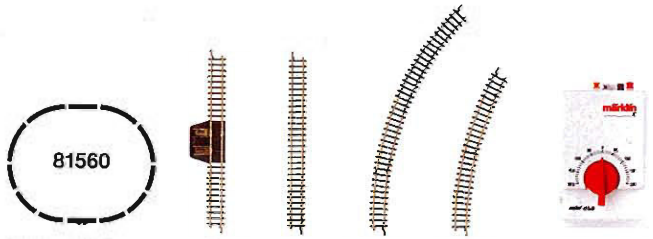
märklin

Complete Program
1997 / 98 E

Starter Sets



512 x 402 mm
(21″ x 16″)

1x 1x 4x 6x

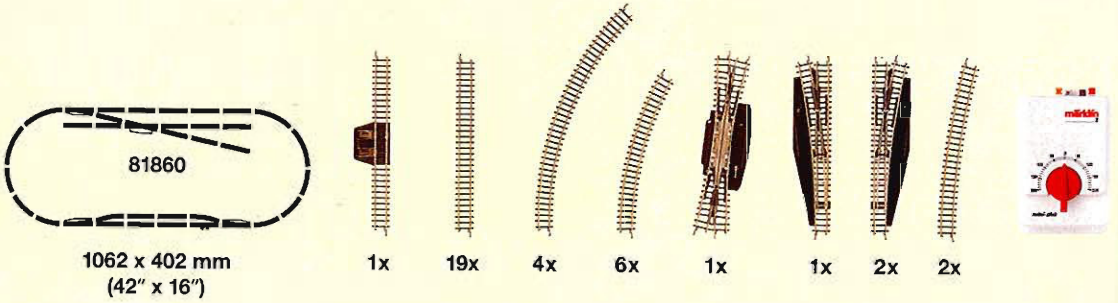
81560 230 volts
81565 120 volts USA
Freight Train with Power Pack.
Contents: 1 German Federal Railroad (DB) class 24 steam locomotive with tender, 1 low side car, 1 "Distelhäuser" beer car, 2 straight tracks, 10 curved tracks, rerailing ramp and power pack. Train length 198 mm (7-13/16″). Can be expanded with the SET sets 8190 or 8191, 8192, 8193 and 8194 or as desired.

Freight train models are illustrated full size

Anniversary Model

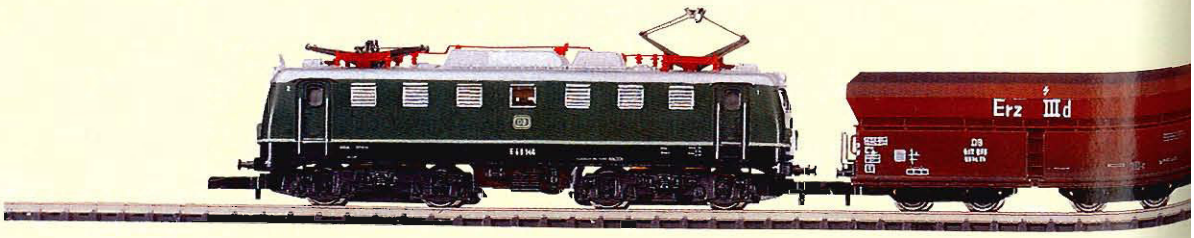
25 JAHRE mini-club

81860 230 volts
Freight Train with Power Pack.
Contents: 1 German Federal Railroad (DB) class E 40 electric locomotive, 1 "Erz IIId" hopper car, 1 "Stuttgarter Hofbräu" refrigerator car with brakeman's cab, 1 type Omm 52 gondola with coal insert, 1 "ARAL" tank car with brakeman's cab, 1 stake car with brakeman's cab, 1 type Pwg 012 freight train baggage car, 20 straight tracks, 12 curved tracks, 1 double slip switch, 3 electric turnouts, 3 track bumpers, rerailing ramp, control box, distribution strip, wire, plugs, sockets and power pack. Train length 377 mm (14-13/16″). Can be expanded with the SET sets 8192 and 8193 or as desired.



1062 x 402 mm
(42″ x 16″)

1x 19x 4x 6x 1x 1x 2x 2x

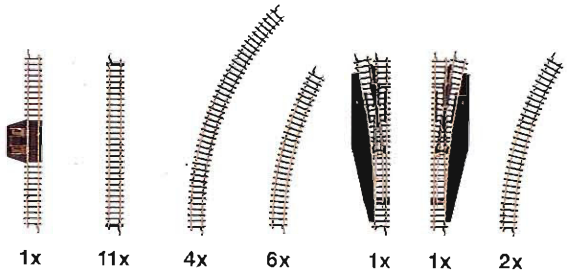


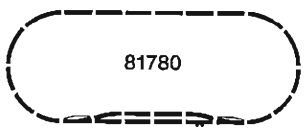
The 81860 is being produced in a one-time series only in 1997 on the occasion of the 25th anniversary of mini-club.

Starter Sets

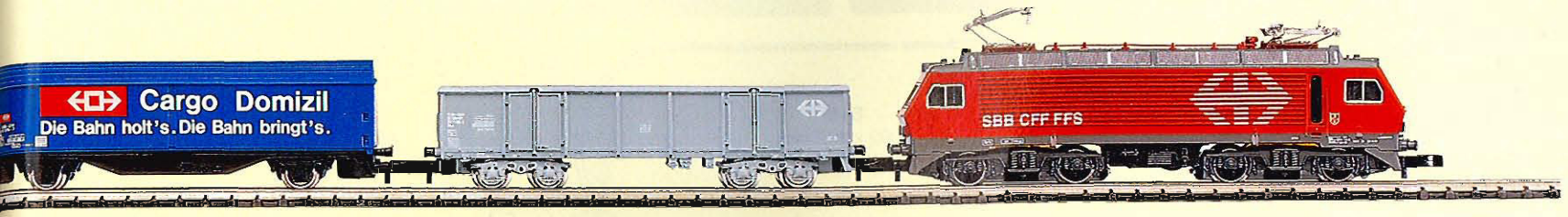
III – V

81780 230 volts
Freight Train with Power Pack.
Contents: 1 German Federal Railroad (DB) class 41 freight locomotive with tender, 1 type E 037 gondola, 1 "BP" oil tank car, 1 type Klms 440 low side car with tarp cover, 1 "Warsteiner" beer car, 1 type Pwg 012 freight train baggage car, 12 straight tracks, 12 curved tracks, 2 electric turnouts, rerailing ramp, control box, distribution strip, wire, plugs, sockets and power pack. Train length 369 mm (14-17/32").Can be expanded with the SET sets 8192, 8193 and 8194 or as desired.

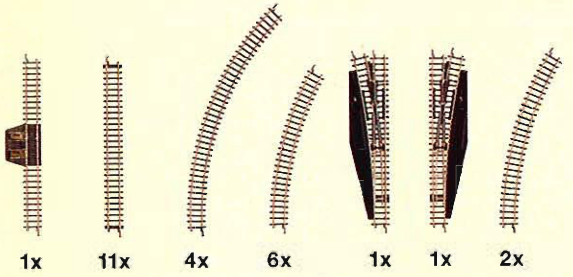




1062 x 402 mm
(42" x 16")



8185 230 volts
Freight Train with Power Pack.
Starter set with Swiss prototype locomotive and cars. Contents: 1 Swiss Federal Railways (SBB) class Re 4/4^{IV} electric locomotive, 1 type Eaos gondola, 1 "Cargo Domizil" sliding wall boxcar, 1 "Shell tank car, 12 straight tracks, 12 curved tracks, 2 electric turnouts, 1 Wintersdorf station kit, control box, distribution strip, wire, plugs, sockets and power pack. Train length 290 mm (11-13/32"). Can be expanded with the SET sets 8192, 8193 and 8194 or as desired.

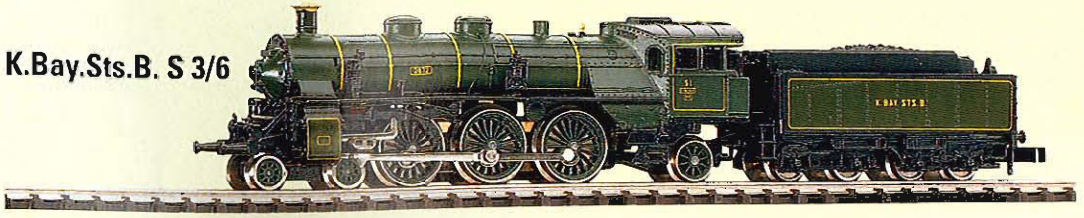


1062 x 402 mm
(42" x 16")

mini-club locomotives will not disrupt television/radio reception

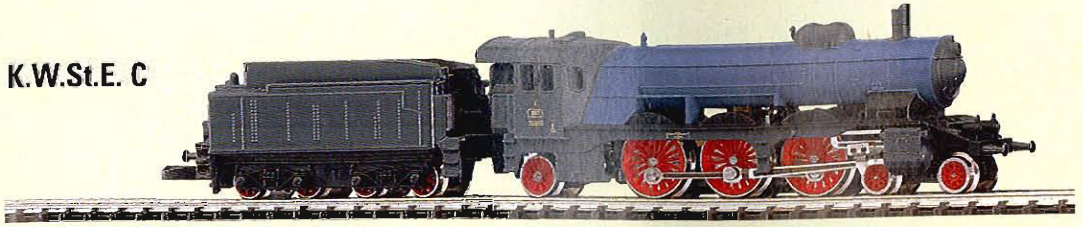
mini-club locomotives should only be run with a Märklin 67011 power pack or with the power pack included in the starter sets.

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



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.W.St.E. C



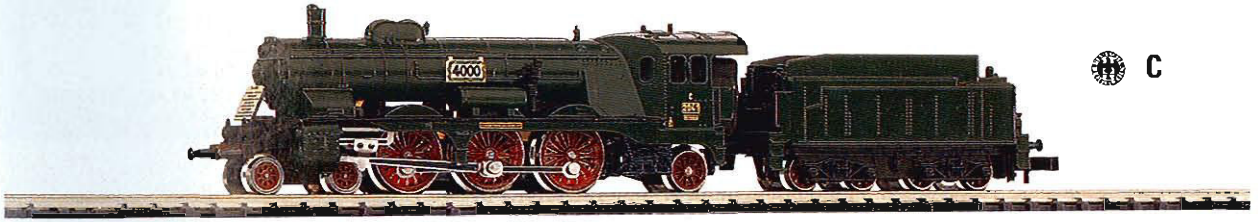
88180 Express Locomotive with Tender.
Royal Württemberg State Railways (K.W.St.E.) class C. All axles powered. Length over buffers 110 mm (4-21/64").

The class C express locomotive with a 4-6-2 wheel arrangement and a four-axle tender came into being at the start of this century, because the steam locomotives existing at that time were no longer adequate for the increasing demands on motive power, especially on grades such as the Geislingen Grade.
This elegant, rakish machine was lovingly named the "Schöne Württembergerin" ("Beautiful Lady of Württemberg") and was one of the most successful creations of its kind. The first locomotives were already in service by 1909. By 1921 the locomotive builder Maschinenfabrik Esslingen had delivered a total of 41 locomotives to the Württemberg State Railways.

Models are illustrated full size

The 87940, 87950 and 87960 Württemberg express passenger cars are an appropriate addition to the 88180 locomotive and can be found on page 324.

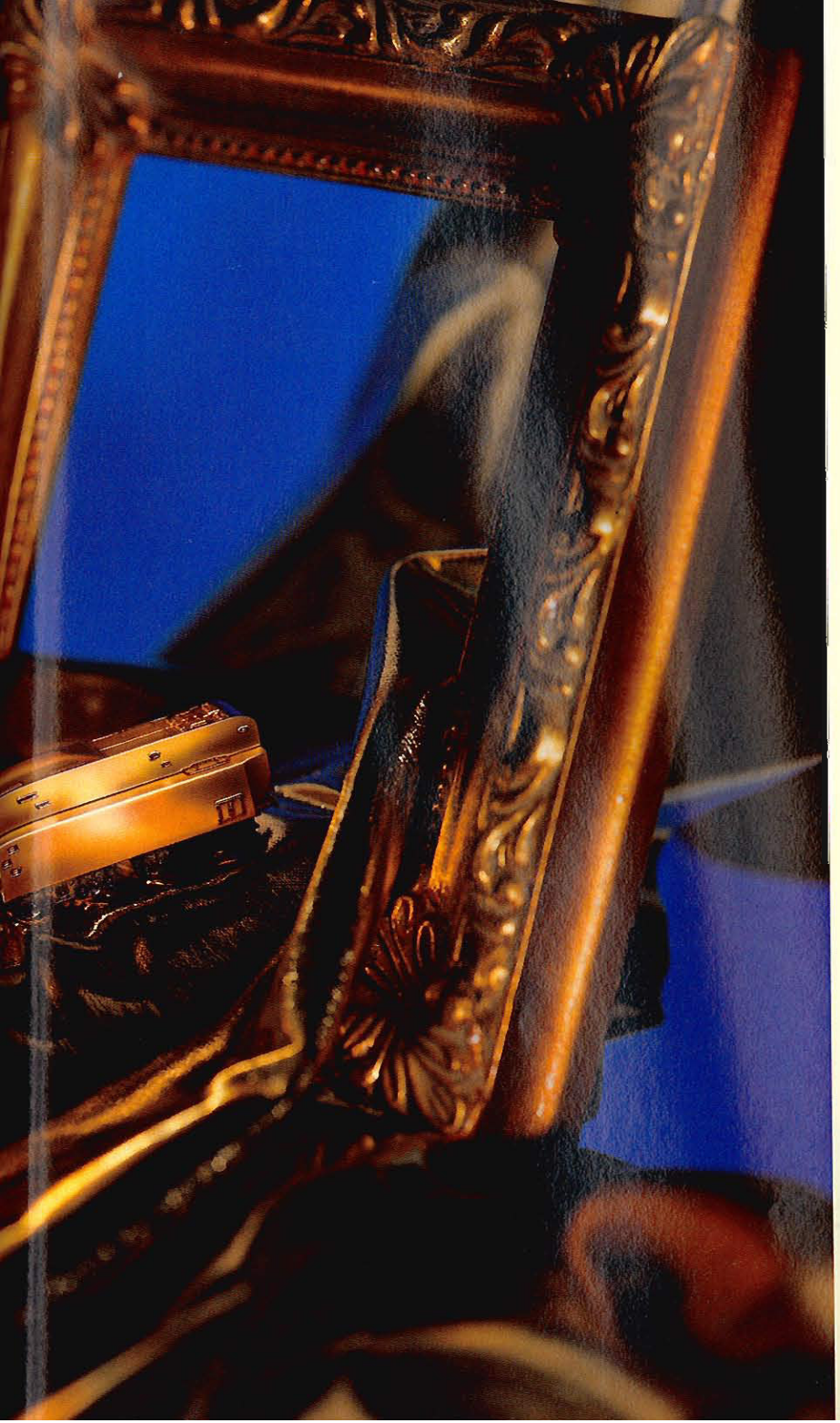
88182 Express Locomotive with Tender.
Former German State Railroad (DR) class C. With road number 2041, delivered as the 4,000th locomotive of the Esslingen Machine Company. All driving axles powered. Length over buffers 110 mm (4-5/16").



The Esslingen Machine Company was officially founded in 1846. A factory quite large for the time was conjured up seemingly out of nowhere in a very short amount of time. After only 13 months the entire factory was in full operation. The Esslingen Machine Company had over 500 employees and was the largest employer in Württemberg. In addition to railroad cars, the production program for the factory included turntables, bridges, steam powered machines, and locomotives of course. Without a doubt the most famous Württemberg locomotive was the class C express locomotive, a design that was a credit to its nickname "Beautiful Lady from Württemberg". In 1921 the last class C express locomotive with the road number 2041, lettered for the Württemberg State Railways, was delivered to the German State Railroad. It was also the 4,000th locomotive built by the Esslingen Machine Company.

A small brochure included with this locomotive gives information about the over 150 year history of the Esslingen Machine Company and its outstanding products, among them the class C locomotive designated as the "Beautiful Lady from Württemberg".

One-time series in 1997.
Already delivered to authorized dealers.



N **88891 Express Locomotive with Tender.**
Class 10 with partial streamlining. Locomotive and tender body of solid 18 carat gold. Three cut diamonds set in white gold as three headlights on the front of the locomotive. Three rubies shine as marker lights on the back of the tender. The locomotive is fully functional. All axles powered. All wheels are gold plated. Locomotive wheels have black spokes. Side rods, drive rods and cross heads are gold plated and inlaid in black. Length over buffers 120 mm (4-3/4").

The 88891 gold locomotive is being produced in a one-time series only in 1997 on the occasion of the 25th anniversary of mini-club and is sold out at the factory.

The locomotive and tender body are cast in a special casting process from approximately 3 ounces of 18 carat gold and are processed further with a great deal of hand labor. The wheels, buffers and valve gear are gold plated. Naturally, the locomotive is fully functional. Each locomotive comes in a high-quality jewel box with a numbered certificate.

Steam Locomotives

41

88271 Freight Locomotive with Tender.
German State Railroad Company (DRG) class 41. All driving axles powered. Length over buffers 112 mm (4-7/16").

88961 Tank Locomotive.
Former German State Railroad Company (DRG) class 86 in prototypical photo gray paint scheme. All driving axles powered. Length over buffers 63 mm (2-1/2").

86

A small brochure gives information about the history of the photo gray paint scheme in the German State Railroad period.

Special one-time series. Already delivered to authorized dealers.

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

Insider Model for 1997

88832 Freight Locomotive with Tub-Style Tender.
German State Railroad Company (DRG) class 52. All driving axles powered. Length over buffers 107 mm (4-3/16").

The 88832 locomotive is being produced in 1997 in a one-time series only for Insider members.

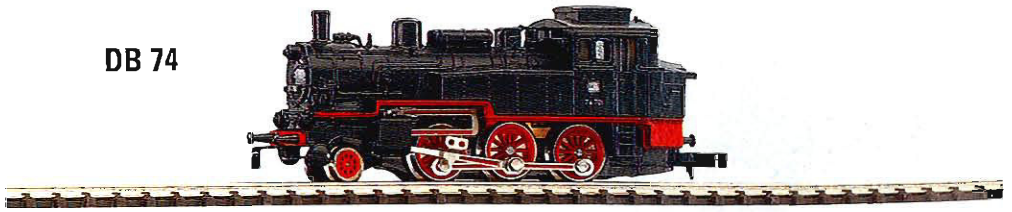
52

Starting in 1942 the class 52 was available as a considerably simplified version of the class 50. At its introduction in Hennigsdorf, Germany the class 52 was presented next to the class 50 to demonstrate the simplifications and savings initiated on these locomotives that were planned for mass production. Both locomotives subsequently went on demonstration tours through the existing Reich territory at that time.

Starting in March of 1942 the locomotive builders made preparations for mass production of the class 52. All work considered unimportant was curtailed in favor of the top priority production of the class 52. The production goal of 500 units per month was reached in June of 1943. An immense output that would have made it possible to produce 5,000 locomotives yearly. The events of the war brought an abrupt end to these plans. Continuous aerial bombing raids on German factory sites made it more and more necessary to move parts of the production. This led to a strong decrease in the number of finished locomotives, and resulted in production of the class 52 being halted at the end of 1944. Despite this over 6,200 locomotives of this class were delivered, most of them painted in gray, the largest number of German design locomotives ever built.

Please note the information on the Märklin Insider Club on page 64. Additional Insider models in H0 and 1 can be found on pages 65 and 463.

DB 74

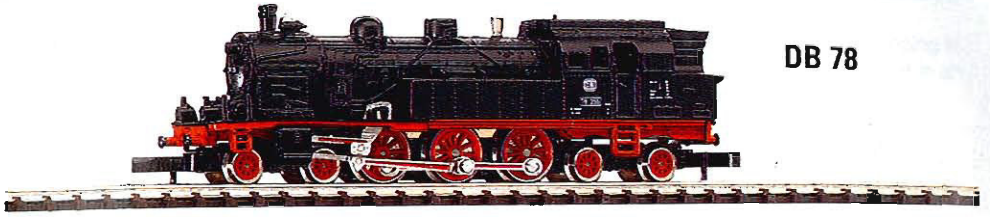


The class 78 of the former German State Railroad and the later German Federal Railroad came out of the Prussian T 18. It pulled passenger, fast passenger and D-Zug express trains. It was often used with push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same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

8806 Passenger Train Locomotive.
German Federal Railroad (DB) class 78. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm (2-3/4″).

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 78

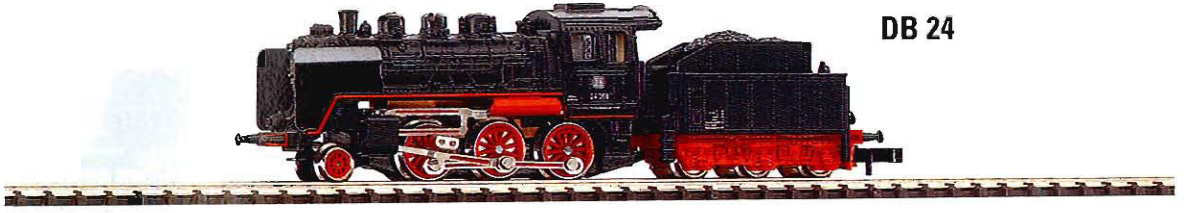


DB 86

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

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



DB 41

8827 Freight Locomotive with Tender.
German Federal Railroad class 41. All driving axles powered. Length over buffers 112 mm (4-1/2″).

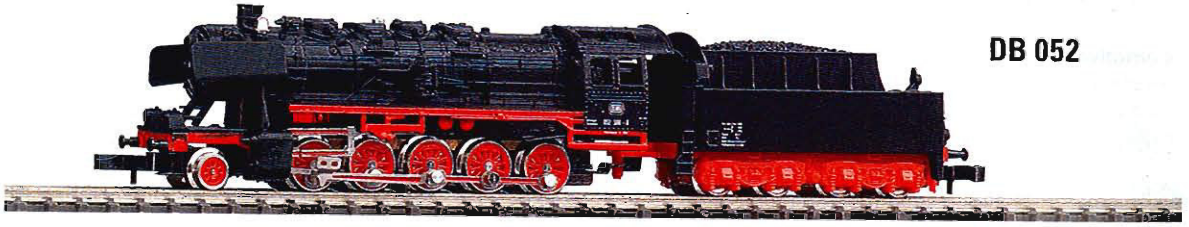
Steam Locomotives

IV

DB 050

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 052



Originally over 3,000 units of the class 50 steam locomotive were built. After 1945 well over 2,000 of these locomotives were still registered with the German Federal Railroad. In the changeover to a new numbering system in 1968 the 999 possible road numbers were not sufficient for a class 050 designation. For that reason the thousandth place in the ordinal number became the third place in the new road number. Hence, the steam locomotive in the class 50 2580 became the 052 580 in the new system.

IV

8883 Freight Locomotive with Tender.
German Federal Railroad (DB) class 052.
All driving axles powered. Length over buffers 109 mm (4-5/16").

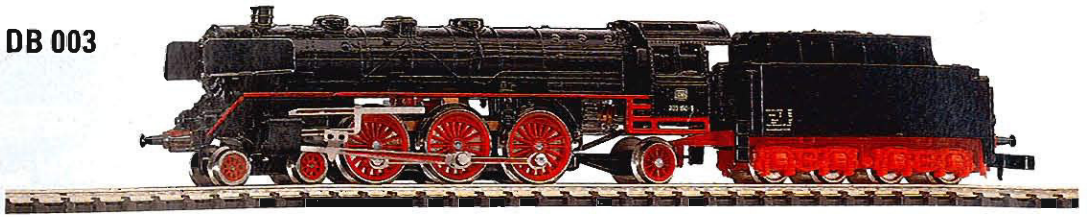
N III

88831 Freight Locomotive with Tub-Style Tender.
German Federal Railroad (DB) class 52. All driving axles powered. Length over buffers 107 mm (4-3/16").

DB 52

The class 52 was developed as a simplified version of the class 50. This design was simplified considerably due to the difficulties in procuring many raw materials. This allowed all superfluous components to be left off of the locomotive. In 1942 the locomotive builders in the area ruled by the German state were provided with all of the means for mass production of the class 52. As soon as December of 1942 production rose to just under 400 units per month and reached a level of 500 units in June of 1943. An output that would have made it possible to produce 5,000 locomotives yearly. The end of the war brought an abrupt end to these plans. Despite this over 6,200 locomotives were built by 1951 of which many units remained in several European countries after the war. A large number of these locomotives were still present in both parts of Germany. At the start of the 1960s they were taken out of service on the German Federal Railroad.

DB 003



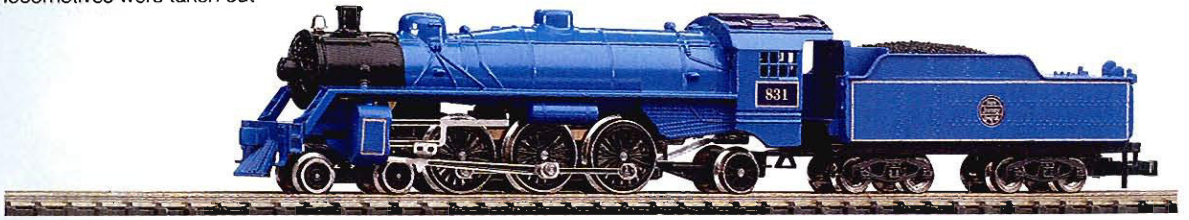
8885 Express Train Locomotive with Tender.
German Federal Railroad class 003. All driving axles powered. Length over buffers 112 mm (4-1/2").

Until 1978 the world record for continuous running for model railroads in the famous "Guinnes 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 10

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.

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



8810 "Pacific" Locomotive with Tender.
"The Blue Comet" for the New Jersey Central Railroad.
All driving axles powered. Length 116 mm (4-1/2").

Diesel Locomotives

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.

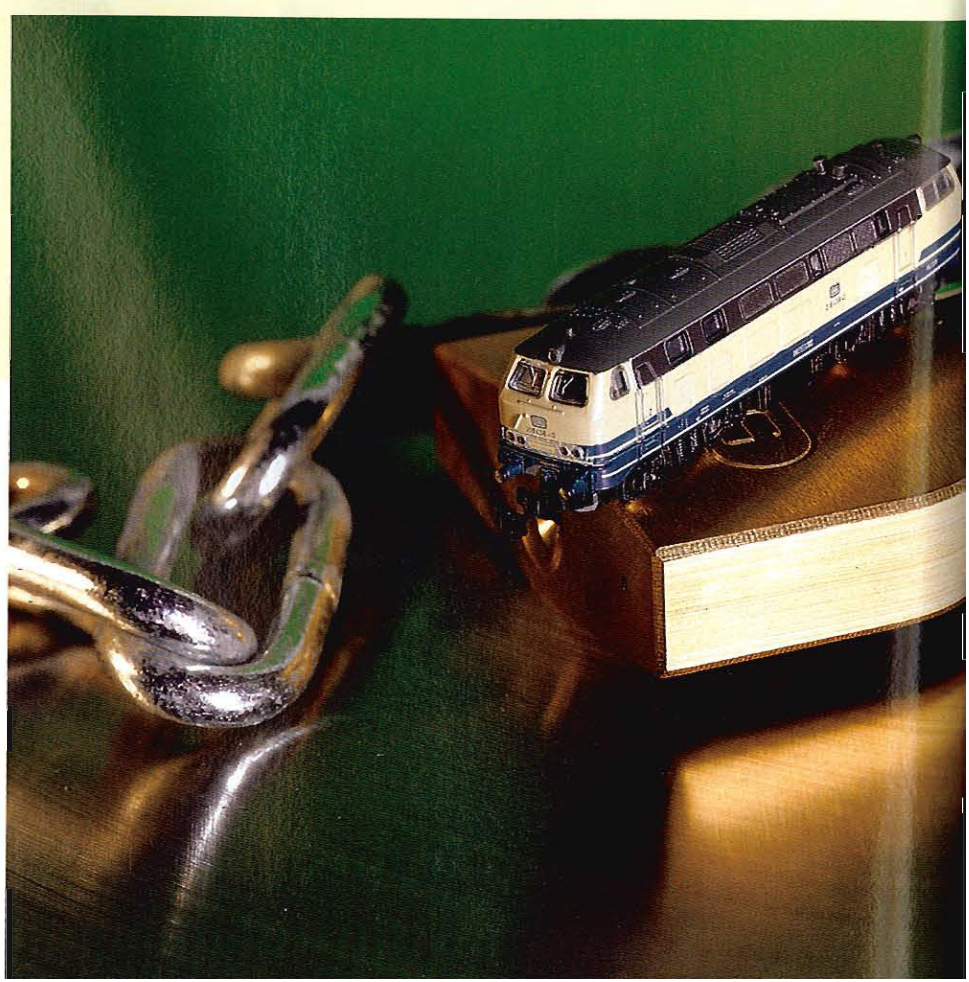
The output of these single motor units was increased to over 2,500 horsepower and offers sufficient reserves for all types of train services.

DB 218

8879 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3″).

DB 218

8878 General Purpose Diesel Hydraulic Locomotive.
German Federal Railroad class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3″).



DB 221

8820 Diesel Hydraulic Locomotive.
German Federal Railroad class 221. All axles powered. Length over buffers 84 mm (3-5/16″).

AT & SF F 7

N ·· IV

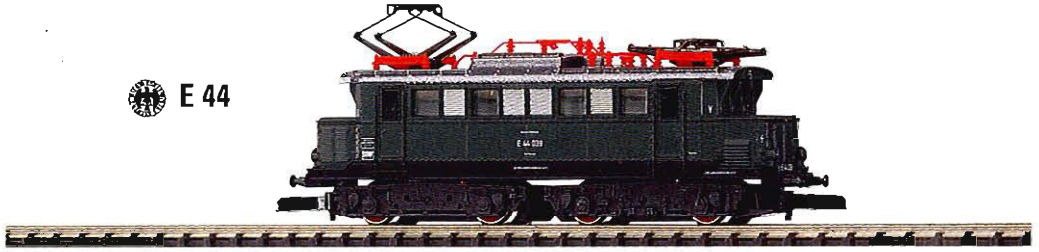
88601 Diesel Electric Locomotive.
Atchison, Topeka & Santa Fe Railway General Motors EMD F 7 A unit. Both trucks powered. Lighted number boards. Front coupler interchangeable with pilot included with unit. The rear coupler can be replaced by a rigid drawbar for close coupling with the appropriate B unit (Märklin model 82600). Length 74 mm (3").

N IV

82600 Diesel Electric Locomotive (non powered unit).
Atchison, Topeka & Santa Fe Railway B unit. Can be added to the A unit (Märklin model 88601) to form a prototypical multi unit locomotive. The standard mini-club coupler can be replaced by a rigid drawbar for close coupling with the A unit. Length 74 mm (3").

Electric Locomotives

E 44



N II

88111 Electric Locomotive.
German State Railroad Company (DRG) class E 44. Both trucks powered. Length over buffers 68 mm (2-11/16″)

The 87945 express passenger car set is an appropriate addition to this locomotive and can be found on page 323.

DR 254

IV

8812 Freight Locomotive.
Former East Germany German State Railroad (DR) class 254. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-3/8″).

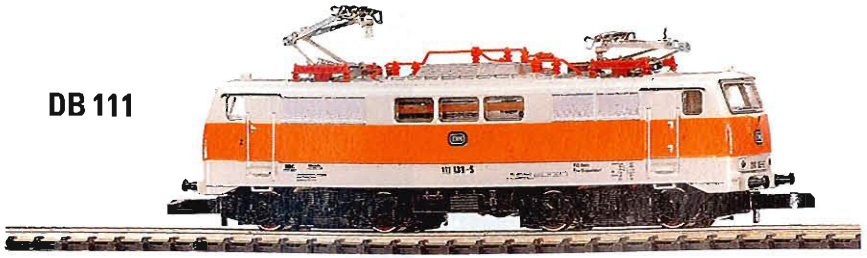
DB 194

IV

8822 Freight Locomotive.
German Federal Railroad (DB) class 194. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32″).

The German Federal Railroad class 111 in the S-Bahn version is an appropriate locomotive for the S-Bahn cars with advertising covering the sides, 87970, 87980, and 87990 (see page 328). In real life this locomotive and S-Bahn cars are used in daily service in the Rhine-Ruhr area.

DB 111



8855 Electric Locomotive.
German Federal Railroad class 111 in S-Bahn version. Both trucks powered. Length over buffers 76.8 cm (3″).

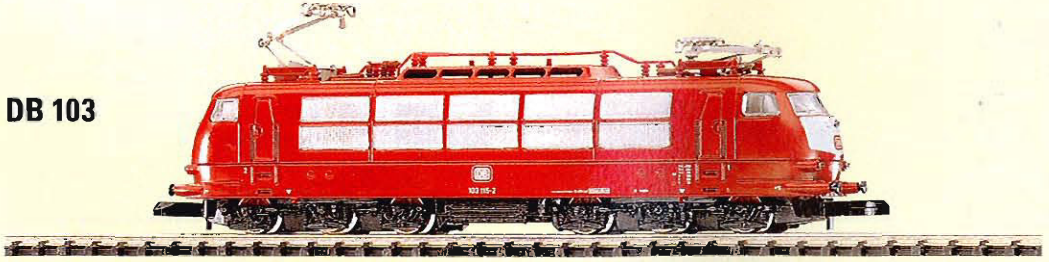
DB 140

88401 Electric Locomotive.
German Railroad, Inc. (DB) class 140 in the current color scheme with the new DB logo. Both trucks powered. Length over buffers 75.5 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. All axles powered. Length over buffers 88 mm (3-1/2″).

Electric Locomotives

DB 120.1

8848 General Purpose Locomotive.
German Federal Railroad class 120.1. All axles powered. Length over buffers 87 mm (3-7/16").

The German Federal Railroad class 120 is a turning point in the development of locomotives. Modern semi-conductor technology enables the use of three-phase motors as propulsion units. In addition to lower maintenance costs arising from the simple design, they allow a high degree of tractive effort over almost the entire speed range. The continuous rating is 5,600 kilowatts (approx. 7.510 horsepower) and the maximum speed is 160 km/h (100 mph).

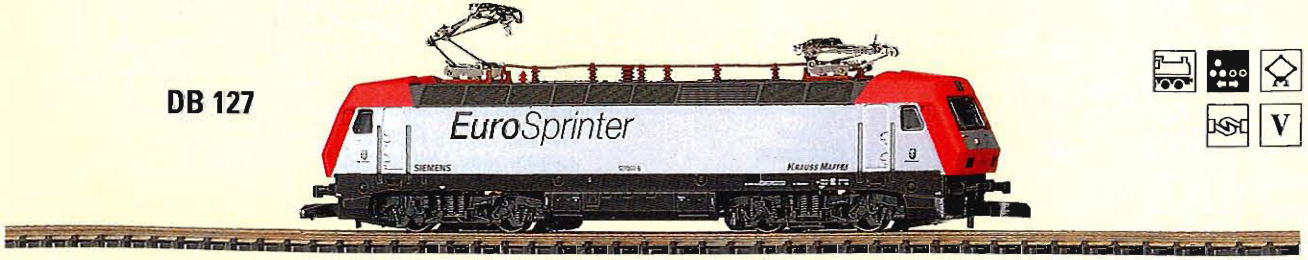
DB 151

88571 Freight Locomotive.
German Railroad, Inc. (DB) class 151 in the original green color scheme with the new DB logo. Both trucks powered. Length over buffers 88 mm (3-1/2").

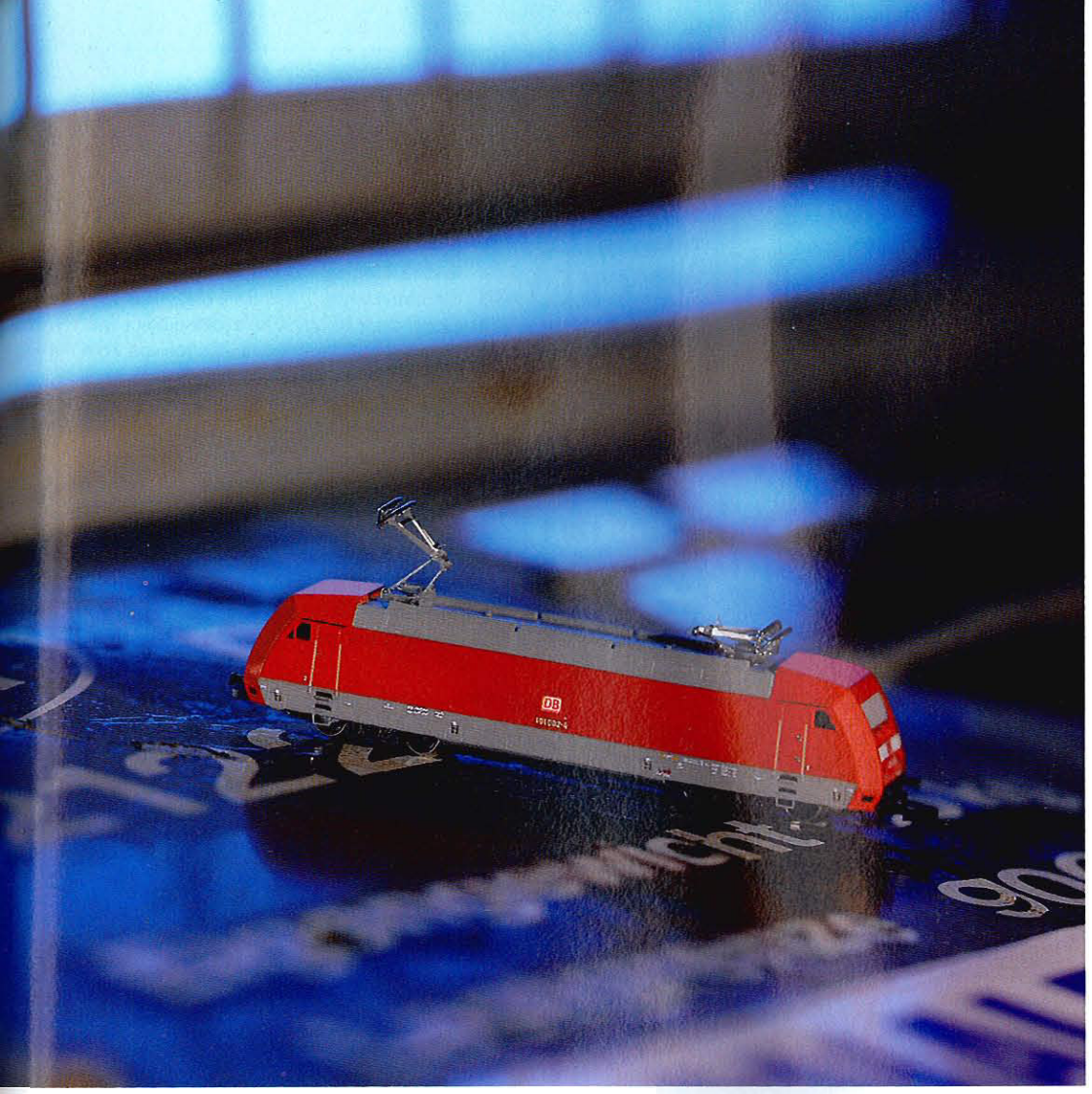
The prototype of a new, high power, electric locomotive has been developed and built with the name "EuroSprinter" by the firms of Krauss-Maffei and Siemens. With an output of 6,400 kilowatts (approx. 8,582 horsepower) and a maximum speed of 230 km/h (approx. 144 mph) this general purpose locomotive can 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.

DB 127



8837 "EuroSprinter" General Purpose Locomotive.
Prototype of the Krauss-Maffei and Siemens Companies. Used on the German Railroad, Inc. (DB) as class 127 with road number 127 001-6. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm (3-1/2").



The rather different manner in which the class 101 electric locomotive was introduced was as innovative as the locomotive itself. The firm ADtranz presented the class 101 001 to the German Railroad, Inc. and to the public as the first locomotive of its new "Eco 2000" generation. Accompanied by a laser show, clouds of artificial fog and dancers, the rollout took place on July 1, 1996. A symbol for the new technology is probably the first use of a CD Rom with accompanying interactive visual material.

The class 101 is a general purpose, high output electric locomotive. ADtranz (a joint project of ABB and Daimler Benz) began regular delivery of the locomotive in February of 1997. These units are designed for fast passenger service as well as for heavy freight traffic. They represent a totally new generation of locomotives.

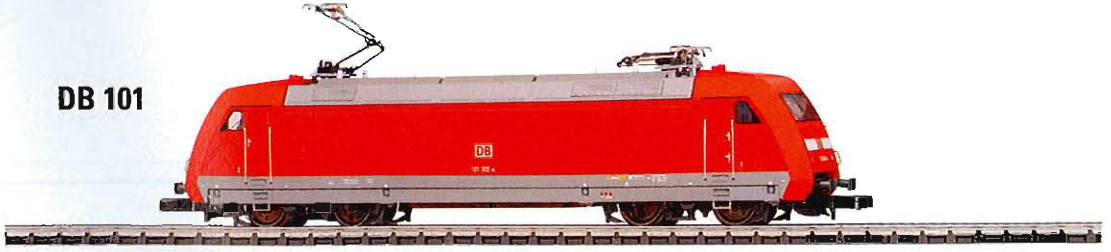
Photo: Stephan Karkowski

The "Eco 2000" family of locomotives stands for modular construction in which important subassemblies are manufactured using the principle of unitized construction. The subassemblies have easily separated, clearly defined interfaces for interchangeability and are therefore easily swapped out. Special attention was paid to compatibility with the environment. This meant the use of biologically degradable cooling and insulating materials. In addition, fluorocarbons were avoided in the engineer's cab air conditioning. ADtranz is also committed to taking back locomotives for environmentally sound disposal and utilization of the locomotives at the end of their useful working life.

N V

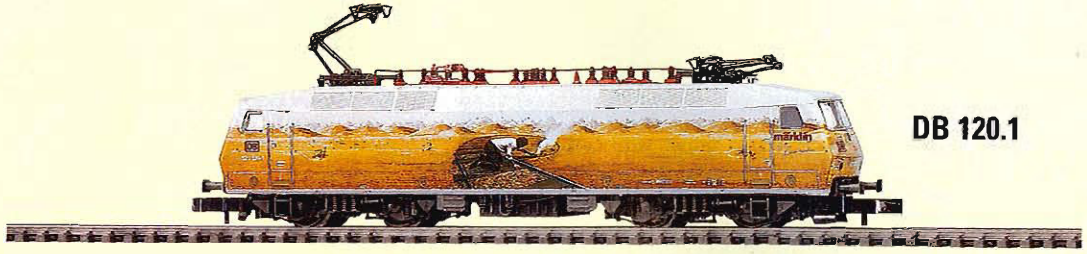
88680 Electric Locomotive.
German Railroad, Inc. (DB) class 101. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm (3-7/16").

DB 101



Electric Locomotives

At the end of 1996 Märklin and the German Railroad, Inc. gave a novelty as a Christmas present: The first German art locomotive called the "Christmas Locomotive" because of its appealing themes. And yet "nomen est omen". After attracting considerable attention, the locomotive's colorful "costume" had to be set aside at the end of the holidays. It was almost inevitable that a successor project was presented to the public on May 11, 1997: The second German art locomotive, conceived and – like a genuine work of art – signed by the Dutch artist Teun Hocks. This locomotive can be seen until the end of the year. It remains to be seen whether there will be more locomotives of this kind.

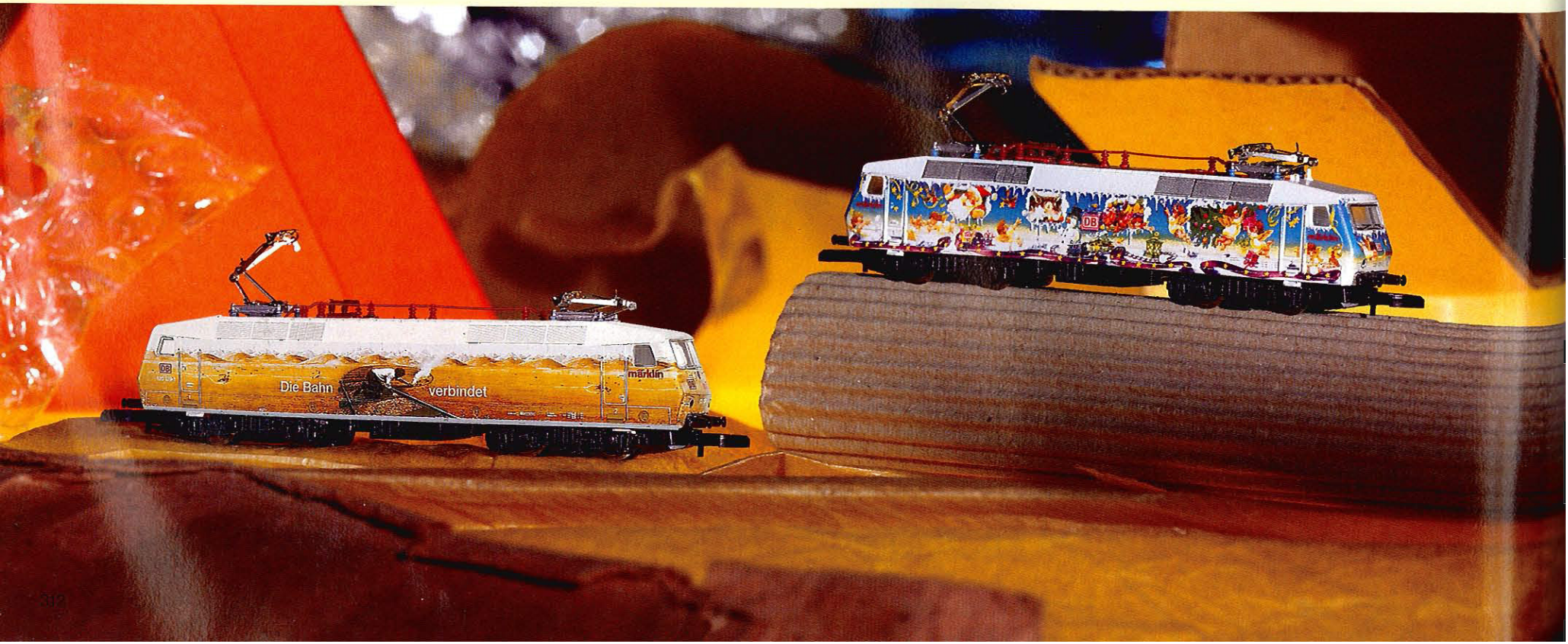


DB 120.1

88532 Electric Locomotive.
German Railroad, Inc. (DB) class 120.1. Second art locomotive, a joint project with the German Railroad, Inc. Conceived from designs by the Dutch artist, Teun Hocks. Both trucks powered. Length over buffers 87 mm (3-7/16").

One-time series in 1997.
Already delivered to authorized dealers.

The "Christmas" locomotive (Märklin model 88531) and the second art locomotive (Märklin models 88532) were produced in one-time series.



The E 94 came into being on the German State Railroad as a further development of the class E 93. By 1945 a total of 146 of these locomotives had been placed into service. After World War II 44 locomotives remained in Austria. Three additional locomotives were built in Vienna after the end of the war and delivered directly to the ÖBB. In the mid 1950s the ÖBB renumbered the entire group of locomotives as the class 1020. In 1995, 55 years after the first locomotives were placed into service, the class 1020 was officially retired by the ÖBB.

1020

88221 Electric Locomotive.
Austrian Federal Railways (ÖBB) class 1020. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

Be 6/8III

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.

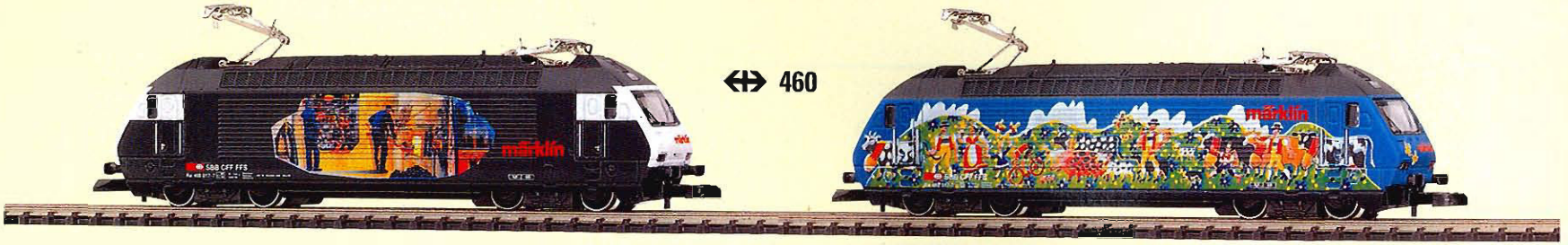
8856 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8III. Both trucks powered. Length over buffers 91 mm (3-5/8").

After the official presentation of the units in August of 1991, the Swiss Federal Railways (SBB) took possession of the first class 460 locomotives at the start of 1992. The immense output of 6,100 kilowatts (8,180 horsepower) enables this modern, general purpose locomotive to be used for heavy freight trains as well as for passenger trains. The Italian automobile designer Pininfarina is responsible for the modern design of the class 460. The shape of the locomotive is not the only thing extraordinary about its appearance, however. The SBB is allowing a series of its class 460 locomotives to be decorated with advertising as part of a new advertising concept. A whole series of other "advertising locomotives" has enriched the colorful image of the Swiss railroad network since the first locomotive with advertising for the Agfa Company's photographic products.

460

88441 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 (Re 4/4). All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

Electric Locomotives



88445 Locomotive Set.
Contents: 2 Swiss Federal Railways (SBB) class 460 electric locomotives. 1 locomotive painted for the "Fireman's Locomotive". 1 locomotive painted for the "Alpine Procession". Features common to both locomotives: Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88445 locomotive set is being produced in a one-time series only in 1997.

In September of 1994 Märklin created a sensation for the first time when the so-called "Fireman's Locomotive" was presented to the public at the "Model & Hobby" show in Bern, Switzerland. A real live 18 meter (59 foot) new SBB class 460 locomotive allowed a "look" into its nostalgic inner life and served as a rolling advertisement on the Swiss rail network. The English neorealist Graham Reynolds, who resides in Hamburg, Germany, created the design.

In the summer of 1995 a second Märklin locomotive with an "Alpine Procession" theme was unveiled that fundamentally differed from the predecessor "Fireman's Locomotive". The design for the "Alpine Procession" locomotive symbolizes the synthesis of Swiss folklore and the latest railroad technology, and is the creation of the famous Zürich artist Willi Rieser.

150 Years of Swiss Railroading

460

150 Years of Swiss Railroading

88447 Electric Locomotive.
Swiss Federal Railways (SBB) class 460 electric locomotive. Lettered and painted for DANZAS, Inc., Basle, Switzerland. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88447 locomotive is being produced in a one-time series only in 1997.

88449 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Lettered for TCS, Touring Club of Switzerland, Gland, Switzerland. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88449 locomotive is being produced in a one-time series only in 1997.

460

150 Years of Swiss Railroading

SOB 446

150 Years of Swiss Railroading

88475 Electric Locomotive.
Southeast Railroad (SOB) class 446. Lettered for the ALNO Company, Pfullendorf, Germany. Both trucks powered. Length over buffers 76 mm (3").

"Freie Fahrt für die Umwelt" ("Full speed ahead for the environment") is the slogan for the extremely environmentally friendly transport concept of the ALNO Company, a manufacturer of ready-to-install kitchens. Around 80 containers loaded with ALNO ready-to-install kitchens leave the factory per day in the DB Cargo, Inc.'s trains in its overnight service so as to reach ALNO's customers around the world. A partner was found in the Swiss Southeast Railroad (SOB), that was persuaded by both ALNO's design and by the marketing ideas behind it.

The 88475 locomotive is being produced in a one-time series only in 1997.

Birthday locomotive in the birthday look

The Birthday Locomotive is Märklin's way of congratulating the Swiss Railways on their 150th anniversary. Reason enough to give the Metal Construction Set locomotive an appropriate, new look for this perfect birthday.

The 88474 locomotive is being produced in a one-time series only in 1997.

88474 Electric Locomotive.
Southeast Railroad (SOB) class 446. A Happy Birthday design for the 150th birthday and anniversary of Swiss railroading. Both trucks powered. Length over buffers 76 mm (3").

SOB 446

150 Years of Swiss Railroading

BLS 465

150 Years of Swiss Railroading

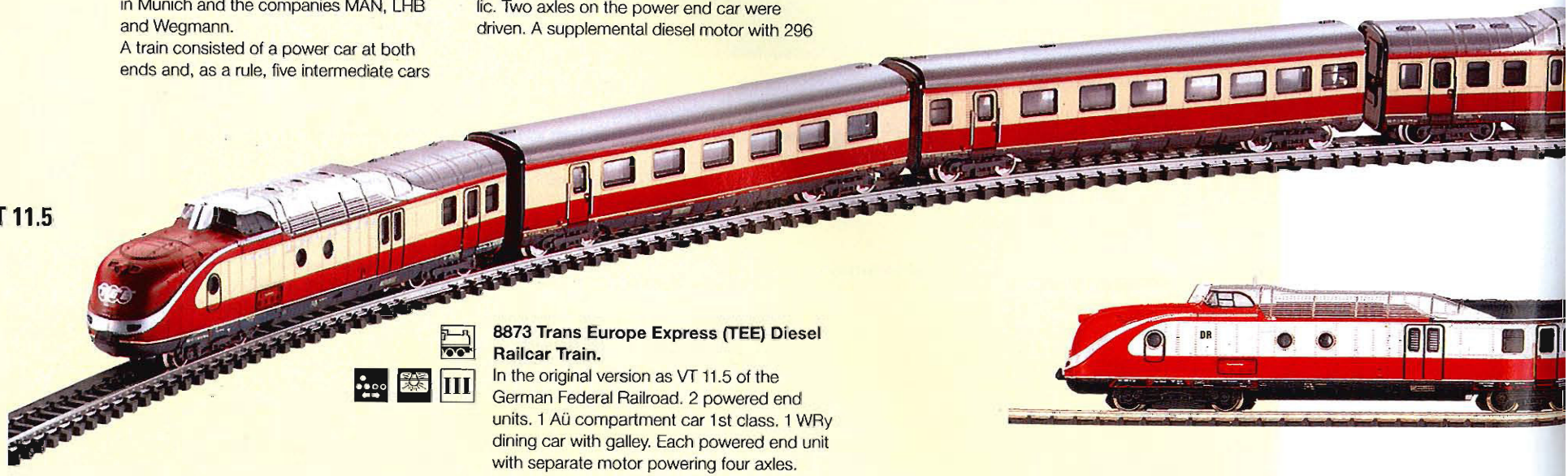
88448 Electric Locomotive.
Bern Lötschberg Simplon Railroad (BLS) class 465. With road number 465 002-4. Locomotive name "Gornergrat". Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 87451 and 87461 express train passenger cars (see page 335) are the appropriate cars for the BLS class 465 electric locomotive.

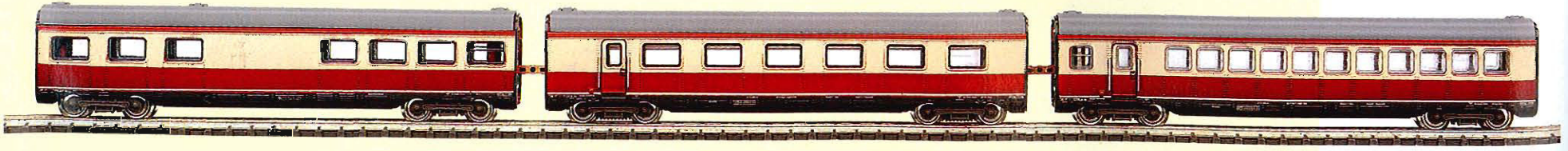
Railcar Trains

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, LHB 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 horse-power 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.

DB VT 11.5



8873 Trans Europe Express (TEE) Diesel Railcar Train.
In the original version as VT 11.5 of the German Federal Railroad. 2 powered end units. 1 Aü compartment car 1st class. 1 WRy dining car with galley. Each powered end unit with separate motor powering four axles. Power end unit headlights and intermediate car interior lights with maintenance-free LEDs. Special couplings, only for the TEE train. Train length 350 mm (13-3/4").



III

8793 "Trans Europe Express (TEE)" Car Set.
Contents: 3 intermediate cars in the original Era III version, as an addition to the 8873 Trans Europe Express (TEE) diesel railcar train. 1 type Ay open seating car, 1st class. 1 type ARy dining / bar car, 1st class. 1 type Aü compartment car, 1st class. Interior lighting with maintenance-free LEDs. Special couplings, only for the TEE train. All cars in a special version. Not available separately. Total length 249 mm (9-13/16").

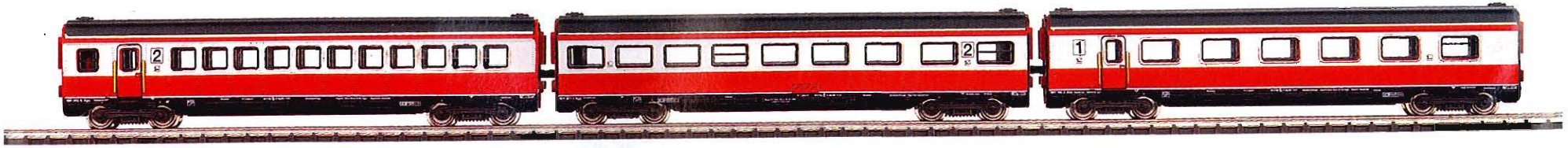
88731 Trans Europe Express (TEE) Diesel Railcar Train.
Class 601, as the Intercity "Max Liebermann" for the German State Railroad (DR) of the GDR (East Germany). 2 powered end units. 1 type Aüez compartment car, 1st class. 1 type WRüz dining car. Each powered end unit with its own motor powering four axles. Powered end unit headlights and intermediate car interior lights with maintenance-free LEDs. Special couplings, only for the TEE train, that allow the cars in the train to be coupled closely to one another. Train length 347 mm (13-11/16").

A small brochure gives the history of how the "Max Liebermann" TEE train came into being and its short working life in the domestic Intercity service between Hamburg and Berlin.

One-time series for 1997.
Already delivered to authorized dealers.

In the summer of 1990 the German State Railroad (DR) in Berlin decided to place the class 601, a 10 unit TEE railcar train, into Intercity service between Berlin and Hamburg. A complete train was leased from a firm in Liechtenstein. The train was overhauled, painted and readied in Italy for its short period of use. Scheduled service began on August 1, 1990, but had to be halted as soon as the end of September 1990.

The 10-unit railcar train can be reproduced using the 4-unit 88731 railcar train and two 3-unit 87931 car sets.



87931 Trans Europe Express (TEE) Car Set. Set consists of 3 intermediate cars for the German State Railroad (DR) of the former GDR (East Germany), to be used to supplement the class 601 Intercity "Max Liebermann" diesel railcar train. 1 type Aüz compartment car, 1st class. 1 type Apz open seating car, 2nd class. 1 type Apz lounge car converted to an open seating car, 2nd class. Interior lights with maintenance-free LEDs. Special couplings, only for the TEE train, that allow the cars in the train to be coupled closely to one another. All cars in a special version. Not available separately. Total length 246 mm (9-11/16").

One-time series for 1997.
Already delivered to authorized dealers.

Railcars and Railcar Trains

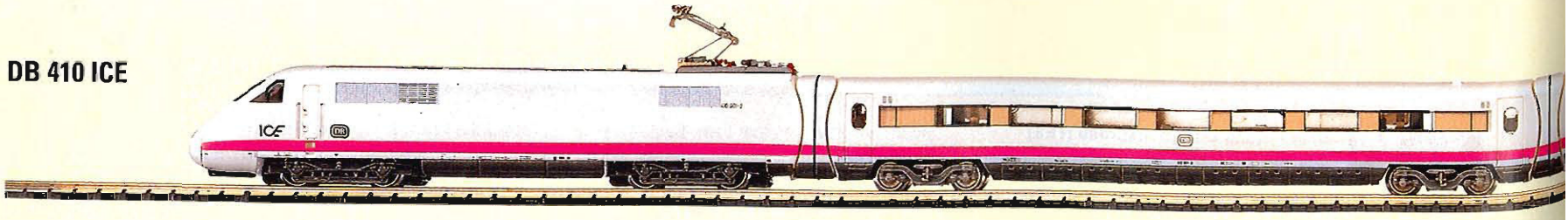
DB 798

8831 Railbus.
German Federal Railroad class 798 lettered for "Jägermeister". All axles powered. Length over buffers 62 mm (2-1/2").

DB 998

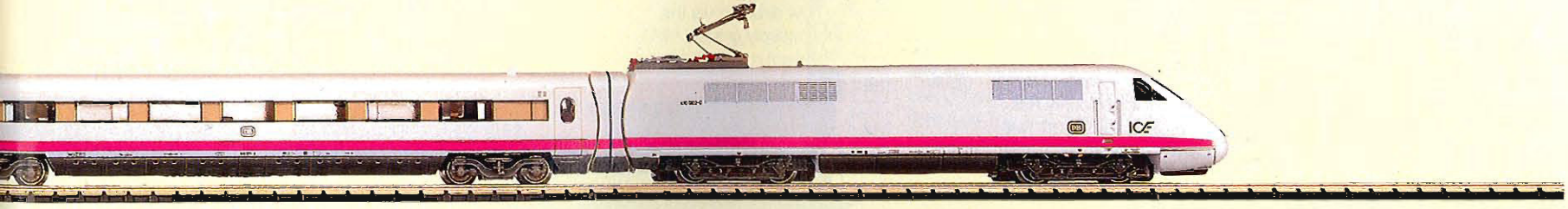
8817 Railbus Trailer.
German Federal Railroad class 998. Length over buffers 62 mm (2-1/2").

DB 410 ICE



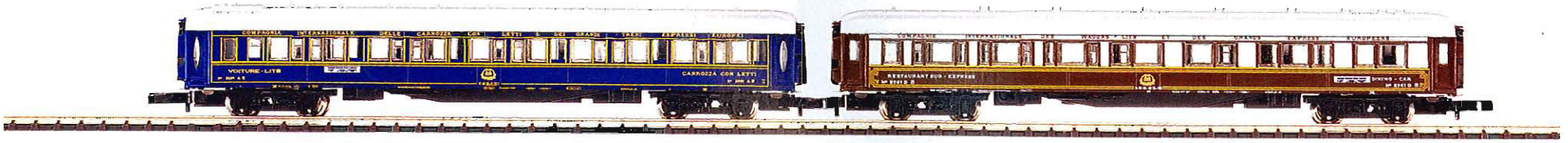
8771 ICE Intermediate Car.
Goes with 8871 ICE railcar train. Special vestibule connections. Special couplings, only for ICE train. Length 110 mm (4-5/16").

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").



II IV

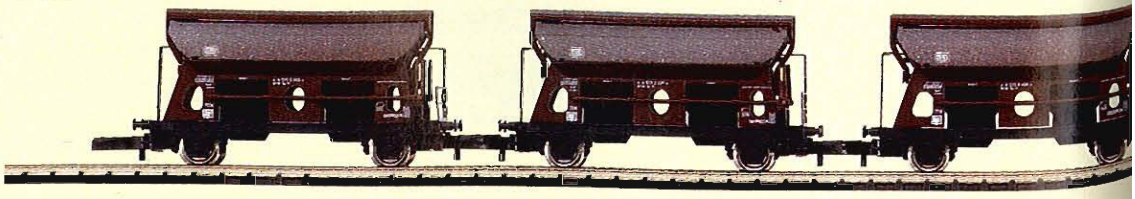
8108 Orient Express Train.
1 class 231 Pacific express locomotive with tender, 1 Fourgon baggage car, 1 Sud Express dining car, 1 type Côte d'Azur Pullman car, 1 type LX20 sleeping car. Locomotive and cars in special version. Not available separately. Train length 530 mm (20-7/8").

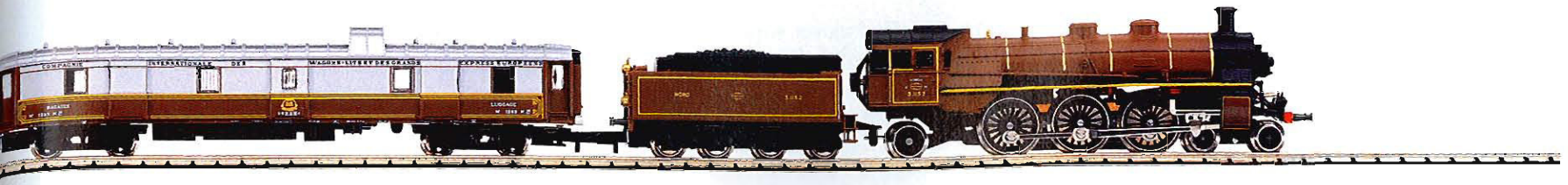


The first scheduled operation of the "Rheingold" on the route from Hook of Holland to Basle, Switzerland was on May 15, 1928. Right from the start it was considered one of the leading deluxe trains in Europe and added to the offerings of deluxe trains which at that time bore such sonorous names such as "North Express", "Riviera Express" and of course the "Orient Express". As a total concept 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.

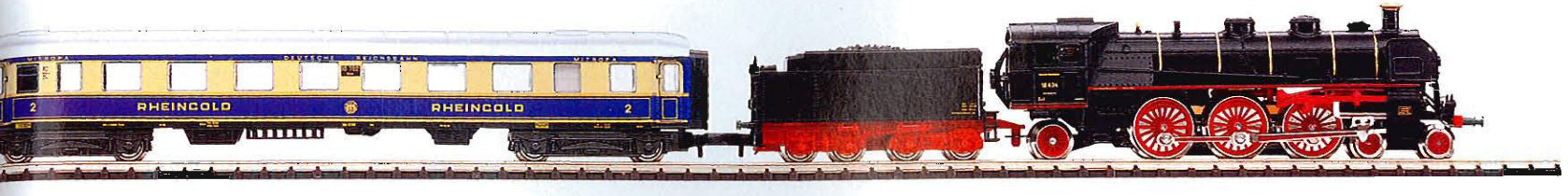
Luxurious travel at high speed in an exclusive atmosphere was without a doubt quite a special experience at that time.

The Hersfeld County Railroad (Hersfelder Kreisbahn) is tucked away in the marvelous northeast Hessian hill country. This short line railroad between Bad Hersfeld and Helmboldshausen was opened as early as 1912. In the first years it was used chiefly to transport factory workers and junior high/high school students. With the increase in potash mining in the Werra Valley, the passenger traffic in the form of workers for these mines took on importance. The situation was fundamentally changed by the east/west German border in the Thuringian/Hessian region. Now large volumes of potash had to be transported out of the area. Powerful locomotives were required to be able to transport such large quantities reliably on a continuous basis. The Hersfeld County Railroad acquired the lone DB class 232001 with over 4,000 horsepower as well as the V 160 (later class 216) preproduction locomotive known as "Lollo".
With the fall of the border between former East Germany and West Germany came the end of the Hersfeld County Railroad. The potash trains were now directed via the Werra Valley, and the steeply graded HEG (Hersfeld County Railroad) route fell into disuse.





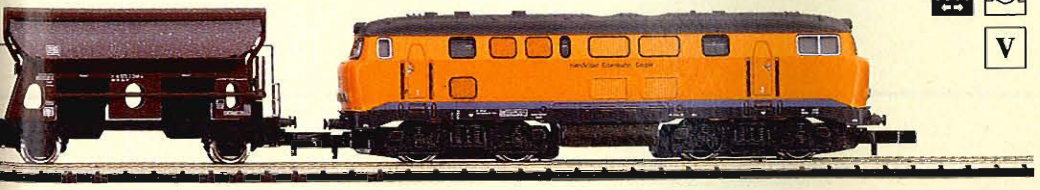
In 1888 Constantinople, the gateway to the Orient, was linked with the European rail network. Five years previously the Belgian Georges Nagelmackers had placed an elegant train in operation from Paris. It became a railroad legend directly afterward whose end has yet to be written: the Orient Express. Princes, diplomats, captains of industry and spies from all over the world traveled on the rails from Paris across the continent to the Bosporus. 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.
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 Intraflug. The mini-club locomotive and cars are exact reproductions of the rolling stock used in the Nostalgia Orient Express on trips through Europe.



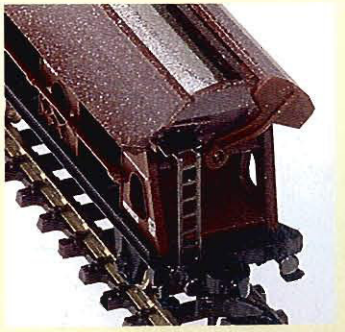
Models of the trains are illustrated full size

8133 "Rheingold" Train Set.
Contents: 1 German State Railroad Company (DRG) class 18.4 express locomotive with tender, 1 type SB 4ü 28 salon car, 2nd class; 1 type SB 4ü K28 salon car with galley, 2nd class; 1 type SA 4ü 28 salon car, 1st class; 1 type SA 4ü K28 salon car with galley, 1st class; 1 type SPw 4ü 28 baggage car. Locomotive and cars in special version. Not available separately. Train length 639 mm (25-3/16").

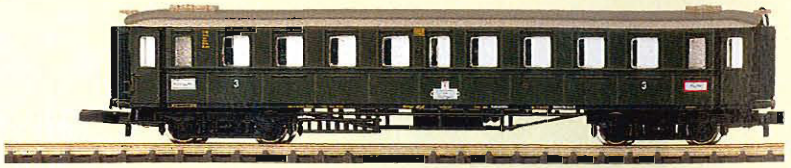
Special one-time series in 1997.
Already delivered to authorized dealers.



81411 "Potash Transport" Train.
Contents: 1 Hersfeld County Railroad (HEG) class V 31 general purpose diesel hydraulic locomotive. Both trucks powered. Headlights with maintenance-free LEDs. 4 German Federal Railroad (DB) type Tds side dump cars with hinged roofs. All cars have hinged roofs that can be opened. Cars are weathered. Locomotive and cars in special version. Not available separately. Train length 265 mm (10-7/16").



German State Railroad Company (DRG)



N II

87945 Express Train Car Set
Contents: 3 Württemberg express train passenger cars in the German State Railroad Company (DRG) version. 1 type ABC4ü coach, 1st/2nd/3rd class. 1 type BC4ü coach, 2nd/3rd class. 1 type C4ü coach, 3rd class. All cars in special version. Not available separately. Total length 270 mm (10-5/8").

The 88111 locomotive is the appropriate locomotive for the 87945 express train car set and can be found on page 308.

Models of the cars are illustrated full size

Tegernsee Railroad (TAG)

N V

87072 "Tegernsee Railroad" Car Set.
Contents: 2 four-axle type Byg passenger cars, 2nd class, for the Tegernsee Railroad (TAG). Both cars in special version. Not available separately. Total length 182 mm (7-3/16").

Special one-time series in 1997.
Already delivered to authorized dealers.

Passenger Cars

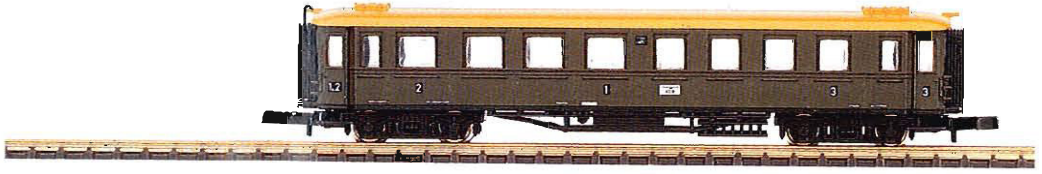
Württemberg Provincial Railroad

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

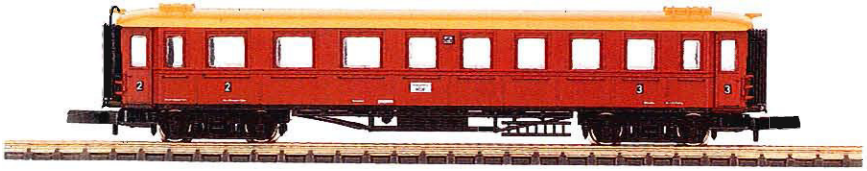
I **8701 Passenger Car.**
Length over buffers 60 mm (2-3/8″).

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

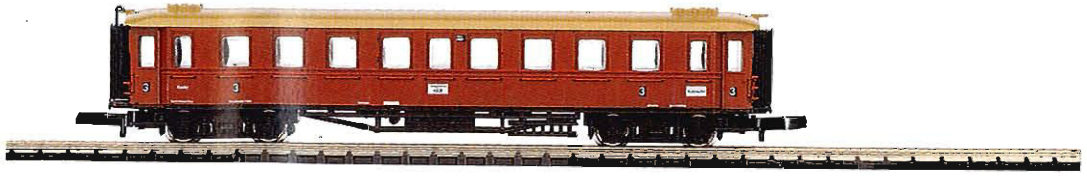
Royal Württemberg State Railways (K.W.St.E.)



I **87940 Württemberg Express Train Passenger Car.**
ABCCü. 1st, 2nd and 3rd class. Length over buffers 88 mm (3-15/32″).



I **87950 Württemberg Express Train Passenger Car.**
BCCü. 2nd and 3rd class. Length over buffers 88 mm (3-15/32″).

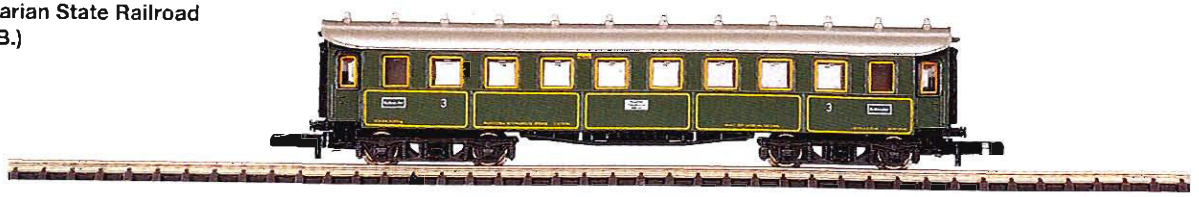


I **87960 Württemberg Express Train Passenger Car.**
CCü. 3rd class. Length over buffers 88 mm (3-15/32″).

At the turn of the century the Royal Württemberg State Railways (K.W.St.E.) purchased new express train passenger cars to meet the increasing demands of passenger rail traffic. These cars were built by the Esslingen Machine Company starting in 1904. These cars were totally new designs and their most noticeable feature was a particular standardization of different subassemblies. The resulting design was so advanced that these cars were operated far beyond the borders of Württemberg all over Germany and in parts of Europe. They should be considered as one of the most successful car designs of the K.W.St.E.

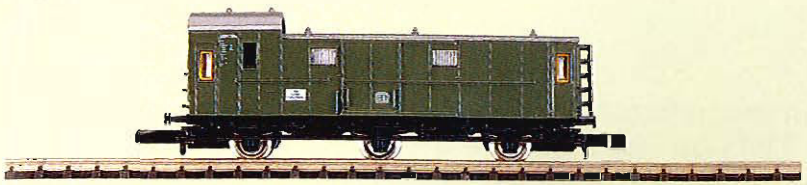
The 88180 Württemberg locomotive is an appropriate unit for these express train passenger cars and can be found on page 299.

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

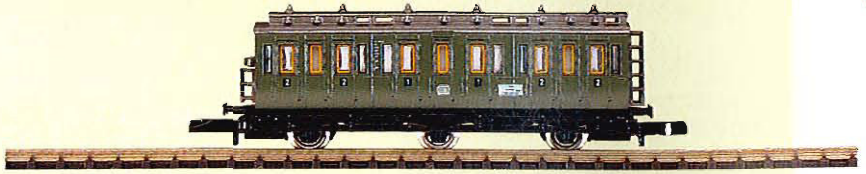


I **8730 Express Passenger Car.**
CCü. 3rd class. Length over buffers 87 mm (3-7/16″).

Prussian Compartment Cars of the German Federal Railroad (DB)

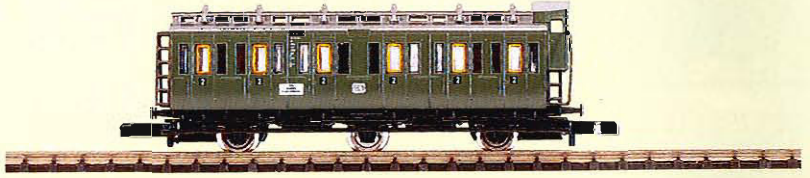


III **8703 Bagage Car.**
Former Pw3-pr02. Length over buffers 57 mm (2-1/4").



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

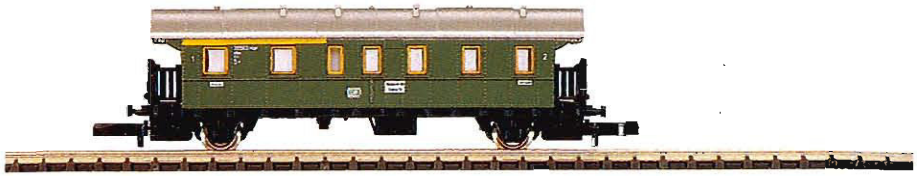
The Prussian compartment cars can be viewed as the original design for railroad passenger cars. The typical passenger train on the main lines of the Prussian State Railroad consisted of this type of car. Around 1920 there were 23,300 three-axle compartment cars versus 3,363 three-axle cars with vestibules The Prussian compartment cars were the backbone of the German Federal Railroad's passenger car fleet well into the 1950s.



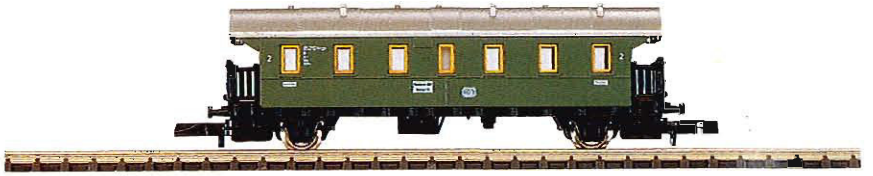
III **8705 Compartment Car.**
Former B3-pr03 with brakeman's cab. Length over buffers 57 mm (2-1/4").

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

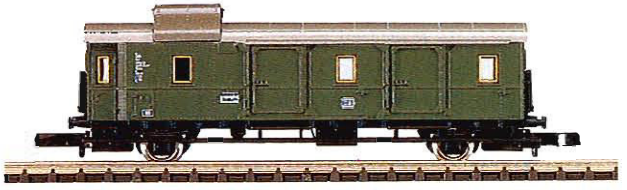
The two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the class 29. By today's standards these German Federal Railroad cars are very loud and rumble a great deal. For this reason they were colloquially called "Donnerbüchsen"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



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



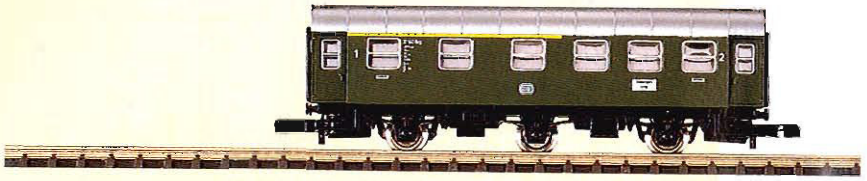
III **8751 Passenger Car.**
Bi 29. 2nd class. Length over buffers 63 mm (2-1/2").



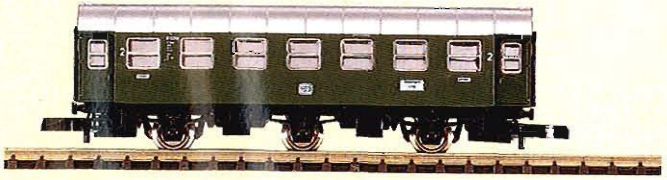
III **8752 Baggage Car.**
D2ie. Length over buffers 63 mm (2-1/2").

Passenger Cars

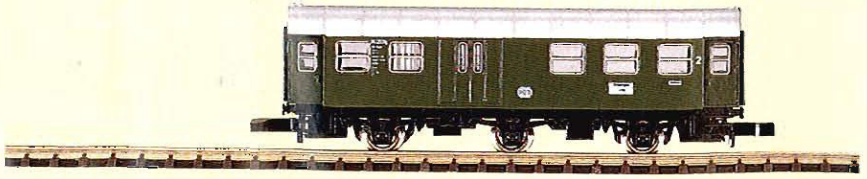
Three-Axle Rebuild Cars of the German Federal Railroad (DB)



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



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

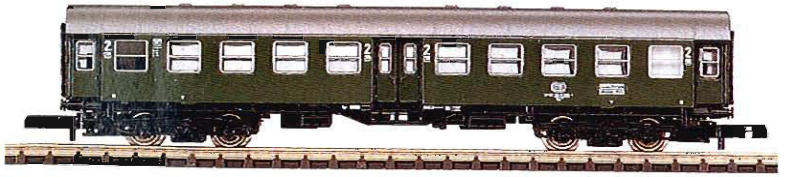


III **8708 Passenger Car.**
BD3yge with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8″).

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)

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



IV **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.

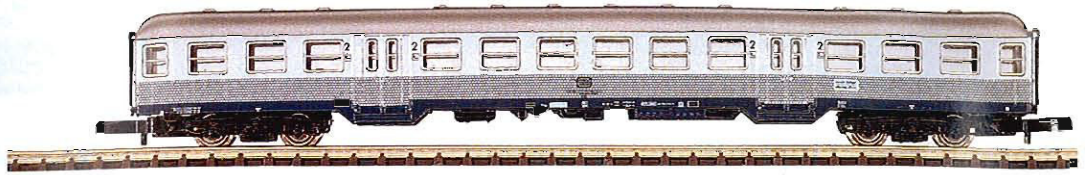
The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for the most part.

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

"Silberlinge" ("Silver Coins")

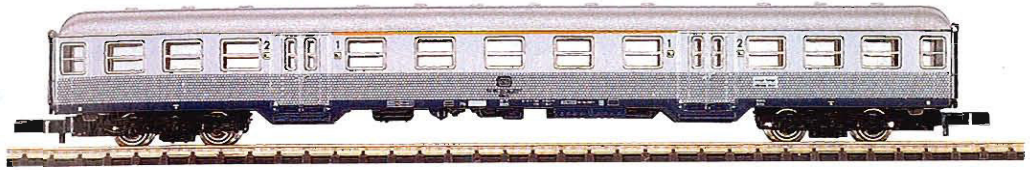
märklin Z

Commuter Cars of the German Federal Railroad (DB)



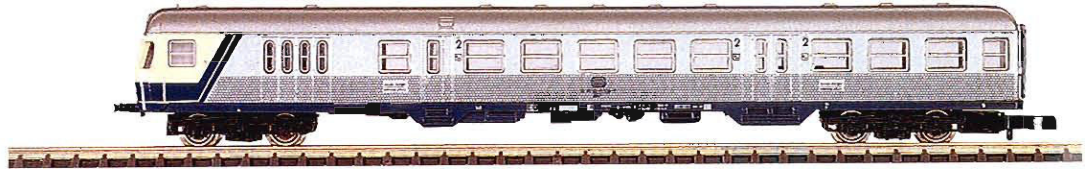
IV

8716 Commuter Car.
Bnb 719. 2nd class. Length over buffers 120 mm (4-3/4").



IV

8717 Commuter Car.
Abnrzb 704. 1st and 2nd class. Length over buffers 120 mm (4-3/4").



IV

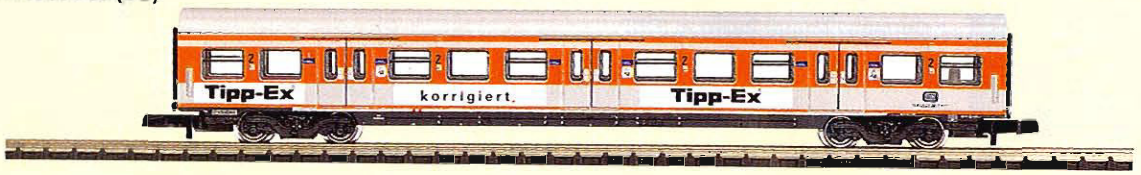
8718 Commuter Car with Control Cab.
BDnf 735 with baggage compartment. 2nd class. Length over buffers 120 mm (4-3/4").

When operated control car first, triple white headlights shine.

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

S-Bahn Cars

German Federal Railroad (DB)



87970 S-Bahn Car.
Bx 794.1 with advertising along the car's sides for "Tipp Ex". 2nd class. Length over buffers 111 mm (4-3/8").

With an interconnected system of over 300 kilometers (187 miles) the S-Bahn in the Rhine-Ruhr area serves a region where more than 6 million people live and work. Over 200,000 passengers use the S-Bahn daily in the urban areas on the Rhine and Ruhr Rivers.

This makes the advertising on the side of S-Bahn cars an especially attractive and effective way of communicating marketing messages. As advertising along the car sides, as half or full paint schemes for the cars, these rolling advertisements enrich the colorful image in this urban center.

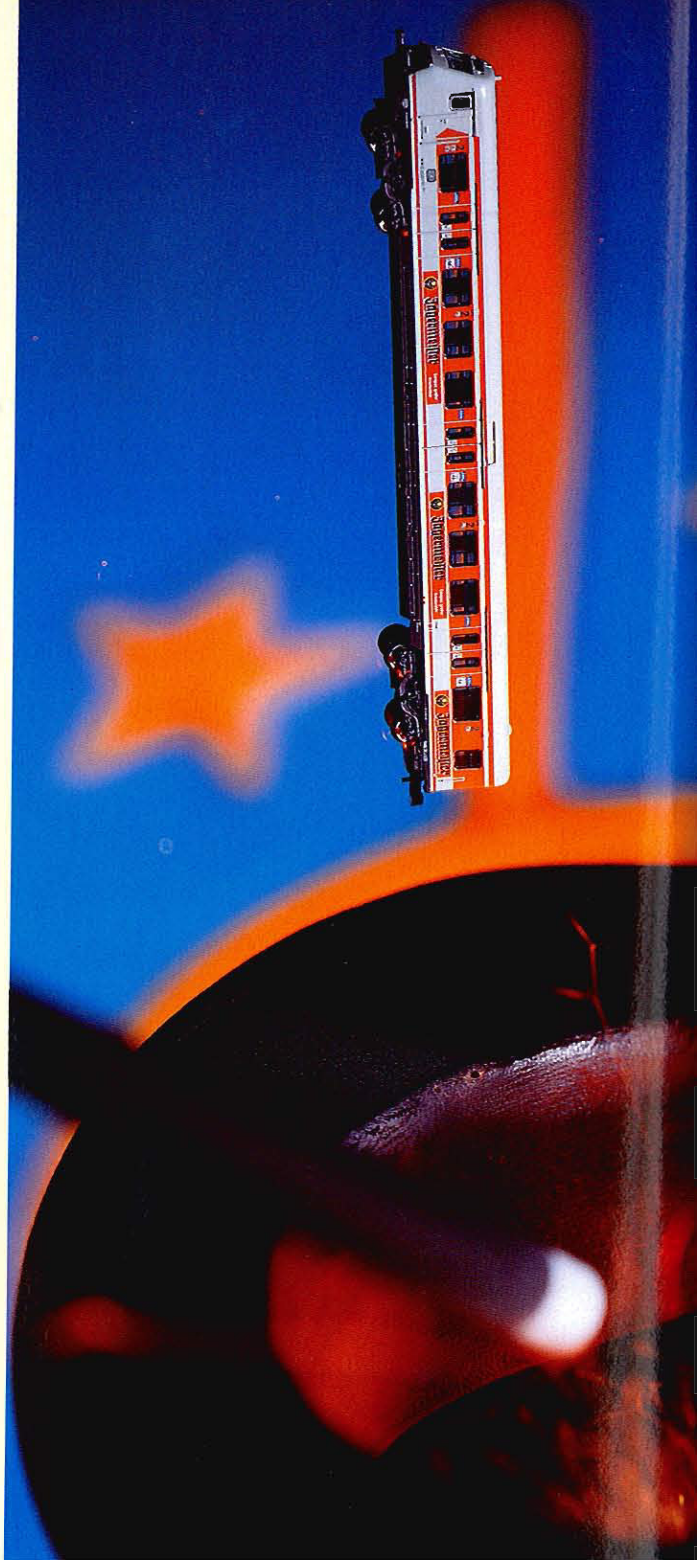
Locomotive-hauled trains are used on the Rhine-Ruhr S-Bahn. The German Federal Railroad class 111 (Märklin model 8855, see page 301) is the right locomotive model for this. It has a color scheme that fits in with the S-Bahn paint scheme and forms a complete unit with the cars.

87980 S-Bahn Car.
ABx 791.1 with advertising along the car's sides for "Bauknecht". 1st and 2nd class. Length over buffers 111 mm (4-3/8").

When operated control car first, triple white headlights shine.

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

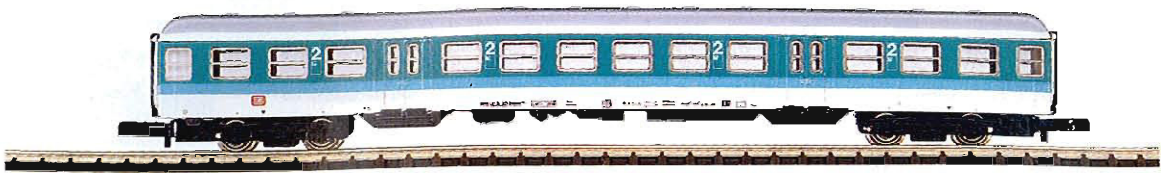
87990 S-Bahn Car with Control Cab.
Bxf 796.1 with advertising along the car's sides for "Jägermeister". 2nd class. Length over buffers 115 mm (4-1/2").



Citybahn Cars

märklin Z

Commuter Cars of the German Federal Railroad (DB)



V

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

V

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

V

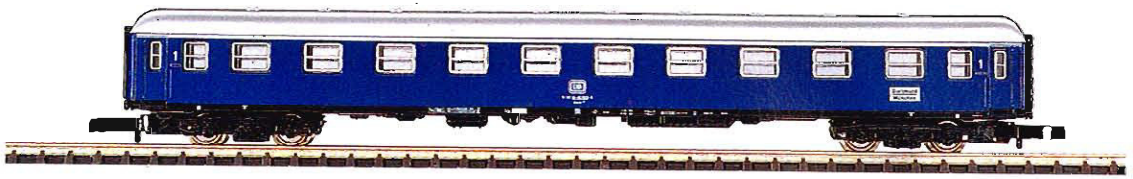
8782 CityBahn Commuter Car with Engineer's Cab.
Type BDnrzf 784.3 with baggage compartment, in current color scheme. Length over buffers 120 mm (4-3/4").

When operated control car first, triple white headlights shine.

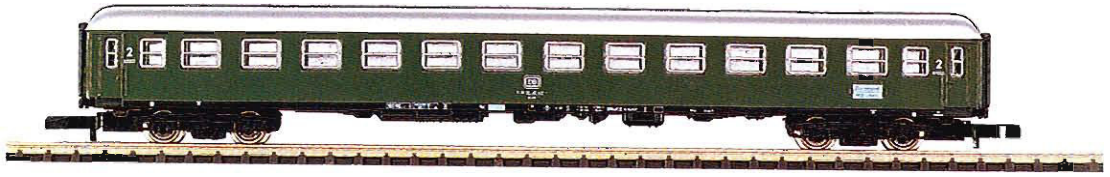
When operated control car last, dual red marker lights shine.

Express Train Passenger Cars

German Federal Railroad (DB)



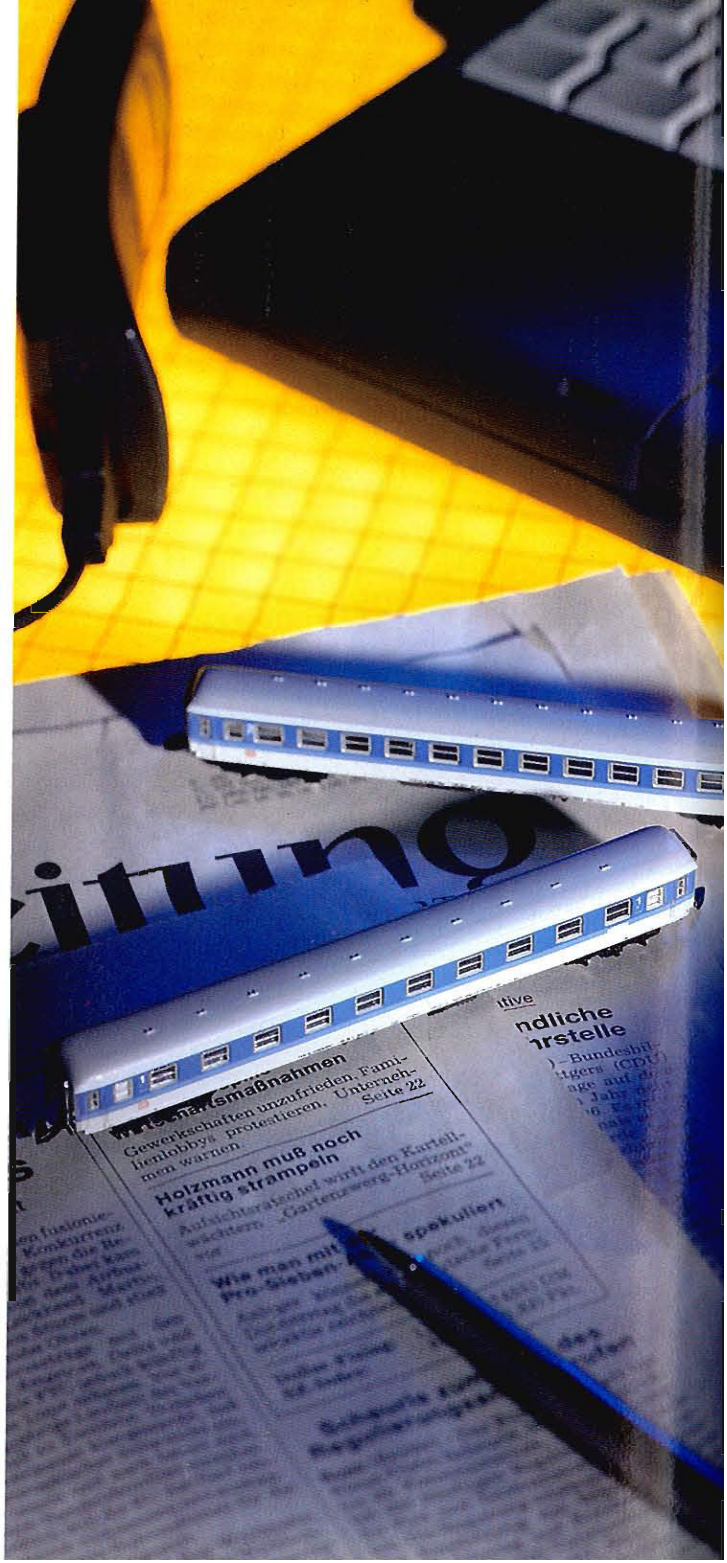
IV **8710 Express Train Passenger Car.**
Am 203. 1st class. Length over buffers 120 mm (4-3/4").



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

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

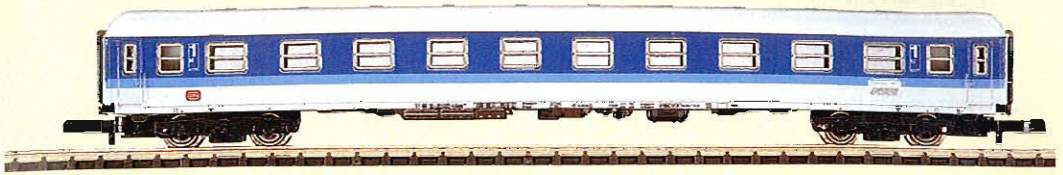
IV **8713 Dining Car.**
WRmh 132. Length over buffers 120 mm (4-3/4").



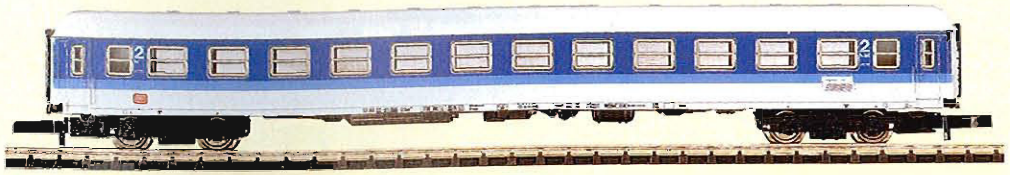
InterRegio / Express Train Passenger Cars

märklin Z

German Federal Railroad (DB)

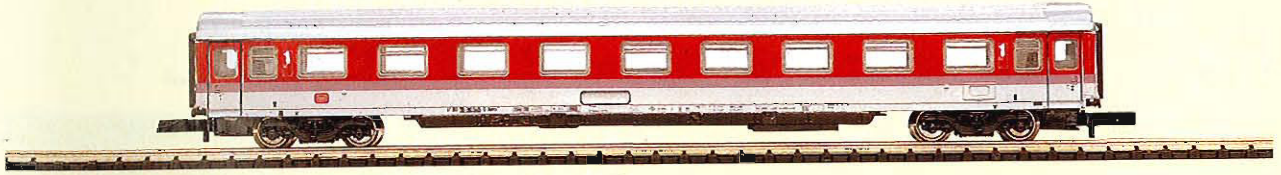


8743 InterRegio Car.
Type Aim in current color scheme. 1st class. Length over buffers 120 mm (4-3/4").



In the last few years InterRegio (IR) trains have to a large extent replaced the outmoded D-Zug trains. The cars in the former are operated on lines with an every other hour frequency. In addition to a new paint scheme, they also have a totally new interior which features light, airy compartments and friendlier colors.

8744 InterRegio Car.
Type Bim in current color scheme. 2nd class. Length over buffers 120 mm (4-3/4").



8734 Express Train Passenger Car.
Type Avmz 207 (EUROFIMA type A9) in current color scheme. 1st class. Length over buffers 120 mm (4-3/4").

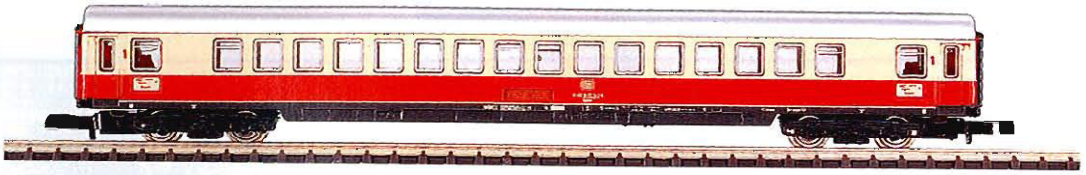
The gray baggage car is also part of the German Federal Railroad's new color concept. Baggage cars are seen in passenger trains less and less; they are increasingly operated in unit trains of baggage cars and express freight cars. This means that the station stops for passenger trains are shorter and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

8757 Express Train Baggage Car.
Type Dm 902 in current color scheme. Length over buffers 120 mm (4-3/4").

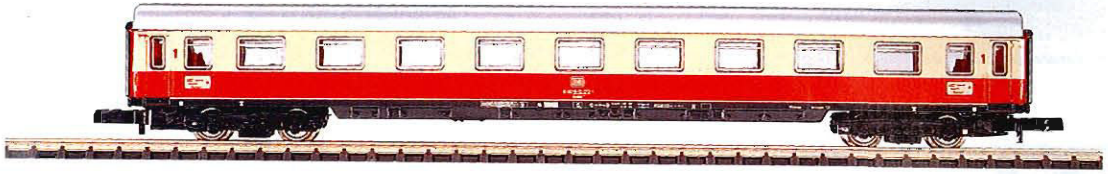
InterCity Cars

German Federal Railroad (DB)

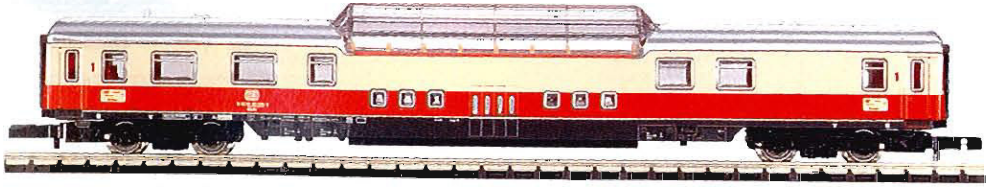
The IC trains are the best that the German Federal Railroad has to offer in passenger train service. The very comfortably equipped compartment and open seating cars were originally built for the TEE lines and at first offered only 1st class accommodations.



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



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



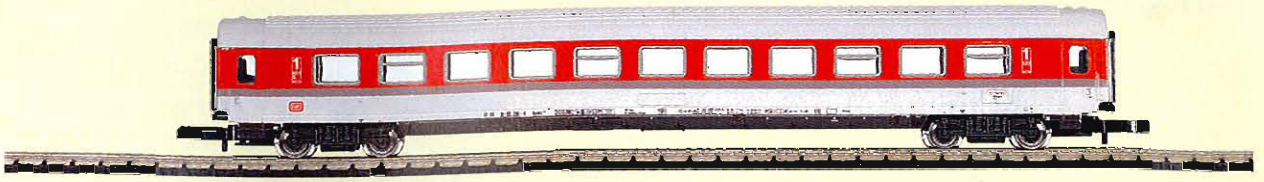
IV **8726 TEE/IC Dining Car.**
WRmh 132. Length over buffers 120 mm (4-3/4").

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

InterCity Cars / Special Cars for passenger trains

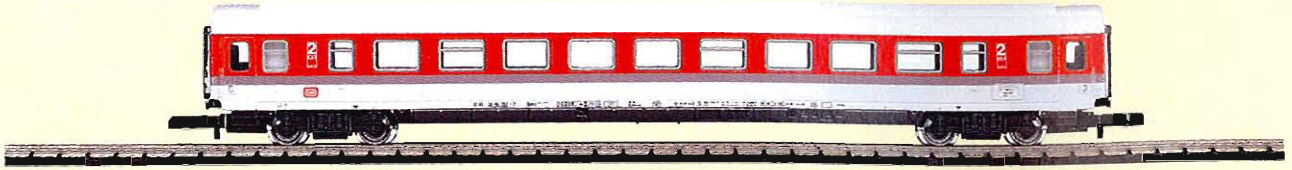
märklin Z

German Federal Railroad (DB)



V

8772 Intercity Open Seating Car.
Type Apmz 123 in current color scheme. 1st class. Length over buffers 120 mm (4-3/4").

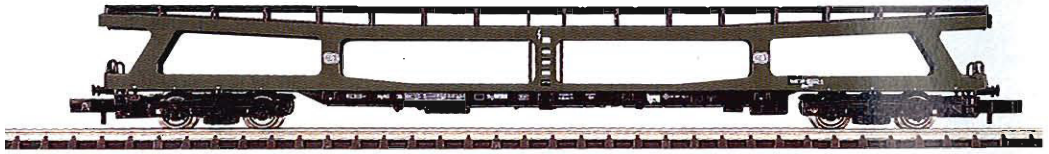


This color scheme in red and gray was introduced several years ago as a new paint scheme on the German Federal Railroad and was taken over by the German Railroad, Inc. for the network of high-quality Intercity (IC) and EuroCity (EC) trains. This paint scheme is now being reworked by the German Railroad, Inc.

V

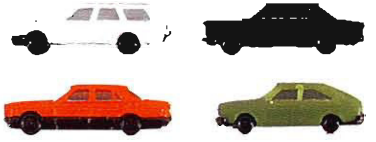
8773 Intercity Car.
Type Bpmz 293 in current color scheme. 2nd class. Length over buffers 120 mm (4-3/4").

8774 Express Train Passenger Car.
Type WRmz 135 in current color scheme.
V
Sprung, single-arm pantograph. Length over buffers 120 mm (4-3/4").



IV

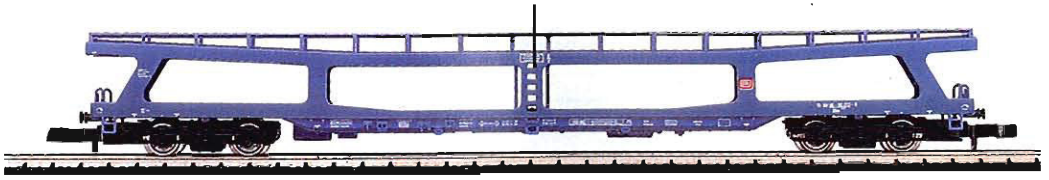
8715 Passenger Train Auto Transport Car.
DDm 915. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature autos.



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

V

8709 Passenger Train Auto Transport Car.
Type 915 in current color scheme. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature automobiles.



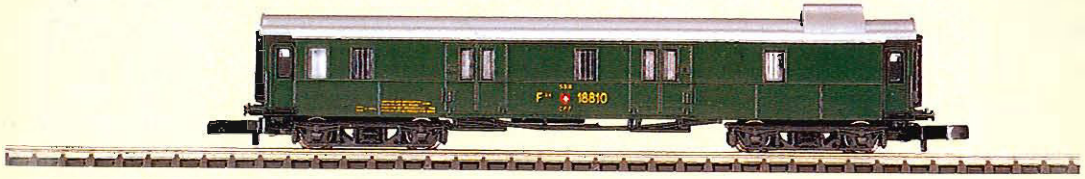
Express Train Passenger Cars

Swiss Federal Railways (SBB)

III

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.



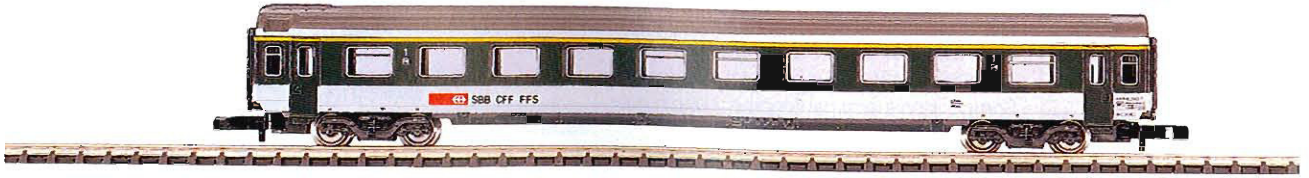
III

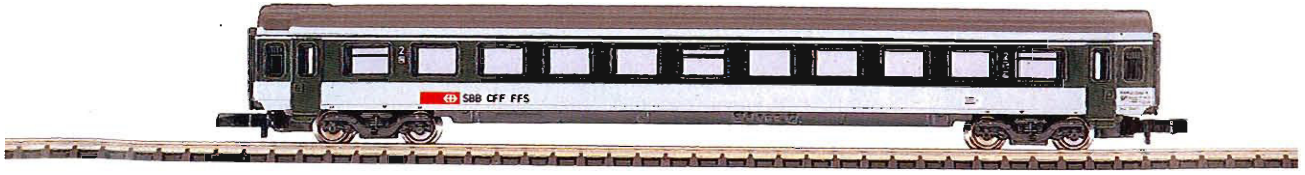
8749 Express Train Baggage Car.
Older design F4ü. Length over buffers 91 mm (3-9/16").

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.

V

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



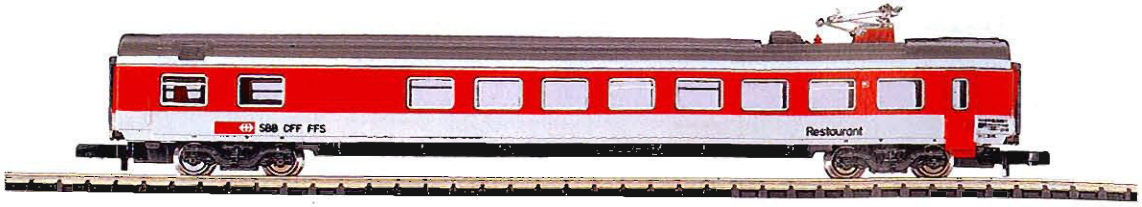


V

8746 Express Train Passenger Car.
Standard design Mark IV type B. 2nd class.
Length over buffers 120 mm (4-3/4").

V

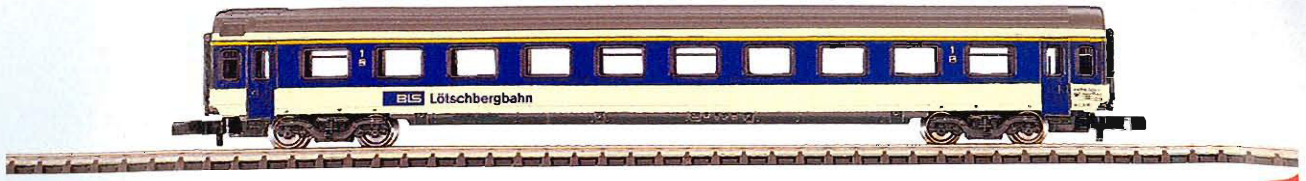
8747 Express Train Dining Car.
Standard design Mark IV type WR.
Length over buffers 120 mm (4-3/4").



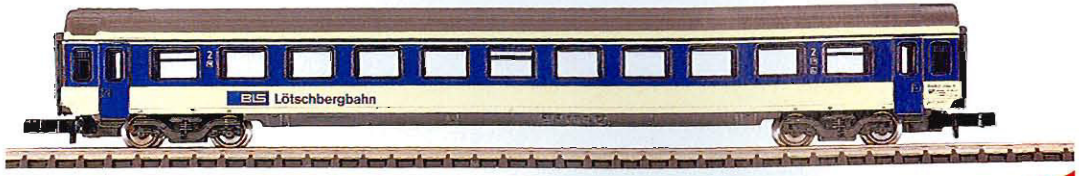
The Swiss Federal Railways purchased these new standard design Mark IV cars for use in express trains running between major cities. They are longer, higher, heavier, quieter and considerably more comfortable than their predecessors.

Bern Lötschberg Simplon Railroad (BLS)

87451 Express Train Passenger Car.
Mark IV type A coach. 1st class.
Length over buffers 120 mm (4-3/4").



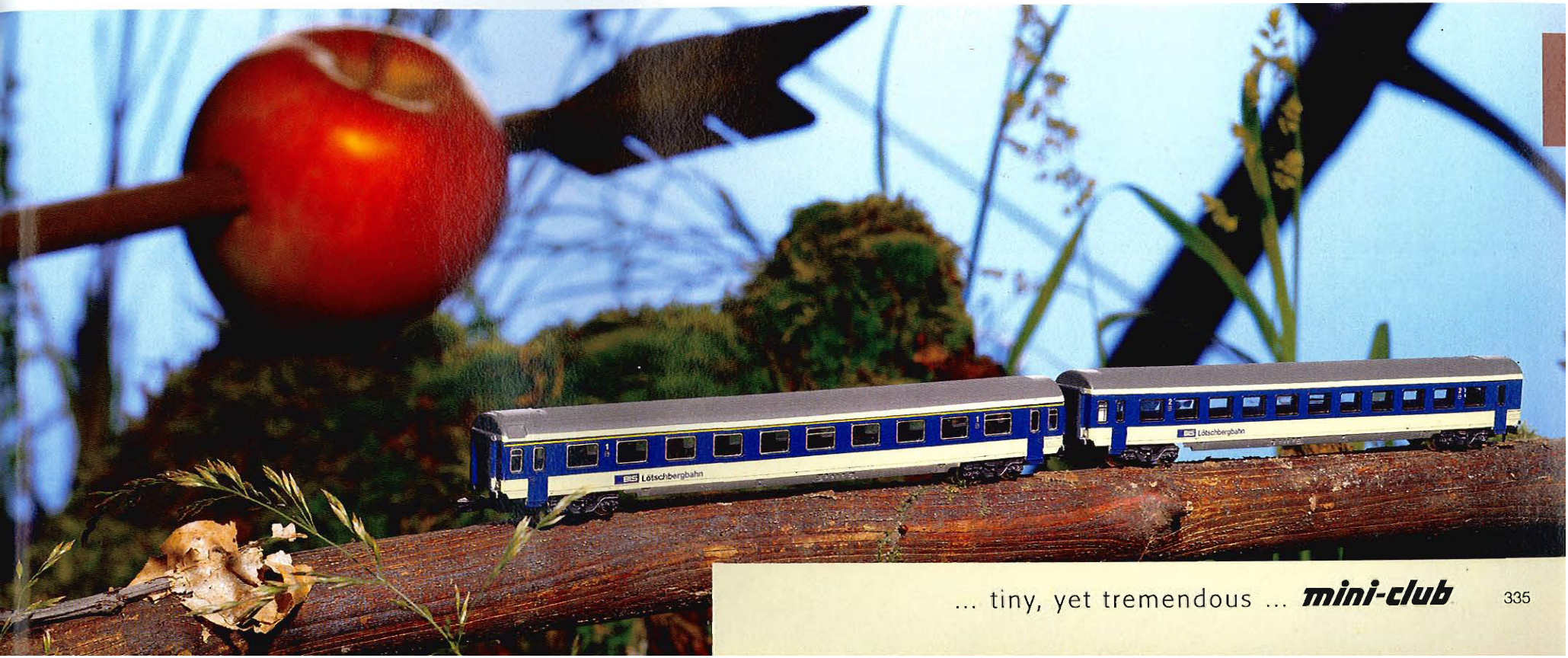
150 Years of Swiss Railroading



150 Years of Swiss Railroading

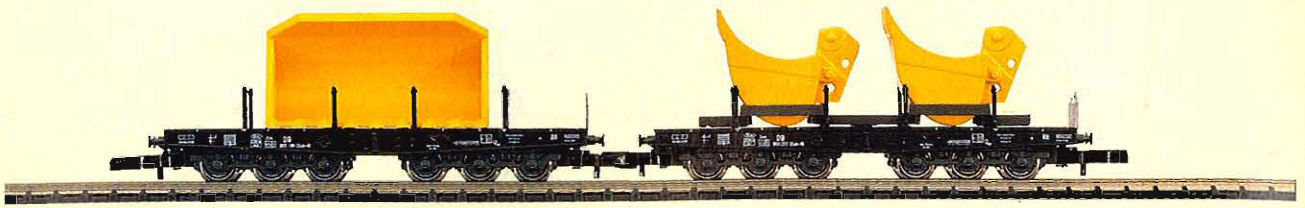
87461 Express Train Passenger Car.
Mark IV type B coach. 2nd class.
Length over buffers 120 mm (4-3/4").

The BLS class 465 electric locomotive (Märklin model 88448, see page 315) is the appropriate unit for the Bern Lötschberg Simplon Railroad express train passenger cars.



German Federal Railroad (DB)

Large hydraulic power shovels and wheel loaders are used around the world for excavation jobs requiring the ability to excavate large volumes of material with low energy consumption and long equipment life. Large hydraulic power shovels are used daily in such work with a service weight of up to 550 tons (metric) and a shovel capacity of up to 38 cubic meters (approximately 1,342 cubic feet). Two of these gigantic dredging shovels and the bucket for a wheel loader are loaded on the two heavy-duty flatcars.



N III

82350 Heavy-Duty Freight Car Set.
Set: 2 type Ssym 46 heavy-duty flatcars. 1 heavy-duty flatcar loaded with 2 dredging shovels for a large hydraulic excavator. 1 heavy-duty flatcar loaded with 1 bucket for a wheel loader. 8 removable stakes for each car. Both cars in special version. Not available separately. Total length 123 mm (4-13/16").

Special one-time series in 1997.
Already delivered to authorized dealers.

N V

82360 "Container Transport" Car Set.
Contents: 3 German Federal Railroad (DB) type Lgjs 598 flatcars. 1 flatcar loaded with a 40 ft. container lettered for "Mitsui O.S.K. Lines" with side and end doors. 1 flatcar loaded with two 20 ft. containers lettered for "UASC S.A.G." and "K Line" respectively. each container with an end door. 1 flatcar loaded with an Swiss Federal Railways (SBB) 40 ft. container with side and end doors. All containers are removable. Metal flatcar platforms. All cars in a special version. Not available separately. Total length 207 mm (8-1/8").

The German Federal Railroad (DB) had this new type of container car built starting in 1966. This was the first series of cars with shock absorbers. These cars are therefore especially suited for transporting shock sensitive freight. These flatcars are used to transport interchangeable containers, 20 ft. containers and 40 ft. containers. Unloaded, the cars weigh 11 metric tons (approx. 12 tons) and up to 29 metric tons (approx. 32 tons) loaded according to the route class. They are operated at a maximum speed of 100 km/h (approx. 63 mph).

Photographs show the freight car models in their original size.

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").

IV

German State Railroad Company (DRG)

Special one-time series.
Already delivered to authorized dealers.

82311 Freight Car Set.
Contents: 3 tank cars with brakeman's cabs, privately owned cars for OLEX, German Gasoline and Petroleum Company, Inc., Berlin-Wilmersdorf, Germany, used on the DRG. Tank cars in different color schemes, with finely detailed, partially open frames. All cars in special version. Not available separately. Total length 129 mm (5-3/32")

II

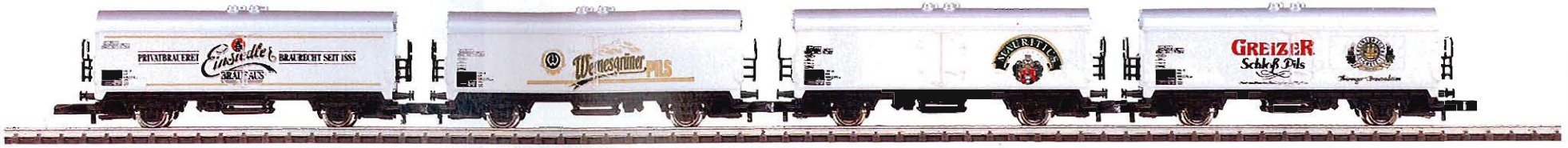
82321 Freight Car Set.
Contents: 3 different design freight cars. 1 type Pwg freight train baggage car, sliding doors that can be opened. 1 type O Association design gondola with brakeman's cab. 1 type G boxcar with brakeman's cab, as a temporary refrigerator car to transport ocean fish, sliding doors that can be opened. All cars in a special version. Not available separately. Total length 126 mm (4-31/32").

II

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.

German State Railroad (DR) of the GDR

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



German Railroad, Inc. (DB)

82503 "BAHNTRANS" Freight Car Set.
Contents: 3 different design freight cars with freight for the BAHNTRANS Company of Duisburg, Germany. 1 type Sdgkms 707 piggyback car, loaded with a removable semi truck trailer. Truck tractor included. 1 type Sdgkms 707 piggyback car, loaded with 2 removable, interchangeable flatbed truck trailers. 1 type Lgjs 598 container car, loaded with 2 removable 20 ft. containers. 2 Mercedes panel trucks. All cars in special version. Not available separately. Total length 232 mm (9-1/8").

Special one-time series in 1997.
Already delivered to authorized dealers.

Provincial Railroad Freight Cars

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

I

8633 Coal Gondola.
Omk(u) Association design. With brakeman's cab. Length over buffers 33 mm (1-5/16").

Royal Saxon State Railways

I

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

I

8602 Boxcar.
Association design with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").

Grand Ducal Oldenburg State Railroad

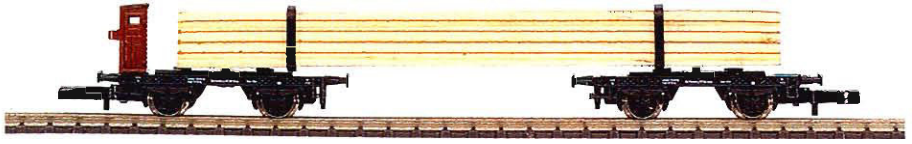
I

8658 Stake Car.
Association design Rm with brakeman's cab. Spoked wheels. Length over buffers 56 mm (2-1/14").

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

I

8219 Lumber Car.
Two part car with brakeman's cab. Loaded with processed lumber. Length over buffers 96 mm (3-3/4").



Freight Cars

märklin Z

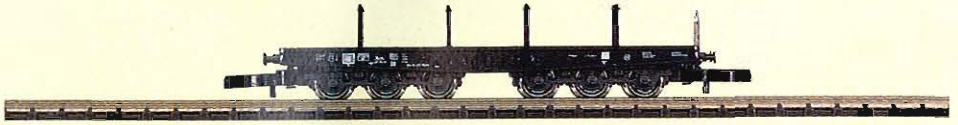
German State Railroad Company (DRG)

N II

82330 Low Side Car.
Type X "Erfurt" with brakeman's cab. Reproduction of the wooden hatches in the interior of the low side body. Length over buffers 40 mm (1-9/16").

N II

82312 Tank Car with Brakeman's Cab.
Privately owned car for Rheinania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG). Brakeman's cab and platform with ladders separately applied. Finely detailed partially open frame. Length over buffers 40 mm (1-9/16").



N II

82351 Heavy Duty Flatcar.
Type SSym 46. 8 removable stakes. Length over buffers 60 mm (2-3/8").

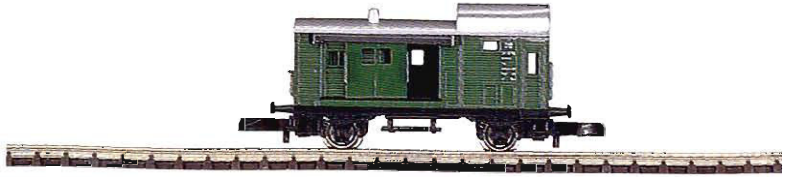
In 1942 rolling stock for transporting heavy freight was built parallel to the development of the class 52. This was the origin of the type SSym 46 six-axle flatcar. It had an empty weight of approximately 22 metric tons (approx. 24 tons) and a loaded weight of 80 metric tons (approx. 88 tons). The maximum speed for these cars was set at 80 km/h (50 mph). After the war this class of cars was used to transport construction machinery, machine parts, steel products, concrete construction parts and many other types of heavy, single piece loads.

Freight Cars

German Federal Railroad (DB)

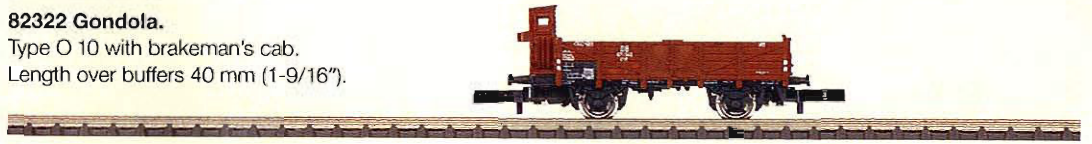
N III **86611 Refrigerator Car with Brakeman's Cab.**
Privately owned by Kaiser-Friedrich-Quelle, Offenbach/Main, Germany. Used on the German Federal Railroad (DB). Length over buffers 40 mm (1-9/16").

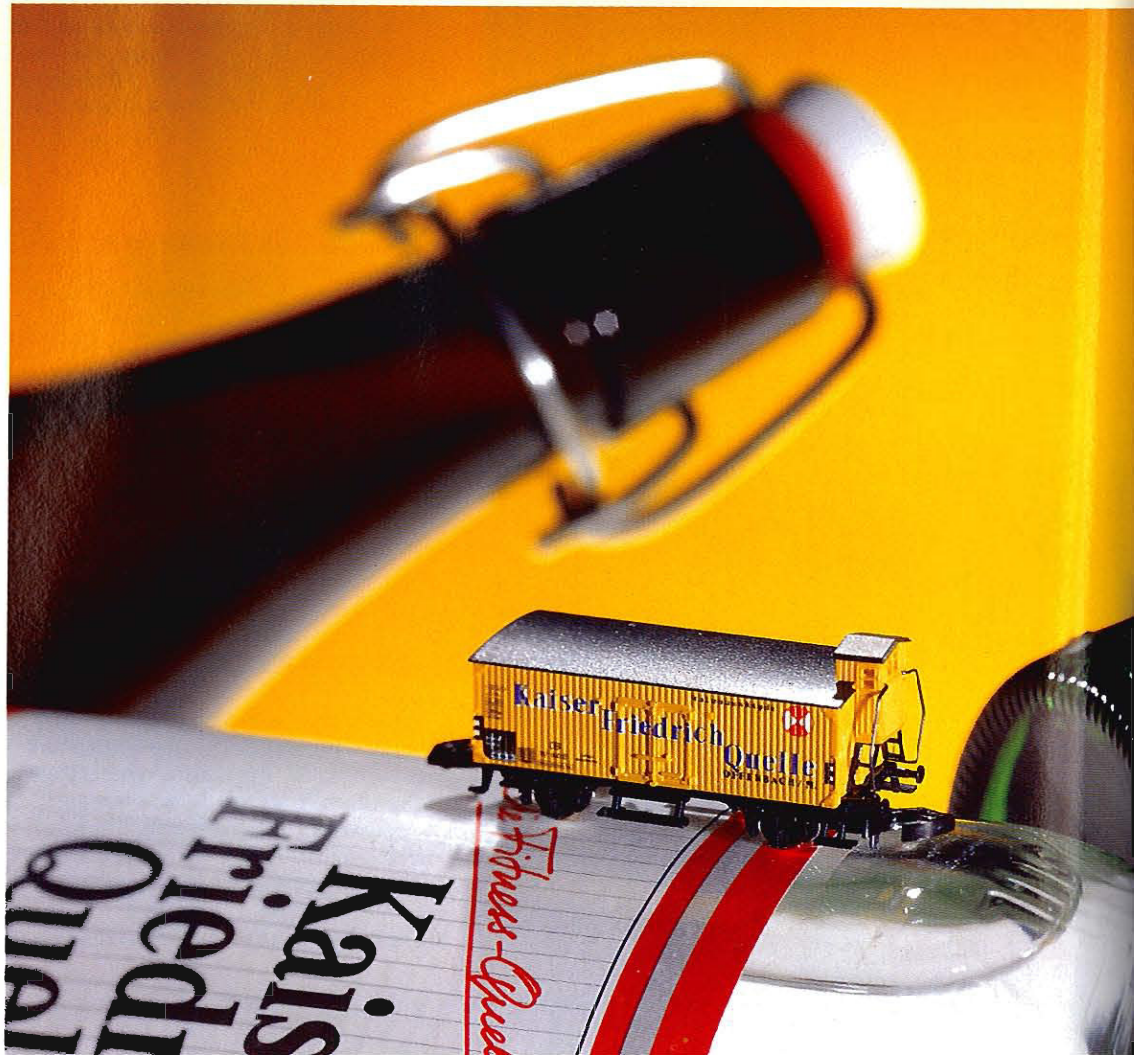
III **8639 Boxcar.**
G 10 with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



III **8609 Freight Train Baggage Car.**
Pwg 012. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").

N III **82322 Gondola.**
Type O 10 with brakeman's cab.
Length over buffers 40 mm (1-9/16").





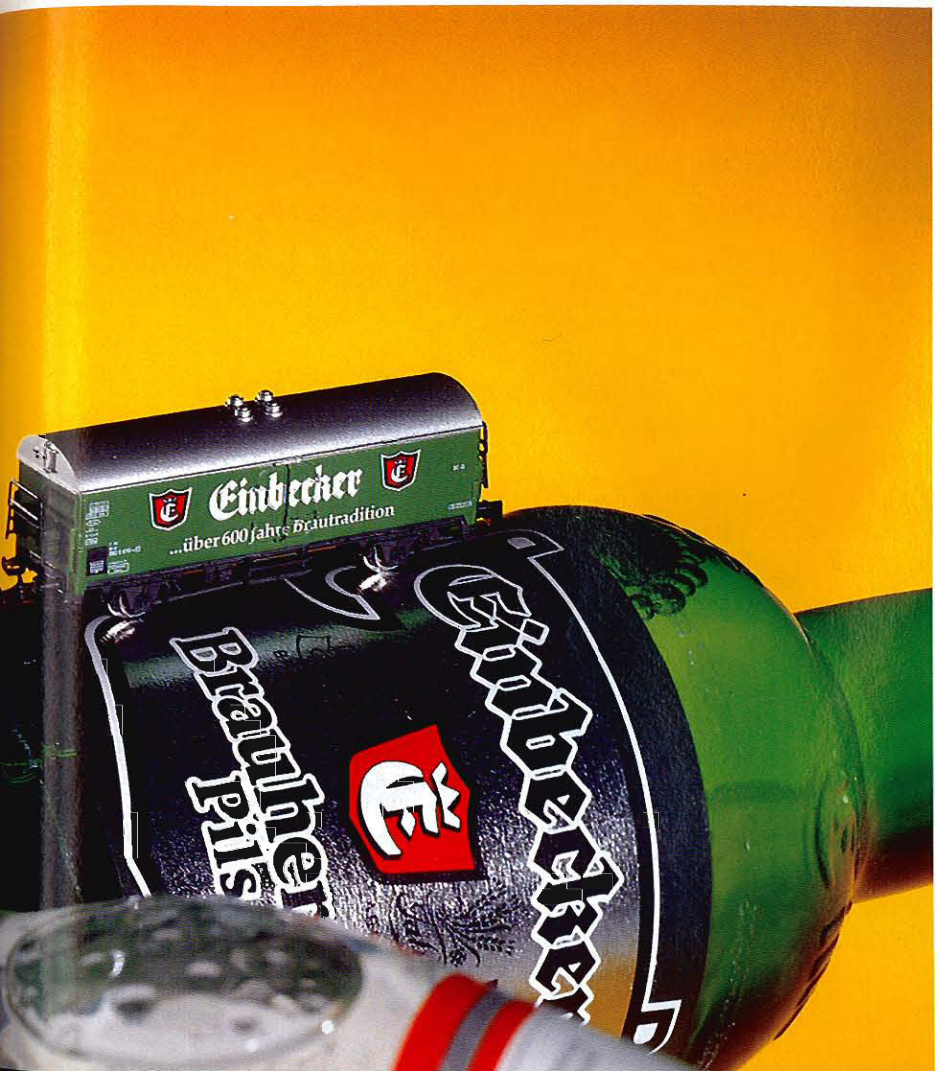
German Federal Railroad (DB)

V

8669 Beer Car.
Privately owned by Einbecker Brewery, Inc.
Length over buffers 54 mm (2-1/8").

IV V

8600 Refrigerator Car.
Ichqs- u. 377. Length over buffers 54 mm (2-1/8").



V

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

V

8648 Beer Car.
Privately owned car of Dinkelacker.
Length over buffers 54 mm
(2-1/8").

V

8647 Beer Car.
Privately owned car of Staufen Bräu.
Length over buffers 54 mm (2-1/8").

Freight Cars

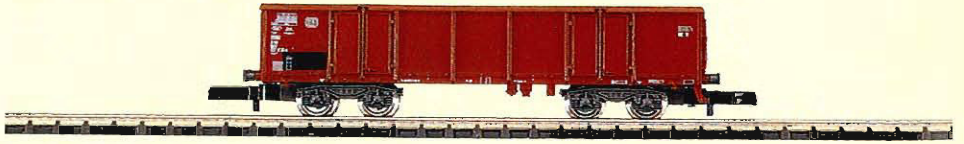
German Federal Railroad (DB)

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

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

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

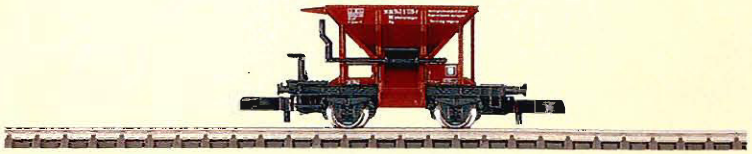
IV **8605 Boxcar.**
Gos-u 253. Length over buffers 54 mm (2-1/8").



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

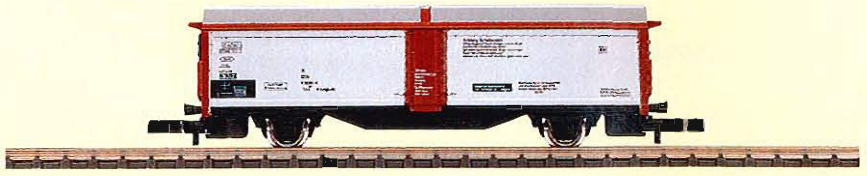
V **8617 Container Car.**
With Märklin container. Length over buffers 54 mm (2-1/8").

German Federal Railroad (DB)

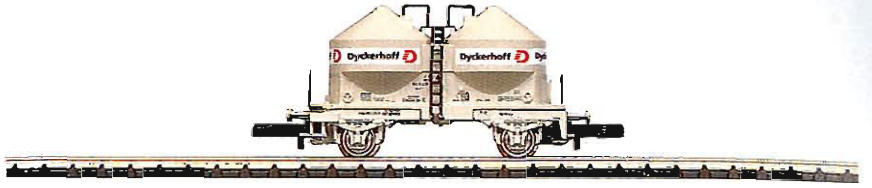


IV **8624 Ballast Car.**
Talbot self-unloader for DB maintenance work. Unloading hatches that can be opened. Length over buffers 33 mm (1-5/6").

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



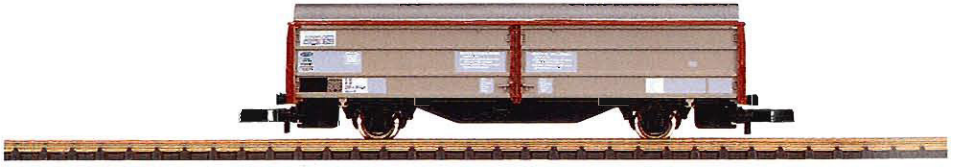
IV **8623 Sliding Roof/Sliding Wall Boxcar.**
Tbis 870. Length over buffers 64 mm (2-1/2").



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

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

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



IV **82151 Sliding Wall Boxcar.**
Hbis 299. Paint scheme with repaired areas picked out in another color. Length over buffers 64 mm (2-1/2").

Special Design Freight Cars

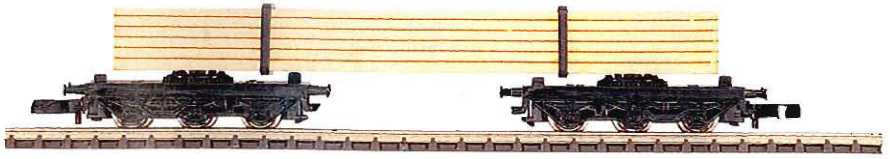
German Federal Railroad (DB)

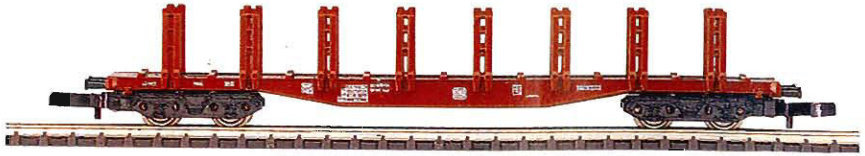
IV

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").

III – V

8619 Lumber Car.
2 part car. Loaded with lumber. Lenght over buffers 93 mm (3-5/8').





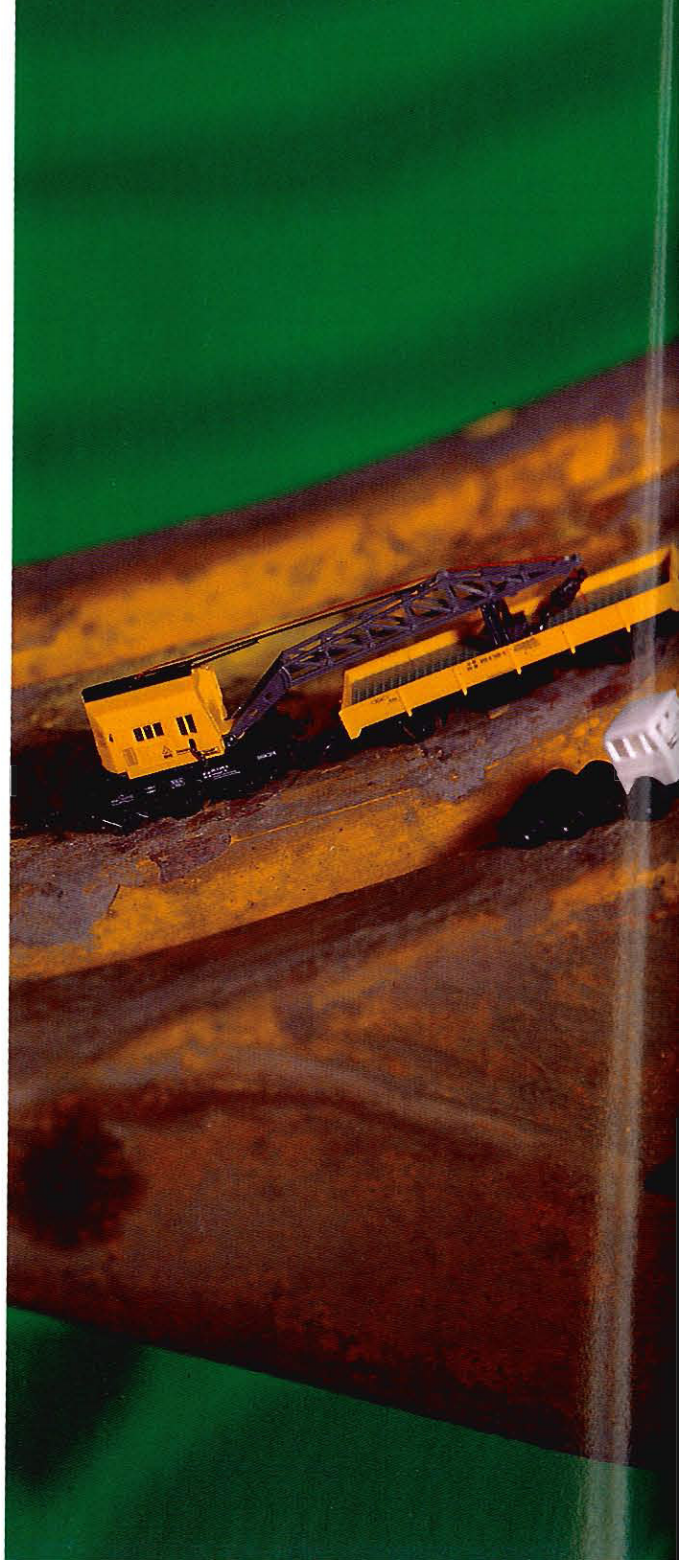
IV V

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.

IV V

8226 Stake Car.
Spns 719. Loaded with logs. The tension bands on the stakes can be prototypically reproduced with the 8 black rubber bands included with the car. Length over buffers 95 mm (3-3/4").



German Federal Railroad (DB)o

V

82270 Piggyback Flatcar.
Sdgkms 707. Privately owned by Kombiwaggon, Inc., Eltville, Germany. Used on the German Railroad, Inc. Loaded with a removable semi trailer lettered with "Sarotti unser Schokoladen-Liebling" ("Sarotti, our favorite chocolate") for Nestle Chocolates, Inc., Frankfurt, Germany. Tractor included. Length over buffers 78 mm (3-1/16").

V

82280 Piggyback Flatcar.
Sdgkms 707. Privately owned by Kombiwaggon, Inc., Eltville, Germany. Used on the German Railroad, Inc. Loaded with 2 removable interchangeable, open body trailers for DANZAS Freight Forwarders, Frankfurt, Germany. Length over buffers 78 mm (3-1/16").

V

82411 High-Capacity Sliding Wall Boxcar.
Habins. Privately owned by Transwaggon, Inc., Hamburg, Germany. Used on the German Railroad, Inc. Length over buffers 106 mm (4-1/8").

Tank Cars

German Federal Railroad (DB)

IV V

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

German State Railroad (DR) of the GDR

V

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

V

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

German Federal Railroad (DB)

IV V

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

IV V

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

IV V

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

IV V

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

German Federal Railroad (DB)

IV V

8613 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 40 mm (1-9/16").

IV V

8627 Oil Tank Car.
Privately owned by Aral, Inc.
Length over buffers 75 mm (3").

V

8614 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 40 mm (1-9/16").

V

8628 Oil Tank Car.
Privately owned by German BP, Inc.
Length over buffers 75 mm (3").

Tank Cars

German Federal Railroad (DB)

N V **82181 Pressure Gas Tank Car without Heat Shield.**
Privately owned by Schröder & Klaus OHG and lettered "BP flüssiggas". Used on the German Federal Railroad (DB). Length over buffers 75 mm (3″).

IV V **8667 Gas Tank Car with Heat Shield.**
Privately owned by ETRA Company.
Length over buffers 75 mm (3″).

IV V **82180 Pressure Gas Tank Car without Heat Shield.**
Privately owned by PRIMAGAS, Inc., Krefeld, Germany. Length over buffers 75 mm (3″).

IV V **8608 Gas Tank Car with Heat Shield.**
Privately owned by EVA Company.
Length over buffers 75 mm (3″).

Austrian Federal Railways (ÖBB)

N V

82021 Petroleum Oil Tank Car.
Privately owned by VTG, United Tank Storage and Transport, Inc., Vienna, Austria, and used on the Austrian Federal Railways (ÖBB). Length over buffers 75 mm (2-15/16").

N V

82153 "Schenker" Freight Car Set.
Contents: 2 sliding wall boxcars. Privately owned by Schenker & Co. AG, Salzburg, Austria. Used on the Austrian Federal Railways (ÖBB). Both cars in a special version. Not available separately. Total length 131 mm (5-3/16").

V

82501 Freight Car Set.
Contents: 3 different design freight cars. 1 four-axle petroleum oil tank car with advertising for "Schwechat 2000", privately owned by ÖMV, Inc. of Vienna. 1 type Shimms flatcar with telescoping covers with advertising for "Rail Cargo Austria", the brand name for the ÖBB freight service. 1 type Hbis sliding wall boxcar with advertising for "Gösser Bier" from Steierbrau, Inc., Graz, Austria. All cars in special version. Not available separately. Total length 200 mm (7-7/8").

Freight Cars

Swiss Federal Railways (SBB)

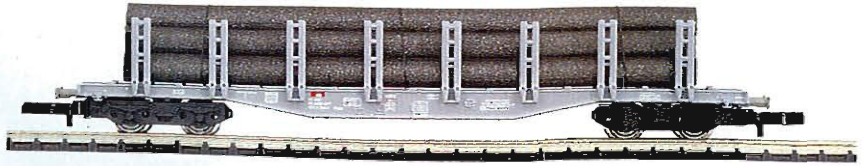
IV V

8221 Hopper Car.
Type Fals privately owned car lettered for "Holderbank", used on the (SBB). Length over buffers 53 mm (2-1/8").

150 Years of Swiss Railroading

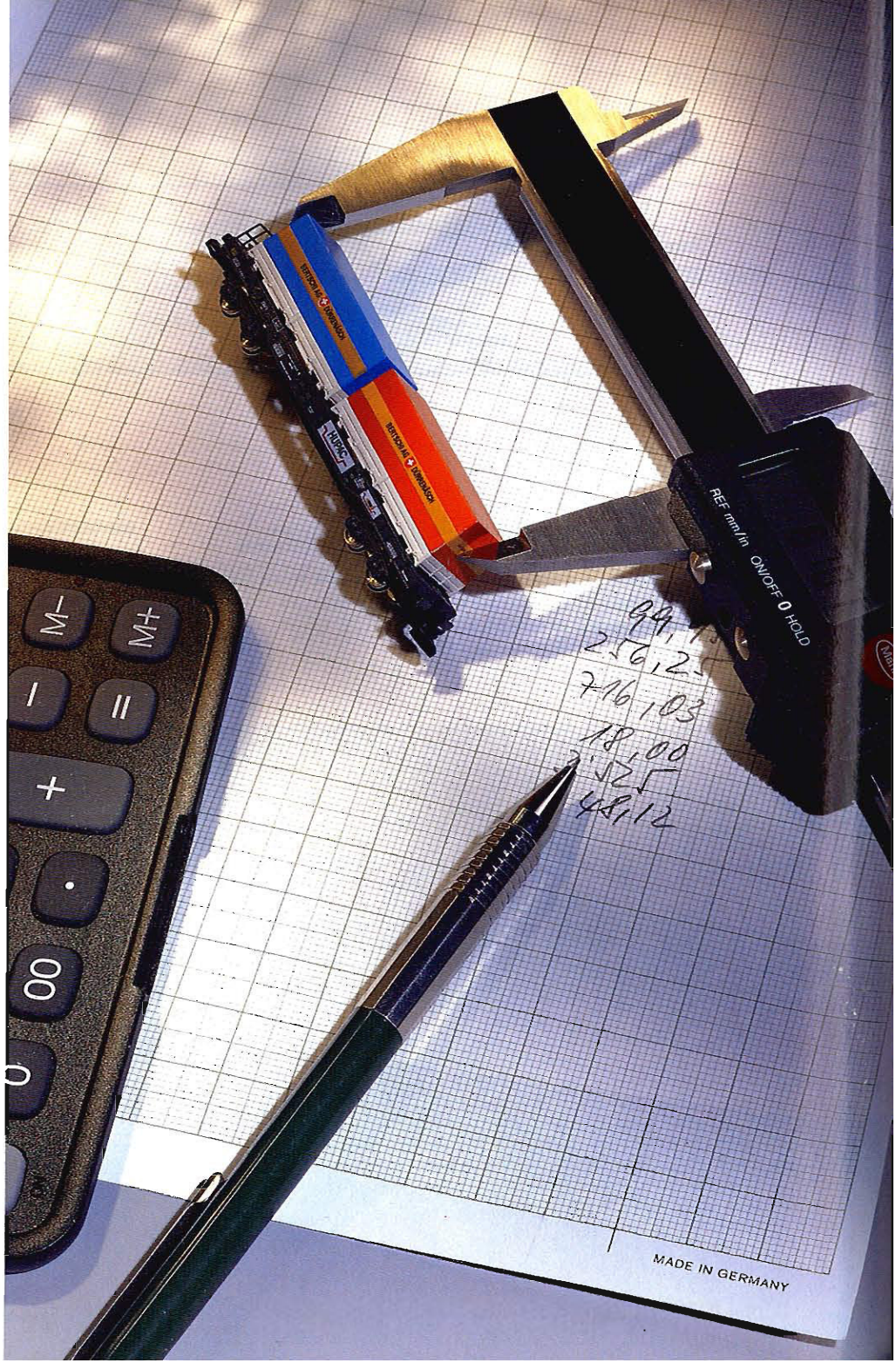
N V

82281 Piggyback Flatcar.
Privately owned by the Swiss HUPAC Company, Chiasso, Switzerland. Used on the Swiss Federal Railways (SBB). Loaded with 2 removable, interchangeable flatbed trailers for Spedition Bertschi AG, Dürrenäsch, Switzerland. Length over buffers 78 mm (3-1/16").



IV V

86551 Stake Car.
Type Spns. Loaded with pipes. Length over buffers 95 mm (3-3/4").



Swiss Federal Railways (SBB)

IV V **8229 Powdered Freight Silo Car.**
Type Ucs. Length over buffers 40 mm (1-9/16").

IV V **8220 Powdered Freight Tank Car.**
Uacs. Length over buffers 75 mm (2-15/16").

N V **82201 "Shell" Tank Car Set.**
Contents: 3 four-axle tank cars for aviation fuel. Privately owned by Shell (Switzerland), Baar, Switzerland, used on the Swiss Federal Railways (SBB). All cars in a special version. Not available separately. Total length 231 mm (9-1/8").

These tank cars are operated exclusively in unit trains for aviation fuel and carry the same product on the same route from the refinery in Cornaux to the tank farm at Rümlang near the Zürich airport of Kloten in Switzerland. This unit train is known as the "Silver Arrow" because of its striking silver gray metallic paint scheme with the large Shell logo.

150 Years of Swiss Railroading

The ideal locomotive for the "Shell" tank car set is the SBB's new class 460.

V **8201 "Swiss Mineral Waters" Car Set.**
Contents: 3 Hbils 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 "Valser". All cars in special version. Not available separately. Total length 198 mm (7-3/4").

Freight Cars

USA Freight Cars

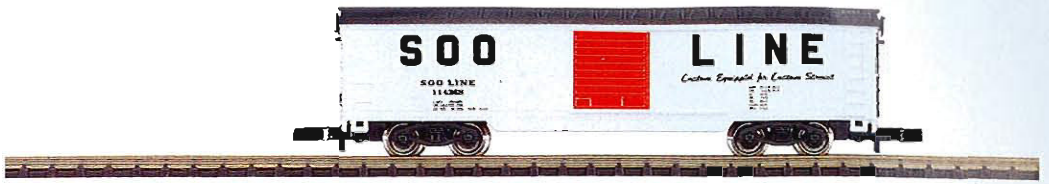
N IV

82301 Caboose.
Atchison, Topeka & Santa Fe Railway caboose. Separately applied ladders. Length 51 mm (2-5/8").

III

8230 Caboose.
Lettered for the New Jersey Central Railroad. Separately applied ladders. Length 51 mm (2-5/8").

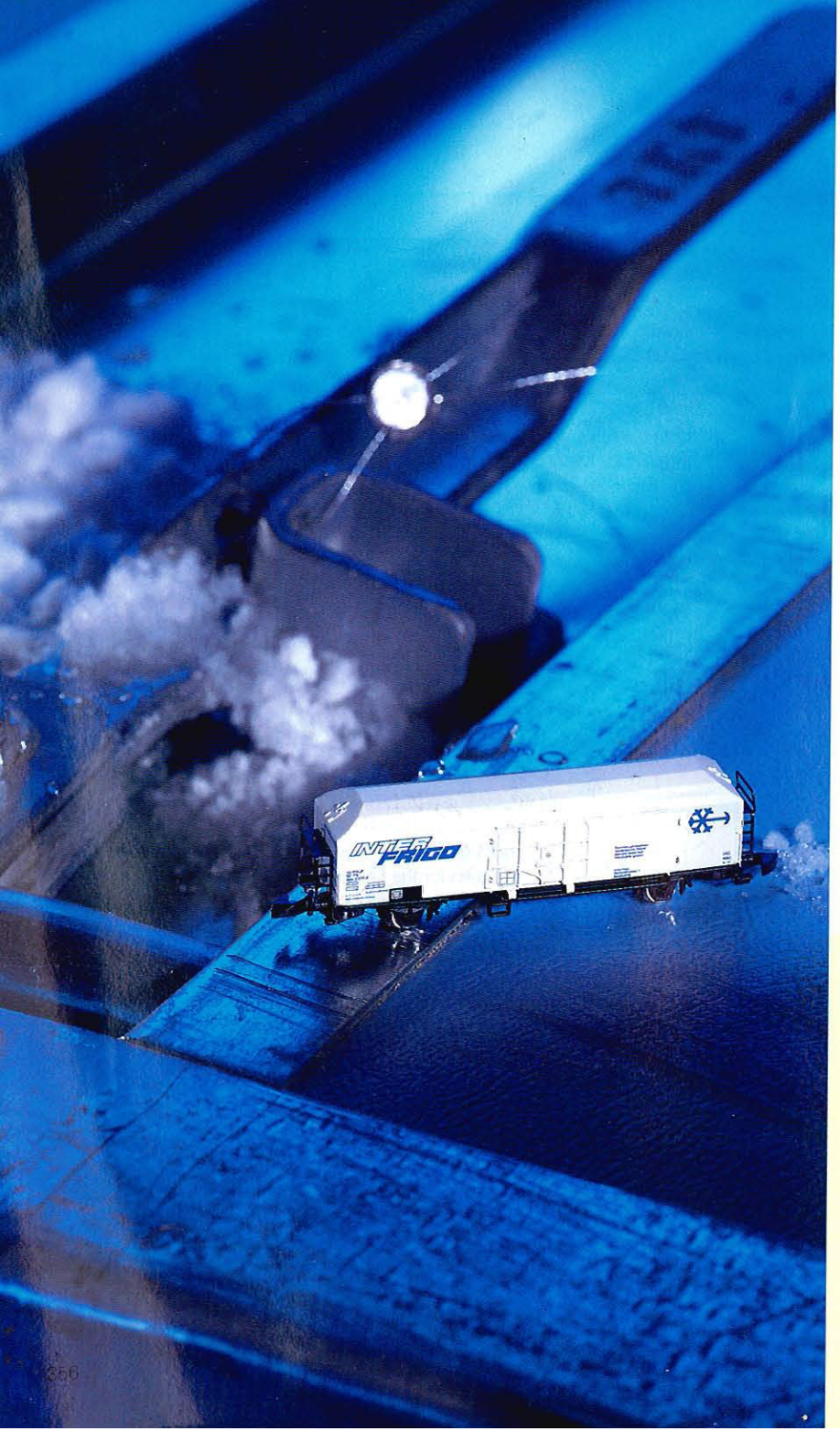
USA Freight Cars



III IV **8223 Boxcar.**
Lettered for Minneapolis, St. Paul & Sault Ste. Marie Railroad – SOO LINE. Length 72 mm (2-7/8").

III **8224 Gondola.**
Lettered for the Chicago, Burlington & Quincy Railroad. Length 67 mm (2-5/8").

III **8225 Tank Car.**
Privately owned car lettered for the Ethyl Corporation. Length 51 mm (2").



Freight Cars

Italian State Railways (FS)

International refrigerator traffic is served by the INTERFRIGO Company in Basle, Switzerland in cooperation with 23 European railroads. This company has a rolling stock pool of over 20,000 refrigerator cars in different designs. A large part of the standard cars is registered in Italy with the FS; they are used quite freely in all countries, however.

82161 Refrigerator Car.
Privately owned by INTERFRIGO, Basle, Switzerland. Used on the Italian State Railways (FS). Length over buffers 64 mm (2-1/2″).

8216 Refrigerator Car Set.
Contents: 2 refrigerator cars. Privately owned by INTERFRIGO. Used on the Italian State Railways (FS). These refrigerator cars have advertising themes on their sides. Both cars in a special version. Not available separately. Total length 131 mm (5-5/32″).

Swedish State Railways (SJ)

82413 High-Capacity Sliding Wall Boxcar.
Type Habins. Privately owned by Nordwaggon Company AB. Used on the Swedish State Railways (SJ). Length over buffers 106 mm (4-1/8″).