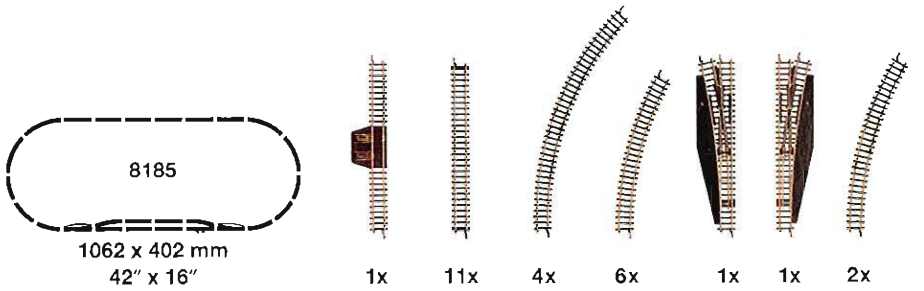
märklin

Complete Program 1998 / 99 E

Starter Sets

III – V

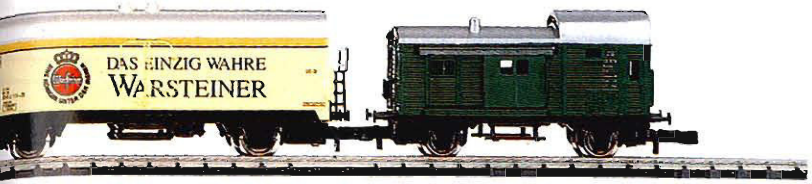
81780 230 volts
Freight Train with Power Pack
Contents: 1 German Federal Railroad class 41 freight locomotive with tender. 1 type E 037 gondola, 1 "BP" oil tank car, 1 type Klms 440 low side car with tarp cover, 1 "Warsteiner" beer car, 1 type Pwg 012 freight train baggage car. 12 straight tracks, 12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

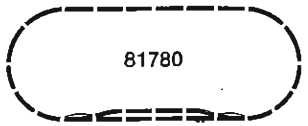


N

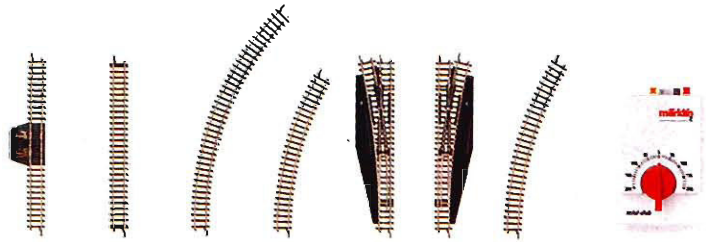
IV

81460 230 volts
81465 120 volts USA
American Freight Train with Power Pack.
Starter set with American locomotive and cars. Contents: 1 General Motors EMD F 7 A unit diesel electric locomotive for the Atchison, Topeka & Santa Fe Railway. Lighted number boards. 1 boxcar lettered for the Delaware and Hudson Railroad. 1 boxcar lettered for the Pennsylvania Railroad. 1 gondola lettered for the Baltimore & Ohio Railroad. 1 caboose lettered for the Atchison, Topeka & Santa Fe Railway. 12 sections straight track, 12 sections curved track, 2 electric turnouts. Typical American buildings. Rerailer, control box, distribution strip, wire, plugs, sockets and power pack. Track plan brochure. Train length 352 mm (13-7/8″). Can be expanded with the 8192, 8193 and 8194 SET track extension sets or as desired.

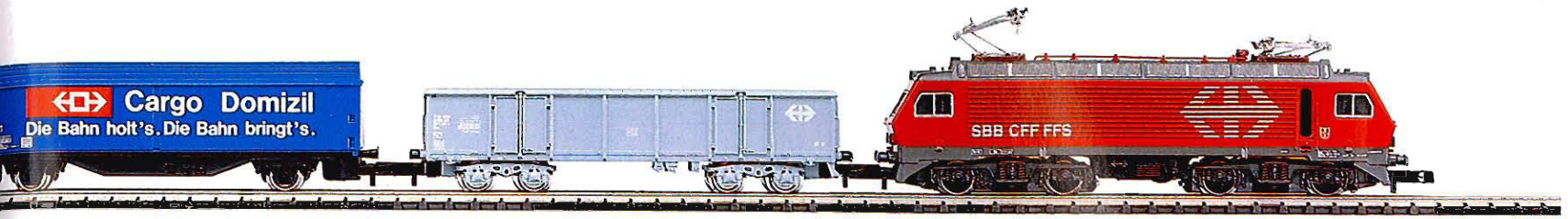




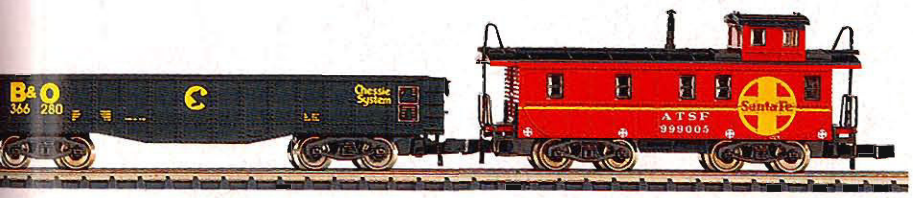
1062 x 402 mm
42" x 16"



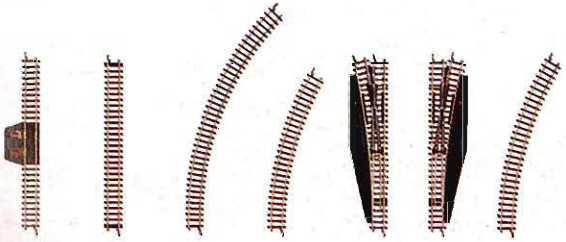
1x 11x 4x 6x 1x 1x 2x



8185 230 volts
Freight Train with Power Pack. Starter set with Swiss locomotive and cars. Contents: 1 Swiss Federal Railways (SBB) class Re 4/4^{IV}, 1 Eaos gondola, 1 "Cargo Domizil" sliding wall boxcar, 1 "Shell" tank car, 12 straight tracks, 2 electric turnouts, 1 Wintersdorf station kit, control box, distribution strip, wire plugs, sockets, and power pack. Track plan brochure. Train length 290 mm (11-3/8"). Can be expanded with the SET sets 8192, 8193, and 8194 or as desired.



1062 x 402 mm
42" x 16"



1x 11x 4x 6x 1x 1x 2x

märklin Z

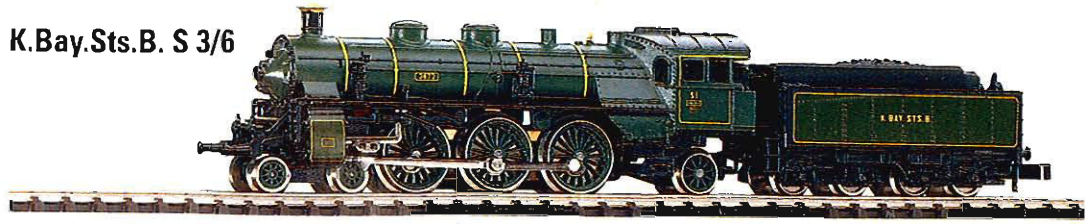
mini-club locomotives will not disrupt television/radio reception

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

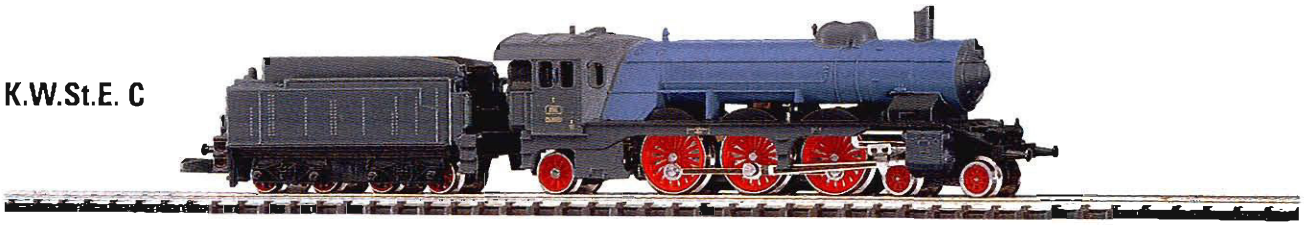
I

8892 Express Train Locomotive with Tender.
Royal Bavarian State Railroad (K.Bay.Sts.B.). All driving axles powered. Length over buffers 106 mm (4-1/8").

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



K.W.St.E. C



I

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").

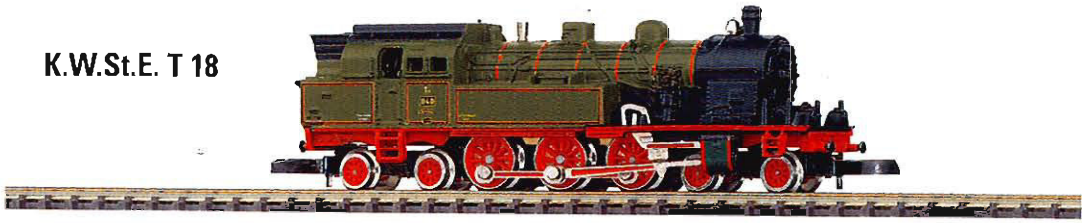
The class C express locomotive with a 4-6-2 wheel arrangement and a four-axle tender came into being at the start of this century, because the steam locomotives existing at that time were no longer adequate for the increasing demands on motive power, especially on grades such as the Geislingen Grade.

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.

The 87940, 87950 and 87960 Württemberg express passenger cars are an appropriate addition to the 88180 locomotive and can be found on page 349.

Models are illustrated full size

K.W.St.E. T 18



N I

88061 Tank Locomotive.
Royal Württemberg State Railways (K.W.St.E.) class T 18. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm (2-3/4").

Steam locomotives

N III

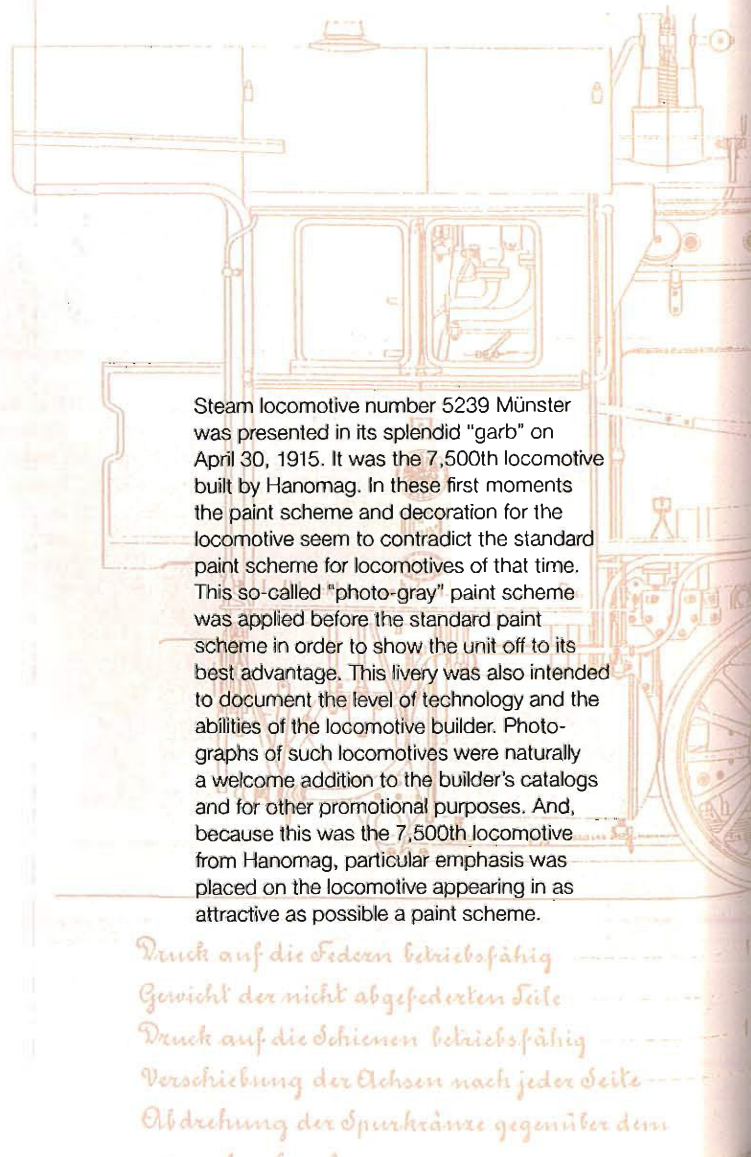
88980 Freight Locomotive with Tender.
German Federal Railroad class 55[25]. All driving axles powered. Length over buffers 84 mm (3-5/16").

DB 55[25]

The class G 8.1 Prussian steam freight locomotives were a further development of the class G 8. The first locomotives were delivered in 1913. While something over 1,000 units of the G 8 were built, the G 8.1 was successful in ways that hardly any other locomotive had ever been. The Royal Prussian Railroad Administration (KPEV) took delivery of 4,934 locomotives that were then transfered to the German State Railroad Company (DRG). Ten locomotives went to the Mecklenburg Friedrich-Franz Railroad (MFF) and 137 units went to the Imperial Railways of Alsace-Lorraine.

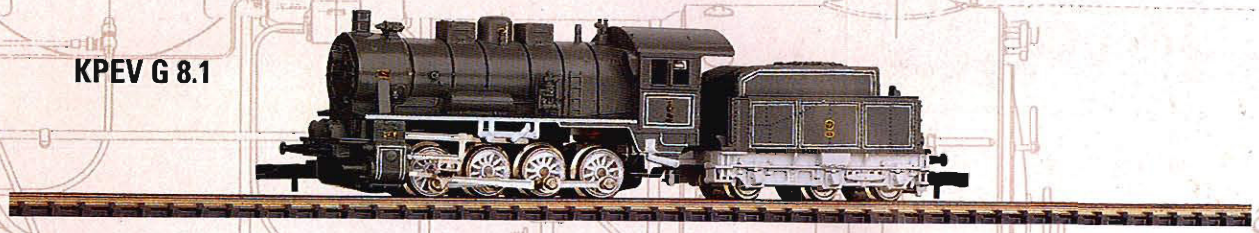
In 1922 Linke-Hofmann delivered 50 locomotives to the Polish State Railroad. Additional units went also to the Bagdad Railroad, to Lithuania and to Rumania. The class G 8.1 was one of the main supports for the German State Railroad's motive power. Even after 1945 there were still 1,000 locomotives in service in both parts of Germany.

Insider Model for 1998



Steam locomotive number 5239 Münster was presented in its splendid "garb" on April 30, 1915. It was the 7,500th locomotive built by Hanomag. In these first moments the paint scheme and decoration for the locomotive seem to contradict the standard paint scheme for locomotives of that time. This so-called "photo-gray" paint scheme was applied before the standard paint scheme in order to show the unit off to its best advantage. This livery was also intended to document the level of technology and the abilities of the locomotive builder. Photographs of such locomotives were naturally a welcome addition to the builder's catalogs and for other promotional purposes. And, because this was the 7,500th locomotive from Hanomag, particular emphasis was placed on the locomotive appearing in as attractive as possible a paint scheme.

KPEV G 8.1



N I

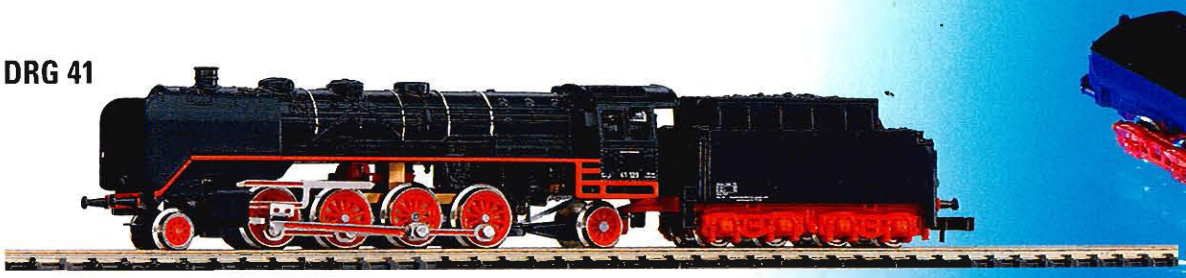
88981 Freight Locomotive with Tender. Royal Prussian State Railroad Administration (KPEV) class G 8.1 in photo-gray paint scheme as the 7,500th locomotive built by Hanomag. All driving axles powered. Length over buffers 84 mm (3-5/16").

The 88981 locomotive is being produced in 1998 in a one-time series only for Insider members.

Please note the information on the Märklin Insider Club on page 65. Additional Insider models for 1998 in H0, 1 Gauge, and a reproduction can be found on pages 66/67, 487, and 12/13 respectively.

Steam Locomotives

DRG 41



II

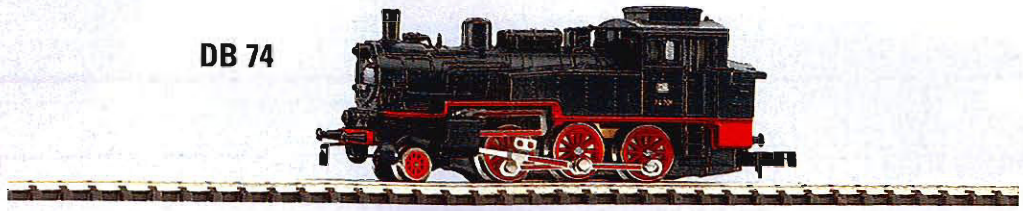
88271 Freight Locomotive with Tender.
German State Railroad Company (DRG) class 41. All driving axles powered. Length over buffers 112 mm (4-7/16").

DRG 03.10

II

8886 Streamlined Express Locomotive with Tender.
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").

DB 74



III

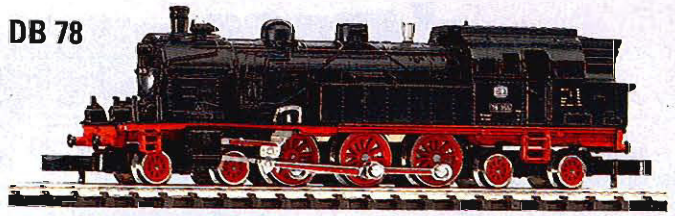
8895 Tank Locomotive.
German Federal Railroad class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16″).

The Prussian T 18 became the class 78 of the former German State Railroad Company and the later German Federal Railroad. It was used to pull 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 in forward and reverse.

III

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″).

DB 78



DB 86

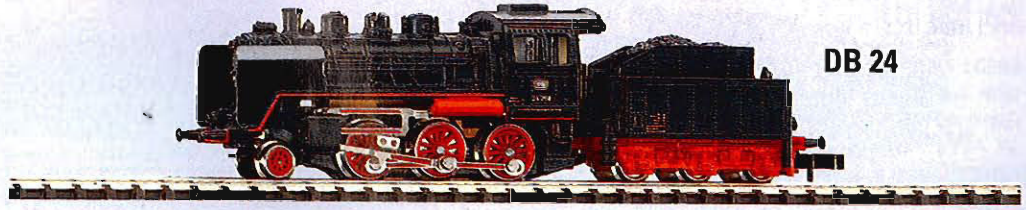
III

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

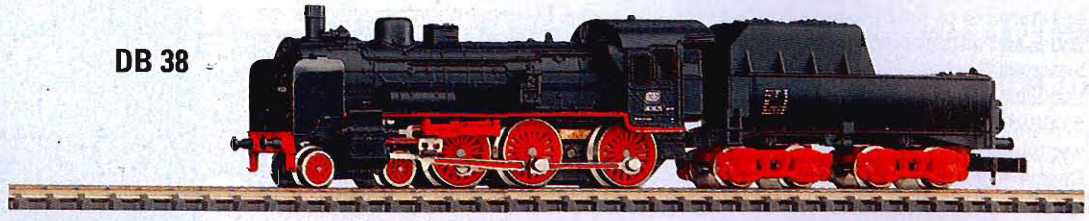
III

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 38



N III

88991 Passenger Locomotive with Tub Style Tender.
German Federal Railroad class 38. All driving axles powered. Length over buffers 99 mm (3-7/8″).

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").

III

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

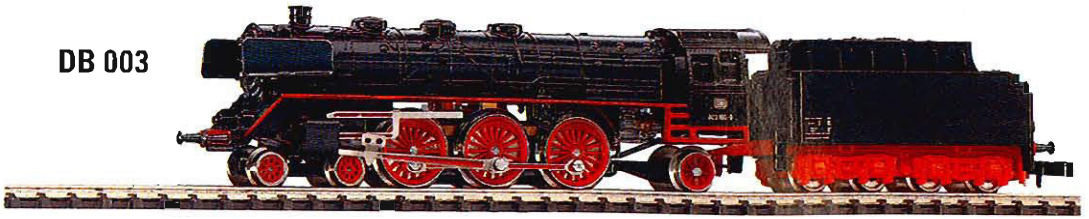
DB 52

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.

IV

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

DB 003



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

III

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").

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.

II III

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

SNCF 150 Y

N III

88833 Freight Locomotive with Tub-Style Tender.
French State Railways (SNCF) class 150 Y. All driving axles powered. Length over buffers 107 mm (4-3/16").

The 88833 locomotive is being produced in a one-time series only in 1998.

Diesel Locomotives

DB 218

V

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").

IV

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 218

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 3,000 horsepower and offers sufficient reserves for all types of train services.

DB 218

N V

88781 Diesel Locomotive.
German Railroad, Inc. class 218 in the original old red paint scheme with the new DB emblem. Both trucks powered. Length over buffers 75 mm (2-15/16").

IV

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

DB 221

AT & SF F 7

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″).

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

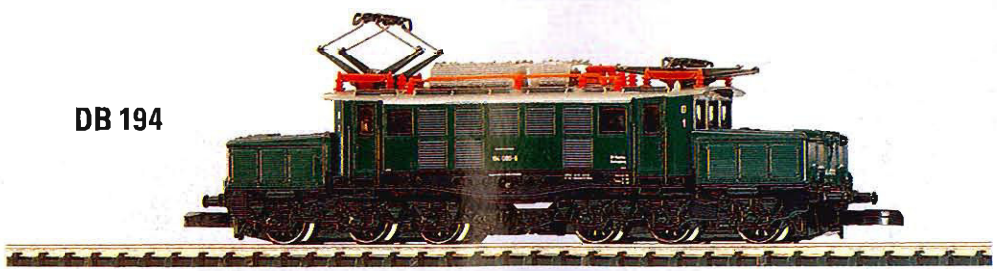
DRG E 44

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 350.

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 354). 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. class 140 with the new DB logo. Both trucks powered. Length over buffers 75.5 mm (3″).

The German Railroad, Inc. is now presenting appropriate freight locomotives in the strikingly attractive "DB Cargo" design as part of its new "DB Cargo" freight car concept. Even the aging class 139 locomotives look quite good in this new color scheme.

88381 Electric Locomotive.
German Railroad, Inc. class 139 in the current color scheme with the new DB logo and Cargo lettering. Both trucks powered. Length over buffers 75.5 mm (3″).

DB 139

DB 110

88391 Electric Locomotive.
German Railroad, Inc. class 110. Original blue version with vents with rounded corners and new DB emblem. Both trucks powered. Length over buffers 75.5 mm (3″).

Electric Locomotives

DB 103

8854 Express Locomotive.
German Federal Railroad class 103. Both trucks powered. Length over buffers 88 mm (3-1/2").

DB 120.1

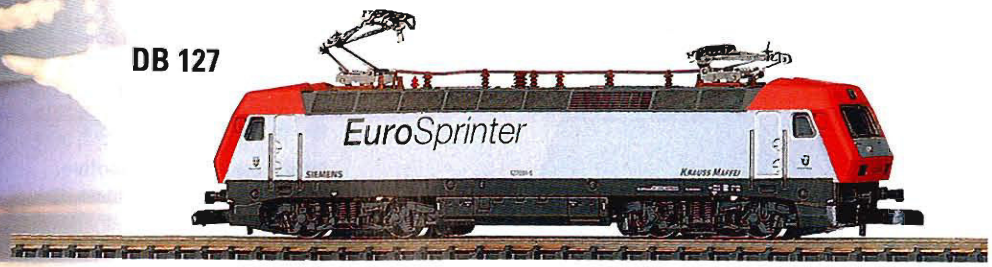
8848 General Purpose Locomotive.
German Federal Railroad class 120.1. All axles powered. Length over buffers 87 mm (3-7/16").

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 200 km/h (125 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").

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 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 101

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

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.
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.

Electric Locomotives

DB 101

88682 Electric Locomotive.
German Railroad, Inc. class 101. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 86 mm (3-7/16").

Special one-time series for 1998. Already delivered to the dealers.

DB 120.1

88534 Electric Locomotive.
German Railroad, Inc. class 120.1. Both trucks powered. Length over buffers 87 mm (3-13/16").

The 88534 locomotive is being produced in a one-time series only in 1998.

DB 120.1

88533 Electric Locomotive.
German Railroad, Inc. class 120.1. Different design on each side of the locomotive. Both trucks powered. Length over buffers 87 mm (3-13/16").

The 88533 locomotive is being produced in a one-time series only in 1998.

The "DIT Locomotive" is the first locomotive after the "Art Locomotives" initiated by Märklin to travel across the country with a purposeful communication from a large German firm. The final version of the "DIT Locomotive" was chosen from a series of designs by young artists at the Frankfurt "Städel School".

Interesting information on the German Railroad, Inc. and the Swiss Federal Railways art and advertising locomotives can be found in the H0 section on pages 92 and 96.

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.

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").

SBB Be 6/8III

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

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.

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.

SBB 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

SBB 460

N V

88446 Locomotive Set.
Contents: 2 Swiss Federal Railways (SBB) class 460 electric locomotives. Features common to both locomotives: Both trucks powered. Headlights with maintenance-free LEDs. Both locomotives in a special version. Not available separately. Total length 171 mm (6-3/4").

The 88446 locomotive set is being produced in a one-time series only in 1998.

N V

88450 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Different design on each side of the locomotive. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88450 locomotive is being produced in a one-time series only in 1998.

SBB 460

SBB 460

N V

88452 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88452 locomotive is being produced in a one-time series only in 1998.

N V

88451 Electric Locomotive.
Swiss Federal Railways (SBB) class 460. Different design on each side of the locomotive. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88451 locomotive is being produced in a one-time series only in 1998.

SBB 460

BLS 465

V

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 361) are the appropriate cars for the BLS class 465 electric locomotive.

Powered 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").

ÖBB 5081 / 6581

In the 1960s the Austrian Federal Railways (ÖBB) purchased an entire series of railbus sets that were built in part by Uerdingen but also under license in Austria.

88162 Railbus with Trailer.
Contents: 1 Austrian Federal Railways (ÖBB) class 5081 railbus, both axles powered, and 1 class 6581 trailer.

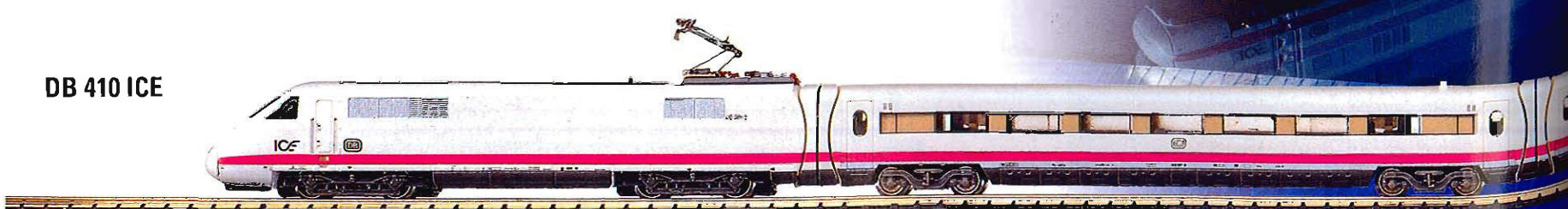
Both units in special version. Not available separately. Total length 124 mm (4-7/8").

The 88162 rail car with trailer is being produced in a one-time series only in 1998.

8871 ICE Powered 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").

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").

II

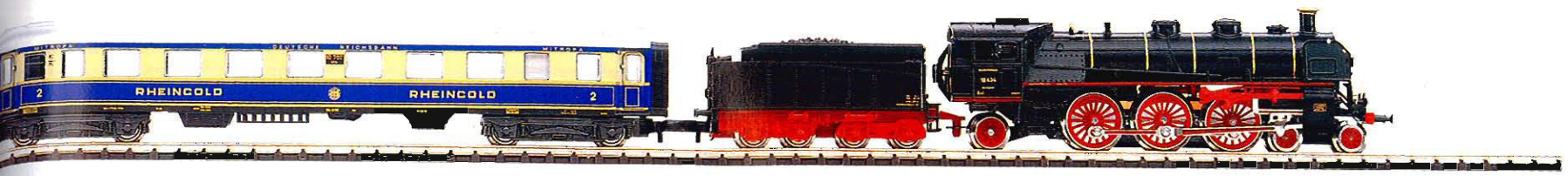
8133 "Rheingold" Train Set.
Contents: 1 German State Railroad Company (DRG) class 18.4 express locomotive with tender, 1 type SB 4ü 28 salon car, 2nd class; 1 type SB 4ü K28 salon car with galley, 2nd class; 1 type SA 4ü 28 salon car, 1st class; 1 type SA 4ü K28 salon car with galley, 1st class; 1 type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

In 1998 the "Rheingold" is celebrating its 70th anniversary. The first scheduled run for the "Rheingold" was on May 15, 1928 on the route from Amsterdam/Hook of Holland to Basle, Switzerland. In these 70 years a large number of small stories and great events have been collected around this legendary deluxe train in the European format.

N

III

81412 "Rheingold" Train Set.
Contents: 1 German Federal Railroad class E 10 electric locomotive in the color scheme typical for the "Rheingold". 2 type Av4üm 1st class express train compartment cars. 1 type AD4üm express train vista dome car. 2 type Ap4üm 1st class express train open seating cars. Locomotive and cars in special version. Not available separately. Train length 690 mm (27-3/16").



Models of the trains are illustrated full size

The first scheduled operation of the "Rheingold" on the route from Hook of Holland to Basle, Switzerland took place 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 well-known names as "North Express" or "Riviera 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.

In 1960 the German Federal Railroad ordered development of a new, modern group of cars specially for the "Rheingold". Borrowing from the luxurious prewar "Rheingold", the new "Rheingold" was planned to clearly stand out from the multitude of other long distance express trains. It surpassed all previous German Federal Railroad passenger cars in comfort and the level of equipment, and the "Rheingold" once again became the absolute best of the German passenger trains.

There were both compartment and open seating cars for the passengers. In addition, a type of vista dome car previously only used in other countries was built with a raised, glassed in viewing area. The cars' interiors were elegant in their design. For example, the compartment cars were paneled in precious woods. In the open seating cars the reclining seats could be turned for the direction of travel. These very comfortable seats were upholstered in materials with tasteful colors.

Even special locomotives were planned for the "Rheingold", as variations of the proven class E 10.1. However, these locomotives were still not available in May of 1962, the train's debut, so 6 class E 10.1 locomotives had to be used whose speed was specially raised to 160 km/h (100 mph) for this purpose. Naturally, for the duration of their use these locomotives were given the multi-color paint scheme planned for the cars.


SBB CFF FFS
SBB CFF FFS

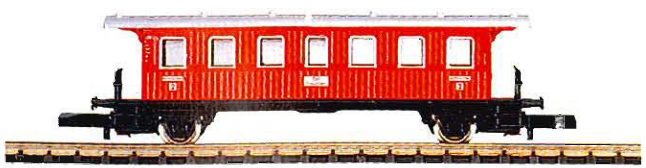

SBB CFF FFS
SBB CFF FFS
ZÜRCHER VERKEHRSVERBUND
GÜLTIG BIS 23.07.98 UM 11:10 UHR
EINZELBILLETT
ALLE ZONEN
GÜLTIG BIS 22.07.98 UM 16:50 UHR
ZÜRCHER VERKEHRSVERBUND
FAHRAUSWEISAUTOMATEN
LINIENNETZ
STRECKENNETZ
Regionalfahrplan
Bahn Zürich

81413 "Zürich Commuter Traffic" Train Set.
Contents: 1 Swiss Federal Railways (SBB) class Ae 6/6 general purpose locomotive. City locomotive "Stadt Zürich" in a red paint scheme with the road number 11426.

3 bilevel cars, 2nd class, in the attractive color scheme of the Zürich S-Bahn service of the Swiss Federal Railways (SBB). Locomotive and cars in special version. Not available separately. Train length 460 mm (18-1/8").

Württemberg Provincial Railroad

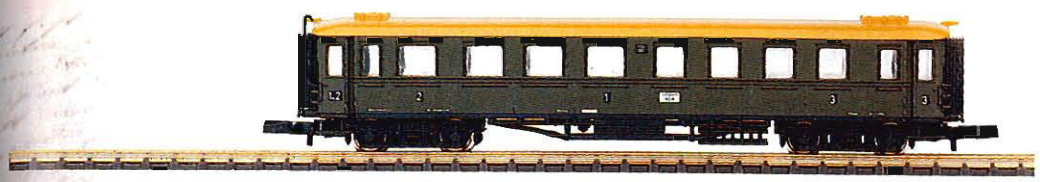
I **8700 Passenger Car.**
Length over buffers 60 mm (2-3/8").



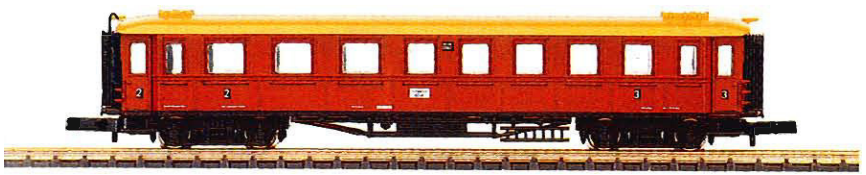
I **8701 Passenger Car.**
Length over buffers 60 mm (2-3/8").

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

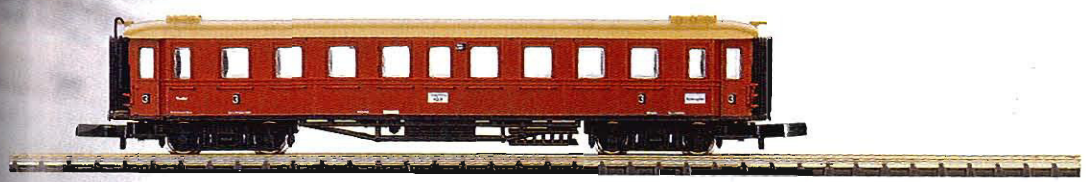
Royal Württemberg State Railways (K.W.St.E.)



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



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



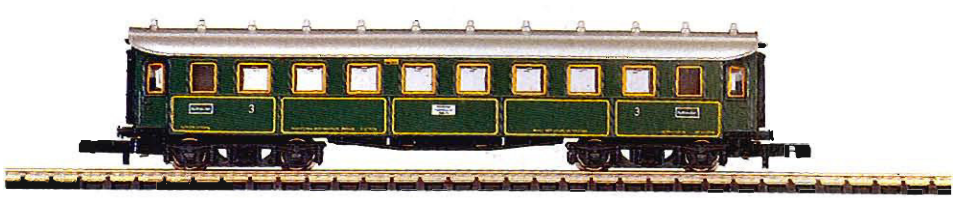
I **87960 Württemberg Express Train Passenger Car.**
Type CCü. 3rd class. Length over buffers 88 mm (3-15/32").

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 325.

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

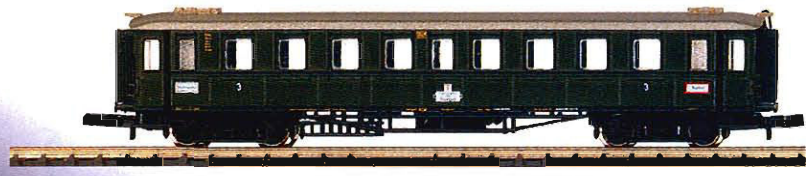
I **8730 Express Passenger Car.**
Type CCü. 3rd class. Length over buffers 87 mm (3-7/16").



Models of the cars are illustrated full size

Car Set

German State Railroad Company (DRG)

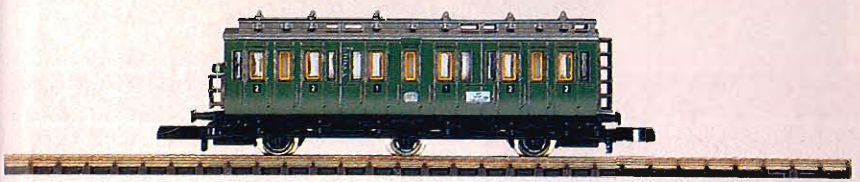


II **87945 Express Train Car Set.**
Contents: 3 Württemberg express train passenger cars in the German State Railroad Company (DRG) version. 1 type ABC4ü coach, 1st/2nd/3rd class. 1 type BC4ü coach, 2nd/3rd class. 1 type C4ü coach, 3rd class. All cars in special version. Not available separately. Total 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 334.

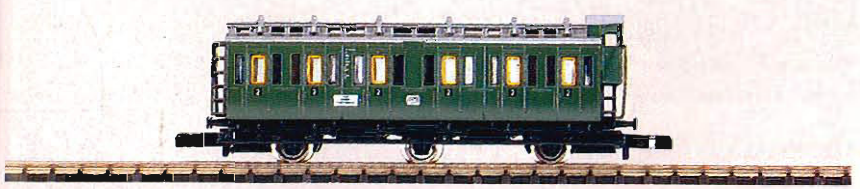
Prussian Compartment Cars of the German Federal Railroad (DB)

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



III **8704 Compartment Car.**
Former type 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 type 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 rumbled a great deal. For this reason they were colloquially called "Donnerbüchsen" ("Thunder Boxes").

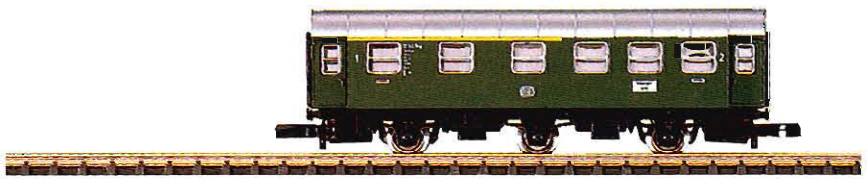
III **8750 Passenger Car.**
Type ABi 29. 1st and 2nd class.
Length over buffers 63 mm (2-1/2").

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

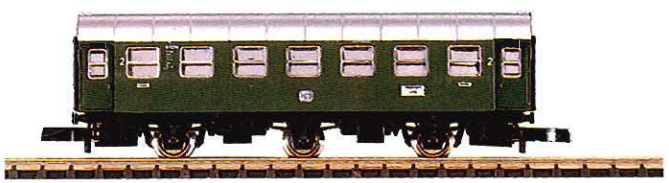
III **8752 Baggage Car.**
Type D2ie. Length over buffers 63 mm (2-1/2").

Passenger Cars

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



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

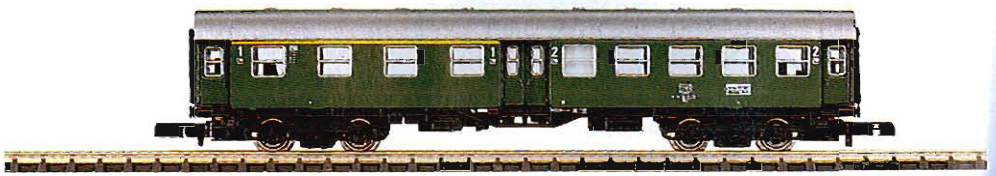


III **8707 Passenger Car.**
Type B3yge. 2nd class.
Length over buffers 61 mm (2-3/8″).

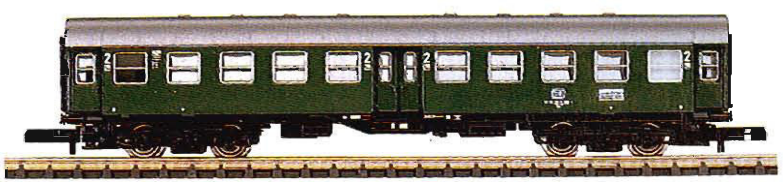
III **8708 Passenger Car.**
Type BD3yge with baggage compartment. 2nd class. Length over buffers 61 mm (2-3/8″).

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



IV **8754 Passenger Car.**
Type 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.

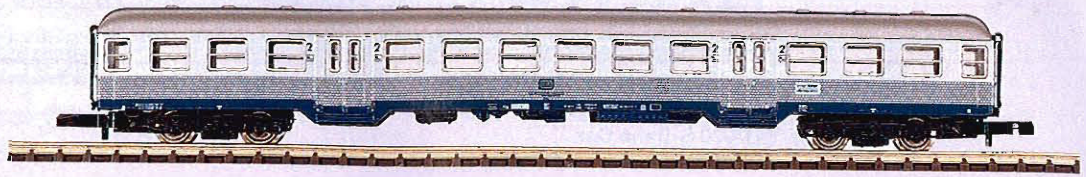
The car bodies for these rebuilt cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for the most part.

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

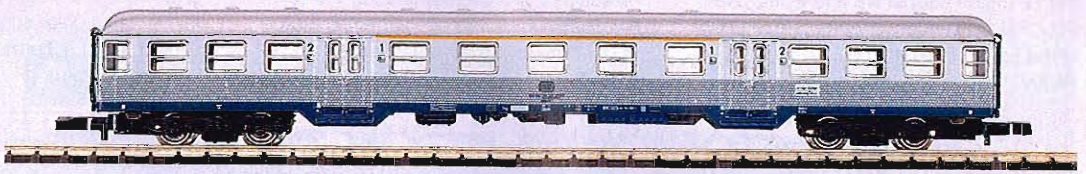
"Silberlinge" ("Silver Coins")

märklin Z

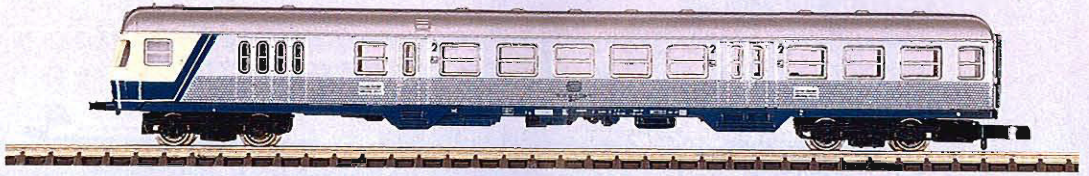
Commuter Cars of the German Federal Railroad (DB)



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



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



IV **8718 Commuter Car with Control Cab.**
Type 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)

V **87970 S-Bahn Car.**
Type 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 335) 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.

V **87980 S-Bahn Car.**
Type 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.

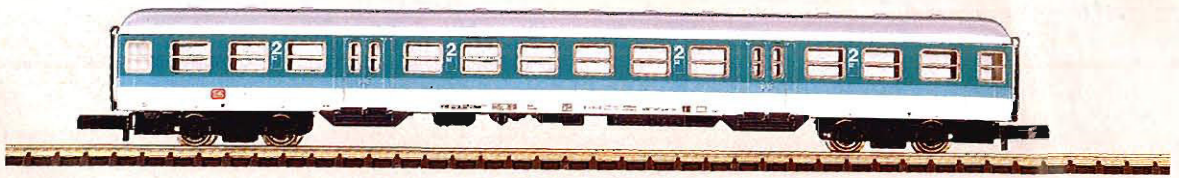
When operated control car last, dual red marker lights shine.

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

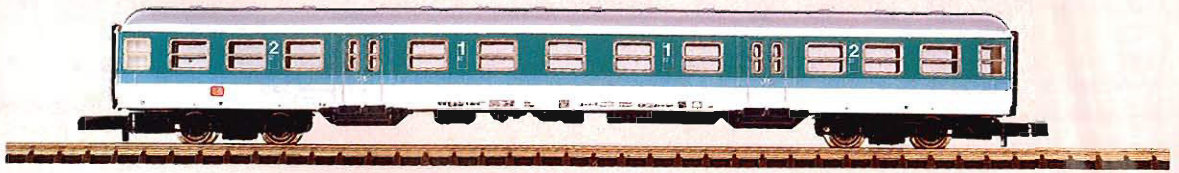
Citybahn Cars

märklin Z

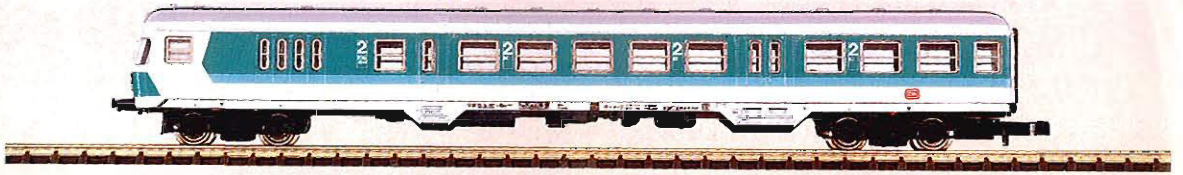
Commuter Cars of the German Federal Railroad (DB)



V **8780 CityBahn Commuter Car.**
Type Bnrzb 778.3. 2nd class. Length over buffers 120 mm (4-3/4").



V **8781 CityBahn Commuter Car.**
Type ABnrzb 772.5. 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. 2nd class with baggage compartment. Length over buffers 120 mm (4-3/4").

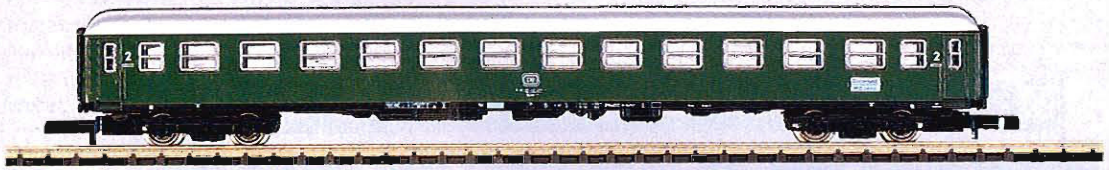
When operated control car first, triple white headlights shine.

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

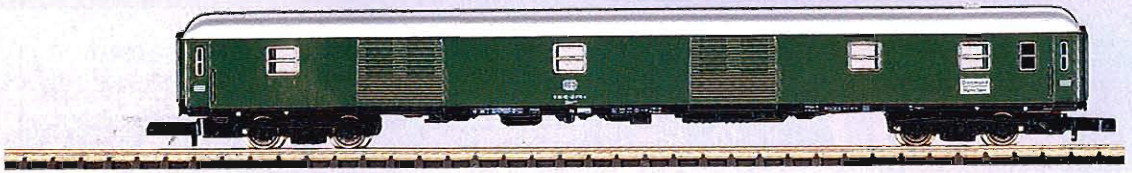
Express Train Passenger Cars

German Federal Railroad (DB)

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



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



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

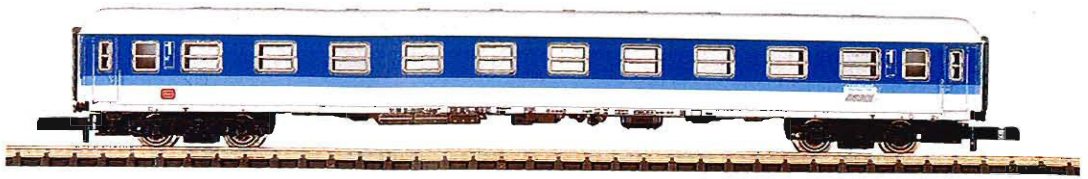
IV **8713 Dining Car.**
Type WRmh 132. Length over buffers 120 mm (4-3/4").

InterRegio / Express Train Passenger Cars

märklin Z

German Federal Railroad (DB)

V **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 out-moded 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.

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

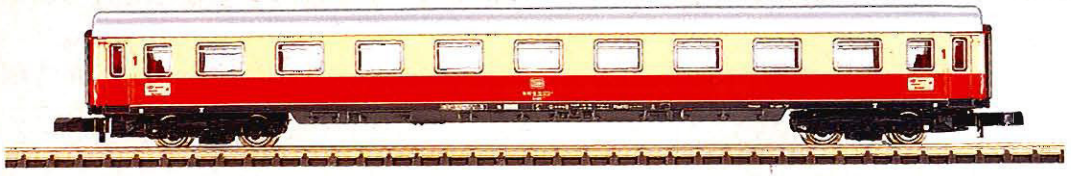
The gray baggage car is also part of the German Federal Railroad's new color concept. Baggage cars are seen in passenger trains less and less; they are increasingly operated in unit trains of baggage cars and express freight cars. This means that the station stops for passenger trains are shorter and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

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

InterCity Cars

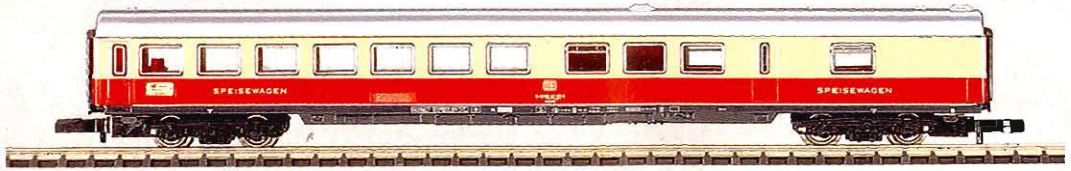
German Federal Railroad (DB)

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.

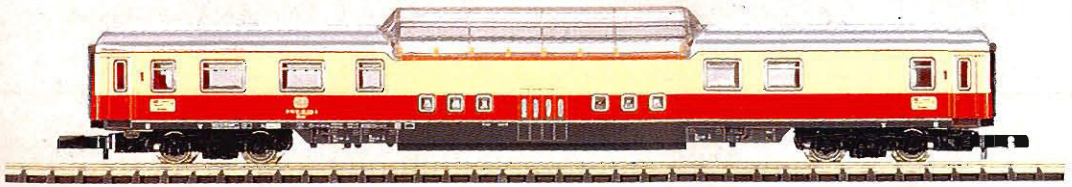


IV **8724 TEE/IC Compartment Car.**
Type Avmz 111. 1st class. Length over buffers 120 mm (4-3/4").

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



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

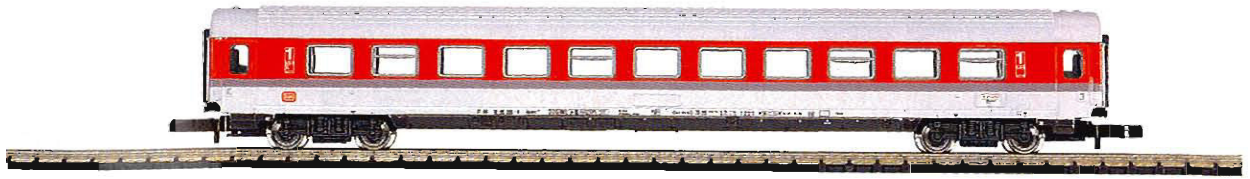


IV **8728 TEE Vista Dome Car.**
Type ADm 101. 1st class. Length over buffers 120 mm (4-3/4").

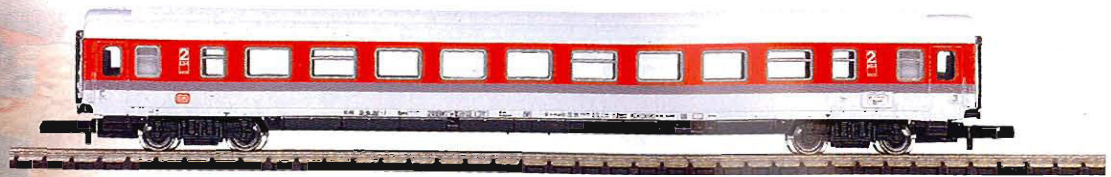
InterCity Cars / Special Cars for passenger trains

märklin Z

German Federal Railroad (DB)



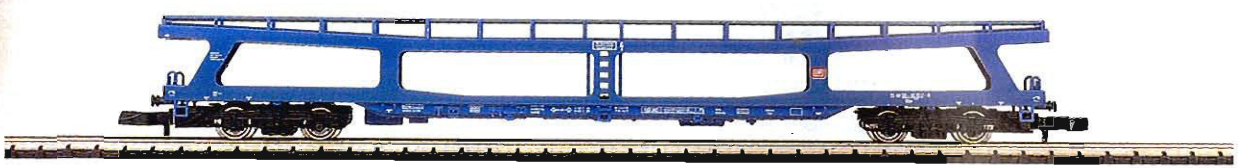
V **8772 Intercity Open Seating Car.**
Type Apmz 123 in current color scheme. 1st class. Length over buffers 120 mm (4-3/4").



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 revised 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").

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



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.

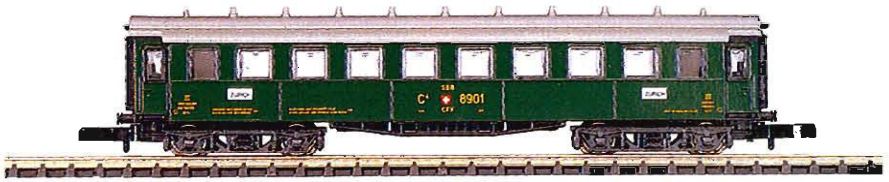
8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 auto transport car.

Express Train Passenger Cars

Swiss Federal Railways (SBB)

III

8748 Express Train Passenger Car.
Older design type 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.

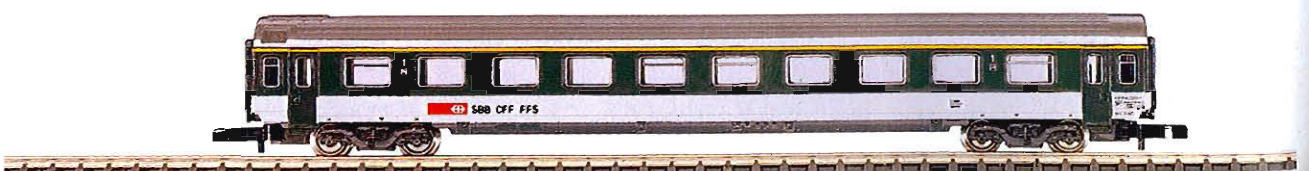
III

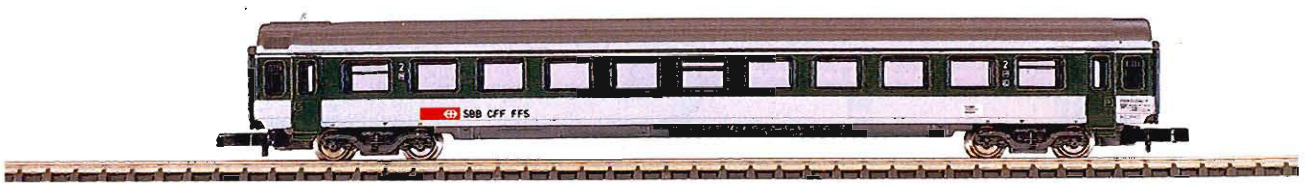
8749 Express Train Baggage Car.
Older design type F4ü. Length over buffers 91 mm (3-9/16").

The type 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").



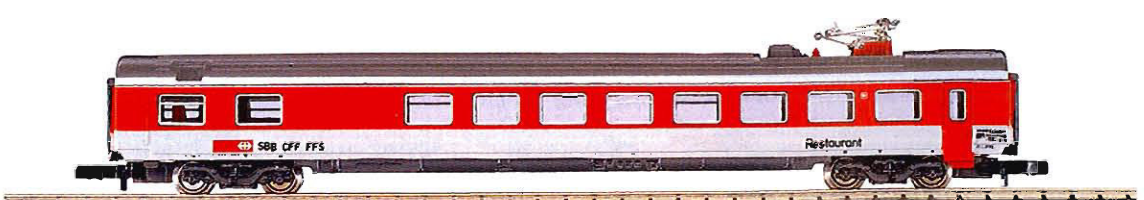


V

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

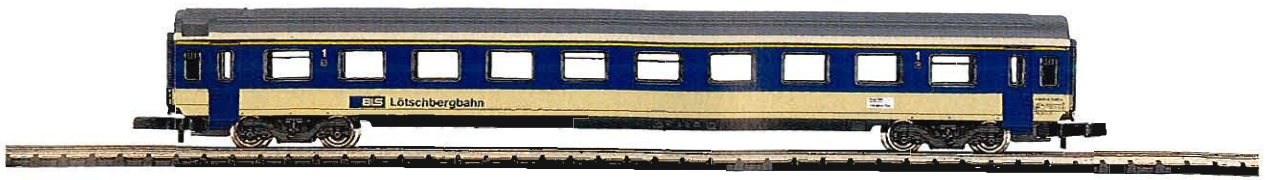
V

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

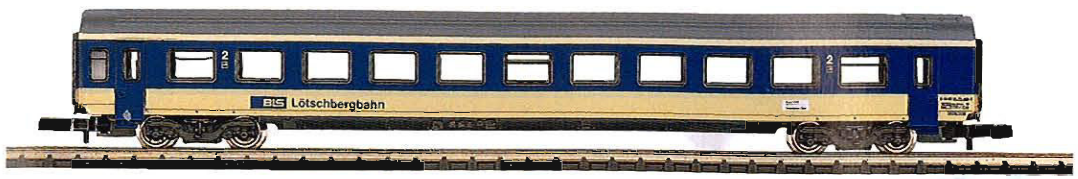


The Swiss Federal Railways purchased these new standard design Mark IV cars for use in express trains running between major cities. They are longer, higher, heavier, quieter and considerably more comfortable than their predecessors.

Bern Lötschberg Simplon Railroad (BLS)



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

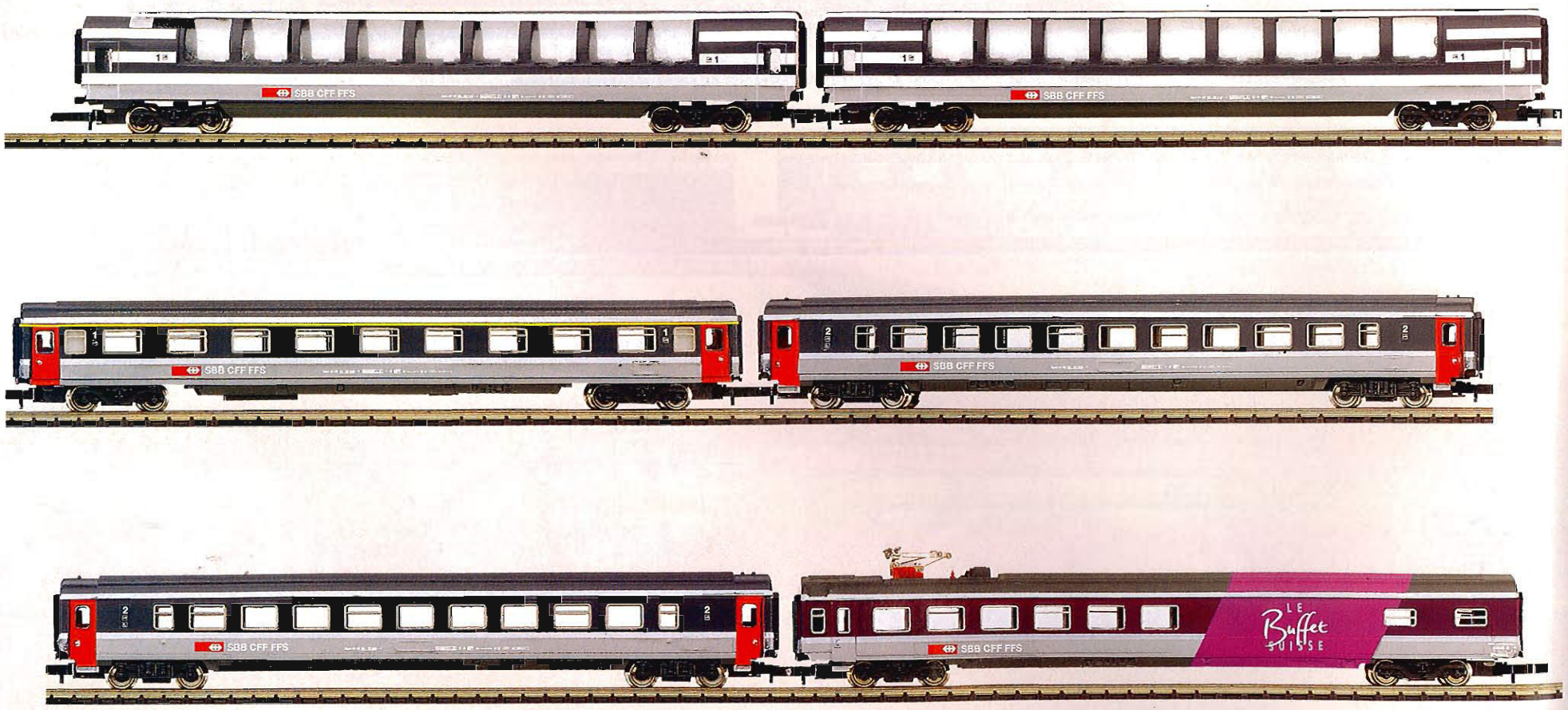


V **87461 Express Train Passenger Car.**
Mark IV type B coach. 2nd class.
Length over buffers 120 mm (4-3/4").

The BLS class 465 electric locomotive (Märklin model 88448, see page 341) is the appropriate unit for the Bern Lötschberg Simplon Railroad express train passenger cars.

Car Sets

Swiss Federal Railways (SBB)



N V **87660 "EuroCity SBB" Car Set.**
Contents: 6 EuroCity express train passenger cars in different versions. 2 each 1st class EuroCity panorama cars. 1 EuroCity dining car lettered "Le Buffet Suisse". 1 each 1st class EuroCity express train passenger car. 2 each 2nd class EuroCity express train passenger cars. All cars in special version. Not available separately. Total length 735 mm (28-15/16").

The 87660 car set is being produced in a one-time series only in 1998 and will be delivered starting in the 1st quarter of 1999.

German State Railroad Company (DRG)

N II

82507 "Fritz Homann, Dissen" Freight Car Set.
Contents: 2 different design freight cars. 1 refrigerator car with brakeman's cab. 1 tank car with brakeman's cab. Lettered as privately owned cars for the Fritz Homann Company, Dissen, Germany, used on the German State Railroad Company (DRG). Brakeman's cab and tank platform with ladders on the tank car separately applied. Finely detailed, partially open frame. 1 Benz flatbed truck with tarp lettered for the Fritz Homann Company, Dissen, Germany. All cars and truck in special version. Not available separately. Total length 83 mm (3-1/4").

Special one-time series for 1998. Already delivered to the dealers.

Included with this freight car set are 3 reproductions of historical collector cards taken from a collector album of the 1930s with a series of illustrations on the theme of technology and transportation.

Photographs show the freight car models in their original size.

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").

Car Sets

German Federal Railroad (DB)

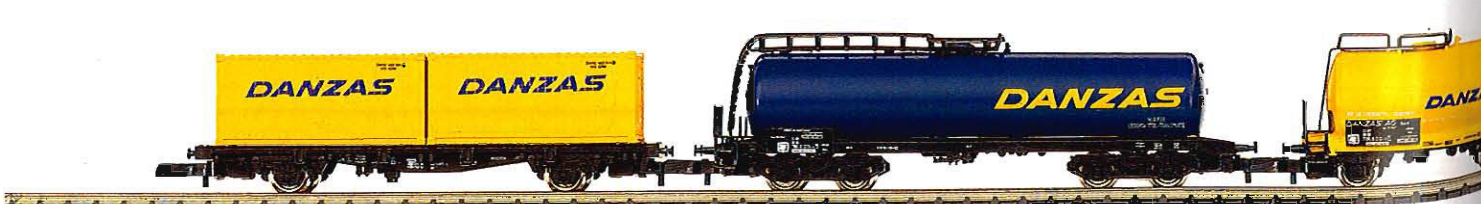
Special one-time series for 1998. Already delivered to the dealers.

N IV **82313 "SÜDZUCKER" Freight Car Set.** Contents: 3 tank cars with brakeman's platforms. Privately owned by South German Sugar, Inc., used on the German Federal Railroad. Different car numbers. Finely detailed, partially open frames. All cars in special version. Not available separately. Total length 126 mm (4-15/16").

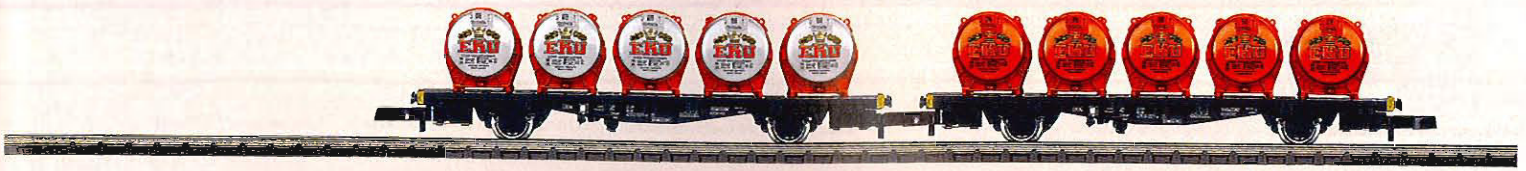
V **82360 "Container Transport" Car Set.** Contents: 3 German Federal Railroad type Lgjs 598 flat cars. 1 flat car loaded with a 40 ft. container lettered for "Mitsui O.S.K. Lines" with side and end doors. 1 flat car loaded with two 20 ft. containers lettered for "UASC S.A.G." and "K Line" respectively, each container with an end door. 1 flat car 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 had this new type of 2-axle 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 flat cars are used to transport interchangeable containers, 20 ft. containers and 40 ft. containers. Unloaded the cars weigh 11 metric tons and up to 29 metric tons loaded according to the route class. They are operated at a maximum speed of 100 km/h (approx. 63 mph).

Special one-time series for 1998. Already delivered to the dealers.



German Federal Railroad (DB)

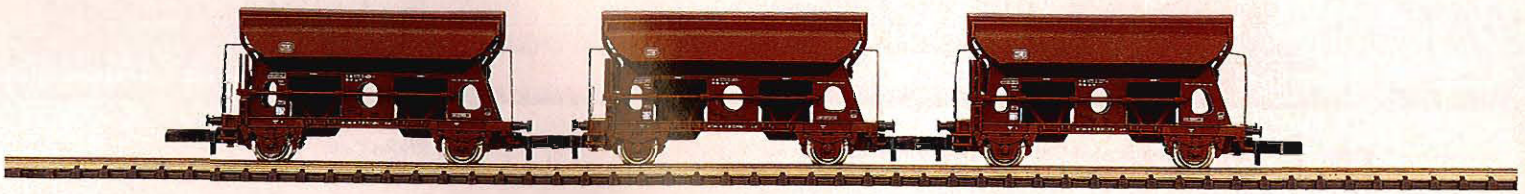


Special one-time series for 1998.
Already delivered to the dealers.

N IV

82364 Container Car Set.
Contents: 2 type Lgjs container cars. Privately owned, used on the German Federal Railroad. Loaded with 5 removable tank containers lettered for Kulmbacher Brewery, Inc., Kulmbach, Germany. Metal car platforms. Both cars in special version. Not available separately. Total length 131 mm (5-3/16").

Movable hinged roof.



N V

82371 "Potash Transport" Freight Car Set.
Contents: 3 type Tds side dump cars with hinged roofs. Different car numbers. All cars with working hinged roofs. Reproduction of a potash load. Cars are weathered. All cars in special version. Not available separately. Total length 139 mm (5-1/2").

Special one-time series for 1998.
Already delivered to the dealers.

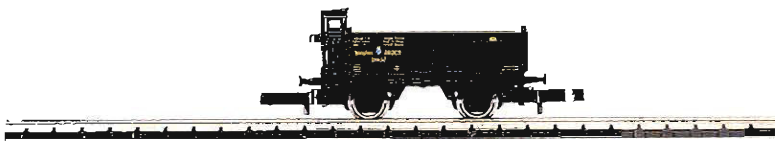
The 82371 freight car set can be used to lengthen prototypically the 81411 "Potash Transport" train set from 1997.

N V

82506 "DANZAS" Freight Car Set.
Contents: 4 different design freight cars. 1 two-axle tank car, privately owned by the DANZAS Company. 1 four-axle tank car, privately owned by the DANZAS Company. 1 type Lgjs flat car for containers, loaded with 2 removable 20 ft. containers for the DANZAS Company. 1 type Sdgkms 707 piggyback car, loaded with a removable semi truck trailer for the DANZAS Company. Tractor unit included. All cars in special version. Not available separately. Total length 267 mm (10-1/2").

Provincial Railroad Freight Cars

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



I **8633 Coal Gondola.**
Type 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").

Royal Prussian State Railroad Administration (KPEV)

N I **82171 Wine Barrel Car with Brakeman's Cab.**
Car privately owned by the German Wine Barrel Car Company, Ltd., Kitzingen a. Main, Germany (Bavaria). Used on the Royal Prussian State Railroad Administration (KPEV). Wine barrels made of real wood. Length over buffers 33 mm (1-5/16").

Grand Ducal Oldenburg State Railroad

I **8658 Stake Car.**
Association design type Rm with brakeman's cab. Spoked wheels. Removable stakes included. Length over buffers 56 mm (2-1/4").

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

N I **86612 Refrigerator Car with Brakeman's Cab.**
Privately owned by the Hohenzollern Brewery Company "Englischer Garten Stuttgart" ("English Gardens Stuttgart") of Württemberg. Used on the Royal Württemberg State Railways (K.W.St.E.). Length over buffers 40 mm (1-9/16").

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

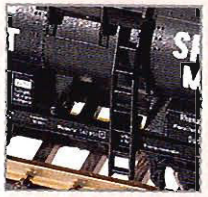
Freight Cars

märklin Z

German State Railroad Company (DRG)

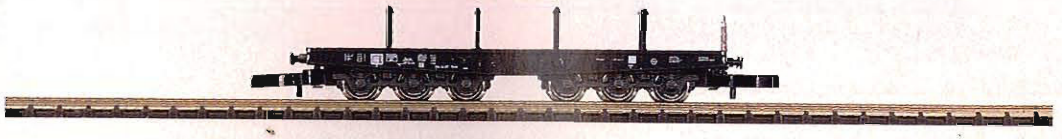
II

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″).



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″).



II

82351 Heavy Duty Flatcar.
Type SSym 46. Removable stakes included. 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

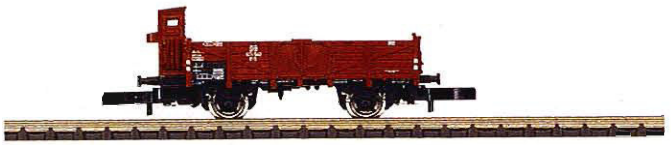
German Federal Railroad (DB)

N III

82331 Low Side Car with Brakeman's Platform.
Imitation of the wooden plank floor inside the car body. Length over buffers 40 mm (1-9/16").

III

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

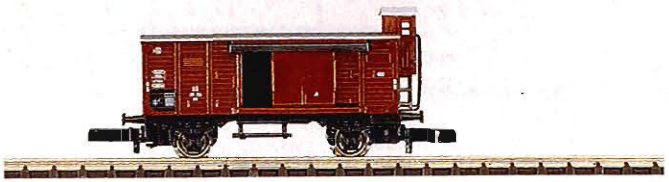


III

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

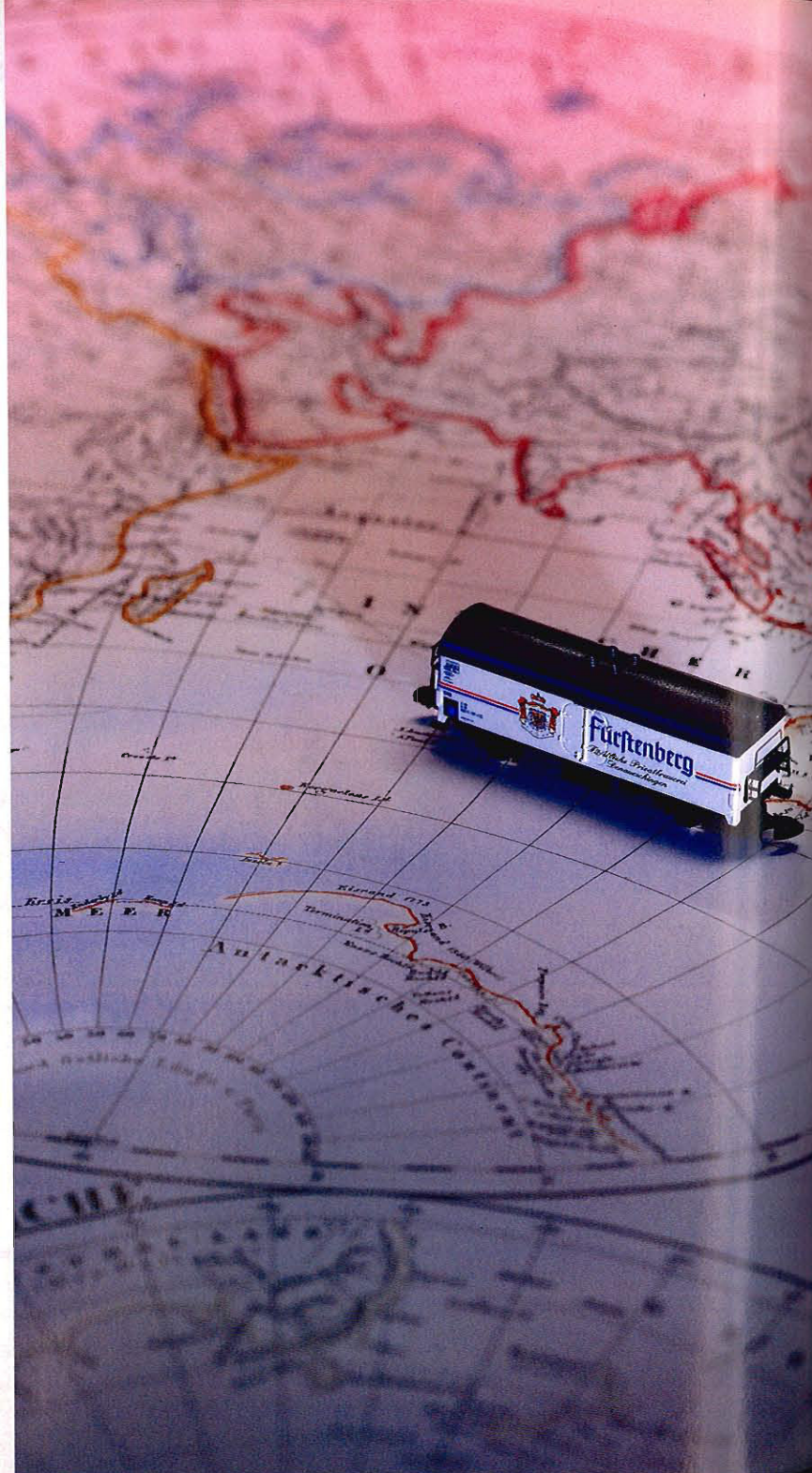
III

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



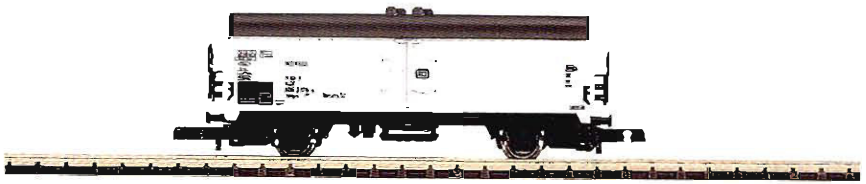
III

8609 Freight Train Baggage Car.
Type Pwg 012. Sliding doors that can be opened. 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.**
Type 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").

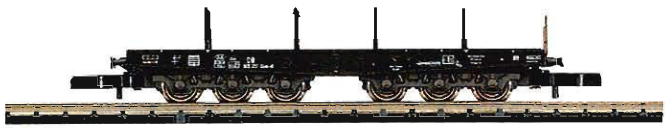
V **8648 Beer Car.**
Privately owned by Dinkelacker.
Length over buffers 54 mm (2-1/8").

German Railroad, Inc. (DB)

N V **86001 Beer Car.**
Privately owned by Fürstlich Fürstenbergischen Brauerei KG, Donauschingen, Germany, used on the German Railroad, Inc. Length over buffers 54 mm (2-1/8").

Freight Cars

German Federal Railroad (DB)



N III

82352 Heavy Duty Flat Car.
Type SSym 46. Removable stakes included.
Length over buffers 60 mm (2-3/8").

N III

82314 Tank Car with Brakeman's Platform.
Car used for express milk traffic, Frankfurt-Hoechst, Germany. Brakeman's platform and walkway with ladders separately applied. Additional lettering on the ends of the tank. Finely detailed, partially open frame. Length over buffers 40 mm (1-9/16").

In 1952 a small series of two-axle tank cars was placed into service on the German Federal Railroad (DB) for transporting milk between regular destinations.

IV

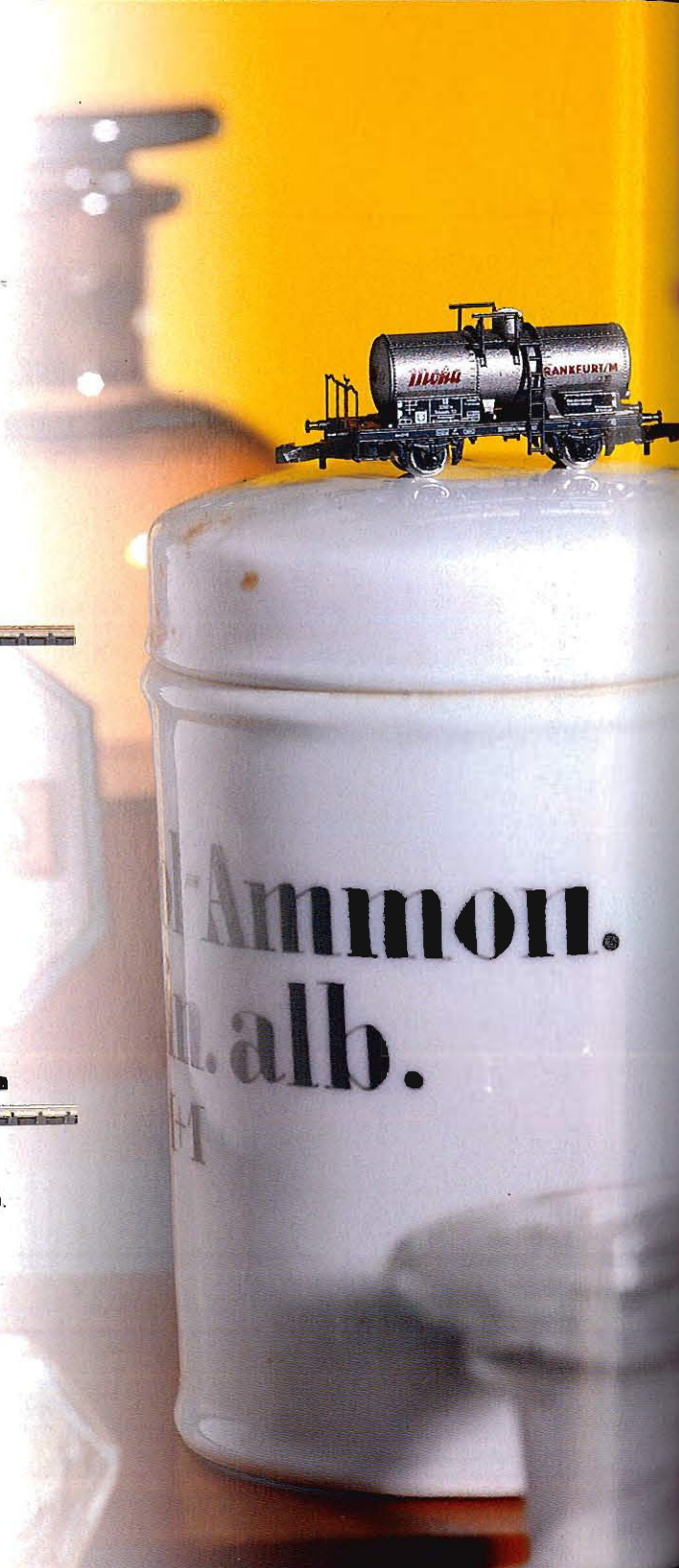
8665 Low Side Car with Tarp.
Type Klms 440. Tarp is removable insert.
Length over buffers 54 mm (2-1/8").

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

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

IV

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



German Federal Railroad (DB)

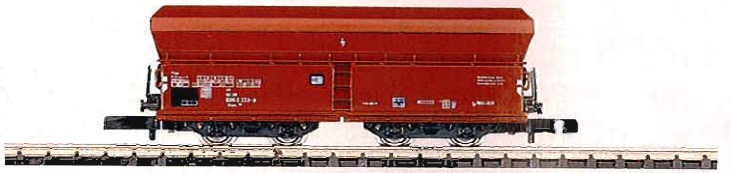
IV **8650 Gondola.**
Type Eaos 106. Length over buffers 63 mm (2-1/2″).

German Railroad, Inc. (DB)

N V

86681 Gondola with Retractable Roof.
Type Tams 886 with the new DB emblem. Retractable roof tarp weathered. Length over buffers 63 mm (2-1/2″).

German Federal Railroad (DB)



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

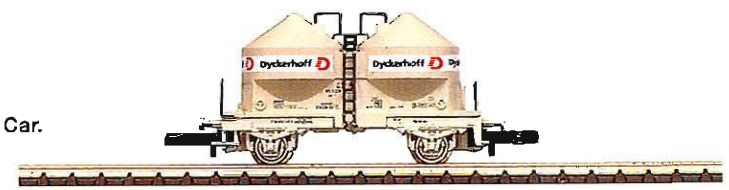
IV **8685 Covered Hopper Car.**
Type Tad-u 961. Length over buffers 53 mm (2-1/8″).

Freight Cars

German Federal Railroad (DB)

N III

86661 Silo Container Car.
Type Ucs 909. Privately owned by Club-Kraftfutterwerke GmbH, Mannheim, Germany. Used on the German Federal Railroad. Length over buffers 40 mm (1-9/16").

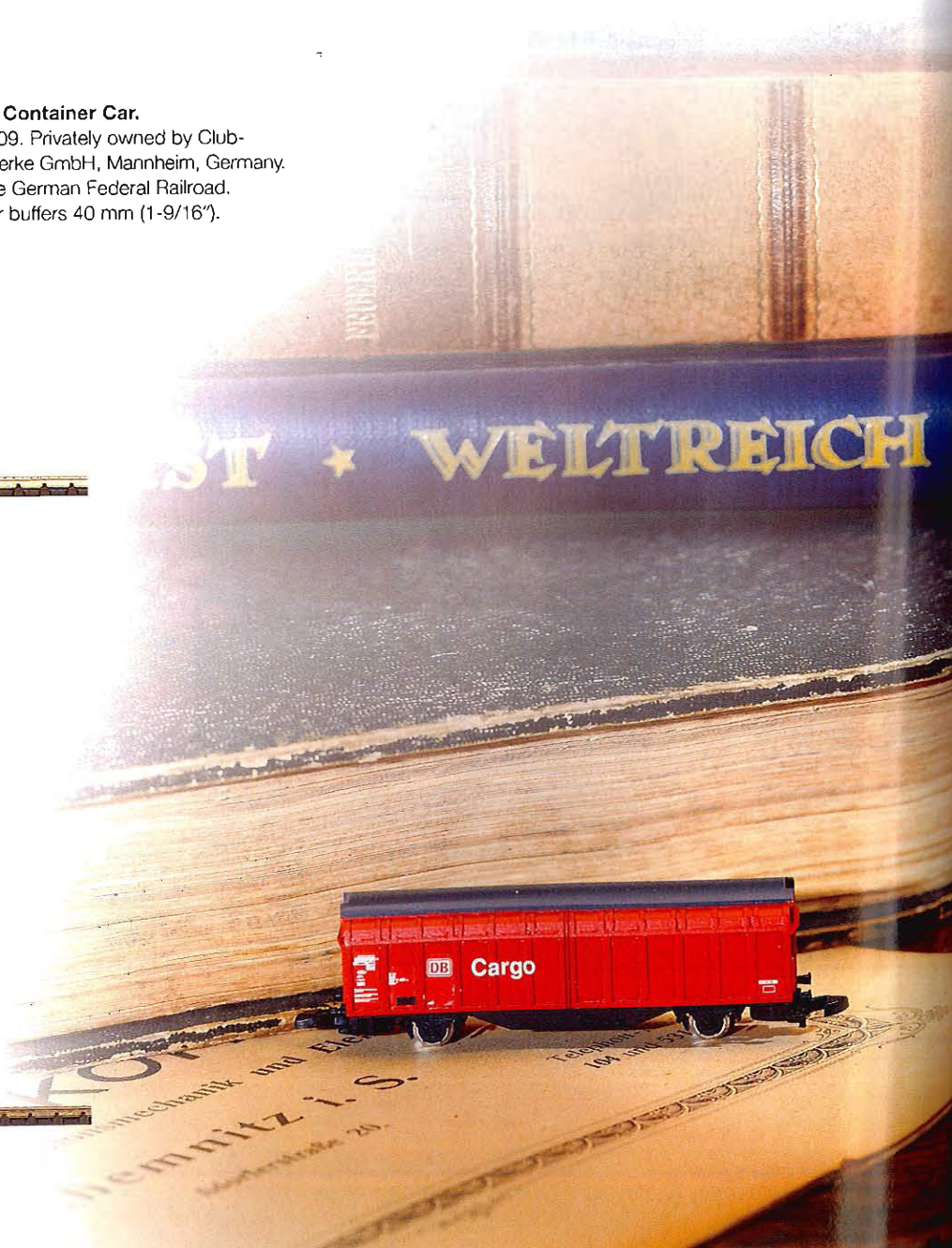


V **8632 Powdered Bulk Freight Car.**
Type Ucs 908 for Dyckerhoff Company. Length over buffers 40 mm (1-9/16").

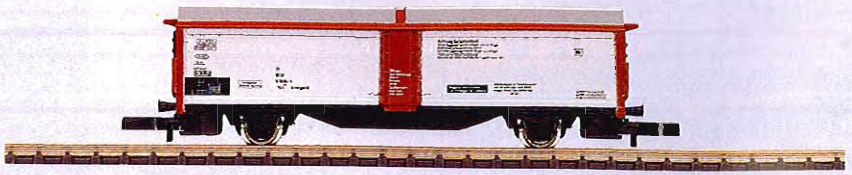
Fine grained materials of all types and powdered materials are transported in the powdered bulk freight car.

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").

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



German Federal Railroad (DB)

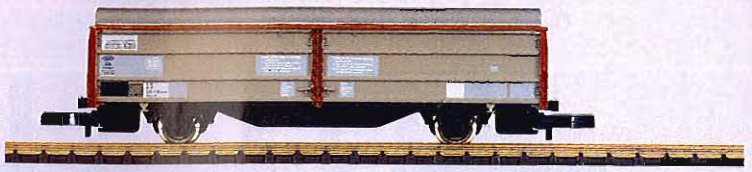


IV

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

IV

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



German Railroad, Inc. (DB)

N V

86351 Flat Car with Telescoping Covers.
Type Shimns 708 with the new DB emblem. Length over buffers 55 mm (2-3/16").

N V

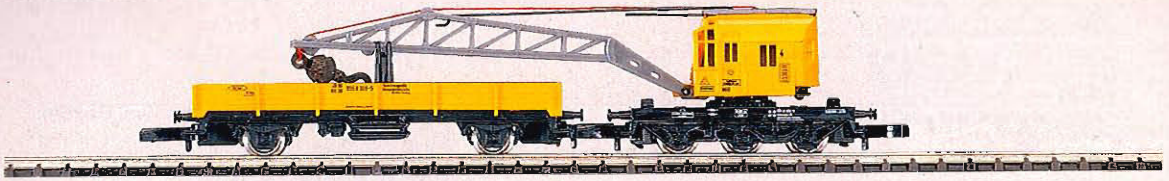
82373 Side Dump Car.
Type Tcs 089 in the red paint scheme lettered "DB Cargo". Separately applied railings, ladders and hatch levers. Length over buffers 43 mm (1-11/16").

N V

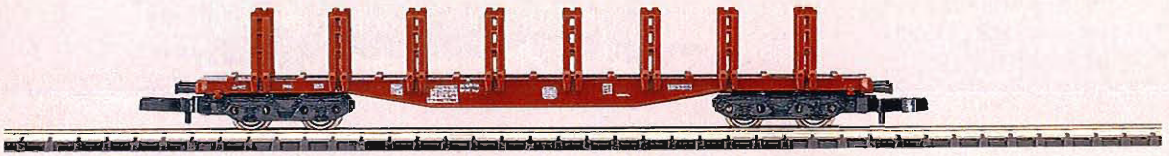
82380 Sliding Wall Boxcar.
Type Hbbins in the red paint scheme lettered "DB Cargo". Length over buffers 64 mm (2-1/2").

Freight Cars

German Federal Railroad (DB)



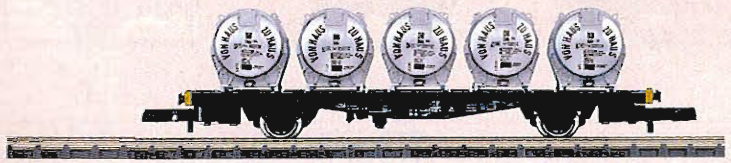
IV **8657 Crane Car Set.**
Contents: 1 low side car and 1 crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with hand crank. Total length 93 mm (3-5/8").



IV V **8655 Stake Car.**
Type Snps 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.**
Type Snps 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").



In house-to-house service, the tank containers are offloaded directly from the flat cars onto trucks for delivery. The containers themselves are secured on the flat car with quick lock fasteners.

N IV **82363 Flat Car for Containers.**
Type Lgjs 598. Loaded with 5 removable "Von Haus zu Haus" ("From House to House") tank containers. Flat car with metal floor. Length over buffers 64 mm (2-1/2").

1st quarter of 1999.

German Railroad, Inc. (DB)

N
V

82361 Flat Car for Containers.
Type Lgjs 598. Loaded with 2 removable 20 ft. containers. Lettered for the ALNO Company. Pfullendorf, Germany. Flat car with metal floor. Length over buffers 64 mm (2-1/2").

For over 25 years, ALNO, a manufacturer of kitchens in Pfullendorf, Germany, has been transporting a large part of its kitchen parts by railroad container. Almost 80 containers per day, loaded with ALNO ready-to-install kitchens, leave the factory in the German Railroad, Inc. trains' overnight service to reach the entire German market and overseas customers. This extremely environmentally friendly transportation concept is reflected in a real life locomotive with a design on its sides from ALNO, a Southeast Railroad (SOB) class 446 electric locomotive. The slogan "Freie Fahrt für die Umwelt" ("Full speed ahead for the environment") also decorates the mini club model 88475, that was produced in a one-time series in 1997.

V

82270 Piggyback Flatcar.
Type 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.
Type 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.
Type 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 State Railroad (DR) of the GDR

V **8202 Oil Tank Car.**
Privately owned by Minol Petroleum Oil Distribution, Inc., Berlin, Germany. Length over buffers 75 mm (3″).

V **8203 Oil Tank Car.**
Privately owned by Minol Petroleum Oil Distribution, Inc., Berlin, Germany. Length over buffers 40 mm (1-9/16″).

German Federal Railroad (DB)

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

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

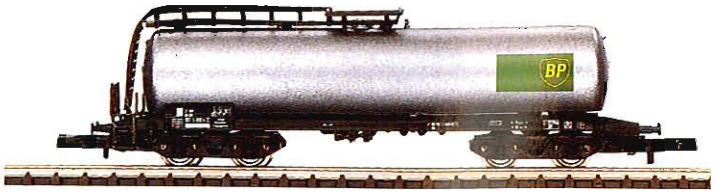
8613 Oil Tank Car.
Privately owned by Aral, Inc. Length over buffers 40 mm (1-9/16").

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").

V

82181 Pressure Gas Tank Car without Heat Shield.
Privately owned by Schröder & Klaus OHG and lettered "BP flüssiggas". 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").

IV V

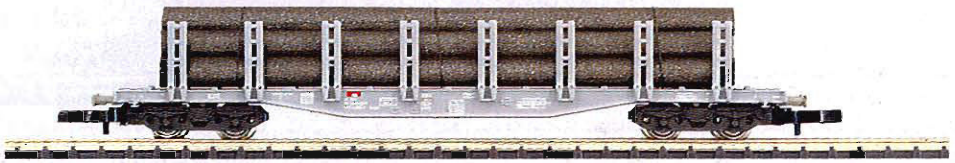
8667 Gas Tank Car with Heat Shield.
Privately owned by ETRA Company. Length over buffers 75 mm (3").

Freight Cars

Swiss Federal Railways (SBB)

IV V **8221 Hopper Car.**
Type Fals privately owned by "Holderbank". Used on the Swiss Federal Railways (SBB). Length over buffers 53 mm (2-1/8").

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 Snps. Loaded with pipe.
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.
Type Uacs. Length over buffers
75 mm (2-15/16").

N V

82381 Sliding Wall Boxcar.
Type Hbbillns. Lettered "EPA".
Length over buffers 64 mm (2-1/2").

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.

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

Freight Cars

Austrian Federal Railways (ÖBB)

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 **82282 Piggyback Car.**
Type Sdgkkmss. Loaded with 2 removable flatbed trailers with tarps lettered for Gebrüder Weiss GmbH, Transport und Logik (Weiss Brothers, Inc., Transport and Logistics), Vienna, Austria. Length over buffers 78 mm (3-1/16″).

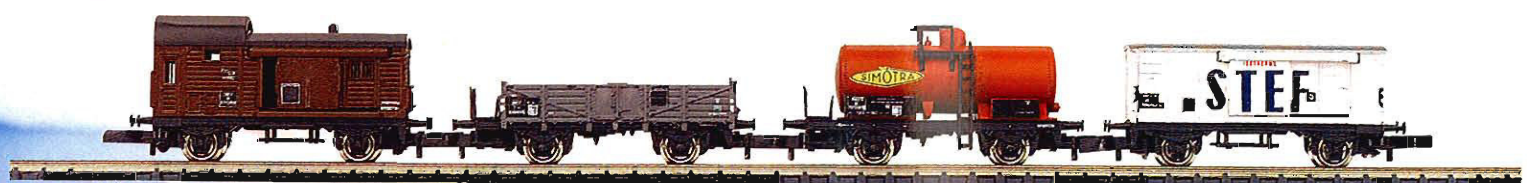
Hungarian State Railways (MAV)

N V **82372 "WIEN BETON" Freight Car Set.**
Contents: 3 two-axle type Fc dump cars. Cars lettered for "WIEN BETON", with different car numbers for the Asamer & Gross Concrete Transport Company, Inc., Vienna, Austria. All cars with separately applied railings, ladders and hatch levers. All cars in special version. Not available separately. Total length 139 mm (5-1/2").

The firm of Asamer & Gross Concrete Transport Company, Inc. in Vienna maintains a large number of dump cars that have a very attractive paint scheme. The cars have the name "WIEN BETON" in large lettering and are consecutively numbered with large numbers on the sides of the cars. They operate daily in unit trains between Hegyeshalom (Hungary) and the unloading point in Vienna. Crushed stone, gravel and sand for producing concrete are transported in these cars.

The 82372 freight car set is being produced in a one-time series only in 1998.

French State Railways (SNCF)

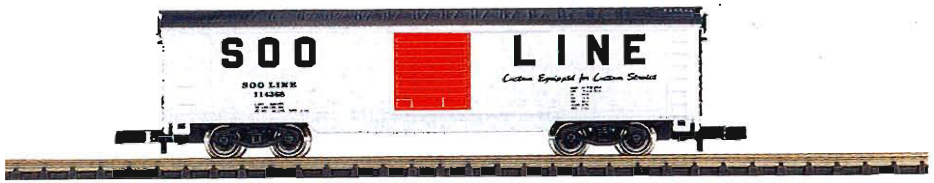


N III **82504 "SNCF around 1955" Car Set.**
Contents: 4 different design freight cars. 1 brake van. Sliding doors that can be opened. Built-in and lighted red marker light. 1 type O gondola, with brakeman's cab. 1 tank car with brakeman's platform. 1 type G boxcar, with brakeman's cab removed. Sliding doors that can be opened. All cars in special version. Not available separately. Total length 169 mm (6-5/8").

The 82504 freight car set is being produced in a one-time series only in 1998.

Freight Cars

American Freight Cars

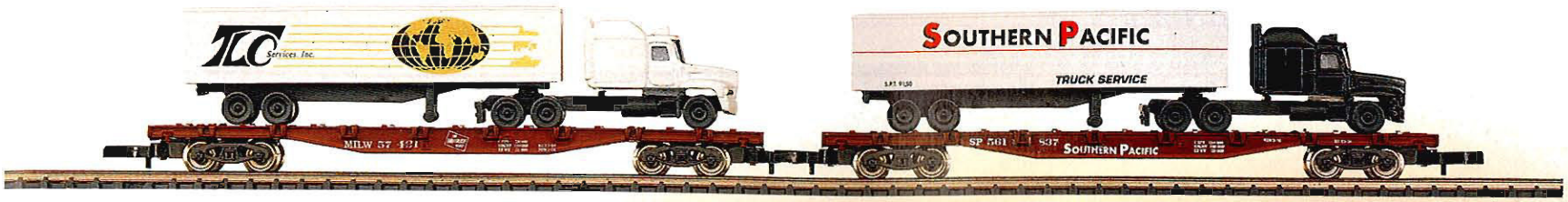


III IV **8223 Boxcar.**
Lettered for Minneapolis, St. Paul & Sault Ste. Marie Railroad – SOO-LINE. Length 72 mm (2-7/8″).

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

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

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



N IV **82340 "American Flat Cars with Loads" Car Set.**
Contents: 2 American flat cars, each with loaded with an American truck. 1 flat car lettered for the Milwaukee Road. Model of an American truck as a load. Metal truck tractor and trailer frame. 1 flat car lettered for the Southern Pacific Railroad. Model of an American truck as a load. Metal truck tractor and trailer frame. Both cars in a special version. Not available separately.
Total length 187 mm (7-3/8").

The 82340 car set is being produced in a one-time series only in 1998.

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.

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

V **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)

V **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").