers at both ends (except 8802) · Die cast zinc frame · Colorful bodies

🔦 = 8953

8864

Diesel switcher · Model of the German Federal Railways' class 260 · 0-C-0 wheel arrangement · Colorful metal body · Length over buffers 49 mm (1⁹/₁₆")

■ The class 260 diesels date from 1955. Originally designated V 60, it has a 12 cylinder 478 kW diesel engine under the long hood and fuel tanks and air tanks under the short hood.

Steam enthusiasts should be happy to know that pre-warming the 260's power plant depends partly on coke-fired boilers.



8821 new

8875

8874



8821 new

Diesel-hydraulic express locomotive · Model of the German Federal Railways' class 221 · B-B wheel arrangement · Three working headlights at each end, illuminated in direction of travel · Length over buffers 84 mm (3³/₁₆")

■ The class 221 engines are successors of the earlier class 220. The 221s were needed because of the demands of heavier payloads and longer trains

which were taxing the 220s. Between 1962 and 1965 50 of these 221s were built for the German Federal Railways. Both diesels have a power output of 993 kW. Utilizing hydraulic transmission, the 221s can achieve 140 kmph (87 mph). These diesels are outfitted with oil-fired boilers.

8875

Road diesel · Model of the German Federal Railways' class 216 · B-B wheel arrangement · Three working headlights at each end, illuminated in direction of travel · Length over buffers 75 mm (3")

8874

Road diesel · Model of the German Federal Railways' class 216 · B-B wheel arrangement · Three working headlights at each end, illuminated in direction of travel · Length over buffers 75 mm (3")

■ In the mid-50s, the German Federal Railways began to dieselize. Because of the diesels utilitarian nature, fewer diesel types were necessary for the broad variety of German trains—a development unique in the railroad world. The most successful of the German diesels, and the systems workhorse on non-electrified stretches since 1956, is the class 216, first outshopped by the Krupp works in Essen in the mid 1950s.

8816

Railbus · Model of the German Federal Railways' type 798 · Length over buffers 62 mm (2-7/16")

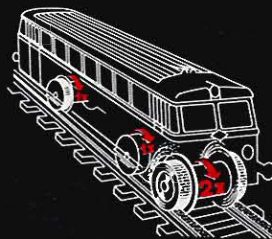
As an aid for safe and efficient switching, the 260 is fitted with radio-telephones enabling constant communications between engineer, yardmaster, and other rail personnel. This engine can also be operated by remote control.

Like class 261 engines, class 260 locos are also used on freight trains.

8817

Trailer for railbus · Model of the German Federal Railways' type 998 · Length over buffers 62 mm (2-7/16")

How the Track-Cleaning Car works



8802

Track-cleaning car · 2 powered axles · Automatic coupler on rear end · Length over buffers 62 mm (2-7/16")

The vehicle has two powered axles. The rear wheels are ridged to provide better traction. Two track-cleaning ridged wheels are located ahead of the front axle. These rotate faster than the driving wheels, causing the dirt to be thrown off the tracks.

8816



8817

8802



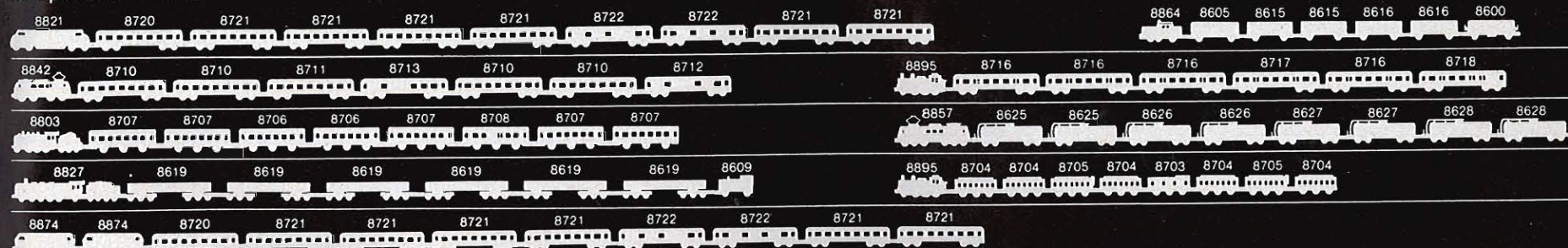
Locomotive Replacement Parts

Locomotive	8800	8802	8803	8811	8816	8821	8827	8842	8853	8854	8855	8856	8857	8858	8864	8874	8875	8885	8891	8892	8893	8895	8896
Carbon Brushes	8987	8988	8987	8989	8988	8989	8989	8989	8989	8988	8989	8989	8988	8988	8987	8988	8988	8989	8989	8989	8989	8987	8989
Lights			(8953)	8953	8953	8953	8953	8953	8953	8953	8953	8953	8953	8953		8953	8953	8953	8953	8953	8953	8953	8953
Pantographs				8955				8955 (8956)	8956	8955 (8956)	8955 (8956)	8955	8955	8955									

7199

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

Examples of train consists:



Passenger Cars

Passenger Cars of the German Federal Railways

Models of cars of the German Federal Railways · 6 wheels · Windows set in plastic frames · Length 61 mm (2-3/8")

8706

Passenger car · Type AB3yge · 1st and 2nd class

8707

Passenger car · Type B3yge · 2nd class

8708

Combine car · Type BD3yge · 2nd class

■ At the beginning of the 1950s there were many obsolete and damaged 4- and 6-wheel coaches on the rip tracks of the German Federal Railways. But, by modifying the underframes of these cars, new types of 6-wheeled coaches for 2nd class service were built. Some cars were also modified to include either a 1st class section or a baggage section. All cars were also fitted with beaded walkways.



Passenger Cars of the German Federal Railways

Models of cars of the German Federal Railways · For commuter service · 8 wheels · Windows set in plastic frames · Length 120 mm (4-3/4")

■ These Commuter Cars (Nahverkehrswagen) of the German Federal Railways were nicknamed "Silverliners" (Silberlinge) because the bodies were made of stainless steel. Lengthwise, just below the windows, the cars feature an intriguing Peacock's Eye livery.

8716

Commuter car · Type Bnb · 2nd class

8717

Commuter car · Type ABnb · 1st and 2nd class

8718

Commuter car with baggage compartment and control cab · Type BDnrzf · 2nd class · Three white headlights and two red tail-lights at control cab end, illuminated according to direction of travel

■ Most commuter trains are Push-Pull and consist of a diesel, several coaches based on traffic demands, and a control car at one end. Push-Pull trains require no terminal turnaround; the engineer merely walks to the other end to resume operation.

When the train runs diesel-first, two red lights shine from the control car.

When the train runs control car-first, three white lights shine from the control car.

Passenger Cars of the former German provincial railways

Models of cars used by the Württemberg Railways · 4 wheels · Platform and entrance at each end · Windows glazed at each end with "Cellon" frames · Length 60 mm (2-3/8")

8700 Passenger cars

8701 Passenger cars

Model of the Bavarian Railways · 8 wheels · Windows set in plastic frames · Length 87 mm (3-3/8")

8730

Express coach · For through train service · Type CCü of the former Royal Bavarian State Railways · 3rd class

Passenger Cars of the former German State Railways

Models of cars of the former German State Railways · 8 wheels · Windows set in plastic frames

8731

Express coach · For through train service · Type C4ü bay 11 · 3rd class · Length 87 mm (3-3/8")

8732

Express baggage car · For through train service · Type Pw4ü bay 09 · Length 78 mm (3-1/16")

Passenger cars of the German Federal Railways

Models of cars of the German Federal Railways · 6 wheels · Windows set in plastic frames · Length 57 mm (2-1/4")

8703

Baggage car · Formerly type Pw3-pr02

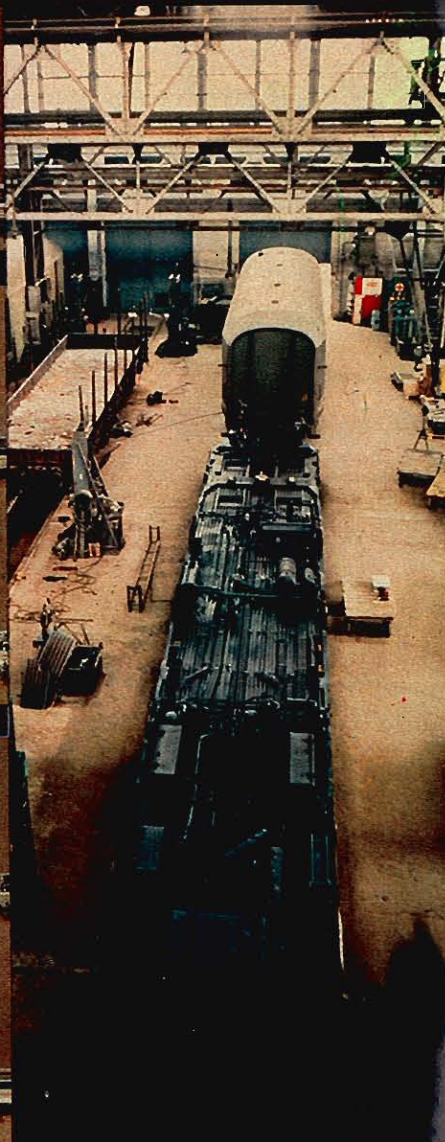
8704

Compartment car · Formerly type BC3-pr03

8705

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

■ The compartment cars of the German Federal Railways were originally built for the Prussian provincial railway. Many were equipped with brakeman cabs.



8724
8734



8725 | 8735



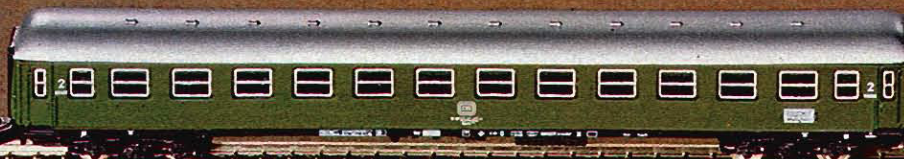
8726 | 8736



8710



8711



Passenger Cars of the German Federal Railways

All models have the following features:
8 wheels · Windows set in plastic frames · Length 120 mm (4-3/4")

The mini-club TEE (Trans Europe Express) cars are available either with or without interior lighting.

8724 without interior lighting

8734 with interior lighting

TEE-Compartment car · Type Avm

8725 without interior lighting

8735 with interior lighting

TEE-American style coach · Type Apm

8726 without interior lighting

8736 with interior lighting

TEE-Diner · Type WRm

8728 without interior lighting

8738 with interior lighting

TEE-Dome car · Type ADm · Dome shell made of transparent plastic

■ TEE trains are the varnish flagships of the German Federal Railways. All trains are completely 1st class, coaches have American style 2-2 seating, entire train is air-conditioned, and passenger-comfort is the TEE trademark.

TEE-Intercity trains travel at speeds up to 160 kmph (100 mph) and can reach 200 kmph (125 mph) on suitable track.

8714

Auto carrier · Generally used on long-distance tourist trains as well as regular passenger trains · Type DDm 915 · Includes 8 autos

■ Auto-trains are fairly common in Germany and usually consist of several auto-carriers on the tail end of a through express train.

Autos are driven onto the carriers under their own power utilizing ramps to reach the different levels. Drivers and occupants leave and return to their cars by walking along the ramps or climbing ladders on the carriers.

8710

Express coach · For through train service · Type Aüm · 1st class

8711

Express coach · For through train service · Type Büm · 2nd class

8712

Baggage car · For through train service · Type Düm

8713

Diner · For through train service · Type WRüm

8720

Express coach · For through train service · Type Aüm · 1st class

8721

Express coach · For through train service · Type Büm · 2nd class

8722

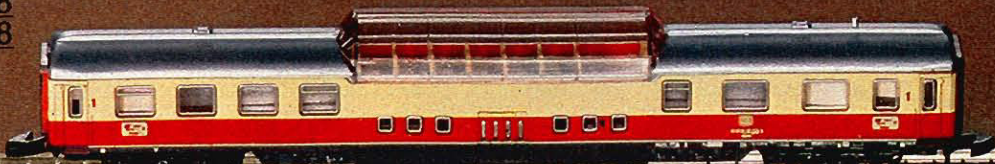
Baggage car · For through train service · Type Düm

8723

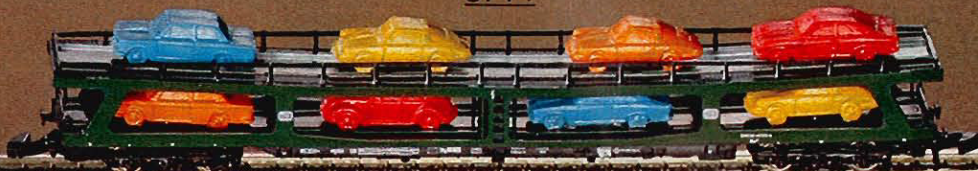
Diner · For through train service · Type WRüm



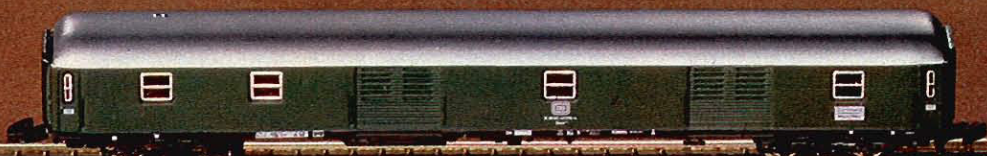
8728
8738



8714



8712



8713



8723



8720



8722



8721



Freight Cars

■ The German Federal Railways field about 290,000 freight cars for general transportation, plus about 16,000 maintenance and special purpose cars.

In addition, there are 50,000 privately owned freight cars operating on the German Federal tracks.

Some 65 % of the freight cars are conventionally designed while 35 % are specially-built cars.



8600

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

8601

Beer car · Dortmund Union · Length 54 mm (2-1/8")

8602

Beer car · Spatenbräu München · Length 54 mm (2-1/8")

8603

Beer car · Kulmbacher Mönchshof-Bräu · Length 54 mm (2-1/8")

8604

Beer car · Kulmbacher Reichelbräu · Length 54 mm (2-1/8")

8609

Package car · For LCL service (LCL = Less than Carload Lot) · German Federal Railways' type Dg · Operating doors on each side · Length 40 mm (1-5/8")

8610

Low-side gondola · Length 54 mm (2-1/8")

8622

High-side gondola · German Federal Railways' type Omm 52 · Length 54 mm (2-1/8")

8606

Banana car · German Federal Railways' type Ibbis · Length 54 mm (2-1/8")

8609



8610



8622



8606



8623



new



8624



new



8611



8612



8623



new

Bulk-freight car · Special purpose car featuring sliding roof and sides · German Federal Railways' type Tbis 870 · Length 64 mm (2-5/16")

■ This special purpose car with sliding doors and sliding sides was designed for the economical loading and unloading of damp and bulk items. Every part of the car can be reached easily by a crane or fork-lift truck.

8624



new

Ballast car · Equipped with Talbot self-unloader · Used only in work train service · Length 33 mm (1-3/16")

■ The German Federal Railways has special maintenance of way cars. This car, for example, has trap doors along the sides which are operated manually

by a lever. When a door opens, the sheer weight of the ballast allows for "self-unloading".

8619

Disconnected Lumber car · In 2 parts · Loaded with finished lumber · Length 93 mm (3-5/16")

8611

Tank car · Shell · 4 wheels · Length 40 mm (1-5/16")

8621

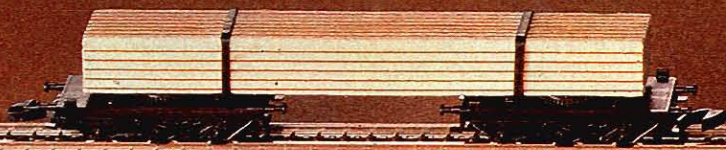
Crane car · Featuring a rotating crane, movable boom and boom support · Crane hook can be raised and lowered by hand · Length of underframe 35 mm

8612

Tank car · Esso · 4 wheels · Length 40 mm (1-5/16")

(1-3/8") · (Low-side gondola 8610 is not included in the price, but is recommended for use when moving the crane car)

8619



8621



The trend is definitely toward more specially-designed freight cars as the German Federal Railways, reacting to

market demands, cooperates with shippers to build cars which offer customers optimum protection against damage,

automated loading and unloading systems, plus take into consideration price and service life.

8607



8608



8605



8615



8616



8607

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

8608

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

8605

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

8615

Container car · DB · Length 54 mm (2-1/8")

8616

Container car · Sea Land · Length 54 mm (2-1/8")

8630

Self-unloading hopper car · German Federal Railways' type Fads 176 · Length 53 mm (2-1/16")

8627

Tank car · Aral · 8 wheels · Length 75 mm (3")

8626

Tank car · Esso · 8 wheels · Length 75 mm (3")

8630



8627



8626



8613



8614



8625



8628



8613

Tank car · Aral · 4 wheels · Length 40 mm (1-9/16")

8614

Tank car · BP · 4 wheels · Length 40 mm (1-9/16")

8625

Tank car · Shell · 8 wheels · Length 75 mm (3")

8628

Tank car · BP · 8 wheels · Length 75 mm (3")

8620

Depressed-center flat car · Loaded with transformer · Length 154 mm (6-1/16")

8620

