



märklin

MÄRKLIN

**Complete Program
1994 / 95 E**





MUSEUM-TOUR

This locomotive is operational and is employed by the German Federal Railroad for excursions. At the start of the 1960s installation was begun on the class 50 of conductor cabs on the tenders (see page 256, Märklin model 8884).

The German Federal Railroad museum locomotive with the road number 50 622 is the prototype for this model.

A small brochure gives information about how the class 50 622 came into being and about its current use as a museum locomotive.



Die Museumslokomotive 50 622 der Deutschen Bundesbahn

NEW ITEM

DB 50



8154 Freight Locomotive with Tender.
German Federal Railroad class 50. All axles powered. Length over buffers 109 mm (4-1/4").

The 8154 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

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8180 S 230 volts

8181 S 100 volts Japan

8182 S 110 volts USA

Freight Train with Power Pack.

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



Freight train models are illustrated full size



8158 230 volts

8159 100 volts Japan

8160 110 volts USA

8161 240 volts

Freight Train with Power Pack. Contents: 1 German Federal Railroad class 74 tank locomotive, 1 boxcar, 1 refrigerator car, 1 banana car, 1 freight train

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

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STEAM LOCOMOTIVES



8805 Tank Locomotive.

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



DB 89

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



8895 Tank Locomotive.

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

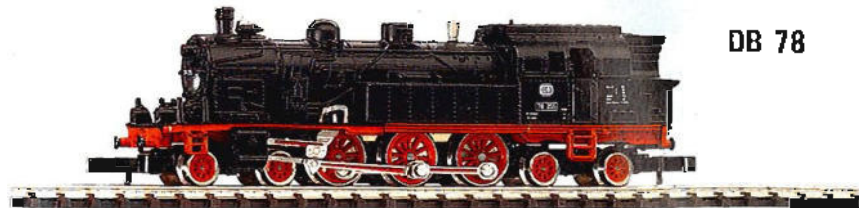


DB 74



8806 Passenger Train Tank Locomotive.

German Federal Railroad class 78. All driving axles powered. Length over buffers 70 mm (2-3/4").

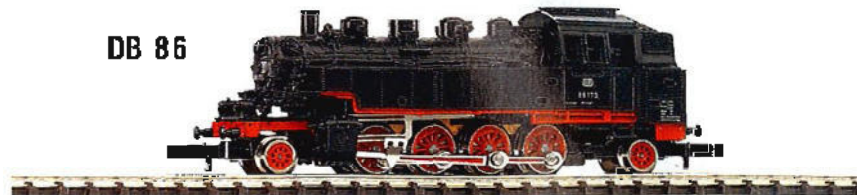


DB 78

The class 78 of the former German State Railroad and the later German Federal Railroad came out of the Prussian T 18. It pulled passenger, fast passenger and D-Zug express trains. It was often used with push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same high speeds both forward and in reverse.



8896 Tank Locomotive. German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8").



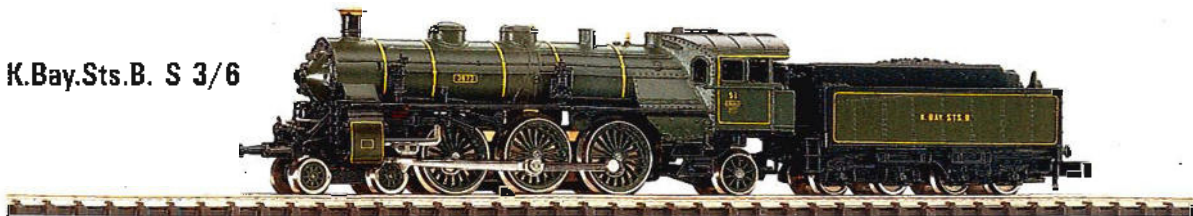
DB 86



8892 Express Train Locomotive with Tender.

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

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



NEW ITEM



8886 Streamlined Express Locomotive with Tender.

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



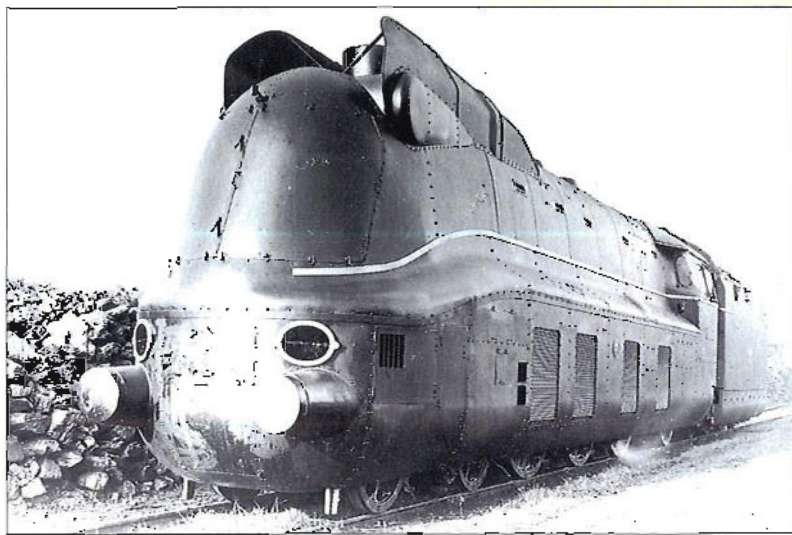
03.10

NEW ITEM

03.10



Photo: Bellingrodt / Obermayer Collection



8890 Express Locomotive with Tender.

Former German State Railroad class 03.10 (DR) in blue builder's paint scheme with full streamlining applied to the locomotive and tender. All driving axles powered. Length over buffers 113 mm (4-7/16").

In 1938 the German State Railroad ordered 140 class 03.10 streamlined locomotives for express train use on routes with an axle load limit of 18 tons. After cancellations caused by the war only 60 units were still delivered. The locomotives delivered by Krupp and Krauss-Maffei were given full streamlining. On the locomotives from Borsig the driving gear had partial skirting with cutouts on the sides.

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

The 8890 locomotive is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Models are illustrated full size

mini-club locomotives will not disrupt television/radio reception

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

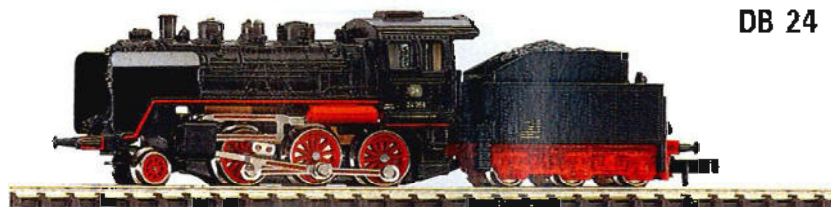
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STEAM LOCOMOTIVES



8803 Passenger Train Locomotive with Tender.

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



DB 24



8899 Express Train Locomotive with Tender.

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



DB 038

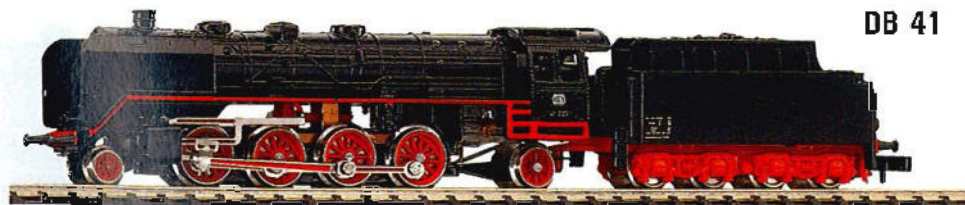
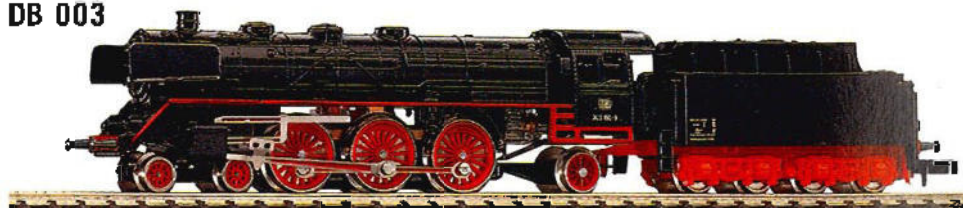


8885 Express Train Locomotive with Tender.

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

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

DB 003



DB 41



8884 Freight Locomotive with Tender with Brakeman's Cabin.

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

DB 050



8827 Freight Locomotive with Tender.

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



8807 "Mikado" Locomotive with Tender.

Southern Railway USRA 2-8-2. All driving axles powered. Single headlight at the front. Length 116 mm (4-1/2").



Around 10,000 of this heavy steam locomotive with a tender were built and it owes its name "Mikado" to the Japanese emperor. At the turn of the century he had several units of this design purchased in the USA for the increasingly important rail traffic in Japan.

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

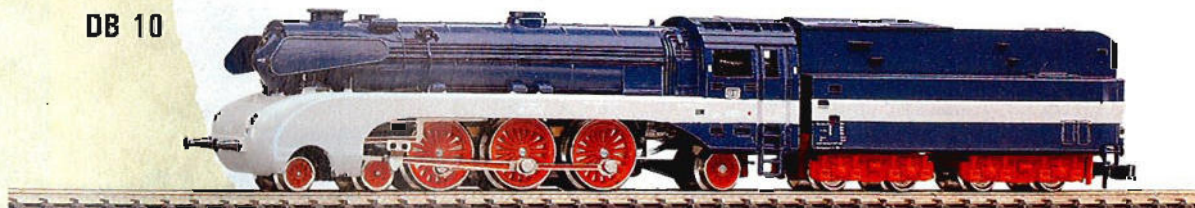
However, only two units of this new class 10 with partial streamlining were built by Krupp, the 10 001 with supplemental oil firing and the 10 002 with main oil-firing. Both locomotives were taken out of active service in 1967 and 1968 after several instances of damage to the running gear. The 10 002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

Photo: H. J. Obermayer



NEW ITEM

DB 10

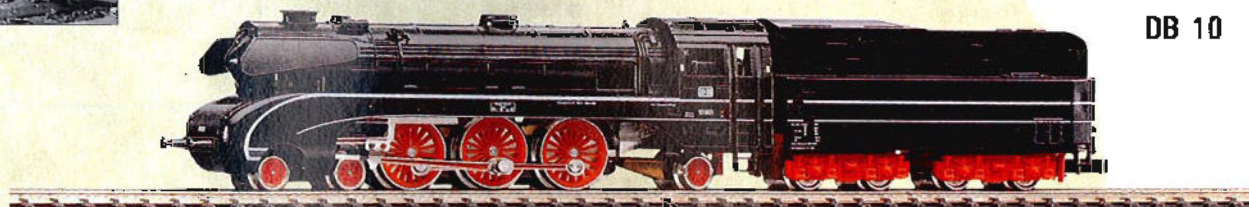


8888 Express Locomotive with Tender.
German Federal Railroad class 10 with partial streamlining as design study. All driving axles powered. Length over buffers 120 mm (4-3/4").

The 8888 locomotive is being produced in a onetime series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

NEW ITEM

DB 10



8889 Express Locomotive with Tender.
German Railroad class 10 with partial streamlining. All driving axles powered. Length over buffers 120 mm (4-3/4").

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DIESEL LOCOMOTIVES



8864 Diesel Locomotive.
German Federal Railroad class 260. All axles
powered. Length over buffers 49 mm (2").

DB 260



**8820 Diesel Hydraulic Express
Locomotive.**



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

DB 221



8866 Diesel Locomotive.
German Federal Railroad class 216 pre-
production locomotive. All axles powered.
Maintenance-free LED's for headlights.
Length over buffers 75 mm (3").

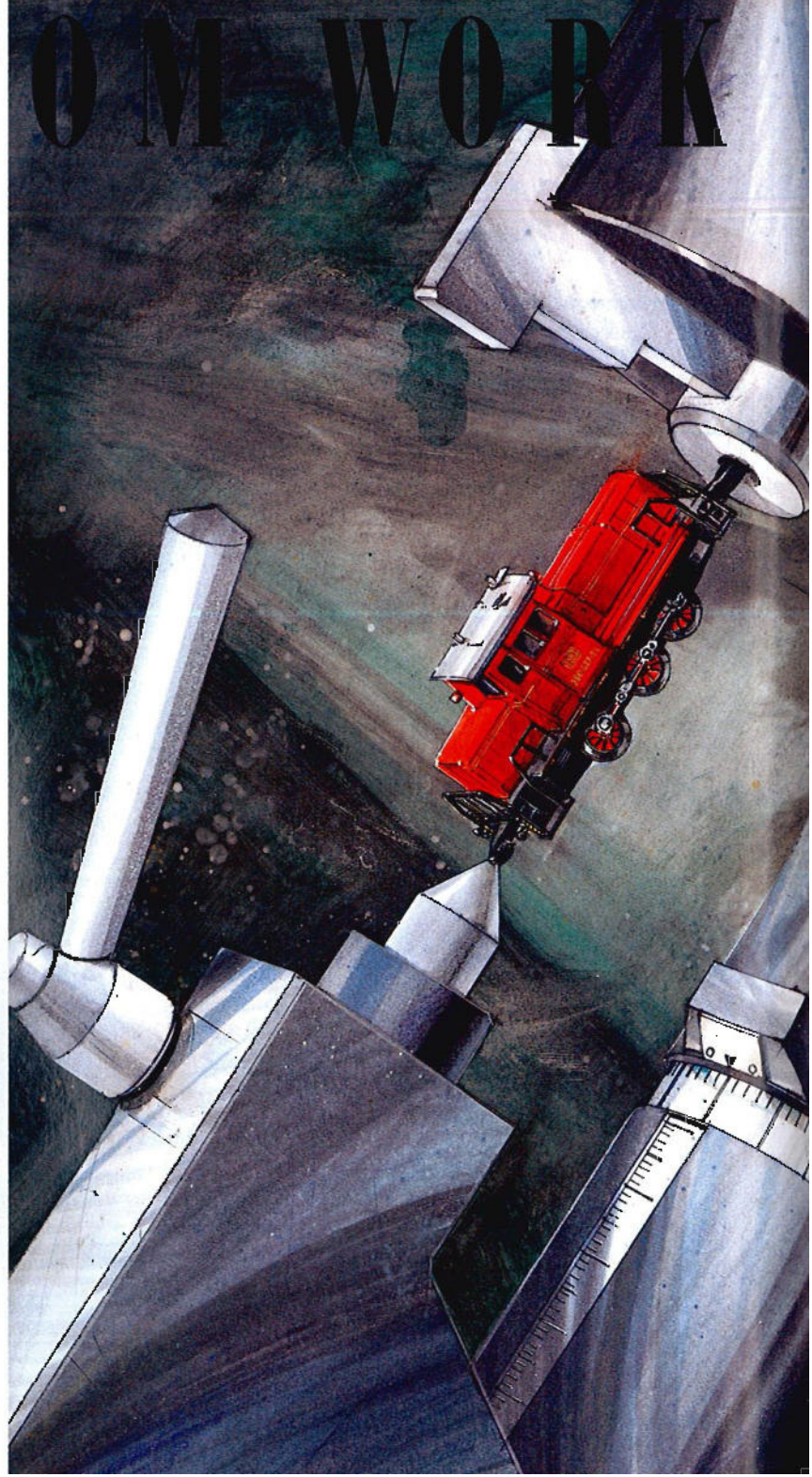


The pilot series of locomotives for the class
V 160, later 216, had the nickname "Lollo"
because of the projecting ends on these
units.

DB 216



CUSTOM WORK



↔ Am 4/4



NEW ITEM



8833 Diesel Hydraulic Locomotive.

Swiss Federal Railways (SBB) class Am 4/4.

All axles powered. Length over buffers
84 mm (3-5/16").



8878 Diesel Locomotive.

German Federal Railroad class 218. All axles powered. Maintenance-free LED's for headlights. Length over buffers 75 mm (3").

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



DB 218



8879 Diesel Locomotive.

German Federal Railroad class 218 in new color scheme. All axles powered. Maintenance-free LED's for headlights. Length over buffers 75 mm (3").



DB 218

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DIESEL LOCOMOTIVES



S.P. F 7



8809 Diesel Locomotive.

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

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



8860 Diesel Locomotive.

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



AT & SF F 7

NEW ITEM



U.P. F 7



8832 Three Unit Diesel Electric Locomotive.

General Motors EMD type F 7 in the colors of the Union Pacific Railroad Company. 2 A units with engineer's cabs. 1 B unit without engineer's cabs. Units permanently coupled to one another. 8 axles powered from 2 motors. Couplers interchangeable with pilots included with unit. Total length 227 mm (9").

On the occasion of the 125th anniversary of the first American transcontinental rail link (Union Pacific - Central Pacific) the 8832 locomotive is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

ELECTRIC LOCOMOTIVES

DB 144



8825 Electric Locomotive.
German Federal Railroad class 144. Both trucks powered. Length over buffers 68 mm (2-11/16").

The class E 44 locomotives, later called the 144, were used for passenger and freight trains. Some of these units, of which the first prototypes were built in 1930/31, were in service for over 50 years. In 1984 the last units were retired by the German Federal Railroad.

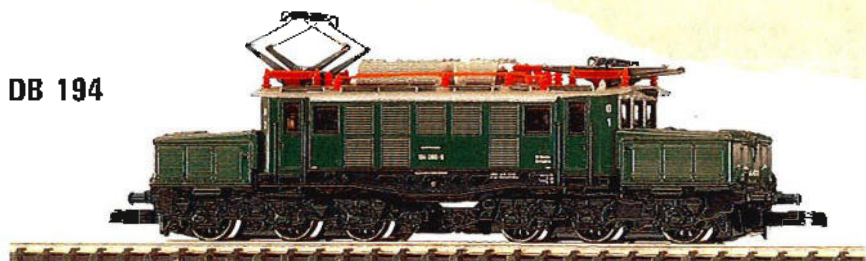
NEW ITEM

DR 254



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

DB 194



8822 Freight Locomotive.
German Federal Railroad class 194. Both trucks powered. Metal end pieces. Length over buffers 85 mm (2-3/8").



8824 Freight Locomotive.
German Federal Railroad class 194. Both trucks powered. Metal end pieces. Length over buffers 85 mm (2-3/8").

DB 194



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ELECTRIC LOCOMOTIVES

DB 139



8838 Electric Locomotive.

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

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

DB 110



8841 Express Locomotive.

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

DB 111



8855 Electric Locomotive.

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

The German Federal Railroad class 111 in the S-Bahn version is the appropriate locomotive for both of the S-Bahn car sets 8779 and 8783 with advertising on the car sides (see pages 276/277). In the prototype this locomotive and S-Bahn cars are employed daily in commuter service in the Rhine Ruhr area.

DB 111



8843 Express Locomotive.

German Federal Railroad class 111 in new color scheme. Both trucks powered. Length over buffers 76.8 mm (3").

DB 103



8854 Express Locomotive.

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

DB 103



8867 Express Locomotive.

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

DB 120.1



8848 Express Locomotive.

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

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

DB 151



8826 Freight Locomotive.

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

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

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ELECTRIC LOCOMOTIVES

LINKING



8837 "EuroSprinter" General Purpose Locomotive.

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

NEW ITEM



DB 127

The prototype of a new, high power, electric locomotive has been developed and built with the name "EuroSprinter" by the firms of Krauss-Maffei and Siemens. With an output of 6,400 kilowatts (approx. 8,582 horsepower) and a maximum speed of 230 km/h (approx. 144 m.p.h.) this general purpose locomotive can be used for heavy freight trains as well as express passenger trains. It is designed for cross border use and for the different European power systems.

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

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



Photo: Siemens



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

 Ae 3/6"



8851 Express Locomotive.
Swiss Federal Railways (SBB) class Ae 3/6.
3 axes powered. Length over buffers 64 mm (2-1/2").

 Be 6/8 III



8856 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8 III.
Both trucks powered. Length over buffers 91 mm (3-5/8")

NEW ITEM



8829 General Purpose Locomotive.
Swiss Federal Railways (SBB) class Ae 6/6.
City locomotive "Stadt Basel" in green color scheme with road number 11 437. Both trucks powered. Length over buffers 87 mm (3-1/2").

 Ae 6/6



8847 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4.
Both trucks powered. Length over buffers 76 mm (3").

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

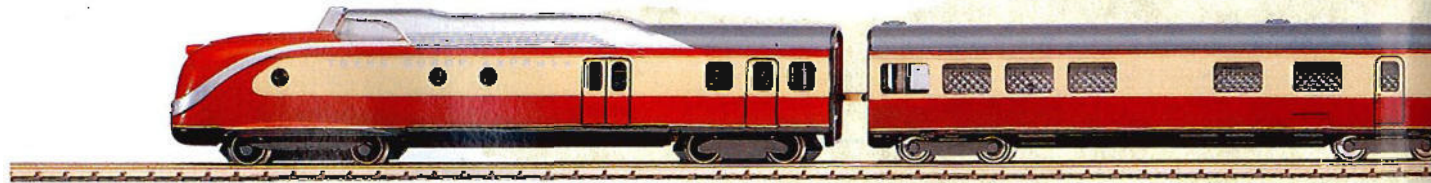


 Re 4/4"

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RAILCAR TRAINS

DB VT 11.5



8771 ICE Intermediate Car.

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



8871 ICE Railcar Train.

German Federal Railroad class 410 InterCity Experimental high speed train. 2 powered end cars. 2 open seating intermediate cars. Each powered end car with its own motor driving 4 axles. Special vestibule connections with special couplings give the train an almost seamless look. Train length 412 mm (15-1/4").





8873 Trans Europe Express (TEE) Diesel Railcar Train.

In the original version of as VT 11.5 of the German Federal Railroad. 2 powered end units. 1 Aiü compartment car 1st class. 1 WRy

dining car with galley. Each powered end unit with separate motor powering 4 axles. Special couplings, only for the TEE train. Train length 350 mm (13-3/4")

NEW ITEM



Starting in 1957 the German Federal Railroad created a new level of quality in traveling with the modern class VT 11.5 railcar trains for international TEE service. These comfortable trains came into being as a joint effort between the railroad's central office in Munich and the companies MAN, Lj IB and Wegmann.

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

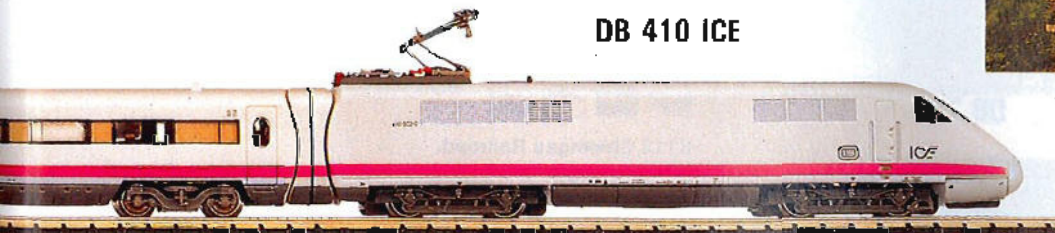
The power plant in each power end car was a diesel motor with an output of 1,100 horsepower. The power transmission was hydraulic. Two axles on the power end car were driven. A supplemental diesel motor with 296 horsepower in each end power car insured power for up to ten car compositions.

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

Photo: E. Palm-Baumann



DB 410 ICE



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RAILCARS

NEW ITEM

DB 798



8831 Railbus.

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

DB 998



8817 Railbus Trailer.

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

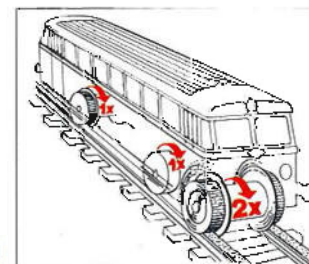


8802 Track Cleaning Car.

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



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



DB 798



8112 Chiemgau Railroad.

Contents: 1 German Federal Railroad class 798 railbus and 1 class 998 cab control trailer car. Color scheme is the DB concept for the Bavarian "Chiemgau Railroad". Units not available separately. Total length 124 mm (4-7/8").



↔ Re 4/4^m



8846 Electric Locomotive.
Swiss Federal Railways (SBB) class Re 4/4^m in the current color scheme. Both trucks powered. Length over buffers 76 mm (3").

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



8881 "Pacific" Locomotive with Tender and Caboose. Contents: 1 steam locomotive with tender lettered for Baltimore and Ohio with the name "President Washington". All 3 driving axles powered. Single headlight at the front. Length over buffers 116 mm (4-1/2"). 1 caboose lettered for Baltimore and Ohio. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version. Not available separately.



8882 "Pacific" Locomotive with Tender and Caboose. Contents: 1 steam locomotive with tender lettered for Pennsylvania Railroad. All 3 driving axles powered. Single headlight at the front. Length over buffers 116 mm (4-1/2"). 1 caboose lettered for Pennsylvania

Railroad. Separately applied ladders. Length 51 mm (2-5/8"). Locomotive and car in special version. Not available separately.

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TRAINS



8119 Langenschwalbach Passenger Train in Prussian Version.



Contents: 1 Royal Prussian Railroad Administration (KPEV) T 18 steam locomotive, 1 baggage car, 1 passenger car 2nd/3rd class, 1 passenger car 3rd class and 1 passenger car 4th class. Locomotive and cars in special version. Not available separately. Train length 306 mm (12-1/16").



LEGENDS



8137 RAG Freight Train.

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



The "Langenschwalbacher" were developed and built out of an order from the Royal Prussian Railroad Administration (KPEV) to provide resort guests with a pleasant ride between Wiesbaden and the Tanus resort of Langenschwalbach. Since the route had

numerous curves, the cars had to be short in design. For this reason and for a comfortable ride they were equipped with lightweight trucks. The T 18 tank locomotives were given the difficult assignment of pulling these cars. The Prussian Railroad cars differed from the

later German Federal Railroad versions chiefly in their striking color schemes. These cars proved to be successful and were later used on other routes. They are still run today in museum trains.



8138 Provincial Railroad Coal Train.

Contents: 1 class 89 tank locomotive, 4 coal transport cars. Freight Car Association designs. Cars in 4 different provincial railroad versions.

Locomotive and cars in a special edition. Not available separately. Train length 197 mm (7-3/4").



The 8137 RAG freight train can be added to with the 8237 car set (see page 292).

Models of the trains are illustrated full size



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TRAINS



8108 Orient Express Train.

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



8133 "Rheingold" Train.

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



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

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



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

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



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

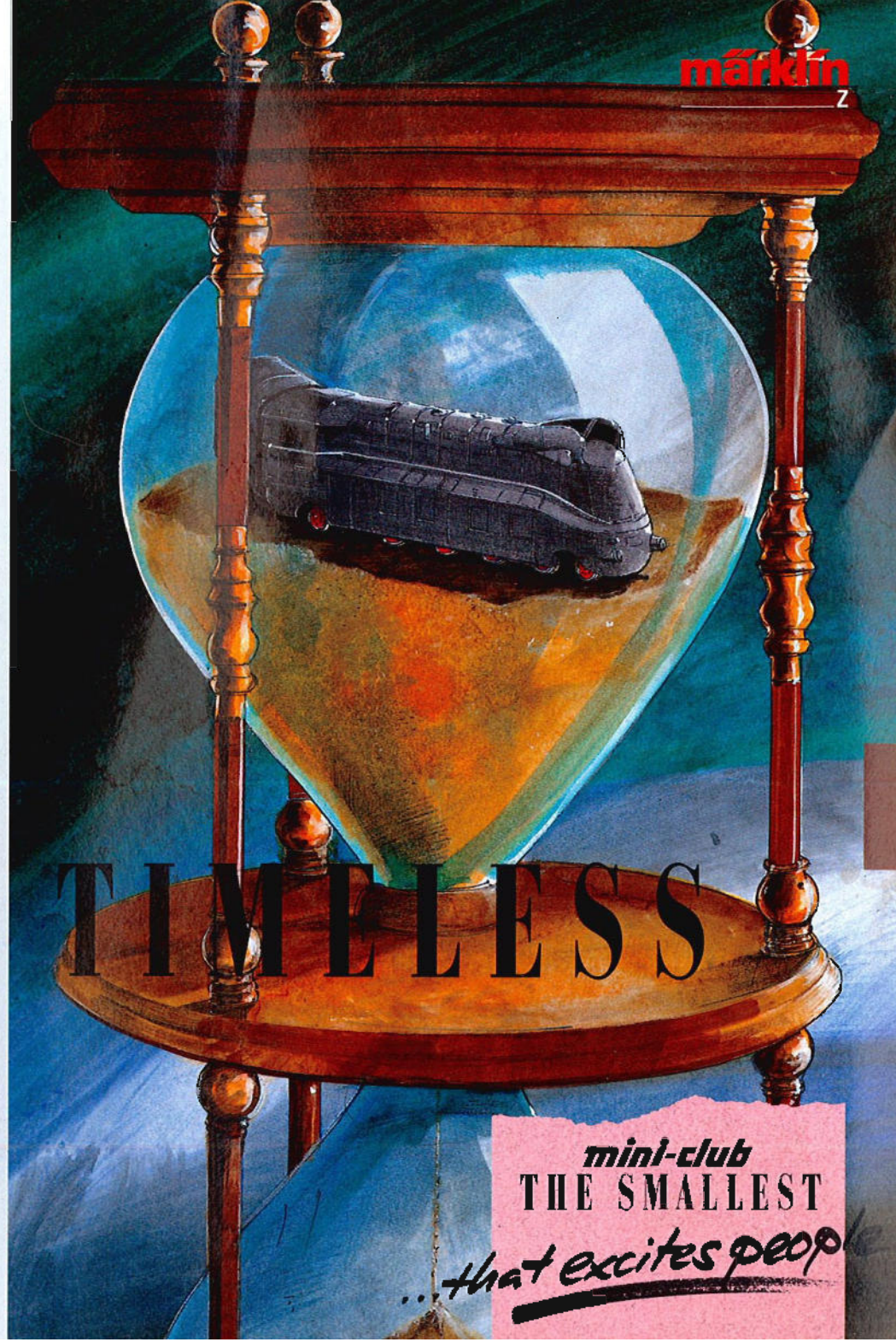
locomotive and cars are exact reproductions of the rolling stock used in the Nostalgia Orient Express on trips through Europe.



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

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

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



TIMELESS

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CAR SETS

German Federal Railroad (DB)



When operated control car first, triple white headlights shine.



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



8783 "S-Bahn" Car Set.

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

The 8783 car set is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

NEW ITEM



German Federal Railroad (DB)



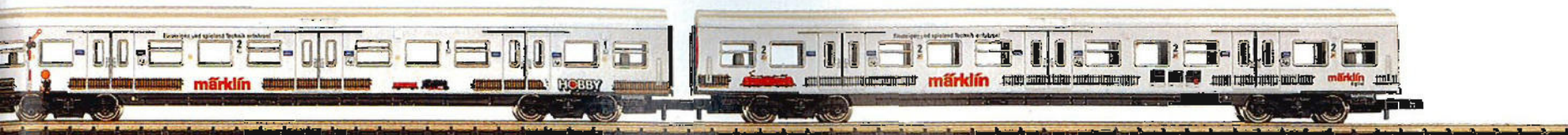
8768 "Langenschwalbach" Car Set.

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

These extremely short four-axle cars were in use as early as 1889. The only 21.5 km (about 13.5 miles) route from Wiesbaden to the elegant resort town of Langenschwalbach was traveled at that time chiefly by pampered resort guests. The light-weight design of these cars and their ability to negotiate curves made them especially suited for mountainous routes. The German Federal Railroad made use of these advantages and employed the "Langenschwalbacher" in the early DB period primarily on mountainous routes such as the Odenwald, Taunus, Westerwald or the Harz regions.

The 8806 locomotive (see page 254) is an appropriate locomotive for the 8768 "Langenschwalbach" car set.

Models of the cars are illustrated full size



The 8855 locomotive in the S-Bahn version (see page 262) is an appropriate locomotive for the 8779 and 8783 car sets.



8779 "S-Bahn" Car Set.

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

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



When operated control car first, triple white headlights shine.




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

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PASSENGER CARS

Württemberg Provincial Railroad




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




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




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

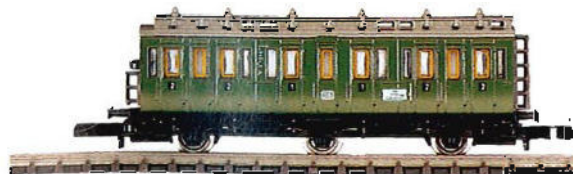
Royal Bavarian State Railroad (K.Bay.St.B.)




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




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



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



 **8705 Compartment Car.**
Former R3-pr03 with brakeman's cab. Length over buffers 57 mm (2-1/4").

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

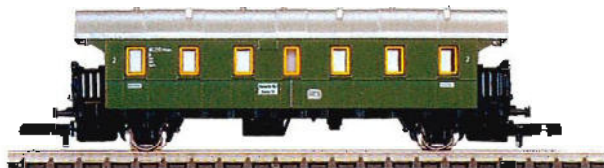
ment cars versus 3,363 three-axle cars with vestibules. The Prussian compartment cars were the backbone of the German Federal Railroad's passenger car fleet well into the 1950s.

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



8750 Passenger Car.
ABi 29. 1st and 2nd class. Length over buffers 63 mm (2-1/2").

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



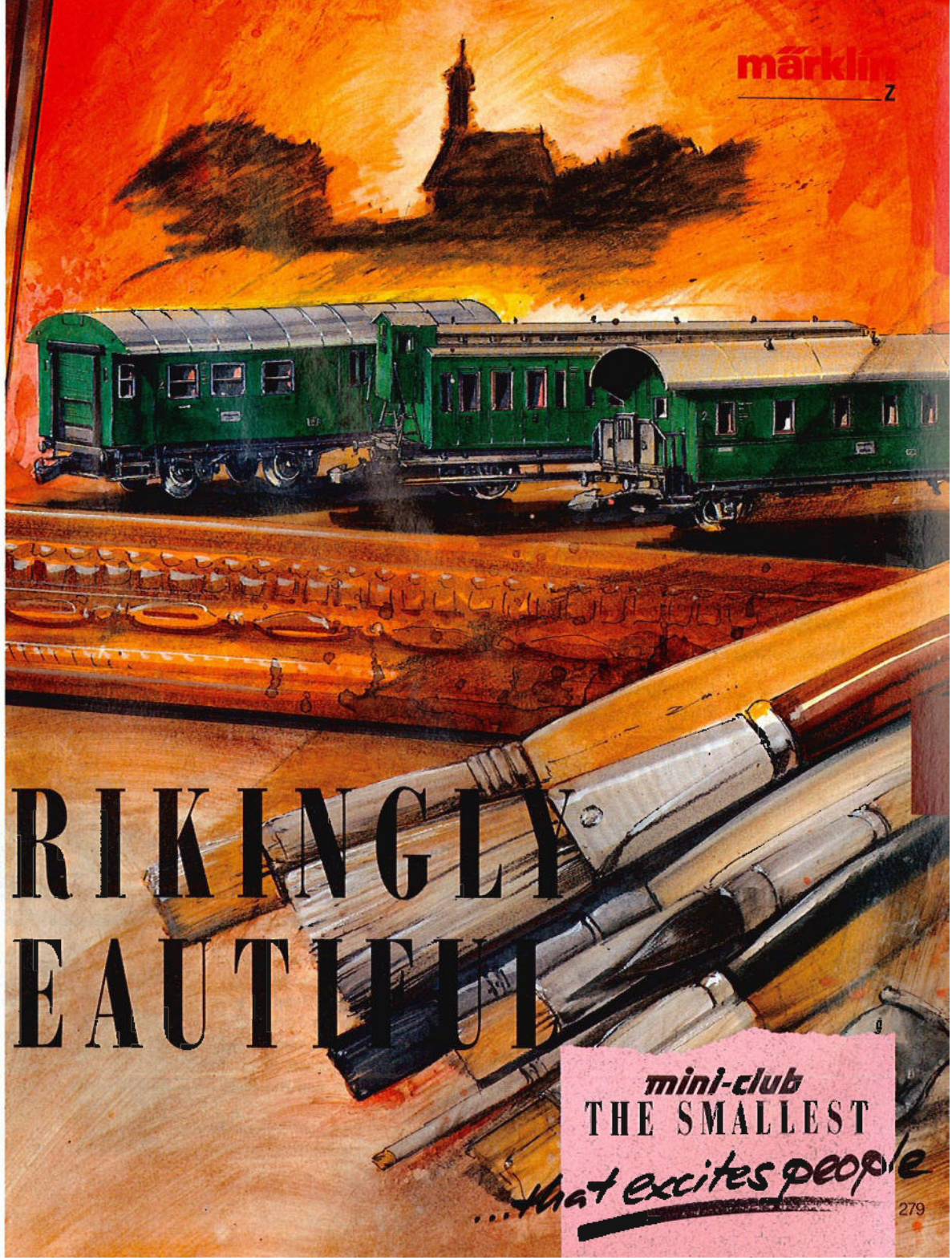
8751 Passenger Car.
Bi 29. 2nd class. Length over buffers 63 mm (2-1/2").



8752 Baggage Car.
D2ie. Length over buffers 63 mm (2-1/2").



STRIKINGLY
BEAUTIFUL




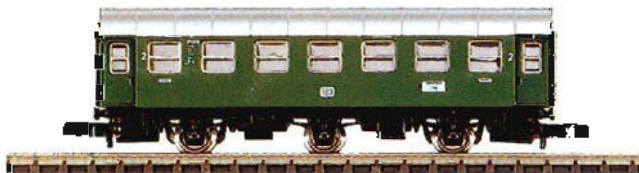
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
PASSENGER CARS

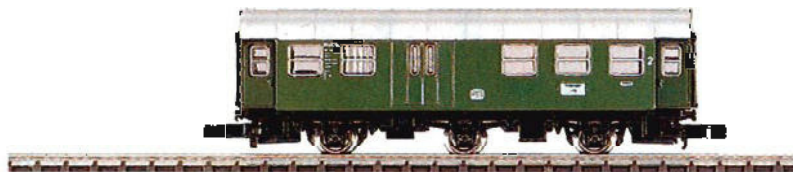
Three-Axle Rebuild Cars of the German Federal Railroad (DB)




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



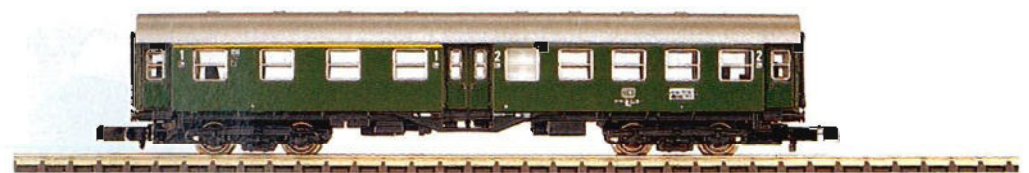
 **8707 Passenger Car.**
B3yge. 2nd class. Length over buffers 61 mm (2-3/8").




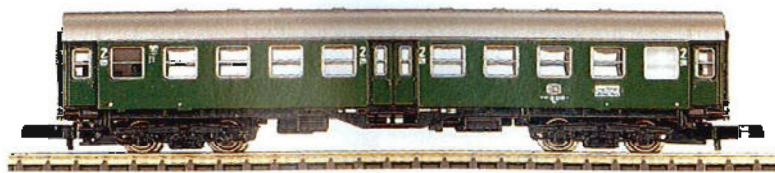
 **8708 Passenger Car.**
BD3ygc with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8").


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

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



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




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

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

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



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

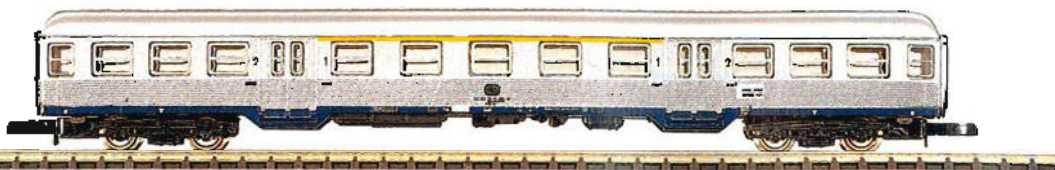
"SILBERLINGE" ("SILVER COINS")

Commuter Cars of the
German Federal Railroad (DB)



8716 Commuter Car.

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



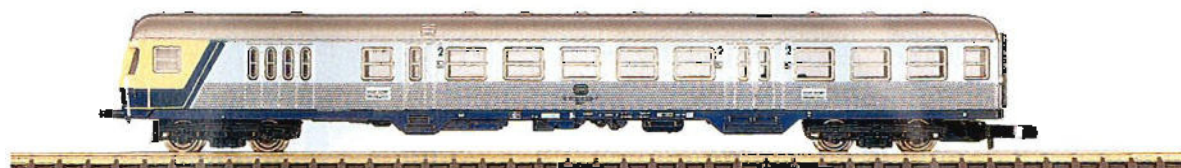
8717 Commuter Car.

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



8718 Commuter Car with Control Cab.

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



When operated control car first, triple white headlight shine.



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

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CITYBAHN CARS

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



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



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



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



When operated control
car first, triple white
headlights shine.



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

CUTE EARRINGS



EXPRESS TRAIN PASSENGER CARS

German Federal Railroad (DB)



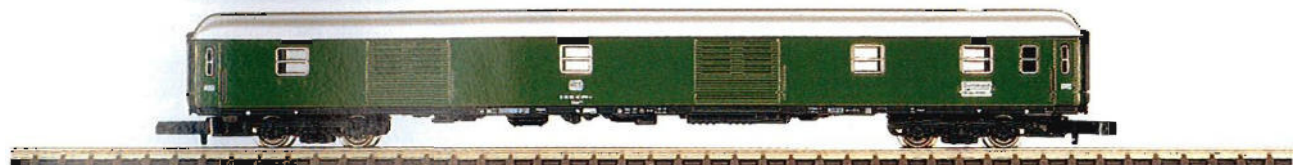
8710 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm
(4 3/4").



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



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



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



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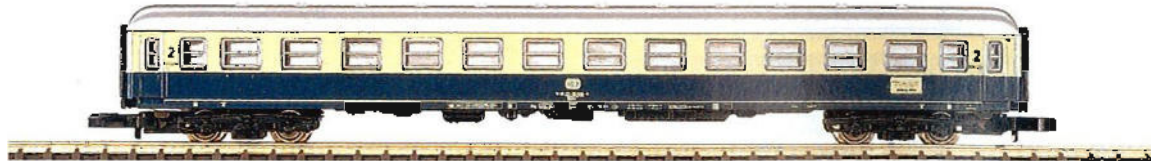
EXPRESS TRAIN PASSENGER CARS

German Federal Railroad (DB)



8720 Express Train Passenger Car.

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



8721 Express Train Passenger Car.

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



8722 Express Train Baggage Car.

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



8757 Express Train Baggage Car.

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



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

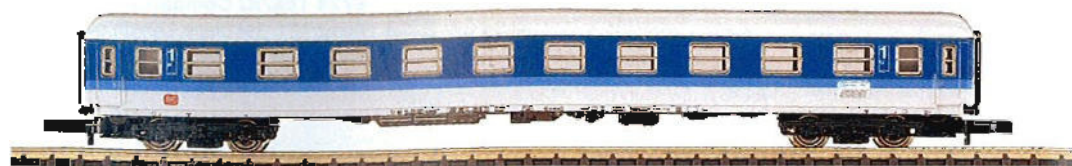
EXPRESS TRAIN PASSENGER/ INTERCITY CARS

German Federal Railroad (DB)



8743 InterRegio Car.

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



8744 InterRegio Car.

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



InterRegio (IR) trains will replace the classic express train network in the future. The first of 18 planned routes are already in operation. The cars are operated on these routes on regular schedules of every two hours and have been completely rebuilt inside as well as painted in the German Federal Railroad's new color scheme.



8758 InterCity Open Seating Car.

Aprmz 123. 1st class. Length over buffers 120 mm (4-3/4").



8759 InterCity Open Seating Car.

Bpmz 291. 2nd class. Length over buffers 120 mm (4-3/4").



The open seating coaches for InterCity trains are a new development for the German Federal Railroad. A different interior layout and smaller vestibule areas has made it possible to expand the number of seats by three reclining seats that can also be rotated.



8734 Express Train Coach.

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



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INTERCITY CARS

German Federal Railroad (DB)



8724 TEE/IC Compartment Car.
Avmz 111. 1st class. Length over buffers
120 mm (4-3/4").



8725 TEE/IC Open Seating Car.
Apmz 121. 1st class. Length over buffers
120 mm (4-3/4").



8726 TEE/IC Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").



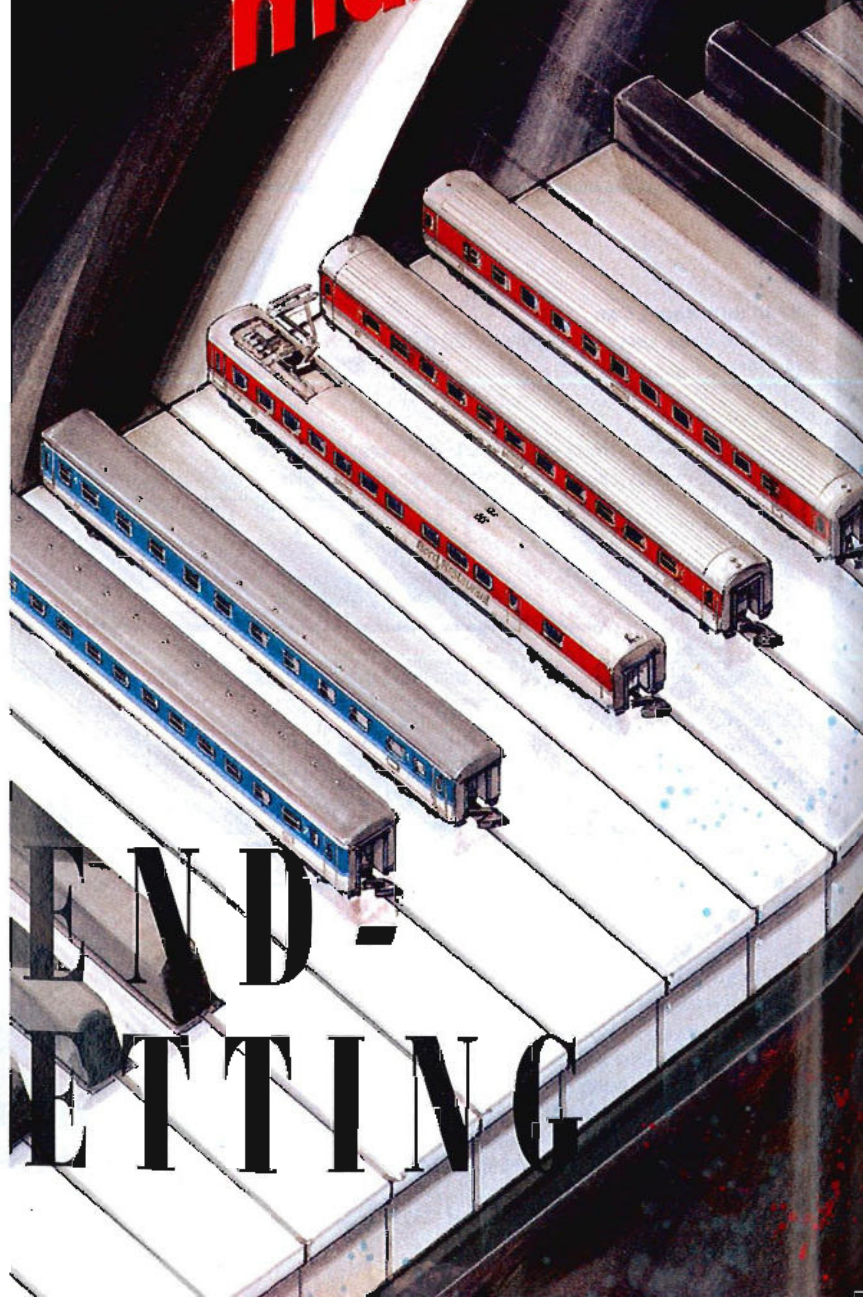
8728 TEE Vista Dome Car.
ADm 101. 1st class. Length over buffers
120 mm (4-3/4").



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

TREND- SETTING

märklin



INTERCITY CARS/ SPECIAL CARS FOR PASSENGER TRAINS

German Federal Railroad (DB)



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



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

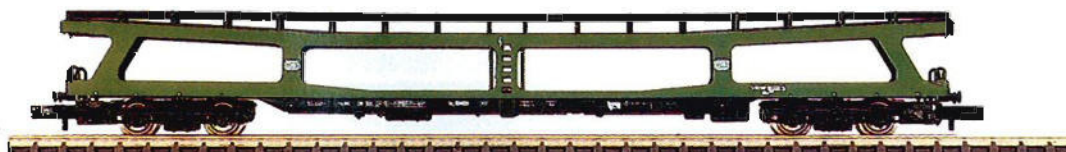
The German Federal Railroad's new color concept has already been introduced for the high quality InterCity (IC) and EuroCity (EC) network. Numerous cars are already operating in the red/gray paint scheme.



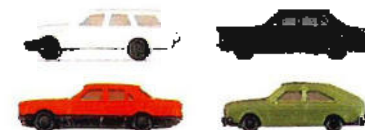
8774 Bord Restaurant.
WRmz 135 in new color scheme.
Sprung single-arm pantograph.
Length over buffers 120 mm
(4-3/4").



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



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



8709 Passenger Train Auto Transport Car. German Federal Railroad (DB) DDm 915 in new color scheme. Length over buffers 120 mm (4-3/4").



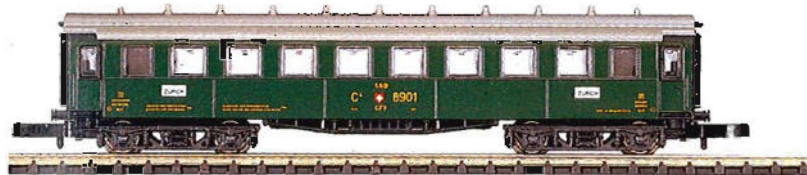
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EXPRESS TRAIN PASSENGER CARS

Swiss Federal Railways
(SBB)



8748 Express Train Passenger Car.
Older design C4ü. 3rd class. Length over buffers
87 mm (3-7/16").



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

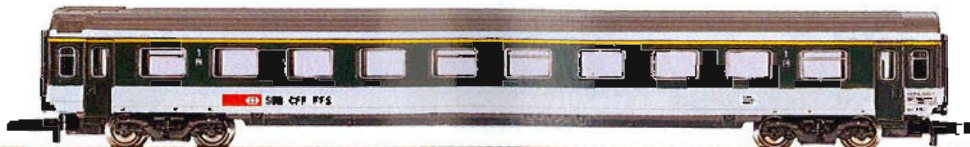


8749 Express Train Baggage Car.
Older design F4ü. Length over buffers
91 mm (3-9/16").

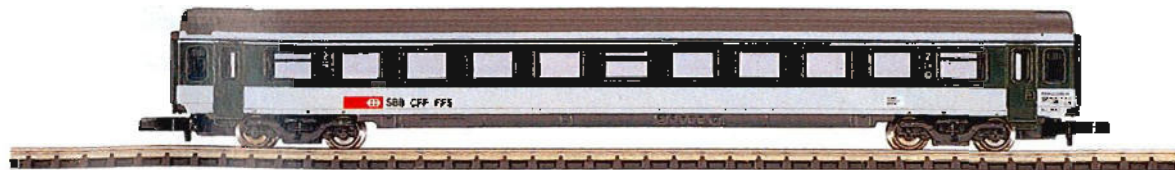
The F4ü baggage car was built in 1913 for the BLS (Bern-Lötschberg-Simplon Railroad). Around 1927 it was acquired by the Swiss Federal Railways and used in the Gotthard Pullman train.



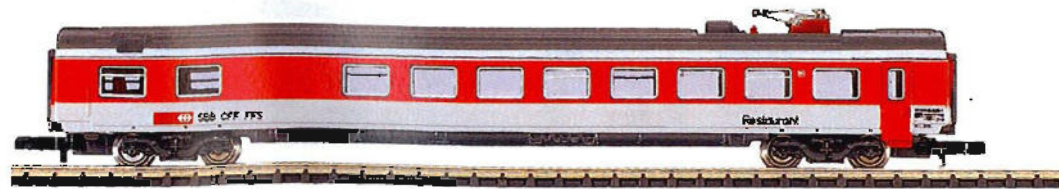
8745 Express Train Passenger Car.
Standard design Mark IV A. 1st class.
Length over buffers 120 mm (4-3/4").



8746 Express Train Passenger Car.
Standard design Mark IV A. 1st class.
Length over buffers 120 mm (4-3/4").



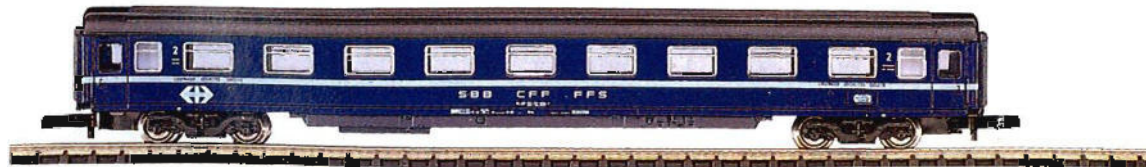
8747 Express Train Dining Car.
Standard design Mark IV WR. Length over
buffers 120 mm (4-3/4").



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



8742 Slumber Coach.
Bcm. 2nd class. Length over buffers 120 mm
(4-3/4").



"DAYLIGHT" STREAMLINED PASSENGER CARS

Southern Pacific Railroad (USA)

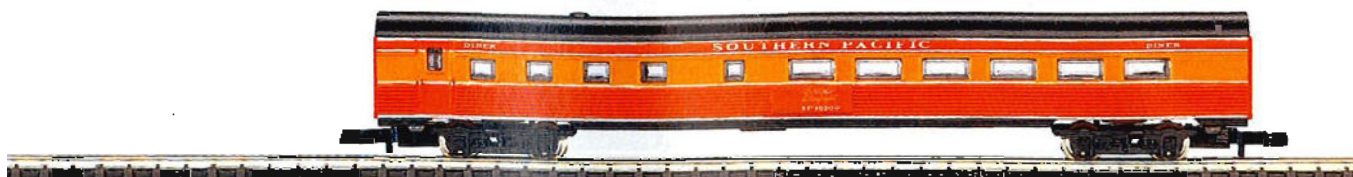
märklin
Z



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



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



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



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



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



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

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CAR SETS

German Federal Railroad (DB)



8776 "Track Maintenance Train" Car Set. Contents: 3 crew and equipment cars of various designs, 1 tank car, 1 low side car loaded with a work crew trailer. All cars in a special edition. Not available separately. Total length 290 mm (11-7/16").

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



8237 "RAG Ruhr Coal, Inc." Car Set. Contents: 3 Ruhr Coal, Inc. (RAG) Fals 176 hopper cars with different car numbers. Cars are weathered. All cars in special version. Not available separately. Total length 165 mm (6-1/2").

The 8237 car set supplements the 8137 RAG freight train (see pages 270/271).



Models of the freight cars are illustrated full size

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



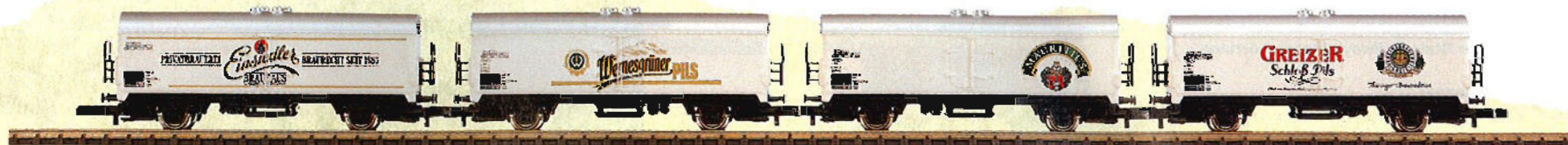
NEW ITEM

N 

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

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

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



NEW ITEM

N 

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

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

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



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PROVINCIAL RAILROAD FREIGHT CARS

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



8633 Coal Gondola.

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



Royal Saxon State Railways



8601 Gondola with Hinged Covers.

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



German State Railways Alsace-Lorraine



8602 Boxcar.

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

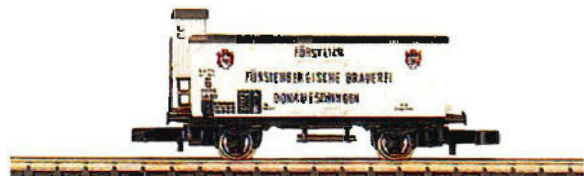


Grand Ducal Baden State Railways



8661 "Fürstenberg" Beer Car.

With brakeman's cab. Length over buffers 40 mm (1-9/16").



Royal Württemberg State Railways
(K.W.St.E.)



8649 Boxcar.

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



Grand Ducal Oldenburg State Railroad

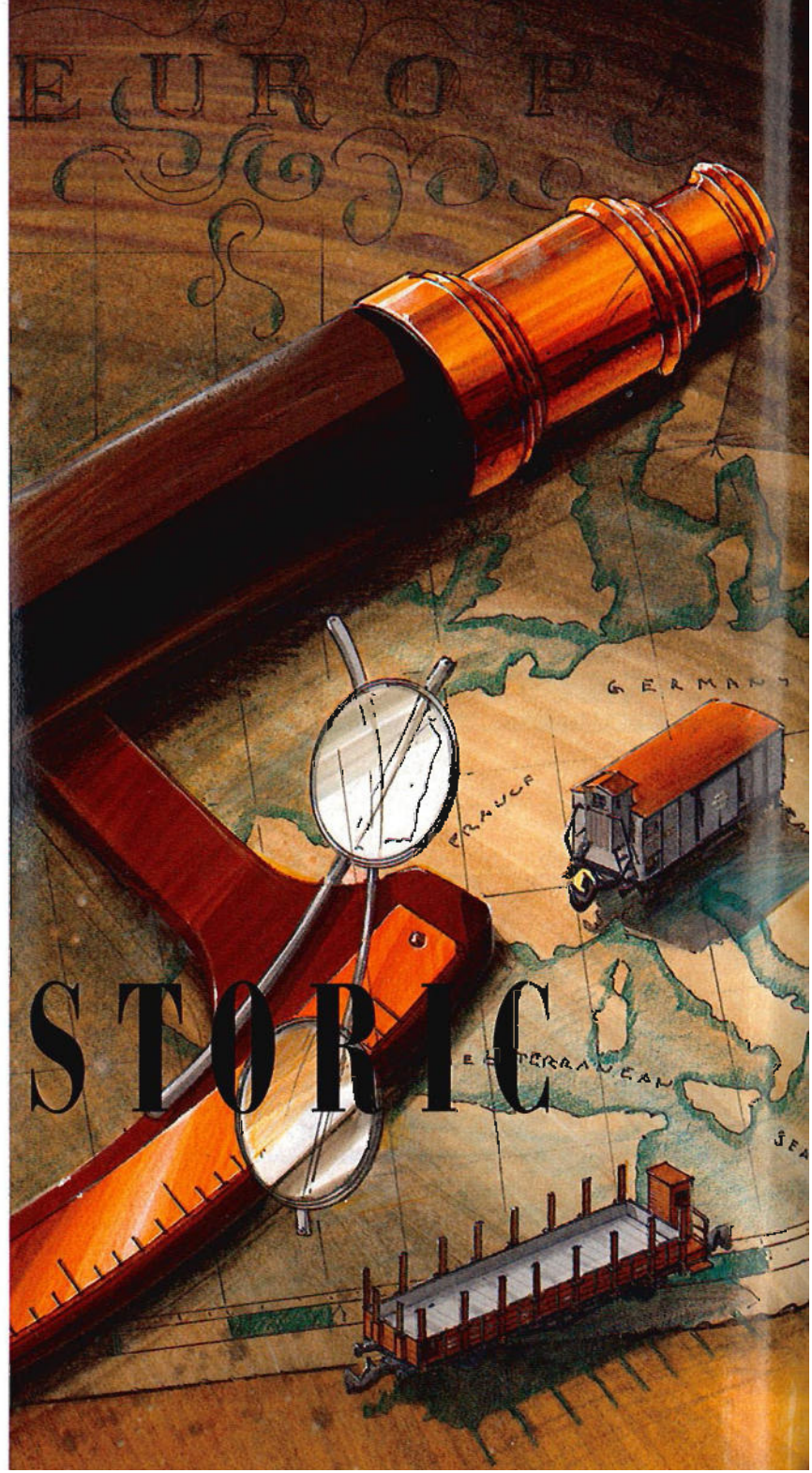


8658 Stake Car.

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



H I S T O R I C



FREIGHT CARS

German Federal Railroad (DB)



8639 Boxcar.

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



8609 Freight Train Baggage Car.

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



8600 Refrigerator Car.

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



8669 Beer Car.

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



8648 Beer Car.

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



8631 Beer Car. Privately owned by Veltins Brewery. Length over buffers 54 mm (2-1/8").



8647 Beer Car.

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

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FREIGHT CARS

German Federal Railroad (DB)



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



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



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



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



8668 Gondola with Hinged Roof.
Tams 886. Length over buffers 63 mm (2-1/2").

The German Federal Railroad transport moisture-sensitive freight in the gondola with a hinged roof. The roof design allows easy loading and unloading from above.



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

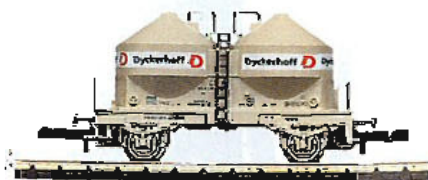


8617 Container Car.
With Märklin container. Length over buffers
54 mm (2-1/8").

German Federal Railroad (DB)

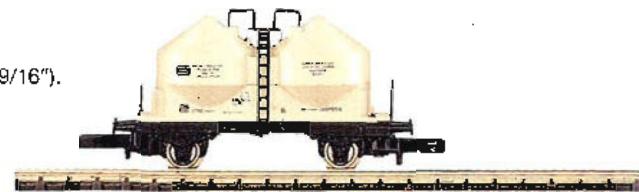


8632 Powdered Bulk Freight Car.
Type Ucs 908 for Dyckerhoff Company.
Length over buffers 40 mm (1-9/16").



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

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



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



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



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



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



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



8655 Stake Car.
Spns 719. Length over buffers 95 mm (3-3/4").

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



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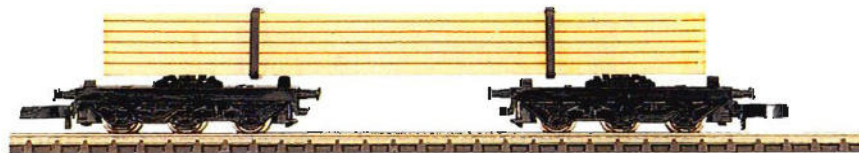
SPECIAL DESIGN FREIGHT CARS

German Federal Railroad (DB)



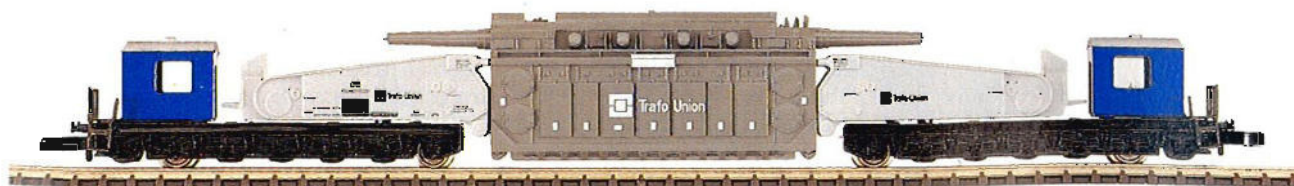
8657 Crane Car Set.

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



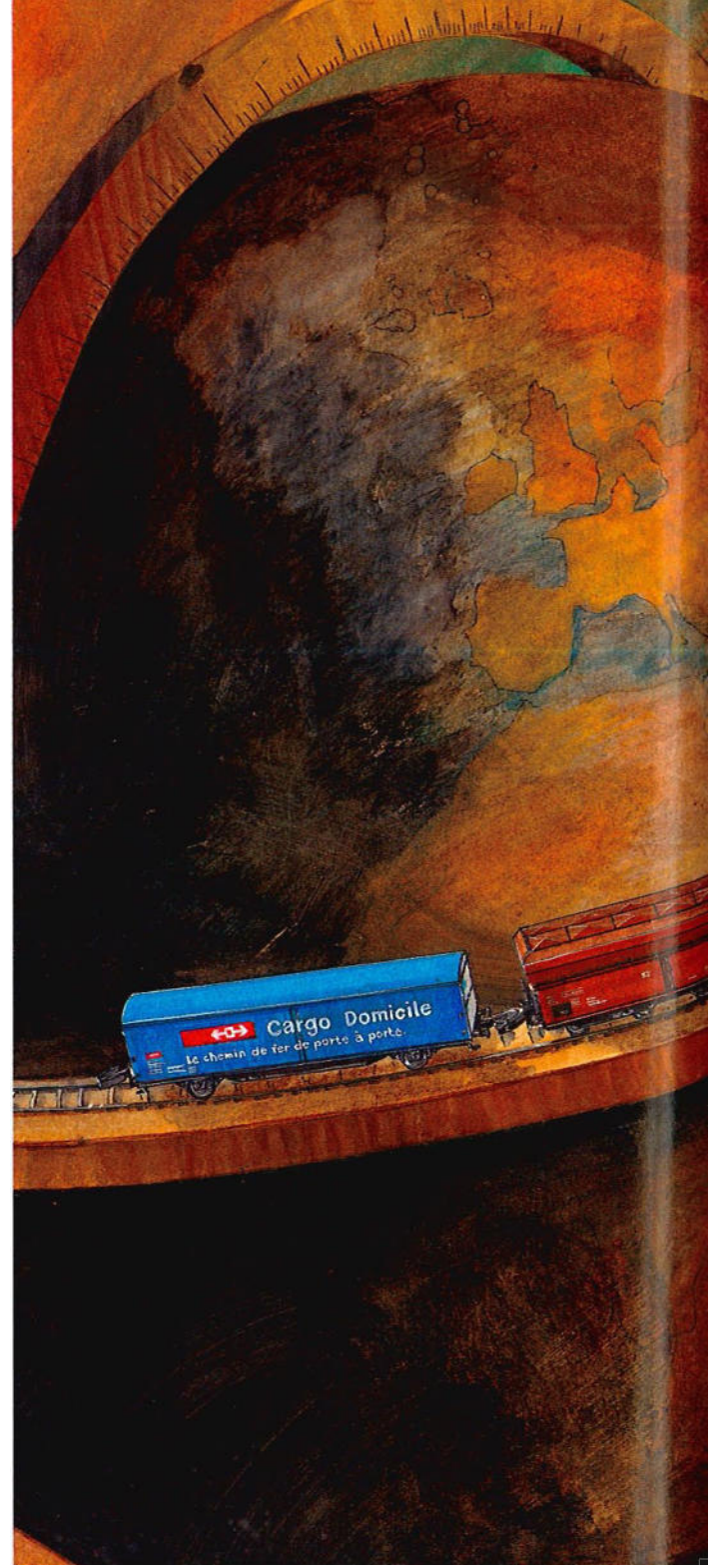
8619 Lumber Car.

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



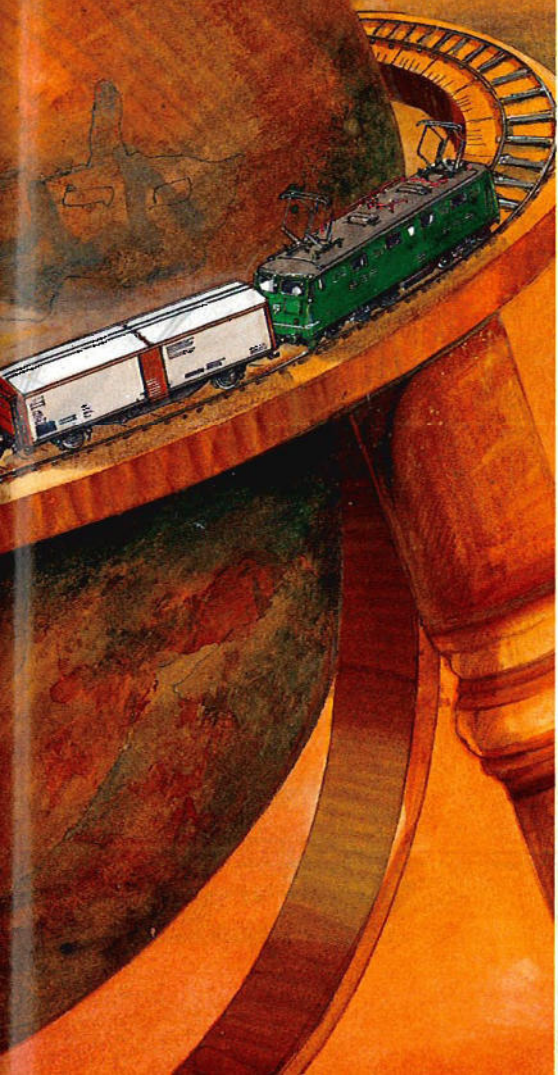
8620 Depressed Center Flat Car.

Loaded with transformer. Length over buffers 154 mm (6-1/16").



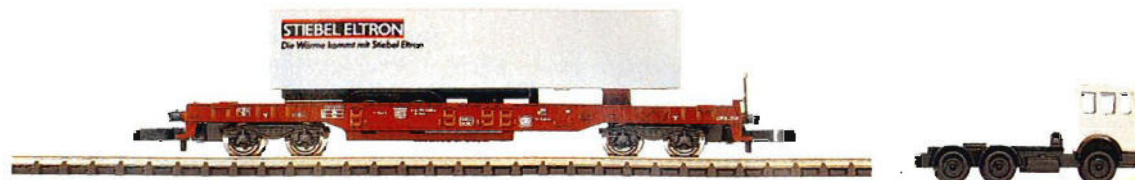
German Federal Railroad (DB)

INTERNATIONAL



8662 Piggyback Flatcar.

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



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



8211 Piggyback Flatcar.

Sdkms 707. Loaded with a removable semi trailer for Warsteiner Brewery, Warstein, Germany. Tractor included. Length over buffers 78 mm (3-1/16").



NEW ITEM

The 8211 Piggyback Flatcar is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.

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TANK CARS

German Federal Railroad (DB)



8629 Oil Tank Car.
Privately owned by DEA Petroleum, Inc.
Length over buffers 40 mm (1-9/16").

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

NEW ITEM



8203 Oil Tank Car.
Tank car lettered for Minol Petroleum Oil
Distribution, Inc., Berlin. Length over buffers
40 mm (1-9/16").

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

NEW ITEM



8202 Oil Tank Car.
Tank car lettered for Minol Petroleum Oil
Distribution, Inc., Berlin. Length over buffers
75 mm (3").

German Federal Railroad (DB)



8625 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 75 mm (3").



8611 Oil Tank Car.
Privately owned by German Shell, Inc.
Length over buffers 40 mm (1-9/16").



8626 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 75 mm (3").



8612 Oil Tank Car.
Privately owned by Esso, Inc.
Length over buffers 40 mm
(1-9/16").



German Federal Railroad (DB)



8613 Oil Tank Car.

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



8627 Oil Tank Car.

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



8614 Oil Tank Car.

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



8628 Oil Tank Car.

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



8607 Gas Tank Car with Heat Shield.

Privately owned by VTG, Company. Length over buffers 75 mm (3").



8608 Gas Tank Car with Heat Shield.

Privately owned by EVA Company. Length over buffers 75 mm (3").



8667 Gas Tank Car with Heat Shield.

Privately owned by ETRA Company. Length over buffers 75 mm (3").



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CAR SETS

Swiss Federal Railways (SBB)

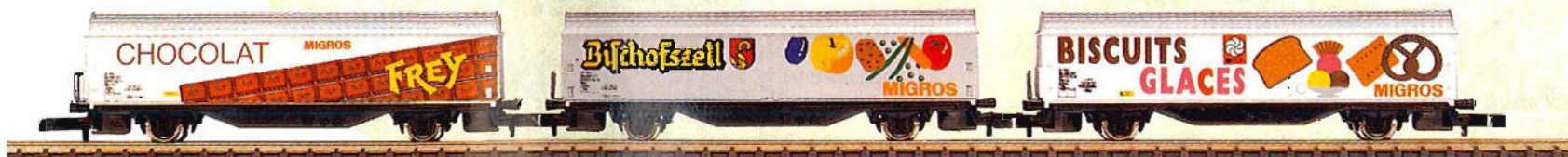
NEW ITEM

N

8210 "MIGROS" Car Set.

Contents: 3 Hbits sliding wall boxcars with different lettering for the MIGROS wholesale and retail company. 1 sliding wall boxcar lettered for "Biscuits Glaces", 1 sliding wall boxcar lettered for "Bischofszell", 1 sliding wall boxcar lettered for "Chocolat Frey".

All cars in special version. Not available separately. Total length 198 mm (7-3/4").



B201 "Swiss Mineral Waters" Car Set.

Contents: 3 Swiss Federal Railways (SBB) Hbits sliding wall boxcars with different lettering. 1 sliding wall boxcar lettered for "Orangina", 1 sliding wall boxcar lettered for "Elmer Citro", 1 sliding wall boxcar lettered for "Valsler".

All cars in special version. Not available separately. Total length 198 mm (7-3/4").

FREIGHT CARS

Swiss Federal Railways (SBB)



8653 Flat Car with Telescoping Covers.
Shimms. Length over buffers 55 mm (2-1/8").



8656 Sliding Wall Boxcar.
Hbis. Less-than-carload car "Cargo Domizil" with dual language lettering in German and French. Length over buffers 64 mm (2-1/2").

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



8651 Gondola.
Caos. Length over buffers 63 mm (2-1/2").



8603 Piggyback Car.
Version for the Swiss company "Hupac". Loaded with removable trailer for the freight forwarder Jacky Maeder Company. Truck tractor included. Length over buffers 78 mm (3-1/16").

Austrian Federal Railways (ÖBB)



8604 Piggyback Car.
Loaded with removable trailer for the freight forwarder Lkw-Walter. Truck tractor included. Length over buffers 78 mm (3-1/16").

The piggyback flatcars are used in unit trains for combination freight traffic. These trains serve to relieve the much traveled pass roads. The different lettering printed on the trailers makes for a very colorful appearance in unit trains.



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CAR SETS



GOLDEN SPIKE

NEW ITEM



NEW ITEM

A small brochure gives information about the historic event of the first American trans-continental rail link, which was completed 125 years ago between the Union Pacific and Central Pacific (later Southern Pacific) Railroad Companies. A golden spike was pounded into the last tie in an official ceremony as a symbol of this continuous rail link.

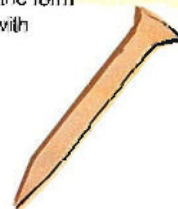
A "Golden Spike" in the form of a pin is included with this caboose.



8212 Caboose.

Union Pacific Railroad Company caboose. Separately applied ladders. Length 51 mm (2-5/8").

The 8212 caboose is being produced in a one-time series only in 1994 and is already sold out at the factory. Your dealer has already placed orders for this unit.



USA Freight Cars



8205 USA Freight Car Set 1.
Contents: 3 boxcars lettered for different railroads. 1 "Union Pacific" boxcar. 1 "Bangor and Aroostook - State of Maine Products" boxcar. 1 "Southern Pacific" boxcar.

All cars in special edition. Not available separately. Total length 226 mm (8-7/8").

NEW ITEM



8206 USA Freight Car Set 2.
Contents: 3 gondolas lettered for different railroads. 1 "Union Pacific" gondola. 1 "Western Maryland" gondola. 1 "Southern Pacific" gondola.

All cars in special edition. Not available separately. Total length 211 mm (8-5/16").



8214 USA Freight Car Set 3.
Contents: 3 tank cars lettered for different companies. 1 "Dupont" tank car. 1 "Baker's Chocolate" tank car. 1 "Hooker Chemicals" tank car.

All cars in special edition. Not available separately. Total length 172 mm (6 3/4").

On the occasion of the 125th anniversary of the first American transcontinental rail link (Union Pacific - Central Pacific) the 8205, 8206 and 8214 car sets are being produced in a one-time series only in 1994 and are already sold out at the factory. Your dealer has already placed orders for these units.

NEW ITEM

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