

Complete Program 1999 / 2000 E

märklin

märklin



märklin
140 Years

Complete Program 1999 / 2000 E

märklin
140 Years



I **88180 Express Locomotive with Tender.**
 Royal Württemberg State Railways (K.W.St.E.) class C. All driving wheels 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 337.

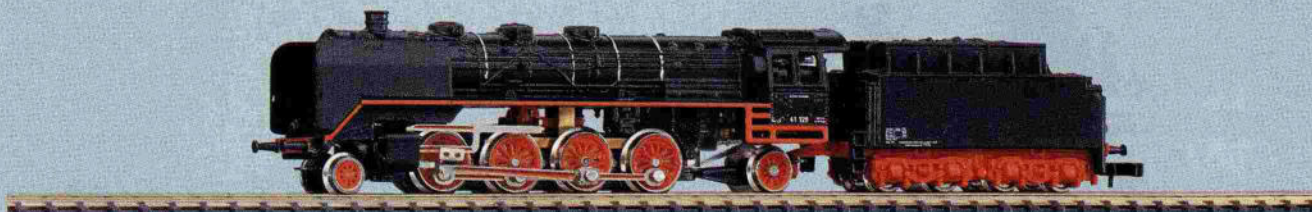
Models are illustrated full size

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



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



88181 Express Locomotive with Tender.
German State Railroad Company (DRG)
class 18.1. All driving wheels powered.
Length over buffers 110 mm (4-5/16").

*The 87945 express train car set is
the appropriate complement for the
88181 locomotive and can be found
on page 338.*

*Please note the information on
the Märklin Insider Club on page 65.
Additional Insider models for 1999
in H0 can be found pages 66 and
112/113, and in and 1 Gauge on
page 449 respectively.*



Condensation tenders for the class 52 were delivered by Henschel starting in 1943 to enable operations on long routes where water was scarce. The first 137 class 52 locomotives procured by the German State Railroad Company came with the long, 5-axle type 3'2' T 16 Kon. condensation tender. The 41 locomotives that came later were equipped with a 4-axle variation of this tender. With the condensation technology the steam exhausted from the locomotive's cylinders was not released into the air as was customary with other units. The steam was routed to the so-called condensation tender by means of an oil separator. A turbine powered three axial cooling fans that cooled the steam and condensed it. The water derived from this could then be used to feed the boiler on the locomotive. This technology required a lot of work by

the crews, but it made it possible to operate at distances of up to 1,200 kilometers (750 miles) without taking on water. After the war a large number of these locomotives were acquired by the German Federal Railroad, but were either rebuilt or retired by the mid 1950s. These locomotives were even in service in Poland, Belgium, and France. This mini-club model has the large 5-axle condensation tender. In addition to a number of changes on the locomotive's boiler, the cooling fans are represented prototypically and in the correct scale proportion on the tender, but they do not work. With a total length of 127 mm (5") it is the longest mini-club locomotive yet built by Märklin.



- Locomotive body and condensation tender represent a new design for the most part.
- Metal locomotive body and frame.
- Scale with impressive dimensions even in mini-club.
- With a length of 127 mm (5"), the longest mini-club steam locomotive built to date.



88835 Freight Locomotive with Condensation Tender.

German Federal Railroad (DB) class 52. All driving axles powered. Representation of the cooling fans on the tender. Length over buffers 127 mm (5").

The 88835 condensation tender locomotive is being produced only for Insider members in a one-time series in 1999.

Steam Locomotives



88980 Freight Locomotive with Tender.

German Federal Railroad (DB) class 55^{es}.
All driving axles powered. Length over buffers 84 mm (3-5/16").



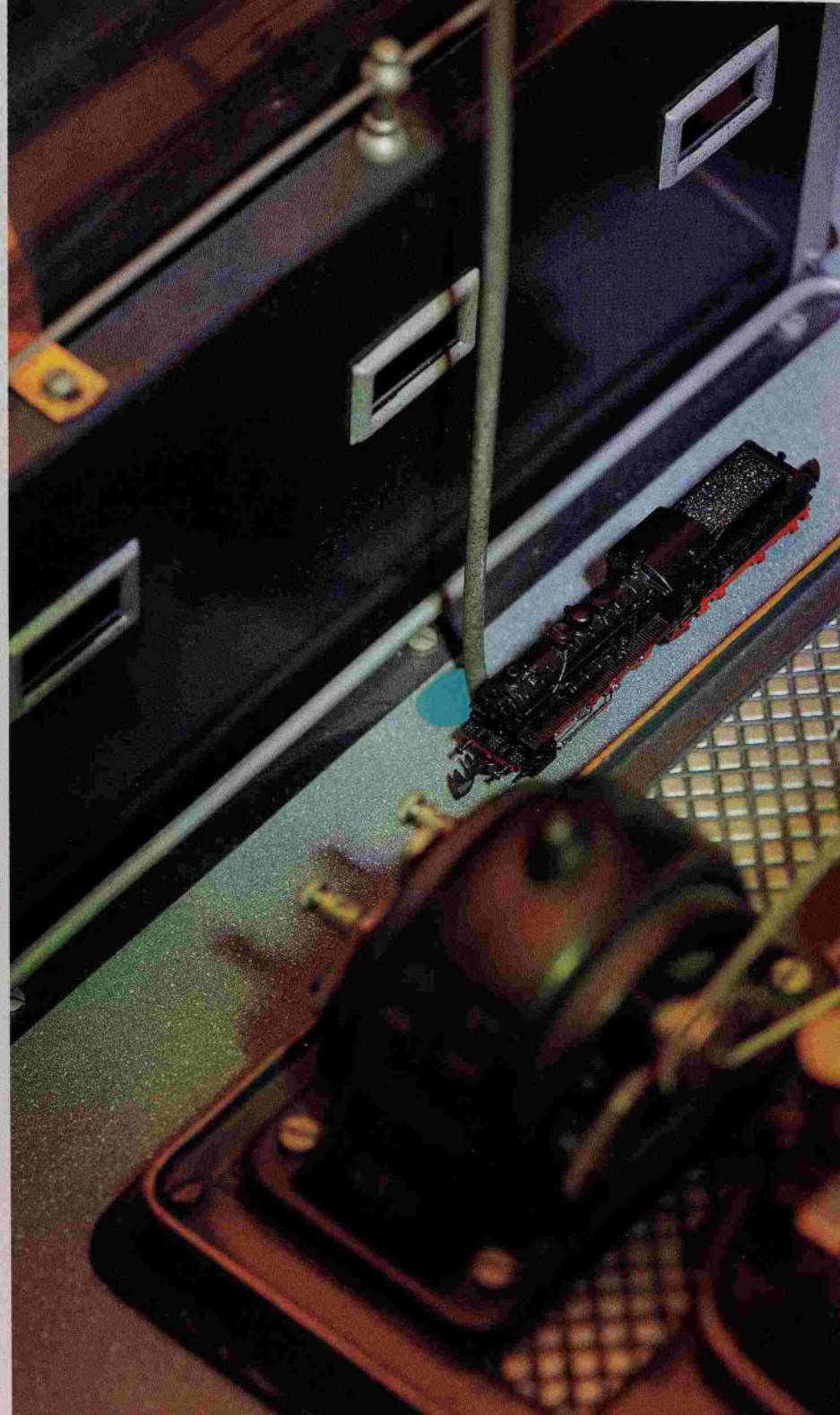
The class G 8.1 Prussian steam freight locomotives were a further development of the class G 8. The first locomotives were delivered in 1913. While something over 1,000 units of the G 8 were built, the G 8.1 was successful in ways that hardly any other locomotive had ever been. The Royal Prussian Railroad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

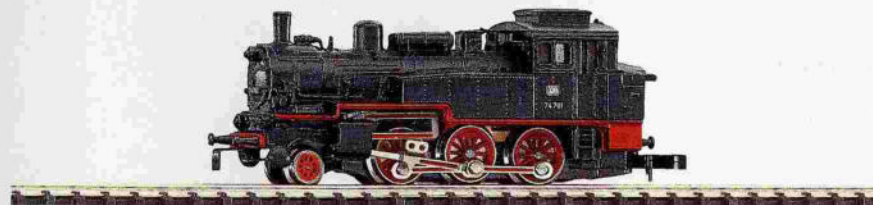
went to the Mecklenburg Friedrich-Franz Railroad (MFF) and 137 units went to the Imperial Railways of Alsace-Lorraine. In 1922 Linke-Hofmann delivered 50 locomotives to the Polish State Railroad. Additional units went also to the Bagdad Railroad, to Lithuania and to Rumania. The class G 8.1 was one of 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.



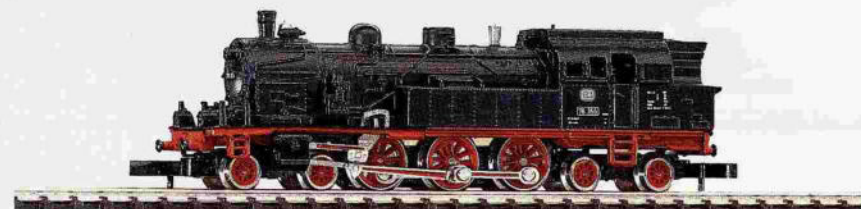
88991 Passenger Locomotive with Tub Style Tender.

German Federal Railroad (DB) class 38. All driving axles powered. Length over buffers 99 mm (3-7/8").





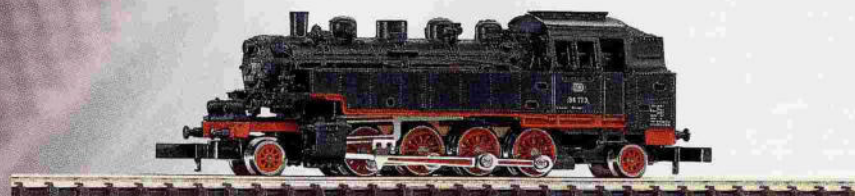
8895 Tank Locomotive.
German Federal Railroad (DB) class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16").



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").

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.

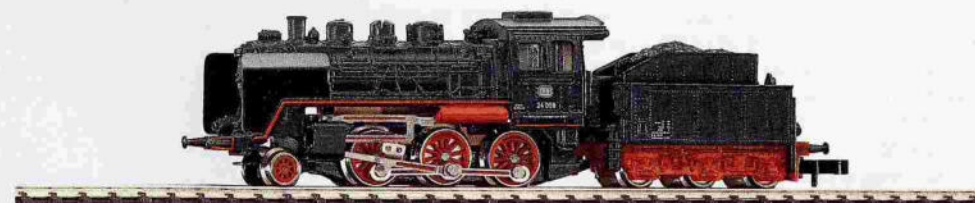


8896 Tank Locomotive.
German Federal Railroad (DB) class 86. All driving axles powered. Length over buffers 63 mm (2-5/8").



8803 Passenger Train Locomotive with Tender.

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



Steam Locomotives



8884 Freight Locomotive with Tender with Brakeman's Cabin.

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



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").



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).





Until 1978 the world record for continuous running for model railroads in the famous "Guinness Book of Records" was 440.7 km (275.44 miles) in about 300 hours. The 8885

mini-club locomotive with 6 passenger cars ran 720 km (450 miles) without stopping in 1,219 hours. This new record was set in an independent test facility.



IV 8885 Express Train Locomotive with Tender.

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



III 8889 Express Locomotive with Tender.

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

The German Federal Railroad (DB) 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.



N 88834 Freight Locomotive with Tub Style Tender.

Austrian Federal Railways (ÖBB) class 52. All driving axles powered. Length over buffers 107 mm (4-3/16").

The 88834 locomotive is being produced in a one-time series only in 1999.

Diesel Locomotives



8879 General Purpose Diesel Hydraulic Locomotive.

German Federal Railroad (DB) class 218. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3").



8878 General Purpose Diesel Hydraulic Locomotive.

German Federal Railroad (DB) class 218. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3").



The experiences from a development period of almost 15 years for the V 160 general purpose road diesel locomotive led in 1971 to the German Federal Railroad (DB) 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.



88781 Diesel Locomotive.

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



8820 Diesel Hydraulic Locomotive.

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





N   **V**

88641 Diesel Hydraulic Switch Engine.
German Railroad, Inc. (DB AG) class 361 in current "traffic red" paint scheme with the new DB emblem and Cargo lettering. All axles powered. Length over buffers 49 mm (1-15/16").

Even the aged class V 60 locomotives have been painted in the German Railroad, Inc.'s (DB AG) new "traffic red" color scheme after 40 years of service. As before they are indispensable in switching work.



The Baltimore and Ohio Railroad employed the thoroughbred train "The Capitol Limited" from 1923 to 1971 for the connection between important cities in the eastern part of the USA. On its almost thousand mile way from Chicago via Washington to the

East Coast, the main station of Jersey City – directly across from the skyline of Manhattan – formed the end point of the train. Comprised entirely of Pullman cars – "The Cap" offered every conceivable comfort.

The 88602 locomotive is being produced in a one-time series only in 1999.

The 87845 streamliner car set on page 346 is the ideal addition to this two unit locomotive.



N    

88602 Diesel Electric Locomotive.
Baltimore and Ohio Railroad General Motors EMD F 7 in the typical color scheme for "The Capitol Limited". Double unit consisting of an A unit (powered) and B unit (non-powered). Both trucks on the A unit are powered. Lighted number boards. mini-club coupler

at the front that can be replaced by the pilot included with the locomotive. Both locomotive units are permanently coupled to each other with a drawbar. Total length 150 mm (5-7/8").

Electric Locomotives

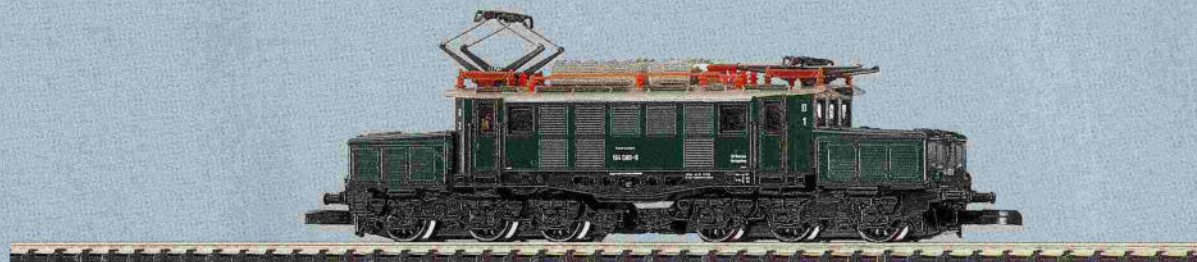


88111 Electric Locomotive.
German State Railroad Company (DRG) class E 44. Both trucks powered. Length over buffers 68 mm (2-11/16")

The 87945 express passenger car set is an appropriate addition to this locomotive and can be found on page 338.



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



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



88381 Electric Locomotive.
German Railroad, Inc. (DB AG) 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").

The German Railroad, Inc. (DB AG) 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.



Highlight

- *The general purpose locomotive in the old German Democratic Republic (East Germany).*
- *At present the backbone of the regional passenger traffic on the German Railroad, Inc.*
- *The ideal train composition with the bilevel cars.*
- *The class 143 is now used all over Germany.*
- *Prototypical white headlight / red marker light changeover*
- *Can be operated off of catenary.*



88431 Electric Locomotive.

German Railroad, Inc. (DB AG) class 143 in the original Bordeaux red paint scheme with the new DB emblem. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 76 mm (3").

**Special one-time series in 1999.
Already delivered to the dealers.**

The 212/243 family of classes was actually just supposed to replace the older electric locomotives still in used on the GDR's German State Railroad. The ongoing electrification at the start of the 1980s required a larger number of new electric locomotives, however. The new locomotive design had to be usable for high-quality express train service as well as for freight service with a different gear ratio. The first locomotive of this class was presented to the public at the Leipzig Spring Fair in 1982. There were extensive tests of this locomotive following its first presentation and until its final acceptance. In the fall of 1984 the first production locomotives began to be delivered. On the GDR's German State Railroad the class 243 quickly climbed to the position of a true general purpose locomotive.

At the end of the 1980s there were fundamental changes in the political landscape of the GDR. At the same time there was an acute shortage of motive power on the German Federal Railroad, because the opportunity had been allowed to pass to purchase replacements for the old standard design electric locomotives. So, starting in 1991 the DB leased large quantities of the class 243 German State Railroad locomotive that were designated as the class 143 starting in 1992. In the meantime the geographic area of use for the class 143 was expanded to all of Germany where it was used chiefly in regional and S-Bahn service to the point that it was considered part of the everyday scene on the railroad.

Electric Locomotives



8854 Express Locomotive.

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



88680 Electric Locomotive.

German Railroad, Inc. (DB AG) 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. (DB AG) 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 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.



88572 Freight Locomotive.

German Railroad, Inc. (DB AG) class 151 in current "traffic red" paint scheme with the new DB emblem and Cargo lettering. Both trucks powered. Length over buffers 88 mm (3-7/16").

The "traffic red" paint scheme is turning up more and more on the German Railroad, Inc. (DB AG). The striking "DB Cargo" lettering underscores the attractive, fresh appearance of this locomotive.

Electric Locomotives



8856 "Crocodile" Freight Locomotive.
Swiss Federal Railways (SBB) class Be 6/8".
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.



88453 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 88453 locomotive is being produced
in a one-time series only in 1999.

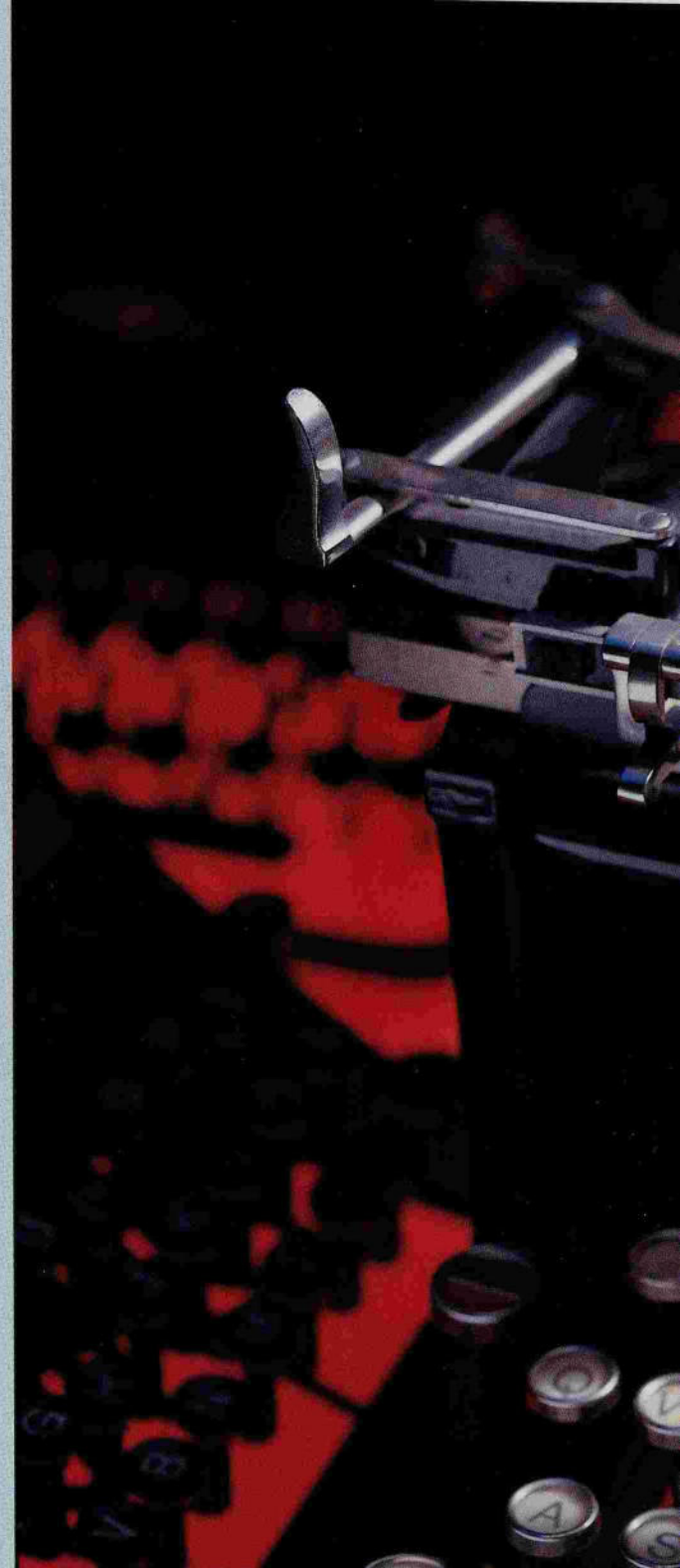


88448 Electric Locomotive.
Bern Lötschberg Simplon Railroad (BLS)
class 465. With road number 465 002-4.
Locomotive name "Gornergrat". Both trucks
powered. Headlights with maintenance-free
LEDs. Length over buffers 84 mm (3-5/16").

The class 465 electric locomotive comes from the same family as the class 460. Both are very modern general purpose locomotives equipped with the latest technology. Both locomotives are designed for a maximum speed of 230 km/h (144 mph). Compared

to the class 460, the class 465 has more power amounting to a total of 7.0 megawatts (9,387 horsepower), necessitated primarily by the use of these locomotives on the Lötschberg grade. A total of 8 class 465 locomotives are currently on the BLS roster.

The 87451 and 87461 express train passenger cars (see page 345) are the appropriate cars for the BLS class 465 electric locomotive.





88454 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 88454 locomotive is being produced
in a one-time series only in 1999.**

Powered Railcar Train



- *Completely new design.*
- *Interior lighting installed at the factory.*
- *Motor and gear train in the Bord Restaurant car, enabling a prototypical reproduction of the end cars.*
- *Prototypical, scale reproduction of all the cars in the train.*
- *One of the latest high tech powered units on the German Railroad, Inc.*
- *All intermediate cars equipped with pantographs like the prototype, Bord Restaurant car can be switched to catenary operation.*



88712 ICE 3 Powered Railcar Train.

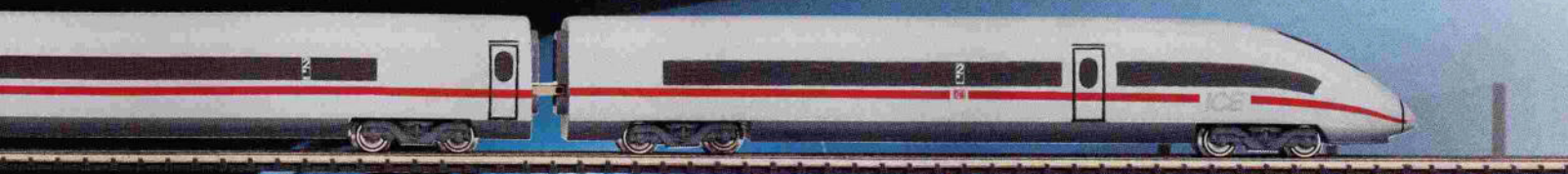
High-speed Inter City Express train (ICE 3). German Railroad, Inc. (DB AG) class 406. 1 type 406.0 end car, 1st class. 1 type 406.3 dining car intermediate car with motor and drive gear. All 4 axles powered. 1 type 406.5 end car, 2nd class. Headlights for the end cars and interior lighting for all of the cars including the 2nd class intermediate car with maintenance-free LEDs. Special couplings, only for the ICE 3, allow the cars in the train to be close coupled with each other. Train length 465 mm (18-5/16").

At the end of 1998 the third ICE generation, the ICE 3, was presented to the public for the first time at the Eurailspeed in Berlin. This new ICE is being presented with a whole series of technological refinements and will thereby contribute to the further shortening of travel times. With the ICE 3 the variety of locomotives and cars on the German Railroad, Inc. (DB AG) system will be expanded by one with a very striking appearance. The visual side of the ICE 3 attracts attention above all with its streamlined front part that sets new standards with its aerodynamic shape. The most striking technical change is of course the propulsion concept. Where the propulsion for the ICE 1 and ICE 2 was located in the two end powered cars, in the new generation ICE 3 the entire propulsion system is now distributed under the car bodies. The ICE 3 is generally operated as an eight car train and can be operated in tandem with another train. One part of the trains is equipped for the German Railroad, Inc.'s power system and is designated as the class 403. Another part is equipped as four-system trains for cross border use in Europe. These powered railcar trains are designated as the class 406 and are intended chiefly for international routings. The interiors of the trains also attract attention with

their functional, appealing ambiance. Particularly attractive is the passenger area directly behind the engineer that allows a direct view into the cockpit and down the tracks. In 1999 these trains will be placed into service and in the year 2000 the first trains are to be used for the Expo in Hannover.

The special features of the end cars in the Märklin mini-club model can be reproduced true to the prototype for the most part by motorizing the dining car. The ICE 3 is designed for a minimum radius of 195 mm (7-11/16").

ZURUECKHOL
PACKEN


87711 ICE 3 Intermediate Car.

German Railroad, Inc. (DB AG) type 406.7, 2nd class. Intermediate car to supplement the 88712 ICE 3 powered railcar train. Lighting with maintenance-free LEDs. Special couplings, only for the ICE 3, give a very close spacing between the train's cars. Length 113 mm (4-7/16").



Powered Railcars



8831 Railbus.

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



8817 Railbus Trailer.

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



88021 Inductive Measurement Car As A Powered Track Cleaning Car.

German Railroad, Inc. (DB AG) class 724. Two axles powered. Length over buffers 62 mm (2-7/16").

Two of the three axles on the powered track cleaning car are powered. The wheels on the rear axle and in front of the front axle have ridges on the treads. The two front cleaning wheels turn faster than the driving wheels. Regular use of the track cleaning car will prevent dirt buildup on the rails.





81415 "75 Years of the German State Railroad Company" Train Set.

Contents: 1 German State Railroad Company (DRG) class 55 freight locomotive. 1 type Gn "Cassel" boxcar without brakeman's cab. Sliding doors that can be opened. 1 type R "Stuttgart" stake car with brakeman's cab and load. 1 refrigerator car with brakeman's cab. Privately owned by Klosterbrauerei Alpirsbach, Carl Glauner. Used on the German State Railroad Company (DRG). 1 tank car with brakeman's cab. Privately owned by German Ammonia Sales Association, Inc., Bochum, Germany. Used on the German State Railroad Company (DRG). 1 type O "Halle" gondola with brakeman's cab and load. 1 type Pwg "Wuppertal" freight train baggage car. Sliding doors that can be opened. Built-in, lighted red marker light. Locomotive and cars in a special version. Not available separately. Train length 358 mm (14-1/8").



The 81415 train set is being produced in a one-time series only in 1999 on the occasion of the 75th anniversary of the German State Railroad Company (DRG).

Trains

Models of the trains are illustrated full size



Fifty years have gone by since the founding of the German Federal Railroad, and in the meantime it too has become history. The German Federal Railroad had a difficult beginning. All rolling stock that was still operational after the war was pressed into service to master the increasing demand

for transportation in the 1950s. The so-called "Thunder Boxes" were put to use again chiefly in commuter and branch line service. From time to time this resulted in unique but interesting and beautiful train compositions. The "Thunder Boxes" built at the end of the 1920s were given an attractive deep red

paint scheme with cream colored striping and in their color scheme were adapted to powered railcars as substitute rolling stock for the latter. This mini-club commuter train served the route from Niebüll to Flensburg.



81412 "Rheingold" Train Set.

Contents: 1 German Federal Railroad (DB) 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").





81416 "Commuter Service" Train Set.

Contents: 1 German Federal Railroad (DB) class 86 tank locomotive. All driving axles powered. 1 type BCI passenger car, 2nd and 3rd class. 2 type Ci passenger cars, 3rd class. 1 type CCitr passenger car, 3rd class, with baggage compartment. Locomotive and cars in a special version. Not available separately. Train length 327 mm (12-7/8").

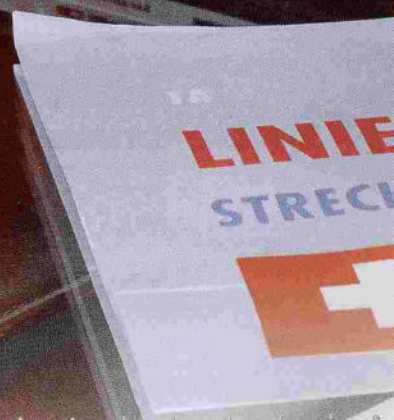
Special one-time series in 1999. Already delivered to the dealers.



In 1960 the German Federal Railroad (DB) 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 (DB) 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.



81418 "Swiss Passenger Service" Train Set.

Contents: 1 Swiss Federal Railways (SBB) class Ae 3/6 II express locomotive. 2 type 4ü older design passenger cars, 1st/2nd class. 1 BLS design type 4ü baggage car. Locomotive and cars in a special version. Not available separately. Train length 338 mm (13-5/16").





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").





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

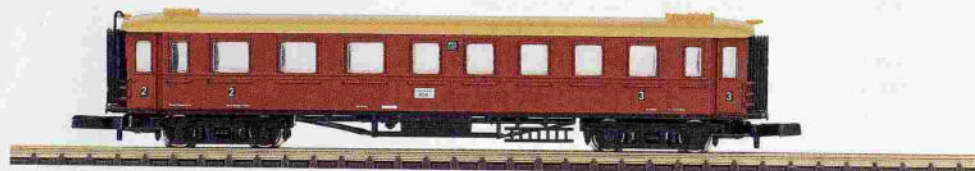


I **8701 Passenger Car.**
Württemberg Provincial Railroad.
Length over buffers 60 mm (2-3/8").

Models of the cars
are illustrated full
size



I **87940 Württemberg Express Train Passenger Car.**
Royal Württemberg State Railways (K.W.St.E.) type ABCC.
1st, 2nd and 3rd class. Length over buffers 88 mm (3-15/32").



I **87950 Württemberg Express Train Passenger Car.**
Royal Württemberg State Railways (K.W.St.E.) type BCCü.
2nd and 3rd class. Length over buffers 88 mm (3-15/32").



I **87960 Württemberg Express Train Passenger Car.**
Royal Württemberg State Railways (K.W.St.E.) type CCü.
3rd class. Length over buffers 88 mm (3-15/32").

most noticeable feature was a particular standardization of different subassemblies. The resulting design as so advanced that these cars were operated for decades far beyond the borders of Württemberg all over Germany and in parts of Europe. They were without a doubt one of the most successful car designs of the K.W.St.E.

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

The 88180 Württemberg locomotive is the appropriate locomotive for these express train passenger cars and can be found on page 313.



II

87945 Express Train Car Set.

Contents: 3 Württemberg express train coaches 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 322.



Passenger Cars



III 8750 "Thunder Box" Standard Design Passenger Car.
German Federal Railroad (DB) type ABI. 1st and 2nd class.
Length over buffers 63 mm (2-1/2").



III 8751 "Thunder Box" Standard Design Passenger Car.
German Federal Railroad (DB) type Bi 29. 2nd class.
Length over buffers 63 mm (2-1/2").



III 8752 "Thunder Box" Standard Design Baggage Car.
German Federal Railroad (DB) type D2ie. Length over
buffers 63 mm (2-1/2").

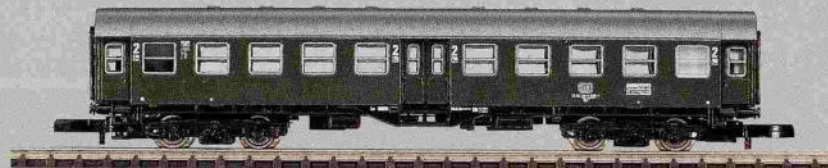
These two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the class 29. By today's standards these German Federal Railroad (DB) cars are very loud and they rumbled a great deal. For this reason they were colloquially called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

Starting in 1954 the German Federal Railroad (DB) 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 8753 Four-Axle Rebuild Car.
German Federal Railroad (DB) type AByg 503.
1st and 2nd class. Length over buffers 89 mm (3-1/2").



IV 8754 Four-Axle Rebuild Car.
German Federal Railroad (DB) type Byg 515.
2nd class. Length over buffers 89 mm (3-1/2").



IV 8755 Four-Axle Rebuild Car with Baggage Compartment.
German Federal Railroad (DB) type BDyg 533. 2nd class.
Length over buffers 89 mm (3-1/2").

Express Train Passenger Cars



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



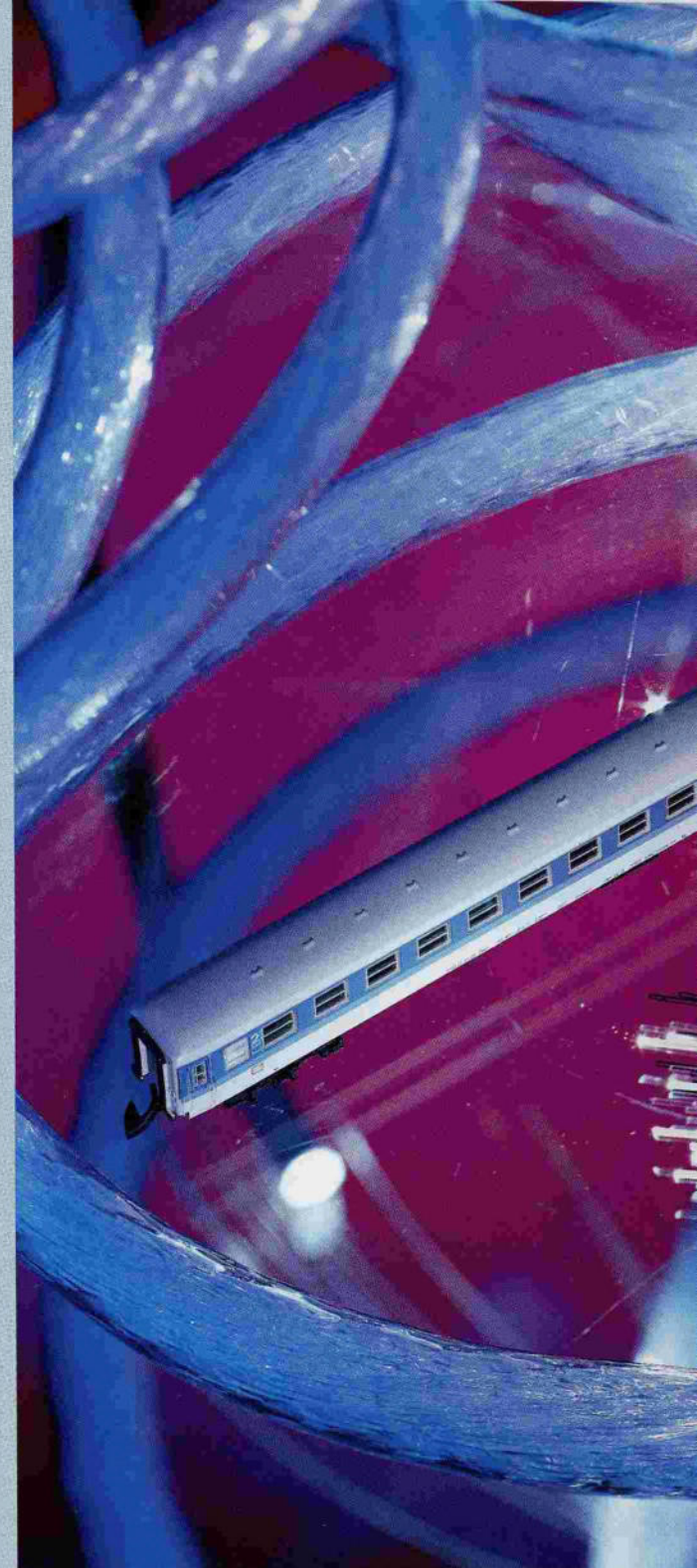
IV **8711 Express Train Passenger Car.**
German Federal Railroad (DB) type Bm 234.
2nd class. Length over buffers 120 mm (4-3/4").



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



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





V 8743 InterRegio Coach.
German Federal Railroad (DB) type Aim,
in the 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.



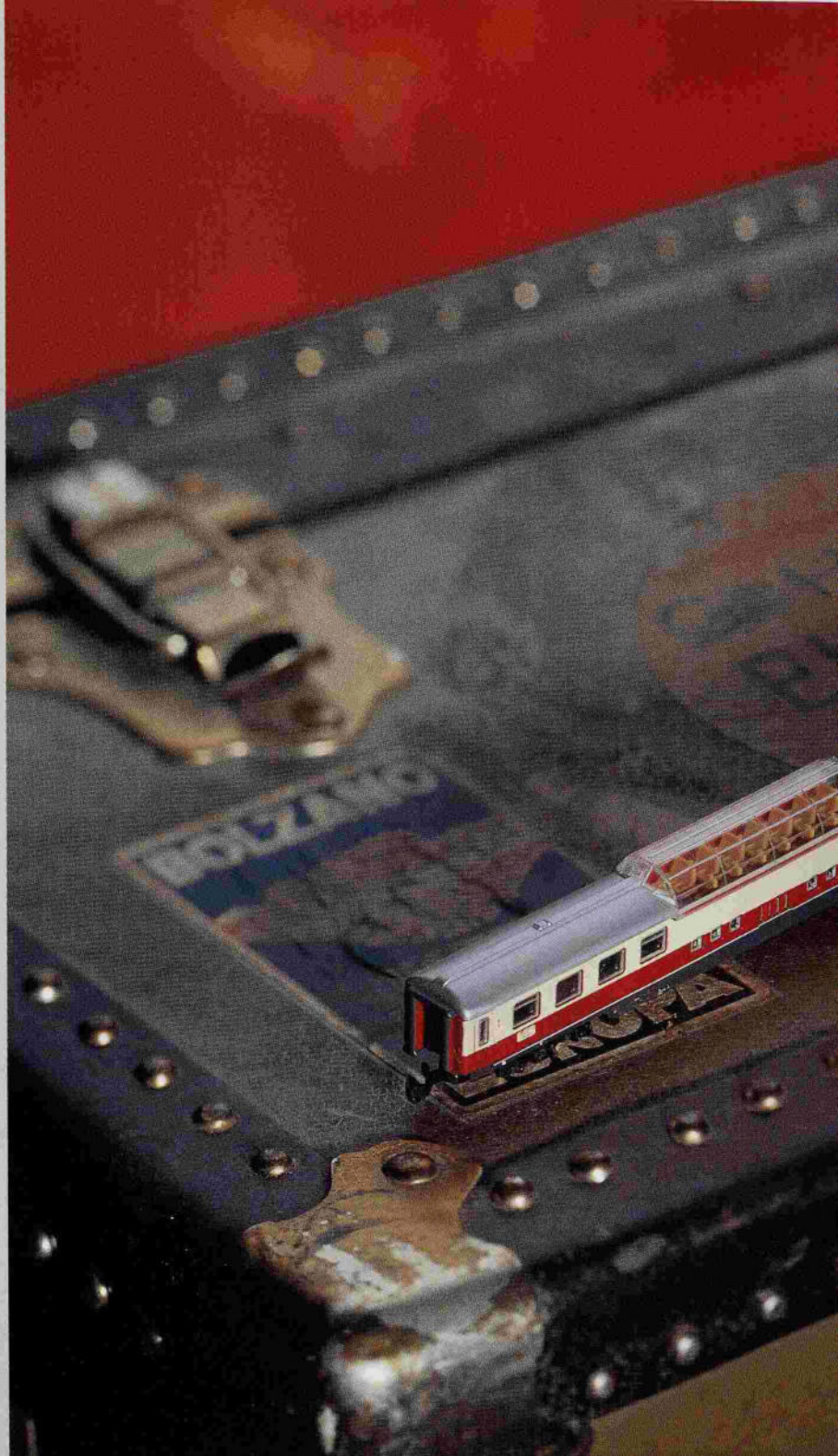
V 8744 InterRegio Coach.
German Federal Railroad (DB) type Bim,
in the current color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").

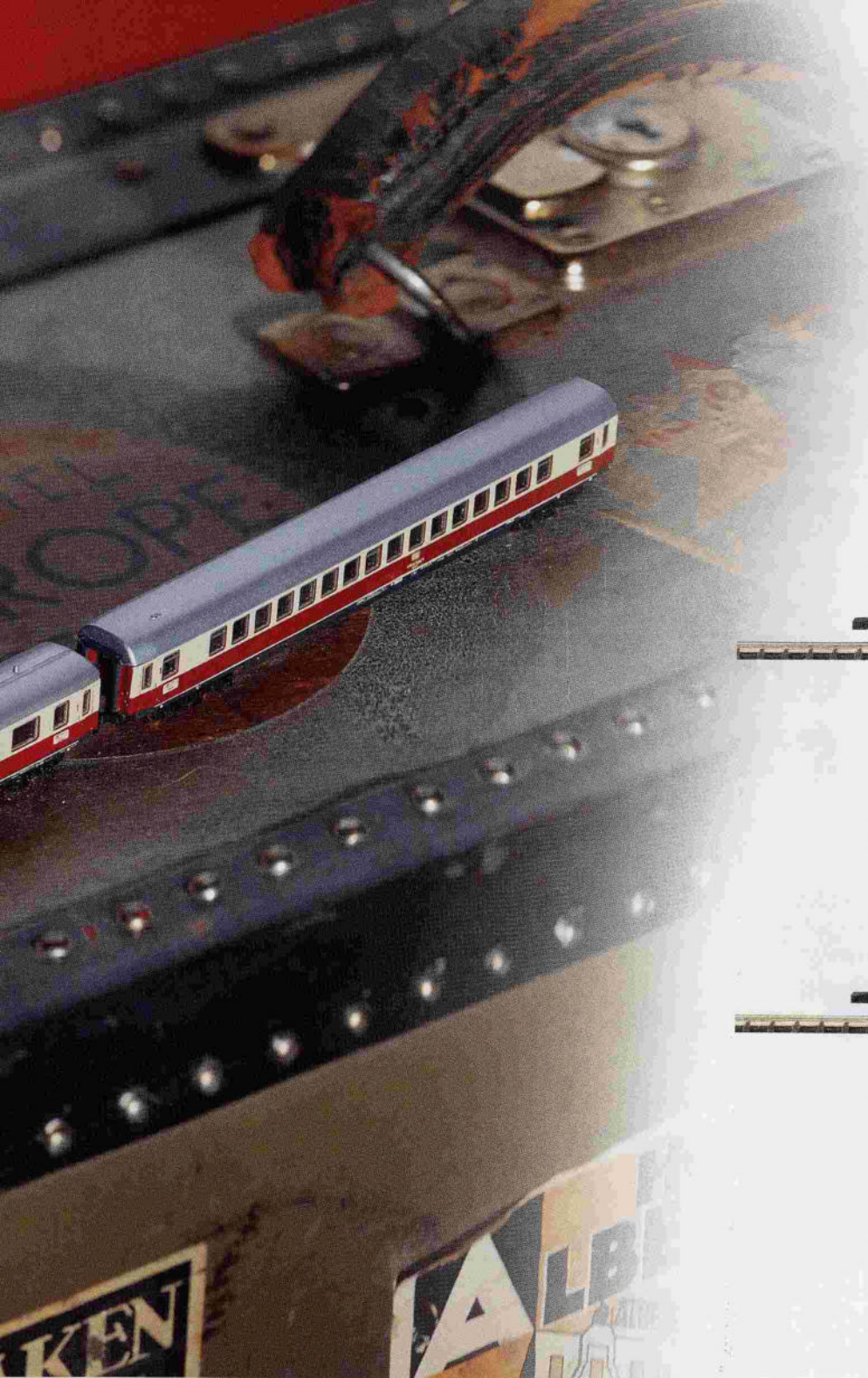


IV **8724 TEE/IC Compartment Coach.**
German Federal Railroad (DB) type Avmz 111.
1st class. Length over buffers 120 mm (4-3/4").



IV **8725 TEE/IC Open Seating Coach.**
German Federal Railroad (DB) type Apmz.
1st class. Length over buffers 120 mm (4-3/4").





InterCity trains are the best that the German Federal Railroad (DB) offers in passenger train service. The IC trains have 1st class seating and run only with air-conditioned compartment and open seating coaches with the highest level of comfort.



IV **8726 TEE/IC Dining Car.**
German Federal Railroad (DB) type WRmh.
Length over buffers 120 mm (4-3/4").



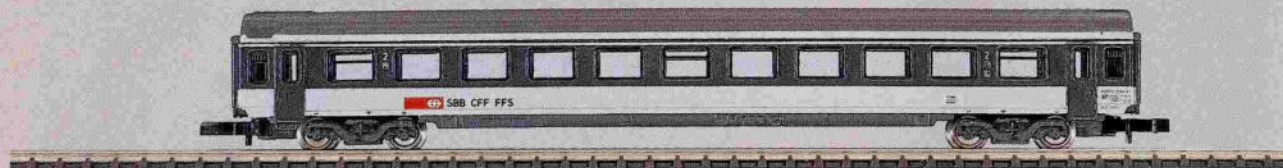
IV **8728 TEE Vista Dome Car.**
German Federal Railroad (DB) type ADm 101.
1st class. Length over buffers 120 mm (4-3/4").

Express Train Passenger Cars

V

8745 Express Train Passenger Car.

Swiss Federal Railways (SBB) standard design Mark IV type A. 1st class.
Length over buffers 120 mm (4-3/4").



V

8746 Express Train Passenger Car.

Swiss Federal Railways (SBB) standard design Mark IV type B. 2nd class.
Length over buffers 120 mm (4-3/4").

V

8747 Express Train Dining Car.

Swiss Federal Railways (SBB) standard design Mark IV type WR. Length over buffers 120 mm (4-3/4").

The Swiss Federal Railways (SBB) 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.



V

87451 Express Train Passenger Car.

Bern Lötschberg Simplon Railroad (BLS) standard design Mark IV type A. 1st class.
Length over buffers 120 mm (4-3/4").



V

87461 Express Train Passenger Car.

Bern Lötschberg Simplon Railroad (BLS) standard design Mark IV type B. 2nd class.
Length over buffers 120 mm (4-3/4").



The BLS class 465 electric locomotive (Märklin-model 88448, see page 326) is the appropriate unit for the der Bern Lötschberg Simplon Railroad (BLS) express train passenger cars.



- New design for the cab control car.
- Prototypical white/red light changover.
- The ideal train composition with the class 143 electric locomotive.
- Cars used all over Germany in regional passenger service.

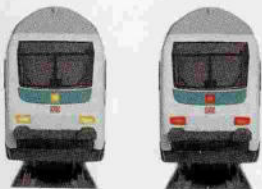


87290 "Bilevel Coaches" Car Set.

Contents: 4 different German Railroad, Inc. (DB) bilevel coaches. 1 type DABz 756 bilevel coach, 1st and 2nd class. 2 type DBz 751 bilevel coaches, 2nd class. 1 type DBbzf 761 bilevel cab control car, 2nd class. Lighting with maintenance-free LEDs. All cars in special version. Not available separately. Total length 499 mm (19-5/8").

Special one-time series in 1999. Already delivered to the dealers.

When operated cab control car first, triple white headlights shine.



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

Car Set



N III

87845 "The Capitol Limited" Streamliner Car Set.

Contents: 6 different Baltimore and Ohio streamliner cars in the typical color scheme for the "Capitol Limited" train. 1 baggage car. 1 passenger coach. 1 dining car. 1 vista dome car. 1 duplex roomette sleeping car. 1 chair observation car. All cars in special version. Not available separately. Total length 691 mm (27-3/16").

The 87845 car set is being produced in a one-time series only in 1999.

The 88602 two unit diesel electric locomotive on page 321 is the appropriate motive power for this streamliner car set.



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").

Freight car models shown full size

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 with Brakeman's Cab.**
Royal Württemberg State Railways (K.W.St.E.)
2 part car. Loaded with processed lumber. Length over buffers 96 mm (3-3/4").



82172 "Tannery" Barrel Car Set.
Contents: 2 special barrel cars with brakeman's cab. Privately owned by the German Colonial Tanning Agent and Dyestuff Company, Inc., Karlsruhe, Germany. Used on the Baden State Railways. Different car numbers. Cylindrical barrels made of real wood. Separately applied ladders. Barrels individually imprinted. Both cars in a special version. Not available separately. Total length 83 mm (3-1/4").



Special one-time series in 1999. Already delivered to the dealers.

The German Colonial Tanning Agent and Dye Stuff Company, Inc. located on the Karlsruhe

harbor had several of these barrel cars that were used on the Baden State Railways. These special design cars were built by the Esslingen Machinery Company. Acids and caustic solutions required for sulfite cellulose production were transported in these cars.

Freight Cars



II

82321 Freight Car Set.

Contents: 3 different design German State Railroad Company (DRG) freight Cars. 1 type Pvg 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, used as a refrigerator car to transport ocean fish, sliding doors that can be opened. All cars in special version. Not available separately. Total length 126 mm (4-15/16").



82351 Heavy Duty Flat Car.

German State Railroad Company (DRG) type SSym 46. Removable stakes included. Length over buffers 60 mm (2-3/8").

II

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 flat car. It had an

empty weight of approximately 22 metric tons and a loaded weight of 80 metric 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.

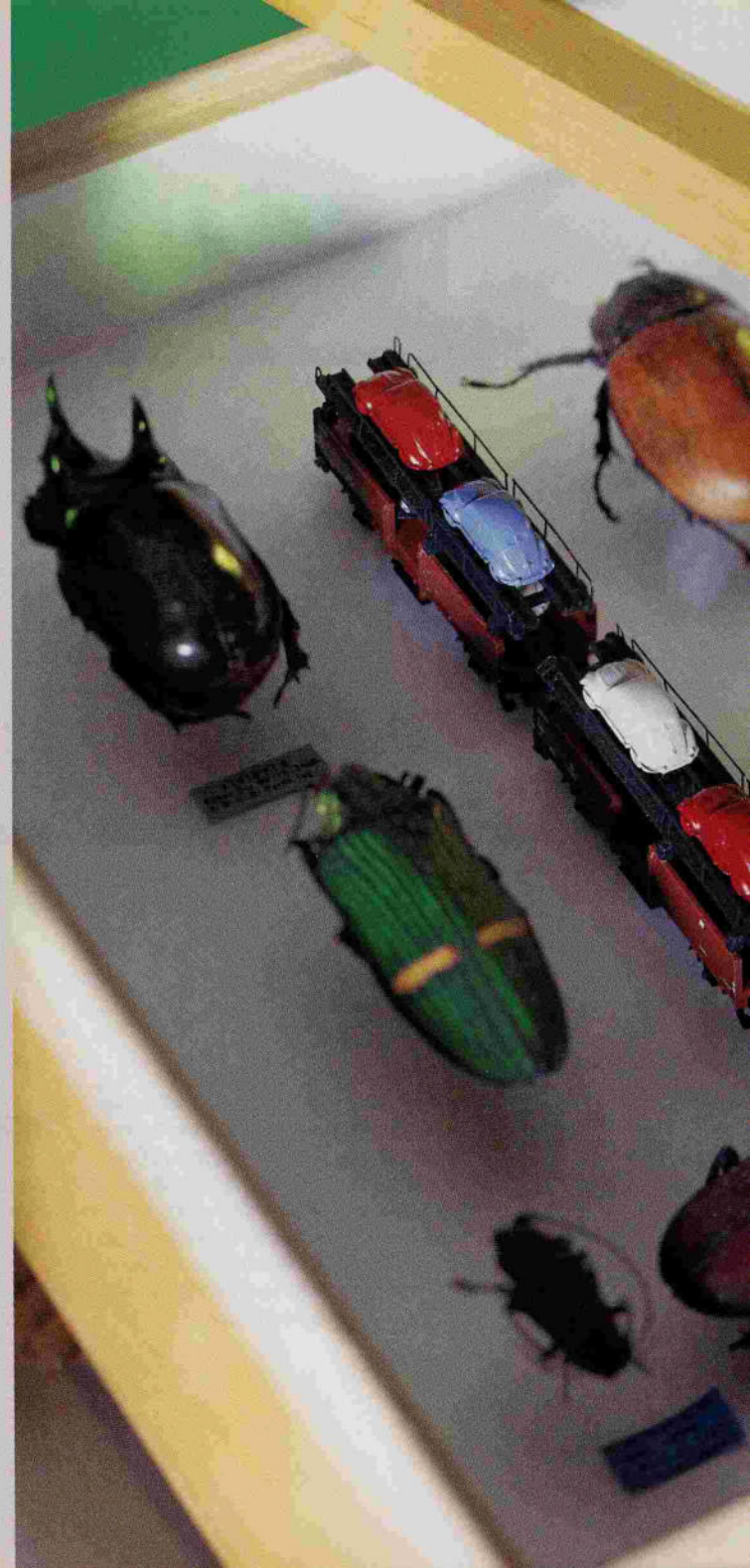


II

82312 Tank Car with Brakeman's Cab.

Privately owned by Rhenania-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").





82352 Heavy Duty Flat Car.

German Federal Railroad (DB) type SSym 46. Removable stakes included. Length over buffers 60 mm (2-3/8").



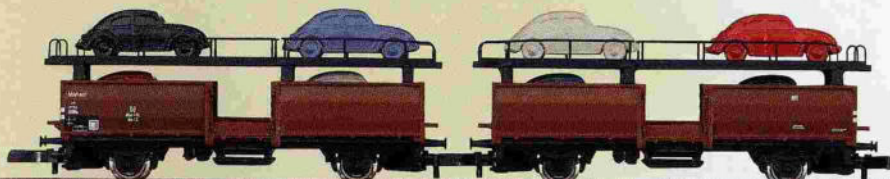
82314 Tank Car with Brakeman's Cab.

German Federal Railroad (DB) car for express milk traffic, Frankfurt-Hoechst, Germany. Brakeman's platform and catwalk 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.



- Prototypical double unit.
- 8 VW Beetles as a freight load.
- Typical 1950s "Pretzel" Beetles made of metal.



86221 Auto Transport Car Set.

Contents: 2 German Federal Railroad (DB) type Laae 540 auto transport cars. Each car includes 4 metal VW beetles as a load. Two each of the auto transport cars make up a prototypical double unit. Both cars in special version. Not available separately. Total length 111 mm (4-3/8").

In the 1950s the German Federal Railroad (DB) developed bilevel auto transport cars based on the type E 037 gondolas. Two cars that were permanently coupled together formed a double unit. The side doors and end walls were left off.

Freight Cars



III **82331 Low Side Car with Brakeman's Platform.**
German Federal Railroad (DB). Imitation of the wood plank floor inside the carbody. Length over buffers 40 mm (1-9/16").



III **82322 Gondola with Brakeman's Cab.**
German Federal Railroad (DB) type O 10. 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 (DB). Length over buffers 40 mm (1-9/16").



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



IV **8624 Ballast Car.**
Talbot self-unloading car for maintenance work on the German Federal Railroad (DB). Unloading hatches that can be opened. Actual working function. Length over buffers 33 mm (1-5/16").



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





IV 8610 Low Side Car.
German Federal Railroad (DB) type Kims 440.
Length over buffers 54 mm (2-1/8").



IV 8622 Gondola.
German Federal Railroad (DB) type E 037.
Length over buffers 54 mm (2-1/8").



IV 8630 Hopper Car.
German Federal Railroad (DB) type Fals 176.
Length over buffers 53 mm (2-1/8").



IV 8605 Boxcar.
German Federal Railroad (DB) type Gos-u
253. Length over buffers 54 mm (2-1/8").



V 8648 Beer Car.
Privately owned by Dinkelacker. Used on the
German Federal Railroad (DB). Length over
buffers 54 mm (2-1/8").



V 86001 Beer Car.
Privately owned by Fürstlich Fürstenbergi-
schen Brauerei KG, Donaueschingen,
Germany. Used on the German Railroad,
Inc. (DB AG). Length over buffers 54 mm
(2-1/8").

Freight Cars



IV **8657 Crane Car Set.**
 Contents: 1 each German Federal Railroad (DB) low side car and crane car, with rotating cab, movable boom and boom support.

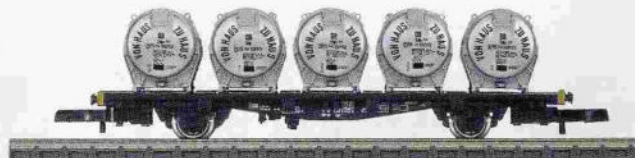
Crane hook can be raised and lowered with hand crank. Total length 93 mm (3-5/8").



IV V **8226 Stake Car.**
 German Federal Railroad (DB) 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

82366 Container Car.
 Type LgJs 598. Privately owned, used on the German Federal Railroad (DB). Loaded with 5 removable cylindrical containers lettered for Dortmunder Union Brauerei. Container car floor made of metal. Length over buffers 64 mm (2-1/2").

IV

82363 Flat Car for Containers.
 German Federal Railroad (DB) 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").





82374 "Quarz Quarry" Freight Car Set.

Contents: 3 German Federal Railroad (DB) type Td dump cars with hinged roof. Different car numbers. All cars have a movable, hinged roof. Color reproduction of the freight load.

All cars in a special version. Not available separately. Total length 139 mm (5-1/2").

**Special one-time series in 1999.
Already delivered to the dealers.**



82375 Side Dump Car with Hinged Roof.

Type Td. Privately owned by Eva, Railroad Transport Services, Inc., Düsseldorf, Germany. Used on the German Railroad, Inc. (DB AG). Movable hinged roof. Separately applied railings, ladders and rods for closing unloading hatches. Length over buffers 43 mm (1-11/16").



82373 Side Dump Car.

German Railroad, Inc. (DB AG) type Fcs 089 in a traffic red paint scheme, lettered for "DB Cargo". Separately applied railings, ladders, and hatch levers. Length over buffers 43 mm (1-11/16").



Tank Cars

V

8203 Oil Tank Car.

Privately owned by Minol Petroleum Oil Distribution, Inc., Berlin, Germany. Used on the German State Railroad (DR) of the GDR. Length over buffers 40 mm (1-9/16").



IV V

8611 Oil Tank Car.

Privately owned by German Shell, Inc. Used on the German Federal Railroad (DB). Length over buffers 40 mm (1-9/16").



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").



V

8628 Oil Tank Car.

Privately owned by German BP, Inc. Used on the German Federal Railroad (DB). Length over buffers 75 mm (3").





82360 "Container Transport" Car Set.

Contents: 3 German Federal Railroad (DB) 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 a Swiss Federal Railways (SBB) 40 ft. container with side and end doors. All containers are removable. Metal flat car 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 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).



82509 Freight Car Set.

Contents: 4 different design freight cars. Privately owned by Henkel KgaA, Düsseldorf, Germany. Used on the German Federal Railroad (DB). 1 sliding wall boxcar. Paint scheme with repaired areas picked out in a different color. 1 "Persil" powdered freight car. 1 gondola. Paint scheme with repaired areas picked out in a different color. 1 tank car. All cars in special version. Not available separately. Total length 207 mm (8-1/8").

At the Henkel Company there is a long tradition of shipping freight by rail. The first industrial railroad was in operation at the Düsseldorf parent plant as early as 1999. A fireless steam locomotive was placed into service in 1911 as the first industrial railroad locomotive. At present 5 locomotives owned by Henkel move about 90,000 cars with over 1.5 million metric tons of freight annually. A switch yard with its own hump track is used by the Henkel railroaders to move cars around the 40 kilometers / 25 miles of track with its

approximately 130 loading stations spread out over the plant. Outside the gates of the plant leased freight cars and cars owned by Henkel are used for quick transport to the customer.

Special one-time series in 1999. Already delivered to the dealers.

Freight Cars



N V **82367 "DB Cargo" Container Car Set.**
 Contents: 2 German Railroad, Inc. (DB AG) type Lgjs 598 container transport cars. 1 car loaded with a 40 ft. "DB Cargo" container. 1 car loaded with two 20 ft. "DB Cargo"

containers. All of the containers are removable. Container car floor made of metal. Both cars in special version. Not available separately. Total length 131 mm (5-3/16").



N V **86352 "DB Cargo" Sliding Tarp Car Set.**
 Contents: 3 German Railroad, Inc. (DB AG) type Shimmns-tu 718 sliding tarp cars in the current "traffic red" paint scheme with "DB Cargo" in large letters. Different car numbers. All cars in special version. Not available separately. Total length 171 mm (6-3/4").

These cars have been built since 1996 specially for the transport of weather-sensitive sheet metal coils. As a successor to the type Shimmns 708 flat cars with telescoping covers, these cars have a tarp cover to keep out snow as compared to the steel telescoping covers of the other cars. The tarp cover can be arranged so that 2/3 of the load surface is open for loading and unloading. Over 2 metric tons of weight per car are saved by using the tarp covers instead of steel telescoping covers.

V **86681 Gondola with Retractable Roof.**
 German Federal Railroad, Inc. (DB AG) Tams 886 with the new DB emblem. Weathered roof tarp. Length over buffers 63 mm (2-1/2").





N **V** **82382 Sliding Wall Boxcar.**
German Railroad, Inc. (DB AG) type Hbbilns 305.
Length over buffers 64 mm (2-1/2").



V **86351 Flat Car with Telescoping Covers.**
German Railroad, Inc. (DB AG) type Shimmns 708
with the new DB emblem. Length over buffers
55 mm (2-3/16").



V **82380 Sliding Wall Boxcar.**
German Railroad, Inc. (DB AG) type Hbbins in
"traffic red" paint scheme, lettered for "DB Cargo".
Length over buffers 64 mm (2-1/2").

Freight Cars



N **82383 Sliding Wall Boxcar Set.**
V Contents: 2 Swiss Federal Railways (SBB) type Hbbillns sliding wall boxcars with different advertising imprinted on them.
 1 "Der Decibello" sliding wall boxcar.

1 "Volg frisch und fründlich" sliding wall boxcar. Both cars in special version. Not available separately. Total length 131 mm (5-3/16").



V **82381 Sliding Wall Boxcar.**
 Swiss Federal Railways (SBB) type Hbbillns. Length over buffers 64 mm (2-1/2").



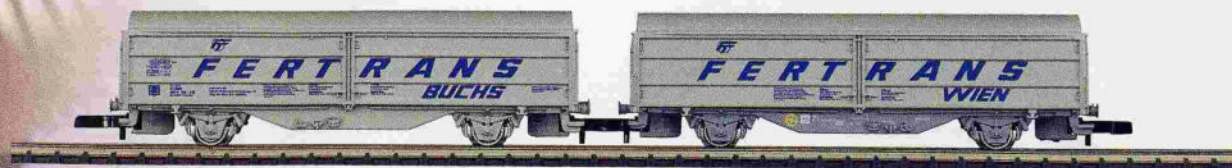
N IV V **86301 "Swiss Cement Works" Hopper Car Set.**
 Contents: 3 hopper cars with trucks, with different advertising on their sides. Privately owned, used on the Swiss Federal Railways (SBB).

1 "Juracement Wildegg" dump car. 1 "Vigier Cement AG" dump car. 1 "Portland Cement Works AG Olten" dump car. All cars in special version. Not available separately. Total length 165 mm (6-1/2").



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").





N **82154 "Fertrans" Freight Car Set.**
V Contents: 2 sliding wall boxcars. Privately owned by Fertrans, Inc. Used on the Austrian Federal Railways (ÖBB). Both cars in special version. Not available separately. Total length 131 mm (5-3/16").

The 82154 freight car set is being produced in a one-time series only in 1999.

Fertrans, Inc. organizes international rail transport in all parts of Europe and is currently one of the leading specialists in this area. Type Hirs four-axle cars were purchased for the further development of the rail business. These cars have a load volume of 168 cubic meters (approx. 5,932 cubic feet) and a maximum load limit of 52 metric tons on a total load length of 2 x 12.7 meters (41 feet 8 inches). They are employed as privately owned cars and can be used all over Europe.



82282 Piggyback Car.
 Austrian Federal Railways (ÖBB) type Sdgkkms. Loaded with 2 removable flatbed trailers with tarps lettered for Gebrüder Weiss GmbH, Transport und Logistik (Weiss Brothers, Inc. Transport and Logistics), Vienna, Austria. Length over buffers 78 mm (3-1/16").

N **82365 Container Transport Flat Car.**
IV Privately owned, used on the Austrian Federal Railways (ÖBB). Loaded with 5 removable milk tank containers. Container car platform is made of metal. Length over buffers 64 mm (2-1/2").



The 82365 container transport car is being produced in a one-time series only in 1999.

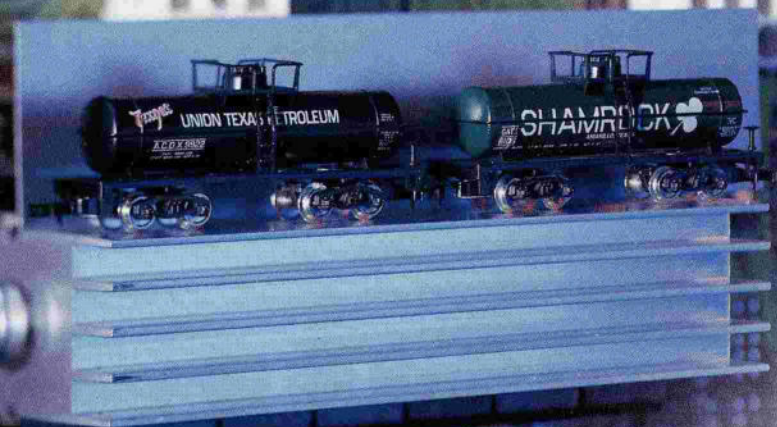
Freight Cars



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").



N

82251 Tank Car Set.

Contents: 2 American tank cars in different paint schemes. 1 tank car lettered "Union Texas Petroleum". 1 tank car lettered for "Shamrock". Both cars in a special version. Not available separately. Total length 111 mm (4-3/8").

III

The 82251 tank car set is being produced in a one-time series only in 1999.

The Märklin Club Of North America



All Aboard The Märklin Club!

Besides getting your hobby started on the right track with valuable technical and product information, a Märklin Club membership gives you many other exclusive benefits.

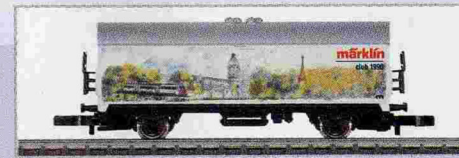
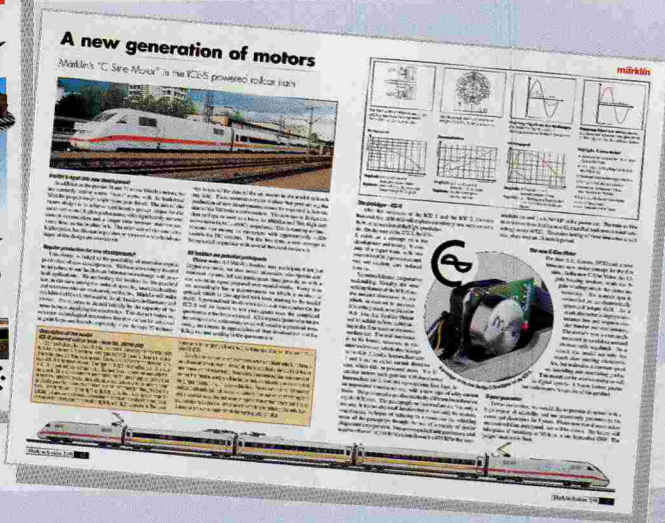
Other Services and Benefits

Märklin Magazin Subscription Service

Club members may subscribe to the German language *Märklin Magazin* through the Märklin Club.

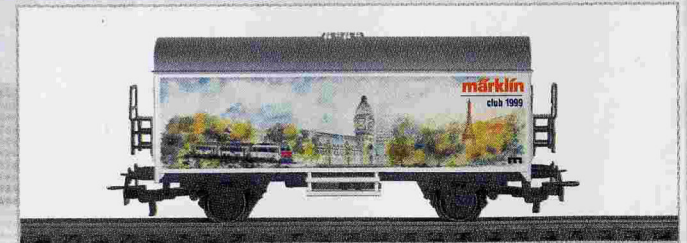
Technical Help

Through the *Insider* magazine and a variety of guidebooks and videos, a world of technical and layout building assistance is available to Club members.



Collectible Annual Club Cars

Club cars are available each year for purchase by Club members only. News and availability about other Märklin collectible cars are always made available to Club members on a timely basis.



Insider - The Club Newsletter

The club newsletter, *Insider*, provides full-color detailed help with building layouts; maintaining your trains, new product updates, historical perspectives and many other topics to make training with Märklin more enjoyable. In addition to *Insider*, the *Märklin Depot* is also received exclusively by Club members. This small catalog offers books and videos on all kinds of train subjects, as well as unusual gift items such as tool kits, apparel, prints and posters.



Special Bonus For Club Members

In 1992 Märklin GmbH established the Insider Club, which is open to enthusiasts who reside in Germany, Austria and Switzerland. Each year the Insider Club releases special locomotives and cars that are produced by reservation only. These highly sought after collectibles are also available to Märklin Club members to purchase, using the reservation system.