

märklin

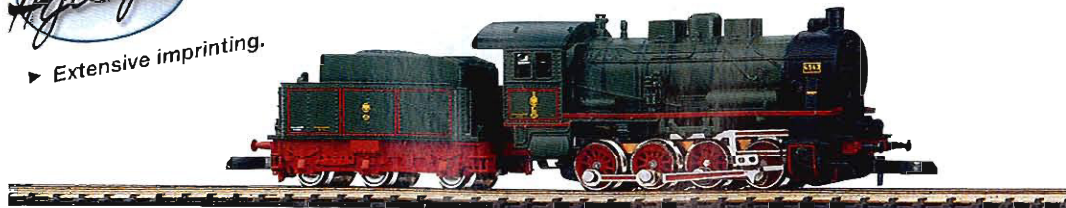


Complete Program 2001 / 2002 E



88982 Freight Locomotive with Tender.
Prototype: Royal Prussian Railroad Administration (KPEV) class G 8.1.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 84 mm / 3-5/16".

Händlerlicht
 ▶ Extensive imprinting.

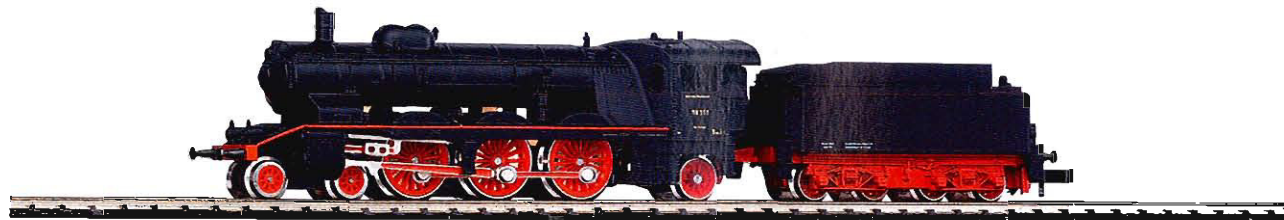


88180 Express Locomotive with Tender.
Prototype: Royal Württemberg State Railways (K.W.St.E.) class C.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 110 mm / 4-21/64".

The 87940, 87950 and 87960 Württemberg express train passenger cars go well with the 88180 locomotive and can be found on page 383.



88181 Express Locomotive with Tender.
Prototype: German State Railroad Company (DRG) class 18.1.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 110 mm / 4-21/64".



Locomotives are shown full size.

The class C express locomotive with a 4-6-2 wheel arrangement came into being at the start of the 20th century, because the steam locomotives in existence 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" or "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

Esslingen Machinery Company had delivered a total of 41 locomotives to the Württemberg State Railways.

The 87945 express train passenger car set goes well with the 88181 locomotive and can be found on page 384.

Steam Locomotives



88051 Tank Locomotive.

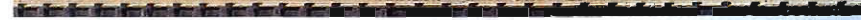
Prototype: German State Railroad Company (DRG) class 89.

Model: With the new 5-pole mini-club motor. Floating center axle. All driving axles powered. Length over buffers 45 mm / 1-3/4".

After several years' absence our 45 mm / 1-3/4" long mini-club locomotive, the smallest in the line, is back in the program. The class 89 steam locomotive is rich in tradition and symbolizes mini-club like no other locomotive. It was a component part of the basic



- ▶ The smallest mini-club locomotive.
- ▶ Now in the program again.



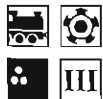
assortment as early as 1972, the year mini-club came out on the market. The external looks of the locomotive have changed, but more importantly it now has the new 5-pole locomotor for youthful power and dynamics.



88836 Freight Locomotive with Condensation Tender.

Prototype: German State Railroad Company class 52.

Model: Locomotive comes with the new 5-pole mini-club motor. All driving axles powered. Cooling fans depicted on the tender. Length over buffers 127 mm / 5".



8895 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 74.

Model: Comes with the new 5-pole mini-club motor. All driving axles powered. Coupler hook at the front. Length over buffers 55 mm / 2-3/16".





8803 Passenger Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 24.
Model: With the new 5-pole mini-club motor. All driving axles powered. Equipped for installation of 8953 light insert. Length over buffers 82 mm / 3-1/4".



88991 Passenger Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 38.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 99 mm / 3-7/8".



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. Where 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.



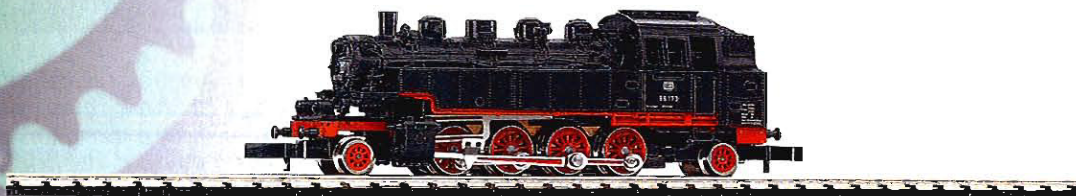
88980 Freight Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 55⁵³.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 84 mm / 3-5/16".



8896 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 86.
Model: With the new 5-pole mini-club motor. All driving axles powered. Length over buffers 63 mm / 2-5/8".



Steam Locomotives



- ▶ Completely new tooling for the class 85.
- ▶ Typical Era III locomotive.
- ▶ New 5-pole mini-club motor.
- ▶ LED headlights.



The class 85 heavy tank locomotives were developed for the steeply graded line from Freiburg to Neustadt. These tank locomotives had five coupled axles and, with a length over the buffers of 16.3 meters or 53 feet 5-3/4 inches, were quite impressive units. The German State Railroad ordered a total of 10 locomotives from Henschel at

the beginning of the 1930s. Within the framework of the type program for standard design locomotives, the construction of the class 85 benefited greatly from the standardization of subassemblies. Starting in 1933 these locomotives took over passenger and freight service on the so-called "Valley of Hell Line" between Freiburg and Neustadt.



88885 Heavy Tank Locomotive.

Prototype: German Federal Railroad (DB) class 85.

Model: With the new 5-pole mini-club motor. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 74 mm / 2-15/16".

In the 1950s the class E 40 and E 44 electric locomotives replaced steam locomotives completely on this line. Locomotive 85 004 fell victim to the war in the 1940s. Another 8 units were retired by 1961. Only locomotive 85 007 was preserved.

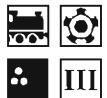


88886 Heavy Tank Locomotive.

Prototype: German Federal Railroad (DB) class 85.

Model: Locomotive comes with the new 5-pole mini-club motor. Separately applied smoke deflectors. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 74 mm / 2-15/16".

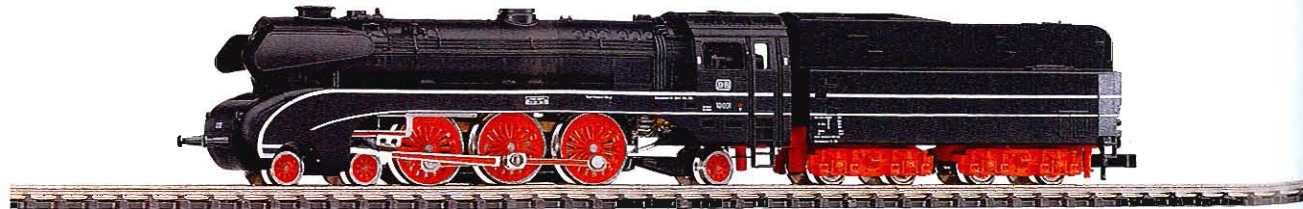
The 87670 standard design branch line cars go well with the 88885 and 88886 tank locomotives and can be found on page 384.



88889 Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 10 with partial streamlining.

Model: Comes with the new 5-pole mini-club motor. 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. How-

ever, only two units of the 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 was then scrapped. The 10 001 can be found at the German Steam Locomotive Museum in Neuenmarkt-Wirsberg.



88831 Freight Locomotive with Tub-Style Tender.

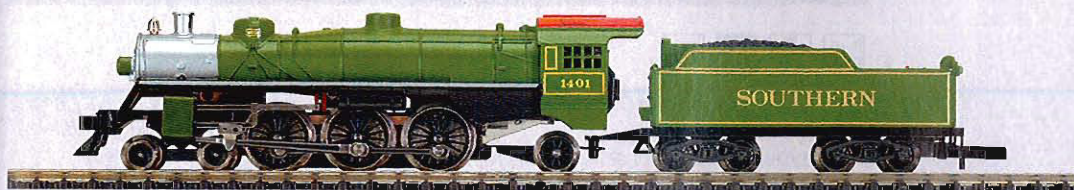
Prototype: German Federal Railroad (DB) class 52.

Model: With the new 5-pole mini-club motor. 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 of the raw materials used in locomotive building. This allowed superfluous components to be left off of the locomotive. In 1942 the locomotive builders in the area governed 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 per year. The end of the war brought an abrupt end to these plans. Despite this, over 6,200 locomotives were built by 1951, many of these locomotives remaining 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 service on the German Federal Railroad (DB).



88811 American "Pacific" Steam Locomotive with Tender and Caboose.

Prototype: 1 steam locomotive with tender and 1 caboose painted and lettered for the Southern Railway.



Model: Steam locomotive comes with the new 5-pole mini-club motor. All driving axles powered. Locomotive length 116 mm / 4-9/16". Caboose has separately applied ladders. Caboose length 51 mm / 2". Locomotive and caboose are in a special version. Not available separately.

The 82514 freight car goes well with the 88811 freight locomotive with caboose and can be found on page 416.

Diesel Locomotives



- ▶ Completely new tooling.
- ▶ Much requested model.
- ▶ Expansion of the diesel locomotive program.
- ▶ LED headlights.
- ▶ Correct light changeover.
- ▶ New 5-pole mini-club motor.



88690 General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 212.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 60 mm / 2-3/8".

The German Federal Railroad (DB) in cooperation with the locomotive builder MaK and the Munich office of the railroad developed the class V 100 diesel locomotive starting in 1956 for non-electrified routes in Germany. The goal was the construction of an efficient locomotive for mixed branch line service and for light service as a passenger and freight locomotive on main line. Starting in 1958 the German Federal Railroad (DB) began to place the first of the class V 100 diesel hydraulic general purpose locomotives into service. These units had an output of 1,100 horsepower. A total of 364 class V 100.10 locomotives with 1,100 horsepower motors were built. This power figure was

sufficient for branch lines, it soon turned out that a more powerful variant was required for routes with many grades and on main lines. From 1962 on 381 units of the class V 100.20, a more powerful version with 1,350 horsepower, were delivered to the German Federal Railroad (DB). Additional equipment was installed on ten of these units for service on steep grades. The first production run, the class V 100.10 has been designated as the class 211 since 1968, and the second series, the class V 100.20, has been reclassified as the 212. The 10 locomotives for service on steep grades are now the class 213.



8820 Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 221.

Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 84 mm / 3-5/16".



8878 General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 218.

Model: Comes with the new 5-pole mini-club motor. 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 led in 1971 to the German Federal Railroad (DB) class 218. The output of these single motor units was increased to 3,000 horsepower and offers sufficient reserves for all types of rail traffic.



8879 General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 218.

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm / 3".



88641 Diesel Hydraulic Switch Engine.

Prototype: German Railroad, Inc. (DB AG) class 361 in the current "traffic red" paint scheme with the new DB emblem and Cargo lettering.

Model: Comes with the new 5-pole mini-club motor. All axes 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" paint scheme after 40 years of service. As in the past they are indispensable in switching work.



88643 Diesel Hydraulic Switch Engine.

Prototype: Belgian State Railways (SNCB/NMBS) class 80.

Model: Locomotive comes with the new 5-pole mini-club motor. All axes powered. Length over buffers 49 mm / 1-15/16".

The 88643 diesel locomotive is being produced in a one-time series only in 2001.



88604 Double Unit Diesel Electric Locomotive.

Prototype: A-B double unit. General Motors type EMD F 7 lettered for the Atlantic Coast Line Railroad.

Model: A unit comes with the new 5-pole mini-club motor that power both trucks. B unit is unpowered. Number boards are lighted. The front mini-club coupler on the A unit can be exchanged for a pilot that is included with the locomotive. Both loco-

motive units are permanently coupled to one another with a drawbar. Total length 150 mm / 5-7/8".

The 88604 double unit diesel locomotive is being produced in a one-time series only in 2001.

The 87846 streamliner passenger car set goes well with this double unit locomotive and can be found on page 394.



Electric Locomotives



88222 Freight Locomotive.
Prototype: German Federal Railroad (DB) class E 94.
Model: With the new 5-pole mini-club motor. Metal hoods at the ends. Both trucks powered. Length over buffers 85 mm / 3-11/32".

Special one-time series in 2000. Already delivered to the dealers.

The 82510 freight car set goes well with the 88222 freight locomotive and can be found on page 406.



8854 Express Locomotive.
Prototype: German Federal Railroad (DB) class 103.
Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 88 mm / 3-1/2".



88551 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 111 in the current "traffic red" paint scheme.
Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Length over buffers 76.8 mm / 3".

The 87161, 87171 and 87181 commuter cars go well with the 88551 electric locomotive and can be found on page 389.



88536 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 120.1 in the current "traffic red" paint scheme.
Model: With the new 5-pole mini-club motor. Both trucks powered. Length over buffers 87 mm / 3-7/16".





88432 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 143 in the current "traffic red" paint scheme.

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 76 mm / 3".

The 87291, 87292 and 87293 bilevel cars in the "traffic red" paint scheme go well with the 88432 electric locomotive and can be found on page 390.



The class 143 electric locomotive has become part of the everyday scene on the German Railroad, where it is used mainly in regional and S-Bahn service. In the "traffic red" paint scheme with a white chevron instead of a white bib and a "basalt gray" frame, it is no longer so apparent that these locomotives originally came from the old GDR. Currently the class 143 forms the backbone of the regional service in certain areas and has put its stamp on the image of this service along with the bilevel cars that are also already painted in "traffic red".



88520 Freight Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 152 in the current "traffic red" paint scheme with the new DB logo and Cargo lettering.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm / 3-7/16".

The 82420 flat car with retractable tarp cover car set goes well with the 88520 freight locomotive and can be found on page 412.



- ▶ New tooling for the important class 152.
- ▶ One of the most advanced German freight locomotives.
- ▶ LED headlights.
- ▶ Correct light changeover.
- ▶ New 5-pole mini-club motor.

These locomotives were ordered as early as 1995 in order to cover the demand for powerful freight locomotives on the German Railroad, Inc. Siemens and Krauss-Maffei developed the EuroSprinter family further and presented the new class 152. The electrical equipment was improved in the process compared to the EuroSprinter and the locomotive's environmentally

friendly qualities were also improved. Since these locomotives were to be used for freight trains, a maximum speed of 140 km/h or 88 mph was quite sufficient. The continuous output of 6.4 megawatts or 8,582 horsepower with a total weight of 86 metric tons and single axle steering results in a massive starting tractive effort of 300 kilonewtons or 67,440 pounds.



88572 Freight Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 151 in the current "traffic red" paint scheme with the new DB emblem and Cargo lettering.

Model: Comes with the new 5-pole mini-club motor. Both trucks powered. Length over buffers 88 mm / 3-7/16".



... tiny, yet tremendous ... **mini-club**

Electric Locomotives



88684 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 86 mm / 3-3/8".

The 88684 locomotive is being produced in a one-time series only in 2001.



88685 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101.

Model: Comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 86 mm / 3-3/8".

The 88685 locomotive is being produced in a one-time series only in 2001.



88686 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101.

Model: Comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 86 mm / 3-3/8".

The 88686 locomotive is being produced in a one-time series only in 2001.



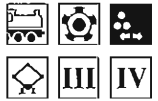
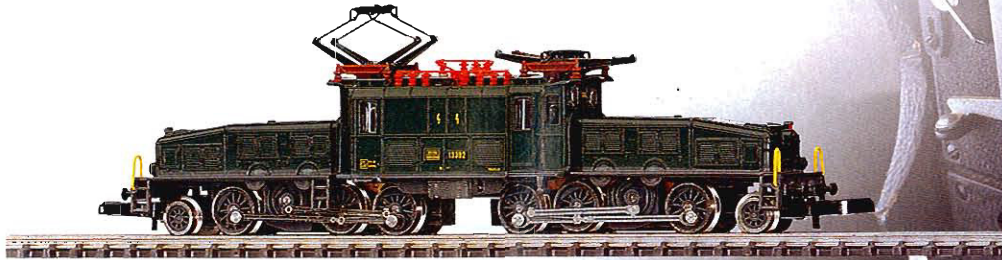
88687 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101.

Model: Comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 86 mm / 3-3/8".

The 88687 locomotive is being produced in a one-time series only in 2001.

Electric Locomotives



8856 "Crocodile" Freight Locomotive.

Prototype: Swiss Federal Railways (SBB) class Be 6/8.

Model: With the new 5-pole mini-club motor. 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 or 3-5/8". With their articulated design they can master all of the mini-club curves with no problem.



88448 Electric Locomotive.

Prototype: Bern Lötschberg Simplon Railroad (BLS) class 465. With road number 465 002-4. Locomotive name "Gornergrat".

Model: With the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm / 3-5/16".

The 87451 and 87461 express train passenger cars go well with the 88448 electric locomotive and can be found on page 393.



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 or 144 mph. The class

465 has more power, a total of 7.0 megawatts or 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.



88460 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class 460.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm / 3-5/16".

The 88460 locomotive is being produced in a one-time series only in 2001.



SWISS
COLLECTION
2001

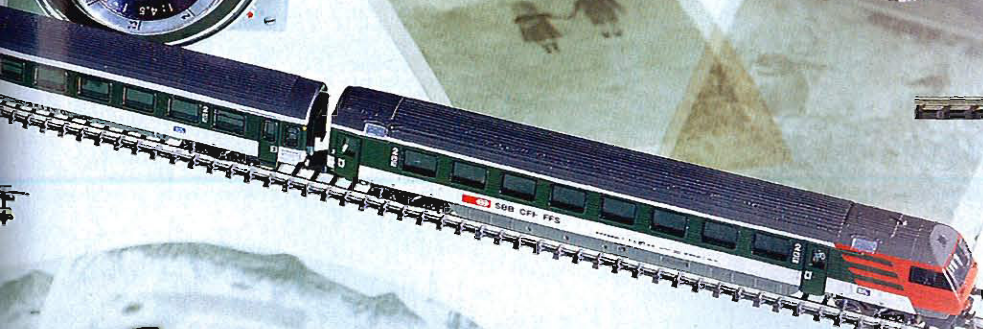


88461 Electric Locomotive.

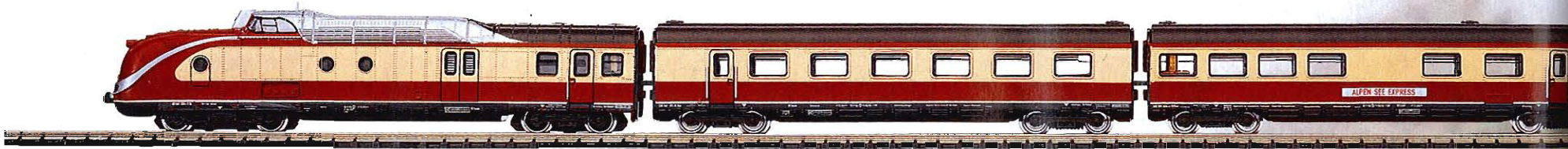
Prototype: Swiss Federal Railways (SBB) class 460.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights are maintenance-free LEDs. Length over buffers 84 mm / 3-5/16".

This third model from the Märklin Swiss Collection series is being produced in a one-time series only in 2001.



Powered Rail Car Train



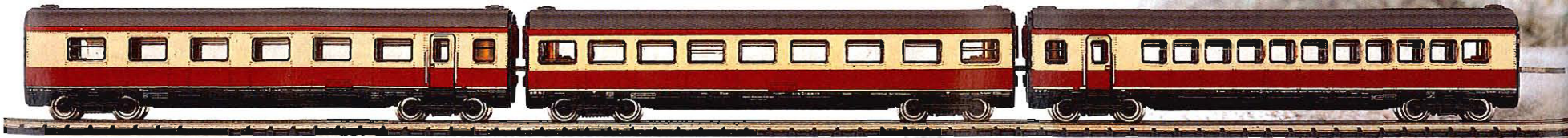
88732 Diesel Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class 601 "Alpen-See-Express". 2 type Dü powered end units. 1 type WRüz dining car. 1 type Büz compartment car.

Model: Each powered end unit with its own motor driving 4 axles. Both powered end units with the new 5-pole mini-club motor. Headlights, marker lights and interior lighting for the powered end units and the intermediate cars with maintenance-free LEDs. Special couplings, only for the model of the TEE train, that give a very close spacing between the cars of the train. Train length 347 mm / 13-11/16".

With the introduction in 1979 of the dual class InterCity system still in effect today the powered rail car trains that were always in great demand were suddenly out of a job on the German Federal Railroad (DB). However, the positive image enjoyed by these trains over the years among the passengers prompted the German Federal Railroad to use most of the diesel rail car trains as regularly scheduled special tourist trains and to keep them for travel agency charter service. They were particularly well known for a time under the name "Alpen-See-Express" ("Alpine Lake Express"). This name did not refer to any particular train line, but rather to all of the

north-south special trains operated on a regular basis by a number of rail travel charter businesses from metropolitan areas to typical vacation destinations. Both the familiar TEE emblem and the InterCity signs disappeared from the ends of these trains. In their place was the customary, but somewhat plain DB emblem (nicknamed the "cookie" in German).



IV

87932 Car Set.

Prototype: 3 German Federal Railroad (DB) TEE intermediate cars. 1 open seating car. 1 bar car converted to an open seating car. 1 compartment car.

Model: Intermediate cars to supplement the model of the "Alpen-See-Express" diesel

powered rail car train (Märklin item no. 88732). Lighting with maintenance-free LEDs. Special couplings, only for the model of the TEE train, that give a very close spacing between the train's cars. All cars in special version. Not available separately. Total length 246 mm / 9-11/16".





... tiny, yet tremendous ... **mini-club**

Powered Rail Car 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 Powered Rail Car Train.

Prototype: High-speed InterCity Express train (ICE 3). German Railroad, Inc. class 406.

1 type 406.0 end car, 1st class. 1 type 406.3 "Bord-Restaurant" intermediate car (dining car). 1 type 406.5 end car, 2nd class.

Model: "Bord-Restaurant" intermediate car with the new 5-pole mini-club motor, all 4 axles powered. Headlights and marker lights 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 model of the ICE 3 train, that give a very close spacing between the train's cars. Train length 465 mm / 18-5/16".

At the end of October 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 was presented with a whole series of technological refinements, and it is contributing to the further shortening of travel times. With the ICE 3 the variety of locomotives and cars on the German, Inc. system has been expanded by one with a very striking appearance. The most striking technical change is of course the propulsion concept. Whereas the propulsion for the ICE 1 and ICE 2 was located in one or two of the end 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. Some of the ICE 3 trains are equipped for the German Railroad, Inc.'s power system and is designated as the class 403. Another group is equipped as four-system trains for cross border traffic in Europe. These latter powered rail car trains are designated as the class 406 and are intended chiefly for international routings. The interiors of the cars are also striking 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 were placed into service and in the year 2000 the first trains were used for the Expo in Hannover.

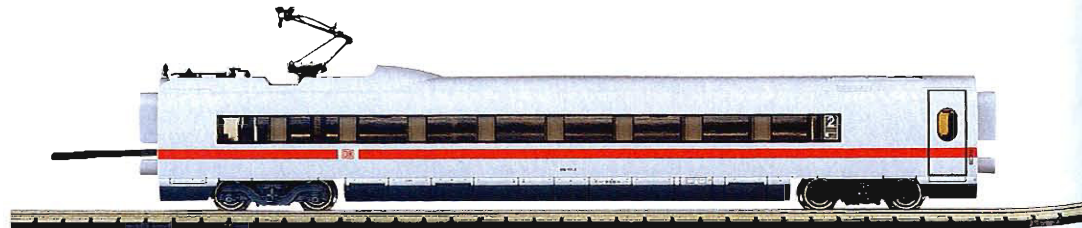
The special features of the end cars in the Märklin mini-club model can be reproduced quite true to the prototype in large part by locating the motor in the dining car. The model of the ICE 3 is designed for a minimum radius of 195 mm / 7-11/16".



87711 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.7 power converter car, 2nd class, 2-door design.

Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88711). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".





87712 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.1 transformer car, 1st class, 4-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".



87713 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.2 power converter car, 1st class, 2-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".

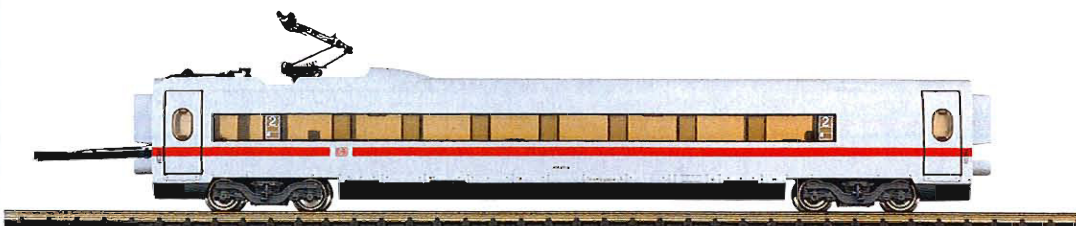


87714 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.8 intermediate car, 2nd class, 4-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".



Powered Rail Cars



8831 Rail Bus.
Prototype: German Federal Railroad (DB) class 798, lettered for "Jägermeister".
Model: Comes with the new 5-pole mini-club motor. Both axles powered. Length over buffers 62 mm / 2-1/2".



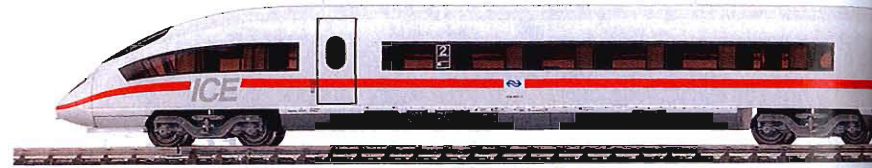
8817 Rail Bus Trailer.
Prototype: German Federal Railroad (DB) class 998.
Model: Length over buffers 62 mm / 2-1/2".



88021 Powered Track Cleaning Car As An Inductive Measurement Car.

Prototype: German Railroad, Inc. (DB AG) class 724.
Model: With the new 5-pole mini-club motor. Two axles powered. Length over buffers 62 mm / 2-7/16".

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

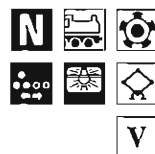
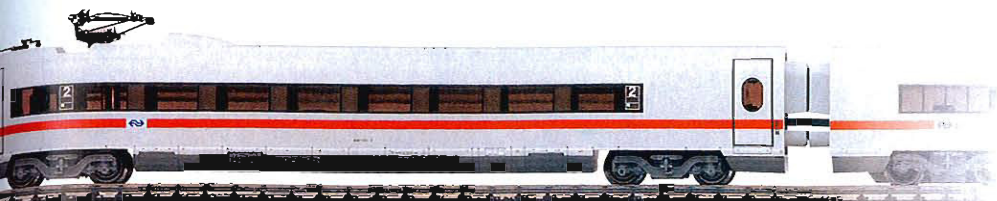


TERMINAL 19



ADAPT-FORMEN
 FLÄCHEN
 TRANSFORM
 DETAILIEREN
 ANS/ZEICH
 BEWALTEN
 FUNKT
 STUBEN
 LAUBOL





88713 Powered Rail Car Train.

Prototype: InterCity-Express (ICE 3) high speed train, 5 car train. Dutch State Railroad (NS) class 406. 1 type 406.0 end car, 1st class. 1 type 406.1 transformer car, 1st class. 1 type 406.3 intermediate car dining car. 1 type 406.6 transformer car, 2nd class. 1 type 406.5 end car, 2nd class.

Model: Intermediate car as the dining car comes with the new 5-pole mini-club motor and powers all 4 axles. The lighting for both end cars and the intermediate cars, 1st and 2nd class, come with maintenance-free LEDs. Special couplings, that only fit on the model of the ICE 3, allow you to have a particularly close spacing between the cars in the train. Train length 588 mm / 23-1/8".

This model of the ICE 3 is designed for operation on curved track with a radius 195 mm / 7-11/16 and larger.

Export model for the Netherlands One-time series

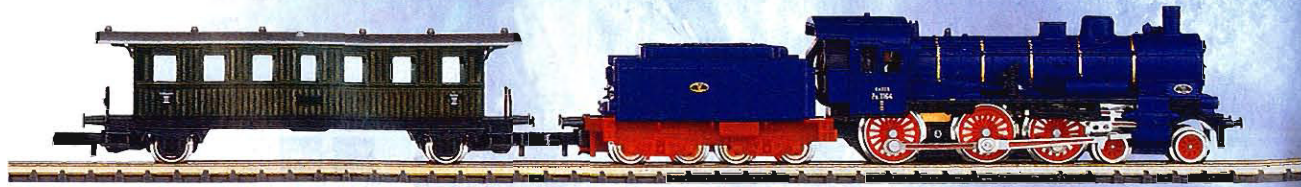
Train Sets



81420 "Passenger Train with Freight Service" Train.

Prototype: 1 Grand Ducal Baden State Railways class P 8 passenger locomotive. 1 two-axle passenger car, 2nd class. 1 two-axle passenger car, 3rd class. 1 old-timer tank car with a brakeman's cab. Privately owned by the Wood Coking Industry, Inc., Constance, Switzerland. Used on the Grand Ducal Baden State Railways. 1 refrigerator car with a brakeman's cab. Privately owned by Reitter Brewery, Lörrach, Germany. Used on the Grand Ducal Baden State Railways.

Model: Locomotive with the new 5-pole mini-club motor. All driving axles powered. Boiler bands painted in gold. Locomotive and cars in a special version. Not available separately. Train length 301 mm / 11-7/8".





81360 "Steam Powered Rotary Snowplow" Train Set.

Prototype: 1 German Federal Railroad (DB) class 50 steam freight locomotive with a tender with brakeman's cab. 1 Henschel design rotary snow plow with type T 26 tender.

Model: Steam locomotive comes with the new 5-pole mini-club motor. All driving axles powered. Rotary snowplow has a detailed reproduction of the rotary snow plow front housing. Movable side wings. Rotary snowplow wheel powered by a separate motor. 6 hinged hatches on the tender that can be opened. Prototypical truck side frames. Locomotive and snow plow in a special version. Not available separately. Total length 217 mm / 8-9/16" .

The 81360 train set is being produced in a one-time series in 2001 only for Insider members.

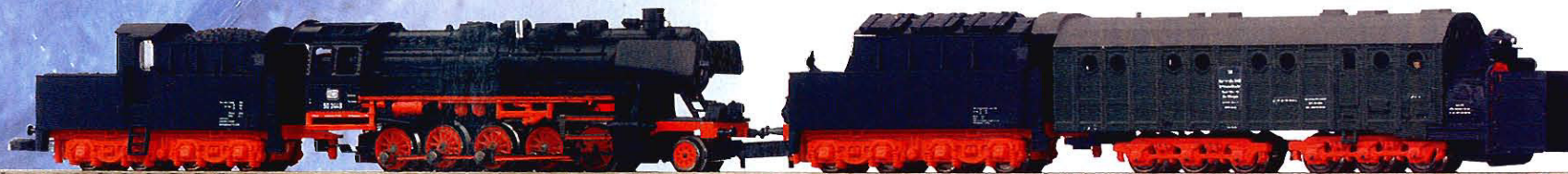
When snow depths exceed 1.5 meters or 5 feet, snowplows cannot clear railroad track right of way. Rotary snowplows are used in these situations. The prototype of the Märklin model, the Henschel design steam powered rotary snowplow, can clear snow drifts up to a depth of 6 meters or approximately 20 feet. The steam produced in the snowplow's steam boiler is used exclusively to power the rotary snowplow to make this mighty achievement possible. Since the rotary snowplow has no locomotion system of its own, it must be pushed along with its tender against the snow by one or several locomotives. The direction of throw is determined by the rotation of the plow wheel and by a movable guide blade. The rotary snowplow maintains the appropriate loading gauge by means of movable side wings. The coal in the tender is protected by hatches against the moisture from the flying snow.

*Winter is on its way!
Even on your model railroad layout.*

Please note the information about the Märklin Insider Club on page 538. Additional Insider models for 2001 can be found on pages 66/67 and 68/69 for H0 Gauge and on page 515 for 1 Gauge.



- ▶ Rotary snowplow is a completely new piece of tooling.
- ▶ Powered rotary snowplow wheel.
- ▶ Movable side wings.
- ▶ Hinged hatches on the tender that can be opened.



Train Sets

N

81422 "SKW Trostberg" Train Set.



Prototype: 1 diesel hydraulic switch engine, used as an industrial locomotive by SKW Trostberg. 4 carbide cylinder cars. Privately owned cars painted and lettered for SKW Trostberg. Used on the German Federal Railroad (DB).

Model: Locomotive comes with the new 5-pole mini-club motor. All axles powered. 2 each carbide cylinder cars with brakeman's cab, 2 each carbide cylinder cars with brake-

man's platform. Finely detailed reproduction of the carbide cylinders. Carbide cylinders are removable. All of the cars come with different car numbers. Locomotive and cars are in a special version. Not available separately. Train length 290 mm / 11-7/16".



SKW Trostberg has been merged with Degussa-Hüls to form Degussa, Inc., the worldwide marketer in the area of special chemicals. Until the end of 2000 SKW Trostberg will be an independent concern with headquarters in Trostberg, Bavaria, from which 200 companies with 18,000 employees are managed around the globe. It all started in 1908 with the founding of

the Bavarian Nitrogen Works, Inc. (BSIW) in Munich and with the production of the fertilizer lime nitrogen. In 1939 the firm was renamed the South German Lime Nitrogen Works, Inc. (SKW) that in 1978 was again renamed the present day SKW Trostberg, Inc. SKW Trostberg has owned its own fleet of freight cars for many decades, including carbide cylinder cars. These cars are quite

striking in their appearance because they are a distinct departure from the usual picture of more familiar freight cars. They are also not to be found anywhere else in this form. The steel containers have a capacity of 40 metric tons and remind one very much of bottles laid on their sides. These bottles are mounted in 2 square frames made of U-shaped metal profile pieces that can be

loaded and unloaded easily and that are mounted over the trucks. The carbide cylinder cars are used on the route from Garching to Trostberg and on a 5 kilometer / 3 mile long plant railroad extension. Between Garching and the SKW complex at Hart, Calcium carbide is transported now as in the past.



- ▶ Model of a typical fast commuter train of the 1950s and 1960s.
- ▶ New center entry coach.
- ▶ Era III.



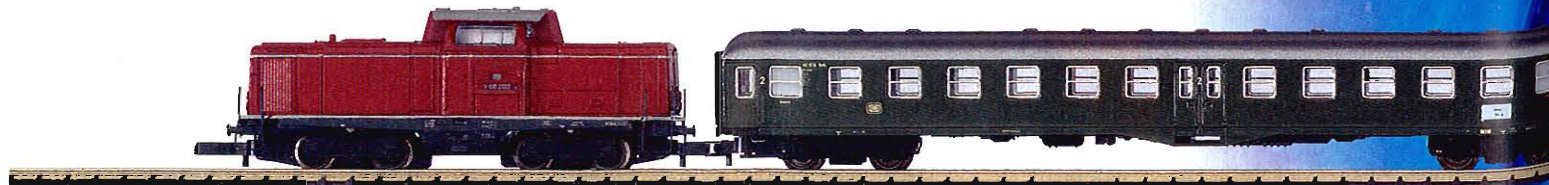
N

81414 "Fast Train" Train Set.

Prototype: 1 German Federal Railroad (DB) class V 100 general purpose diesel hydraulic. 1 type ABy 411 center entry coach, 1st and 2nd class. 2 type By 421 center entry coaches, 2nd class.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Locomotive and cars are in a special version. Not available separately. Train length 429 mm / 16-7/8".

One-time special series in 2001. Delivery starting the 4th quarter of 2001.



Train Set

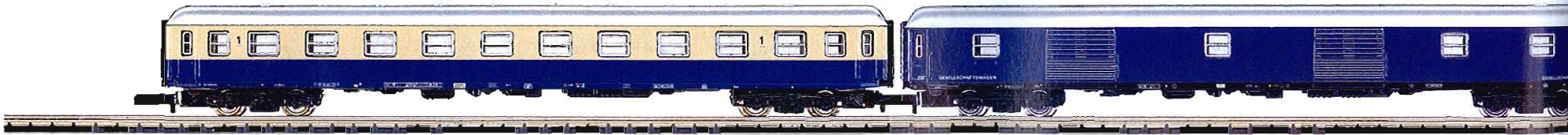


81421 "King Ludwig II" Train Set.

Prototype: 1 German Railroad, Inc. (DB AG) class 218 diesel hydraulic locomotive in a royal blue paint scheme. 3 different Railroad and Special Cars Company, Inc. (ESG) "blue cars", stationed in Augsburg.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Locomotive and cars are in a special version. Not available separately. Train length 444 mm / 17-1/2".

The 81421 train set is being produced in a one-time series only in 2001.



81424 "Measurement Train" Train Set.

Prototype: 1 class 143 electric locomotive, as an experimental locomotive for the firm ADtranz, with road number 143 001-6. 3 German Railroad, Inc. (DB AG) measurement cars and auxiliary cars for measurement cars.

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Headlights with maintenance-free LEDs. Locomotive and cars are in a special version. Not available separately. Train length 445 mm / 17-1/2".



The Bavarian King Ludwig II audaciously realized his dreams in his palaces and in the theater. In the latter, across from Neuschwanstein Castle, this legendary monarch was brought to life again in the year 2000. On the stage of the elegant Neuschwanstein Musical Theater, where "Ludwig II – A Yearning for Paradise" has been enchanting theatergoers since April

of 2000: The fate of probably the most dramatic figure in Bavarian history, told in romantic arias, gripping dialog and sumptuous sets.

In addition to the music of Richard Wagner and the architecture of his palaces, Ludwig II had a fondness for the railroad. He even owned a complete royal court train and his

own personal locomotive named "Tristan". An artistic model railroad layout representing the dream trips of the king has therefore been set up in the Neuschwanstein Musical Theater. In addition, a special train has been organized from Munich to Füssen for the musical. In the catered gourmet atmosphere of the "Blue Cars" the trip itself prepares the guests for the theatrical experience.



One-time special series in 2001.
Delivery starting the 4th quarter of 2001.



Train Sets





81423 "Swiss Freight Traffic" Train Set.

Prototype: 1 Swiss Federal Railways (SBB) class Ce 6/8 III "Crocodile" freight locomotive. 1 refrigerator car with brakeman's cab. 1 tank car with brakeman's platform. 1 stake car with brakeman's cab. 1 tank car with brakeman's cab. 1 gondola with brakeman's cab. 1 wine barrel car with brakeman's cab. All of the freight

cars were used on the Swiss Federal Railways (SBB).

Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Brakeman's cab, brakeman's platform, and catwalks with ladders are separately applied. Stakes included with the stake car that can be installed on the latter. Two metal old-timer cars included

with the stake car as a load. Gondola comes with a load of wood. Wine barrel car has barrels made of real wood. Locomotive and cars are in a special version. Not available separately. Train length 358 mm / 14-1/8".

The 81423 train set is being produced in a one-time series only in 2001.



81418 "Swiss Passenger Service" Train Set.

Prototype: 1 Swiss Federal Railways (SBB) class Ae 3/6 II express locomotive. 2 type 4ü older design express train passenger cars, 1st/2nd class. 1 type 4ü express train baggage car, BLS design.

Model: Locomotive with the new 5-pole mini-club motor. All driving axles powered. Locomotive and cars in a special version. Not available separately. Train length 338 mm / 13-5/16".



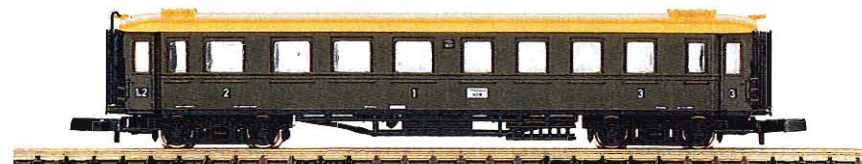
I **8700 Passenger Car.**
Prototype: Württemberg Provincial Railroad.
 2nd class.
Model: Length over buffers 60 mm / 2-3/8".



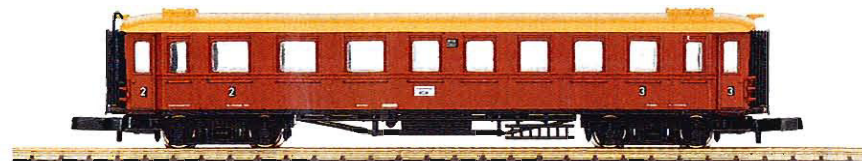
I **8701 Passenger Car.**
Prototype: Württemberg Provincial Railroad.
 2nd class.
Model: Length over buffers 60 mm / 2-3/8".

At the beginning of the 20th 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 Machinery Company starting in 1904. They 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 for decades all over Germany far beyond the borders of Württemberg and in parts of Europe. They were without a doubt one of the most successful car designs of the K.W.St.E.

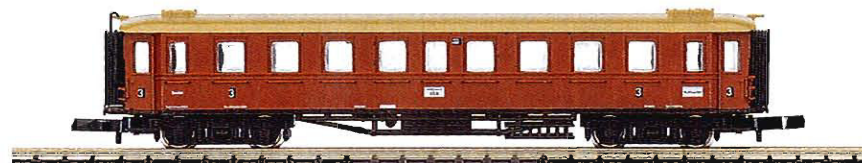
The 88180 Württemberg locomotive goes well with these express train passenger cars and can be found on page 355.



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



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



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

Models of the cars are illustrated full size

Car Sets

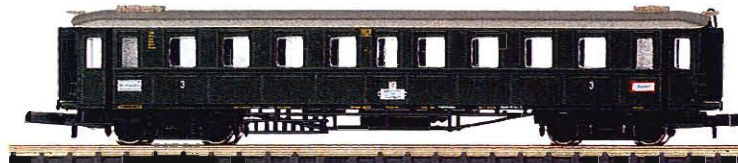
II

87945 Express Train Passenger Car Set.

Prototype: 3 Württemberg express train passenger cars painted and lettered for the German State Railroad Company (DRG).
1 type ABC4ü express train passenger car,

1st/2nd/3rd class. 1 type BC4ü express train passenger car, 2nd/3rd class. 1 type C4ü express train passenger car, 3rd class.

Model: All cars in special version. Not available separately. Total length 270 mm / 10-5/8".



The 88111 locomotive goes well with the 87945 express train passenger car set and can be found on page 355.

III

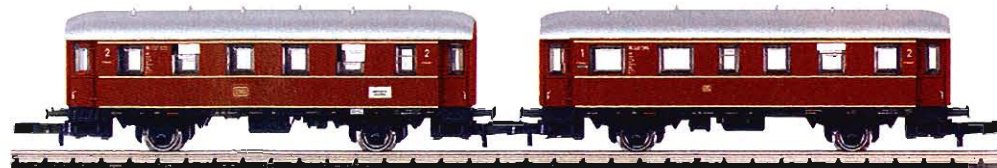
87671 Standard Design Branch Line Car Set.

Prototype: 2 different German Federal Railroad (DB) standard design branch line cars. 1 type Bie standard design branch line car, 2nd class.
1 type ABie-34 standard design branch line car, 1st and 2nd class.

Model: Both cars in a special version. Not available separately. Total length 121 mm / 4-3/4".

One-time special series in 2001. Delivery starting the 4th quarter of 2001.

This DB branch line car set goes marvelously with the 81416 "Commuter Service" train set.



III

87670 Standard Design Branch Line Car Set.

Prototype: 3 different German Federal Railroad (DB) standard design branch line cars. 1 type Bie standard design branch line car,

2nd class. 1 type ABie standard design branch line car, 1st and 2nd class. 1 type PwPosti-34a baggage-mail car.

Model: All cars in special version. Not available separately. Total length 183 mm / 7-13/16".

The 88885 steam locomotive is the appropriate unit for the 87670 standard design branch line car set and can be found on page 358.

Hjelm Ljflit

- ▶ Completely new design.
- ▶ Ideal cars to go with the class 85 tank locomotive.
- ▶ Expands the passenger car program for Era III.

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



III 8750 "Thunder Box"
Standard Design Passenger Car.
Prototype: German Federal Railroad (DB) type ABi 29.
1st and 2nd class.
Model: Length over buffers 63 mm / 2-1/2".



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



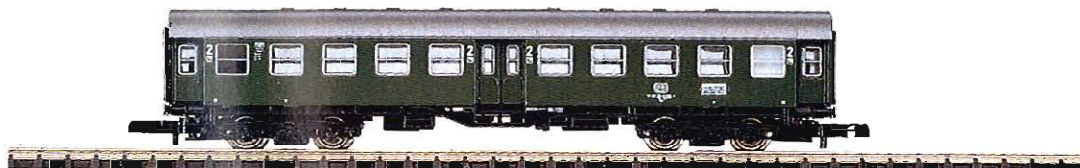
III 8752 "Thunder Box"
Standard Design Baggage Car.
Prototype: German Federal Railroad (DB) type D2ie.
Model: Length over buffers 63 mm / 2-1/2".



IV 8753 Four-Axle Rebuild Car.
Prototype: German Federal Railroad (DB) type AByg 503.
1st and 2nd class.
Model: Length over buffers 89 mm / 3-1/2".



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



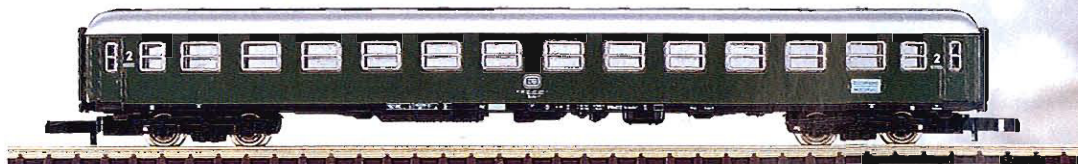
IV 8754 Four-Axle Rebuild Car.
Prototype: German Federal Railroad (DB) type Byg 515.
2nd class.
Model: Length over buffers 89 mm / 3-1/2".

Starting in 1954 the German Federal Railroad (DB) rebuilt a large number of old two-, three-, and four-axle passenger cars into modern cars. The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for these cars.

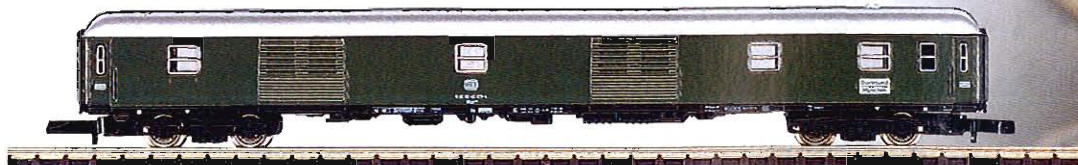
Express Train Passenger Cars



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



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



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

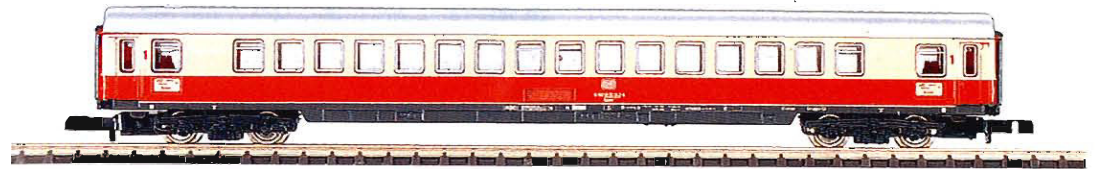


IV 8713 Dining Car.
Prototype: German Federal Railroad (DB) type WRmh 132.
Model: Length over buffers 120 mm / 4-3/4".

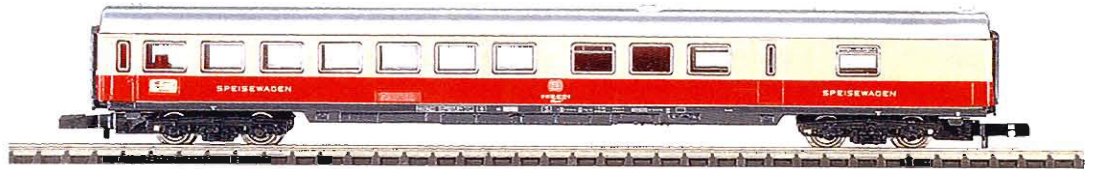
InterCity trains are the best that the German Federal Railroad (DB) offers in passenger train service. The IC trains have 1st class seating and run only with air-conditioned compartment and open seating coaches with a very high level of comfort.



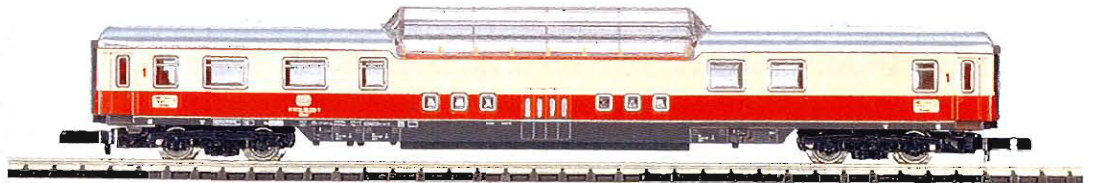
IV 8724 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Avmz 111. 1st class.
Model: Length over buffers 120 mm / 4-3/4".



IV 8725 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Apmz 121. 1st class.
Model: Length over buffers 120 mm / 4-3/4".



IV 8726 Express Train Dining Car.
Prototype: German Federal Railroad (DB) type WRmh 132.
Model: Length over buffers 120 mm / 4-3/4".



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

Express Train Passenger Cars



V

8743 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Aim, in the current paint scheme. 1st class.
Model: Length over buffers 120 mm / 4-3/4".

In the last few years InterRegio(IR) trains have for the most part replaced the outdated D-Zug express 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 that features light, airy compartments and friendlier colors.



V

8744 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Bim, in the current paint scheme. 2nd class.
Model: Length over buffers 120 mm / 4-3/4".



- ▶ Long awaited Bistro Café car.
- ▶ This completes the models for all InterRegio trains.
- ▶ Correct model of an InterRegio cab control car.

N

87751 Express Train Passenger Car Set.
Prototype: 2 different German Railroad, Inc. (DB AG) InterRegio express train passenger cars. 1 type ARbuimz 262 InterRegio express train passenger car, Bistro Café, 1st class.

V

1 type Bimdzf 269.0 InterRegio cab control car, 2nd class.

Model: Maintenance-free LEDs for the headlights / marker lights on the cab control car. Both cars in a special version. Not available separately. Total length 243 mm / 9-9/16".



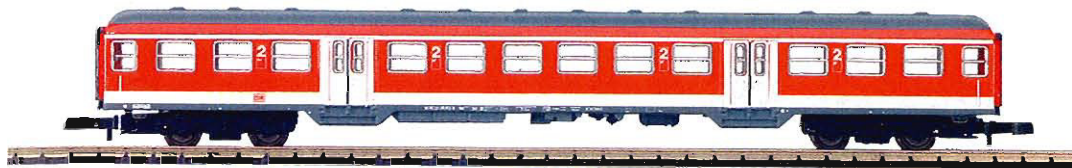
When operated control car first, triple headlights shine.



When operated locomotive first, dual red marker lights shine.



The 88551 electric locomotive goes well with the 87161, 87171 and 87181 commuter cars and can be found on page 362.



87161 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type Bnz, 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

Model: Length over buffers 120 mm / 4-3/4".



87171 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type ABn, 1st and 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

Model: Length over buffers 120 mm / 4-3/4".



87181 Commuter Car with Engineer's Cab.

Prototype: German Railroad, Inc. (DB AG) type BDnrzf, 2nd class with baggage area, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

Model: Length over buffers 120 mm / 4-3/4".



When operated control car first, triple headlights shine.



When operated locomotive first, dual red marker lights shine.

Bilevel Cars



87291 Bilevel Car.

Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class, in the current "traffic red" paint scheme.

Model: Destination signs lettered "Regional-Express Kassel Hbf". Length over buffers 122 mm / 4-13/16".



87292 Bilevel Car.

Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class, in the current "traffic red" paint scheme.

Model: Destination signs lettered "Regional-Express Kassel Hbf". Length over buffers 122 mm / 4-13/16".



87293 Bilevel Cab Control Car.

Prototype: German Railroad, Inc. (DB AG) type DBbz 761, 2nd class, in the current "traffic red" paint scheme.

Model: Headlights / marker lights with maintenance-free LEDs. Destination signs lettered "RegionalExpress Kassel Hbf". Length over buffers 124 mm / 4-7/8".



The DB AG's class 143 electric locomotive is the appropriate unit for the 87291, 87292 and 87293 bilevel cars and can be found under item number 88432 on page 363.

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



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



87901 S-Bahn Car Set.

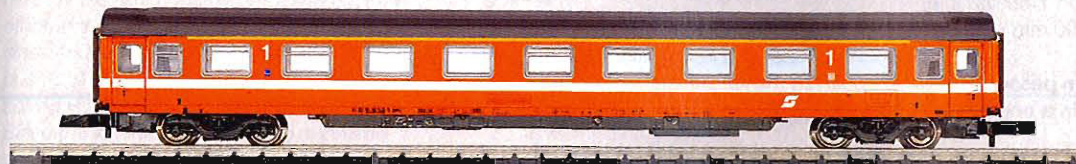
Prototype: 3 German Railroad, Inc. (DB AG) S-Bahn cars with advertising for Knorr Spaghetteria across the sides of the cars.
1 type ABx 791 S-Bahn car, 1st and 2nd class.
1 type Bx 794 S-Bahn car, 2nd class.
1 type Bxf 796 S-Bahn car with engineer's cab, 2nd class.

Model: Headlights / marker lights on the cab control car are maintenance-free LEDs. All cars in a special version. Not available separately. Total length 343 mm / 13-1/2".

One-time special series in 2001.
Delivery starting the 4th quarter of 2001.

When operated control car first, triple white headlights shine.

When operated locomotive first, dual red marker lights shine.



87341 Express Train Passenger Car Set.

Prototype: 3 Austrian Federal Railways (ÖBB) Eurofima express train passenger cars.
1 coach, 1st class, 2 coaches, 2nd class.
Model: All cars in a special version. Not available separately. Total length 366 mm / 14-7/16".

The 87341 express train passenger car set is being produced in a one-time series only in 2001.

Express Train Passenger Cars



V

87471 EuroCity Dining Car.
Prototype: Swiss Federal Railways (SBB) type Mark IV WR. Catered by Mitropa, Inc.
Model: Length over buffers 120 mm / 4-3/4".

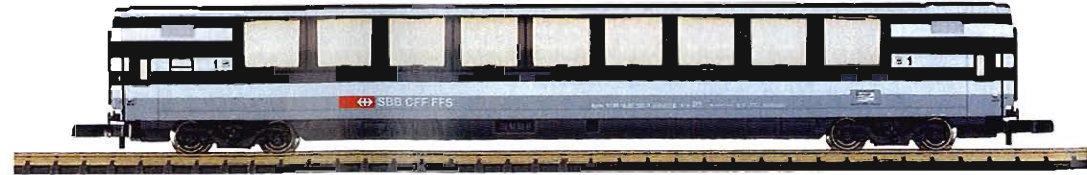
A 4 year contract between the SBB and German Mitropa, Inc. has been signed for the business reorganization of the catering service on Swiss passenger trains. Since 1997 the former dining cars for the firm Buffet Suisse, Inc. and the Glacier Express, among others, are being catered by the new subsidiary Mitropa Suisse in Basle, Switzerland.

V

87661 EuroCity Panorama Car.
Prototype: Swiss Federal Railways (SBB) type Apm, 1st class.
Model: Length over buffers 120 mm / 4-3/4".

With the development of the EuroCity cars the Swiss Federal Railways (SBB) have

placed a totally new pool of cars into service for international passenger traffic. So-called "panorama cars" were built on the same basic design as for the 1st and 2nd class open seating coaches with their quite modern interiors. The "panorama cars" offer an incomparable view of the scenery on both sides of the tracks.



N

87455 "Swiss Push/Pull" Express Train Passenger Car Set.

•••

Prototype: 4 current Swiss Federal Railways (SBB) Mark IV express train passenger cars.

V

1 type A Mark IV express train passenger car, 1st class. 1 type B Mark IV express train passenger car, 2nd class. 1 type WR Mark IV express train dining car with pantograph. 1 type Bt EuroCity design express train cab control car, 2nd class.

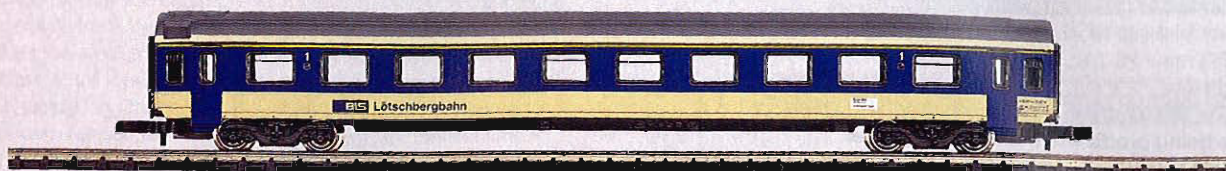
Model: Maintenance-free LEDs for the headlights / marker lights on the cab control car. All cars in a special version. Not available separately. Total length 490 mm / 19-5/16".

The 87455 express train passenger car set is being produced in a one-time series only in 2001.

When operated control car first, triple white headlights shine.

When operated locomotive first, dual red marker lights shine.





V

87451 Express Train Passenger Car.

Prototype: Bern Lötschberg Simplon Railroad (BLS) standard design Mark IV type A, 1st class.

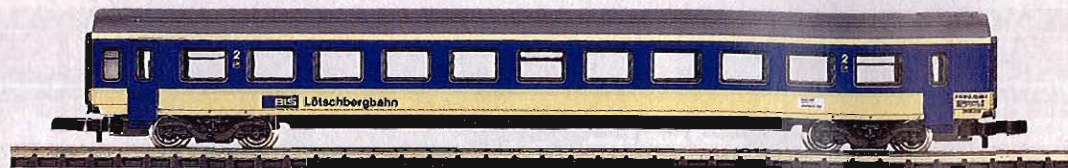
Model: Length over buffers 120 mm / 4-3/4".

V

87461 Express Train Passenger Car.

Prototype: Bern Lötschberg Simplon Railroad (BLS) standard design Mark IV type B, 2nd class.

Model: Length over buffers 120 mm / 4-3/4".



The 88447 electric locomotive on page 366 is the appropriate unit for the 87451 and 87461 express train passenger cars.

The striking styling of the class 460 is already an everyday sight in Switzerland. Yet, until recently the appropriate complement for the other end of the train was missing. When the class 460 was on the point of fast IC push/pull trains. This problem has been solved visually with the new cab control car. Since the engineer's cab for the class 460 consists of separate components, these parts were simply modified and mounted on the cab control car.



- ▶ Completely new cab control car.
- ▶ Striking end to the cab control car.
- ▶ Ideal end car for Swiss passenger trains.
- ▶ Correct Swiss light changeover on the cab control car.

The 88460 class 460 electric locomotive goes well with the 87455 express train passenger car set and can be found on page 367.



Express Train Passenger Cars

N III

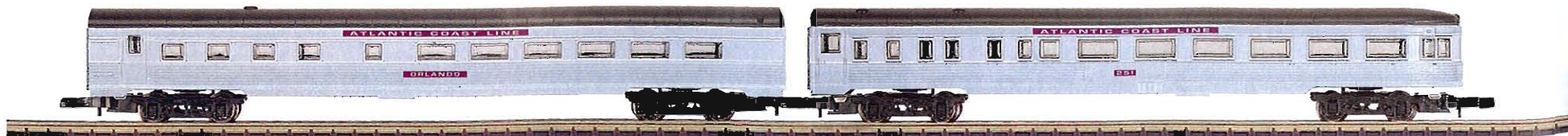
87846 Streamliner Passenger Car Set.

Prototype: 6 different streamliner cars painted and lettered for different American railroads. 1 Atlantic Coast Line baggage car. 1 Richmond, Fredericksburg & Potomac passenger coach. 1 Atlantic Coast Line dining car. 1 Atlantic Coast Line sleeping car. 1 Pennsylvania duplex roomette car. 1 Atlantic Coast Line chair observation car.

Model: All cars in a special version. Not available separately. Total length 683 mm / 26-7/8".

The 87846 streamliner passenger car set is being produced in a one-time series only in 2001.

The 88604 double unit diesel locomotive is the ideal motive power for the 87846 streamliner passenger car set and can be found on page 361.



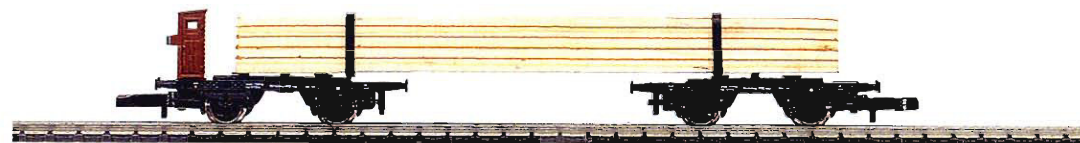


I **82171 Wine Barrel Car with Brakeman's Cab.**
Prototype: Car privately owned by the German Wine Barrel Car Company, Ltd., Kitzingen a. Main, Germany (Bavaria). Used on the Royal Prussian Railroad Administration (KPEV).
Model: Wine barrels made of real wood. Length over buffers 33 mm / 1-5/16".

I **82173 Wine Barrel Car with Brakeman's Cab.**
Prototype: Car privately owned by Robert Metzger & Co., Berlin, Germany. Used in Württemberg.
Model: 3 cylindrical barrels made of real wood. Length over buffers 40 mm / 1-9/16".



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



I **8219 Lumber Car with Brakeman's Cab.**
Prototype: Royal Württemberg State Railways (K.W.St.E.) lumber car.
Model: 2-part car. Loaded with processed lumber. Length over buffers 96 mm / 3-3/4".

Freight car models shown full size

Freight Cars



- ▶ Completely new tooling.
- ▶ Detailed construction.
- ▶ Interesting car type.
- ▶ Expansion of the provincial railroad program.



82400 "Gas Cars" Freight Car Set.

Prototype: 3 Royal Bavarian State Railroad (K.Bay.Sts.B.) gas cars with brakeman's platform.

Model: Different car numbers. Finely

detailed, partially open frame. Finely detailed reproduction of the fittings and retaining bands. All cars in special version. Not available separately. Total length 126 mm / 4-15/16".

During the provincial railroad period the lighting for locomotives, passenger and maintenance cars was well as station lighting was operated chiefly with gas. Supplies of this fuel were transported to the stations and maintenance facilities with so-called gas cars. The Bavarian gas cars gave such excellent results in operation that they remained in service for decades.



82511 Freight Car Set.

Prototype: 2 different design Royal Bavarian State Railroad (K.Bay.Sts.B.) freight cars.

1 refrigerator car with brakeman's cab painted and lettered for the "zum Thomasbräu" Brewery, Munich, Germany.
1 type Omk gondola with brakeman's cab.



Model: Gondola loaded with 3 beer barrels made of real wood. A metal model of a Benz panel truck is included. Both cars and the truck are a special version. Not available separately. Total length 83 mm / 3-1/4".



Special one-time series in 2000. Already delivered to the dealers.



**82561 "Church Organ Transport"
Freight Car Set for Märklin Z.**

Prototype: 2 high-capacity boxcars with brakeman's cab. Type G1 Dresden, German State Railroad Company Association design. Both cars are lettered "Nidaros Dom-Orgel" ("Nidaros Cathedral Organ").

Model: Cars come with different car numbers. Both cars in a special version. Not available separately. Total length 115 mm / 4-1/2".

**One-time special series in 2001.
Already delivered to the dealers.**



A CD is included with this freight car set, with one of the most famous organ works by J.S. Bach, the Toccata and Fuge in d minor, BWV 565. This CD is cut in the shape of a church organ with organ pipes.

As early as the end of the 1920s / beginning of the 1930s a disassembled Steinmeyer organ was transported by rail from Nördlingen to Nidaros in Norway.

Freight Cars



II

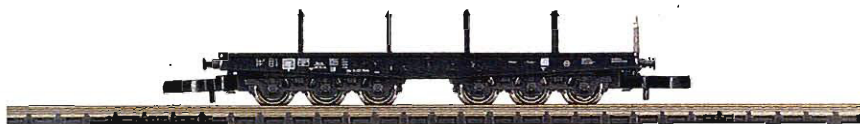
82351 Heavy Duty Flat Car.

Prototype: German State Railroad Company (DRG) type SSym 46.

Model: 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 locomotives. 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 or 50 mph. After the war this class of cars was used to transport construction machinery, machine parts, steel products, concrete parts for construction work and many other types of heavy, single piece loads.



II

82312 Tank Car with Brakeman's Cab.

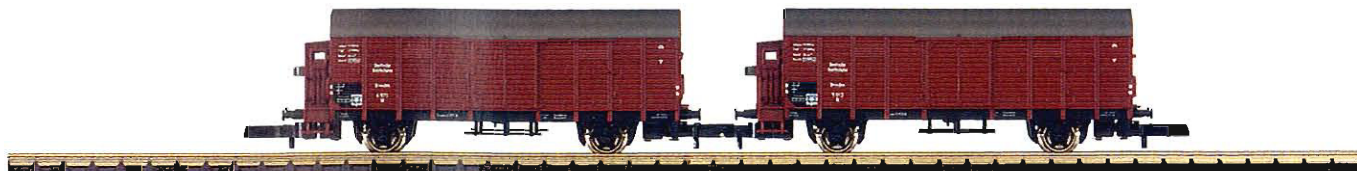
Prototype: Car privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

Model: Brakeman's cab and platform with ladders separately applied. Finely detailed partially open frame. Length over buffers 40 mm / 1-9/16".



Highlight

- ▶ Completely new tooling.
- ▶ Important car type for Era II and III.
- ▶ Expands the freight car program.



II

82560 "High Capacity Boxcar" Car Set.

Prototype: 2 German State Railroad Company (DRG) Association design type G1 Dresden high capacity boxcars with brakeman's cab.

Model: Different car numbers. Both cars in special version. Not available separately. Total length 115 mm / 4-1/2".

During the provincial railroad and early German State Railroad periods these high capacity boxcars were designated as hollow glassware cars. A typical feature of these cars was the high, rounded roof that made complete use of the loading gauge in effect at that time. They enabled a favorable tariff class for the transport of lightweight, high volume loads such as glass spheres. Naturally,

these cars were also used for other types of moisture sensitive freight such as automobile parts, furniture, household appliances, etc. The first type "G1 Dresden" freight cars were built as early as 1913. Many of them were used with changes in construction well into the 1970s. The sliding wall boxcars have become the successors to the high capacity boxcars.



86615 "Road Transport" Freight Car Set.

Prototype: Kaelble type 70 021 tractor with German State Railroad Company (DRG) Culemeyer design road roller. Beer refrigerator car with brakeman's cab, privately owned by Ganter Brewery, Freiburg im Breisgau, Germany. Used on the German State Railroad Company (DRG).

Model: Tractor comes with metal frame and superstructure. Road roller is made of metal. Railroad car and road vehicles in a special version. Not available separately. Total length of the tractor with road roller 66 mm / 2-5/8". Refrigerator car's length over buffers 40 mm / 1-9/16".



One-time special series in 2001.
Delivery starting the 3rd quarter of 2001.



82515 Freight Car Set.

Prototype: 3 different design freight cars, used on the German State Railroad Company. 1 refrigerator car with brakeman's cab. 1 stake car with brakeman's cab. 1 tank car with brakeman's cab.

Model: Refrigerator car comes with brakeman's cab, privately owned car painted and lettered for the firm Fisch Hollstein, Sonneberg, Germany. Stake car comes with brakeman's cab, loaded with a moving

van trailer painted and lettered for the firm Arno Meusel, Sonneberg, Germany. Stakes included that can be installed on the car. Tank car comes with brakeman's cab, privately owned car painted and lettered for the brewery Brauerei zum Stadtkeller, Sonneberg, Germany. Catwalk with ladders separately applied. Finely detailed partially open frame. All cars in a special version. Not available separately. Total length 142 mm / 5-9/16".

This year the Märklin plant in Sonneberg is already celebrating its 10th anniversary. The 82515 freight car set is being produced on this occasion a one-time series only in 2001.

The 50th Anniversary Of The European Coal And Steel Community.



88382 Freight Locomotive.

Prototype: German Federal Railroad (DB) class E 40. Version in the original green color scheme with rounded air vent grills.
Model: Locomotive comes with the new 5-pole mini-club motor. Both trucks powered. Length over buffers 76 mm / 3".



The European Coal and Steel Community (ECSC) was founded on April 18, 1951. The idea behind the establishment of this so-called Montan Union can be attributed to the French foreign minister Robert Schuman, whose chief goal was to bring the two countries France and Germany closer together. Schuman's plan foresaw the management of the entire coal and steel production of the countries in a joint effort. This plan also offered the advantage of normalizing the political and economic relations between the two states. The result exactly 50 years ago, in 1951, was the establishment of the first integrated European structure, the European Coal and Steel Community (ECSC). The foundation for the origin of the European Union was laid in the process. The charter members were France, the Federal Republic of Germany, Italy, Belgium, the Netherlands, and Luxembourg.

The 88382 locomotive is being produced in a one-time series only in 2001 on the occasion of the 50th anniversary of the European Coal and Steel Community.



82353 Heavy Duty Flat Car Set.

Prototype: 2 German Federal Railroad (DB) type SSym 46 heavy duty flat cars.
Model: Both cars loaded with 2 each steel coils, that are held in place with a special transport restraint. Cars come with different car numbers. Stakes included that can be installed on the cars. Both cars in a special version. Not available separately. Total length 123 mm / 4-13/16".



The 82353 heavy duty flat car set is being produced in a one-time series only in 2001 on the occasion of the 50th anniversary of the European Coal and Steel Community.

Hijaliflat

- ▶ All of the cars are weathered.
- ▶ Real load of iron ore.

N III

86302 Bulk Freight Car Set.

Prototype: 5 German Federal Railroad (DB) type OOt 50 hopper cars, with the lettering "Erz III d".

Model: All of the cars come with a load of real iron ore. Cars are weathered. Cars come with different car numbers. All cars in a special version. Not available separately. Total length 277 mm / 10-7/8".

The 86302 bulk freight car set is being produced in a one-time series only in 2001 on the occasion of the 50th anniversary of the European Coal and Steel Community.



Iron ore is the basis for the production of crude iron. Iron occurs in nature in the form of ores, mostly chemical combinations of iron and oxygen. It is contaminated with so-called gangue material. The greater the content in iron ore, the more valuable it is for processing. The most valuable ore is the so-called magnetite. Other ores are hematite, limonite, siderite and pyrite. These ores are transported in unit trains from the mines or ports to the blast furnaces.



Freight Cars



N 82562 High Capacity Boxcar with Brakeman's Platform.

III **Prototype:** Type GI Association design. Privately owned car painted and lettered for the firm Harder, Meiser & Co., Bremen, Germany. Used on the German Federal Railroad (DB).

Model: Length over buffers 56 mm / 2-3/16".



III 86611 Refrigerator Car with Brakeman's Cab.

Prototype: Car privately owned by Kaiser-Friedrich-Quelle, Offenbach/Main, Germany. Used on the German Federal Railroad (DB).

Model: Length over buffers 40 mm / 1-9/16".



III 82331 Low Side Car with Brakeman's Cab.

Prototype: German Federal Railroad (DB) car. **Model:** Imitation of the floor hatches inside the car body. Length over buffers 40 mm / 1-9/16".



III 86661 Silo Container Car.

Prototype: Type Ucs 909. Car privately owned by Club-Kraftfutterwerke GmbH, Mannheim, Germany. Used on the German Federal Railroad (DB).

Model: Length over buffers 40 mm / 1-9/16".



III 8609 Freight Train Baggage Car.

Prototype: German Federal Railroad (DB) type Pwg 012.

Model: Car has sliding doors that can be opened. Length over buffers 40 mm / 1-9/16".



III 82322 Gondola with Brakeman's Cab.

Prototype: German Federal Railroad (DB) type O 10. **Model:** Length over buffers 40 mm / 1-9/16".



III 82352 Heavy Duty Flat Car.

Prototype: German Federal Railroad (DB) type SSym 46.

Model: Removable stakes included. Length over buffers 60 mm / 2-3/8".



III 82314 Tank Car with Brakeman's Platform.

Prototype: German Federal Railroad (DB) car for express milk traffic, Frankfurt-Hoechst, Germany. **Model:** 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.



In the blossoming competition of the early Economic Miracle years, Ludwig Erhard tirelessly emphasized that the most important task of the state was the preservation of open competition, and the German Federal Railroad made use of this window of opportunity with an ingenious advertising

enterprise. "The railroad is available", proclaimed the German railroad freight car advertising, after legal obstacles had been overcome. This advertising offered the railroad's advertising services in the brochure that is included in a facsimile form in the 86391 set. However, on September 26, 1960 the firm under the name "Deutsche Eisenbahn-Güterwagen-Reklame Kommanditgesellschaft Fr. Albert Jentzsch" had already been deleted in the business registers. Unfortunately, we were unable to find out about the background of this firm. An original of the advertising brochure is preserved in the Märklin archives, just as it was received on November 12, 1952 in Göppingen. Now it is available for all model railroad enthusiasts as a reprint.



- ▶ Prototypical double unit.
- ▶ Models of VW Beetles in the typical 1950s "Pretzel" Beetle design.
- ▶ Made of metal as a freight load.



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.



86391 "Economic Miracle" Freight Car Set 1.

Prototype: 3 German Federal Railroad (DB) type G 10 boxcars without brakeman's cab, with different advertising on each car. British-US Zone railroad data printed on some of the cars.

Model: Cars come with different car numbers. All cars in a special version. Not available separately. Total length 126 mm / 4-15/16".

A reprint of the advertising brochure for the Deutsche Eisenbahn-Güterwagen-Reklame KG (German Railroad Freight Car Advertising, Inc.) is included with this freight car set.

One-time special series in 2001. Delivery starting the 4th quarter of 2001.



86392 "Economic Miracle" Freight Car Set 2.

Prototype: 2 German Federal Railroad (DB) type G 10 boxcars without brakeman's cab, with different advertising on each car. British-US Zone railroad data printed on some of the cars.

Model: Cars come with different car numbers. Both cars in a special version. Not available separately. Total length 83 mm / 3-1/4".

One-time special series in 2001. Delivery starting the 4th quarter of 2001.



86221 Auto Transport Car Set.

Prototype: 2 German Federal Railroad (DB) type Laae 540 auto transport cars. **Model:** 4 metal models of VW Beetles are included as a load for each car. 2 auto transport cars make up a prototypical double unit. Both cars in a special version. Not available separately. Total length 111 mm / 4-3/8".



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



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



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



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



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



Freight Cars



IV

8657 Crane Car Set.

Prototype: 1 German Federal Railroad (DB) low side car and crane car.

Model: Crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with a hand crank. Total length 93 mm / 3-5/8".



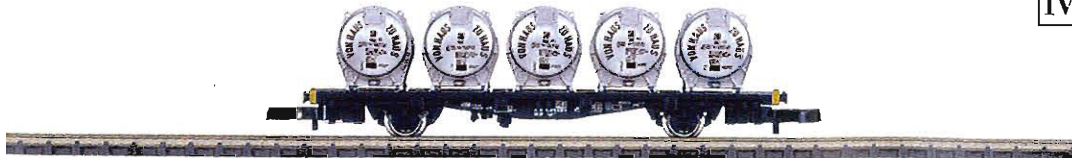
IV

V

8226 Stake Car.

Prototype: German Federal Railroad (DB) type Snps 719.

Model: 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".



IV

82363 Flat Car for Containers.

Prototype: German Federal Railroad (DB) type Lgjs 598. Loaded with 5 "Von Haus zu Haus" tank containers.

Model: Tank containers are removable. Metal car frame. Length over buffers 64 mm / 2-1/2".

In door-to-door 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.

IV

82366 Flat Car for Containers.

Prototype: German Federal Railroad (DB) type Lgjs 598. Loaded with 5 tank containers lettered for Dortmunder Union Brauerei.

Model: Tank containers are removable. Metal car frame. Length over buffers 64 mm / 2-1/2".





V **8648 Beer Car.**
Prototype: Car privately owned, used on the German Federal Railroad (DB).
Model: Refrigerator car painted and lettered for Dinkelacker Brewery. Length over buffers 54 mm / 2-1/8".



V **86001 Beer Car.**
Prototype: Car privately owned, used on the German Railroad, Inc. (DB AG).
Model: Refrigerator car painted and lettered for Fürstlich Fürstenbergischen Brewery, Inc., Donaueschingen, Germany. Length over buffers 54 mm / 2-1/8".



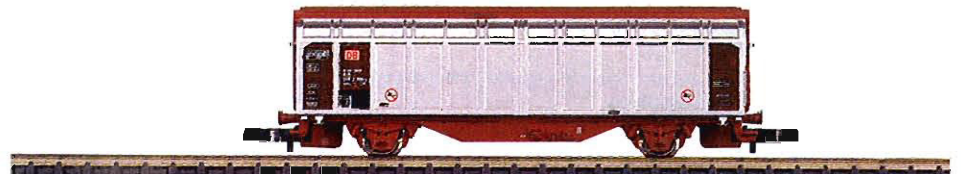
V **82375 Side Dump Car with Hinged Roof.**
Prototype: Type Td. Car privately owned by Eva, Railroad Transport Services, Inc., Düsseldorf, Germany. Used on the German Railroad, Inc. (DB AG).
Model: Hinged roof that can be opened. Separately applied railings, ladders, and hatch levers. Length over buffers 43 mm / 1-11/16".



N **V** **82271 Piggyback Car.**
Prototype: German Railroad, Inc. (DB AG) type Sdgmks 707 in the "traffic red" paint scheme, with the lettering "DB Cargo".
Model: Loaded with the model of a removable semi truck trailer lettered for the firm Frigeo-Werk, Bellie, Inc., Kern, Germany. Advertising on the sides of the trailer, "Ahoj-Brause - Das prickelnde Erlebnis" ("Ahoj Shower - The tingling experience"). A model of the truck tractor is included. Length over buffers 78 mm / 3-1/16".



V **82373 Side Dump Car.**
Prototype: German Railroad, Inc. (DB AG) type Fcs 089 in the "traffic red" paint scheme, lettered for "DB Cargo".
Model: Separately applied railings, ladders, and hatch levers. Length over buffers 43 mm / 1-11/16".



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

Freight Cars

N **82430 Bulk Material Dump Car Set.**
Prototype: 3 German Railroad, Inc. (DB AG) type Fas 126 dump cars.
Model: Cars come with different car numbers. All cars in a special version. Not available separately. Total length 181 mm / 7-1/8".

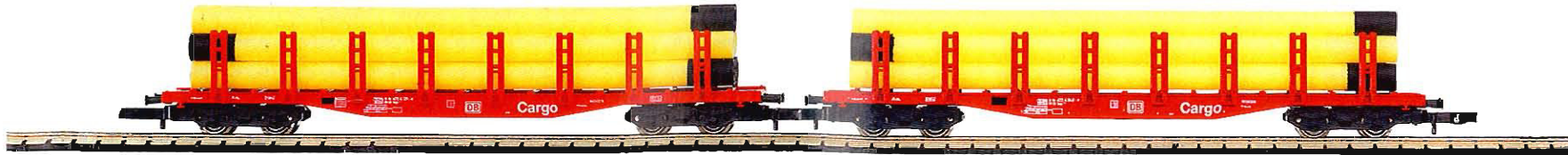
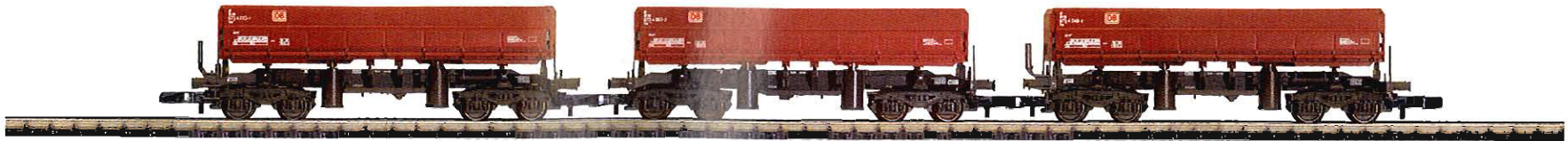


In 1993 the Blankenburg Research and Development Facility (FEW) presented the prototype of a new efficient, four-axle dual side dump car, the type Fas 126. Starting in 1994 the German Railroad, Inc. (DB AG) purchased a total of 250 of these cars. The most important use for these bulk freight cars was the transport of construction materials for the modernization of the infrastructure in the reunited Germany

and specially for the transport of debris and material for the large construction projects in and around Berlin. The large loading capacity of 59 metric tons, the ability to dump on both sides of the car, built-in pneumatic cylinders and automatic control of the unloading hatches are the most important features of this new type of bulk freight car. These cars are used in unit trains and can be run at a maximum speed of 100 km/h or 63 mph.



- ▶ Completely new tooling.
- ▶ Important modern car type.
- ▶ Used in unit trains.



86552 Stake Car Set.
Prototype: 3 German Railroad, Inc. (DB AG) type Snps 719 stake cars in the current "traffic red" paint scheme and lettered "DB Cargo".

Model: Different car numbers. Each car loaded with 8 sections of gas pipe. Gas pipes with black flanges. All cars in special version. Not available separately. Total length 291 mm / 11-7/16".





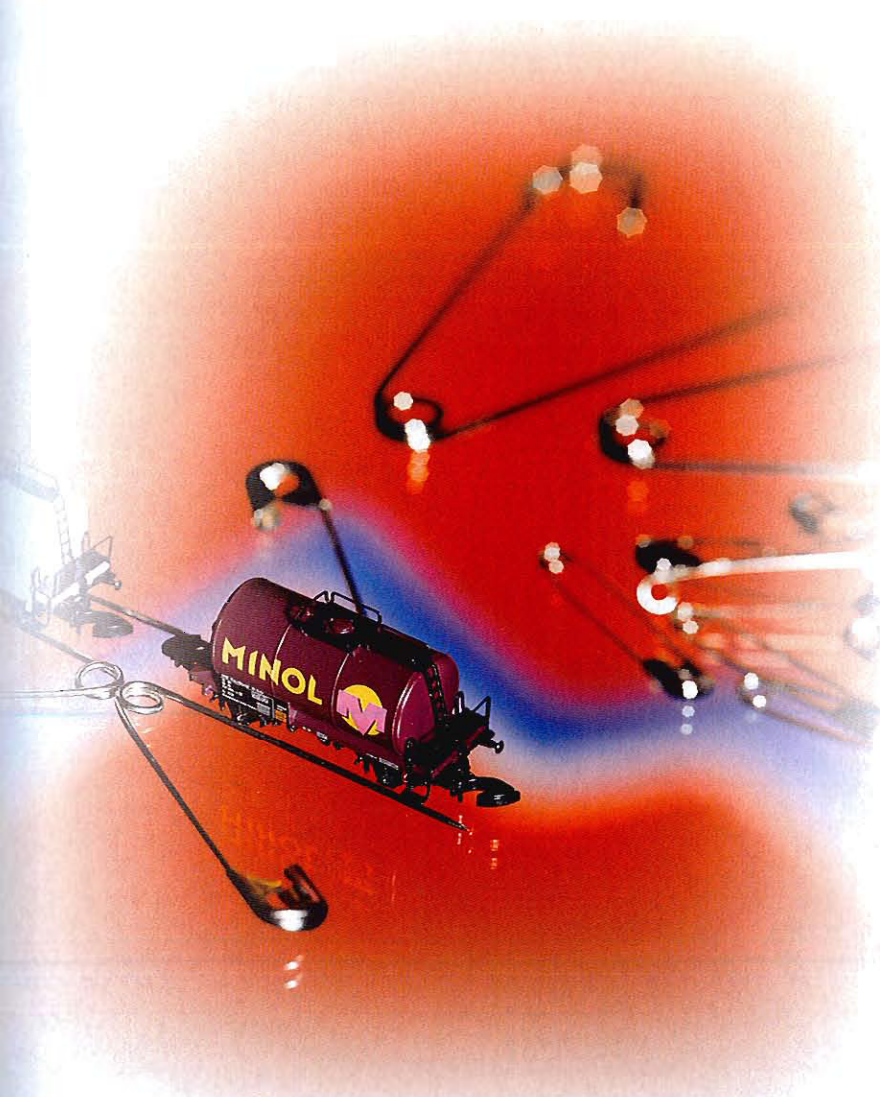
86113 Tank Car Set.

Prototype: 3 different design tank cars. Privately owned by the firm Henkel KGaA, Düsseldorf, Germany. Used on the German Railroad, Inc. (DB AG).

Model: Cars come with different car numbers. All cars in a special version. Not available separately. Total length 126 mm / 4-5/16".



One-time special series in 2001.
Delivery starting the 3rd quarter of 2001.



8203 Petroleum Oil Tank Car.

Prototype: Car privately owned by Minol Petroleum Oil Distribution, Inc., Berlin, Germany. Used on the German State Railroad (DR) of the GDR.

Model: Length over buffers 40 mm / 1-9/16".



8611 Petroleum Oil Tank Car.

Prototype: Car privately owned by German Shell, Inc. Used on the German Federal Railroad (DB).

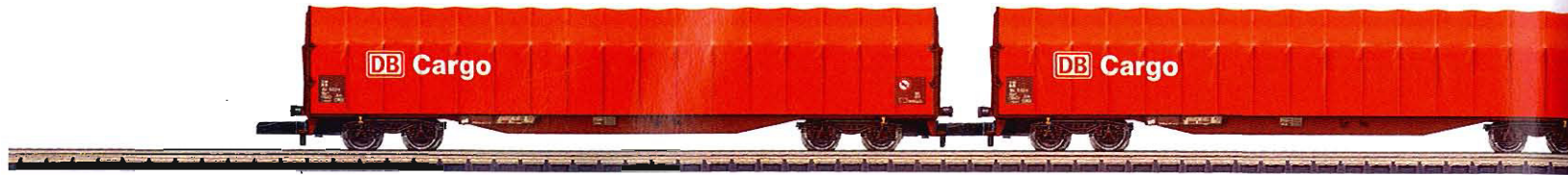
Model: Length over buffers 40 mm / 1-9/16".



Freight Cars



- ▶ Completely new tooling.
- ▶ Important modern car type.
- ▶ Expansion of the freight car program.



N 82420 Flat Car with Retractable Tarp Cover Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Rils 652 flat cars with retractable tarp covers in the current "traffic red" paint scheme with the lettering "DB Cargo".
Model: Cars come with different car numbers. All cars in a special version. Not available separately. Total length 277 mm / 10-7/8".

The 88520 freight locomotive goes well with the 82420 flat car with retractable tarp cover car set and can be found on page 363.

large capacity flat cars with retractable tarp covers is the ability to load and unload on a large surface by pulling back the tarp covers. Five hundred of the type Rils 652 flat car with retractable tarp cover are now in use.

The first flat cars with retractable tarp covers of this type originated in 1988/89 by the conversion of the type Res 687 flat car. The sidewalls on this type of car were removed and new floorboards were installed. In addition, these cars were given new end walls and a tarp cover. An advantage of these



V 86352 Sliding Tarp Car Set.
Prototype: 3 German Railroad, Inc. (DB AG) type Shimmns-lu 718 sliding tarp cars in the current "traffic red" paint scheme and lettered "DB Cargo".
Model: Different car numbers. All cars in special version. Not available separately. Total length 171 m / 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.
Prototype: German Railroad, Inc. (DB AG) type Tams 886 with the new DB emblem.
Model: Weathered roof tarp. Length over buffers 63 mm / 2-1/2".





82380 Sliding Wall Boxcar.

Prototype: German Railroad, Inc. (DB AG) type Hbbins in the "traffic red" paint scheme, lettered for "DB Cargo".

Model: Length over buffers 64 mm / 2-1/2".



82367 Container Car Set.

Prototype: 2 German Railroad, Inc. (DB AG) type 598 container transport cars. 1 car loaded with a 40 ft. container lettered for "DB Cargo". 1 car loaded with two 20 ft.-containers lettered for "DB Cargo".

Model: All of the containers are removable. Metal car frames. Both cars in a special version. Not available separately. Total length 131 mm / 5-3/16".



- ▶ New track cleaning car.
- ▶ Cleans gently.
- ▶ Can be used constantly.
- ▶ Reusable felt cleaning pads.

The "Jörger System" track cleaning car gently cleans the railhead of the track with a special felt pad. This means that this track cleaning car can be run constantly as part of a train and provides completely independent cleaning of the track. A spring-loaded holder

for a special felt pad is mounted on the underside of the car. The weight in the gondola provides an extra light downward pressure for the pad. This special felt pad can be removed easily by hand from its holder and replaced with another pad. Two additional special felt pads are included with the track cleaning car. Dirty felt pads that have been replaced on the car can be used again. Just put them in a small cloth bag and include them in your next wash on laundry day. We still recommend that you also clean the track by hand at regular intervals.



86501 Track Cleaning Car.

Prototype: Type Eaos gondola.

Model: "Jörger System" track cleaning car. Special spring-loaded holder on the underside of this freight car for a special felt pad.



A special felt pad is already installed on the car. 2 replacement felt pads included with the car. Additional weight in the gondola. Length over buffers 63 mm / 2-1/2".

Freight Cars



V

82383 Sliding Wall Boxcar Set.
Prototype: 2 Swiss Federal Railways (SBB) type Hbbillns sliding wall boxcars with different advertising imprinted on them. 1 sliding wall boxcar lettered for "Der

Decibello". 1 sliding wall boxcar lettered for "Volg frisch und fründlich".
Model: Both cars in a special version. Not available separately. Total length 131 mm / 5-3/16".



IV V

86301 "Swiss Cement Works" Hopper Car Set.
Prototype: 3 hopper cars with trucks, with different advertising on their sides. Cars privately owned, used on the Swiss Federal Railways (SBB). 1 "Juracement

Wildegg" hopper car. 1 "Vigier Cement AG" hopper car. 1 "Portlandcementwerk AG Olten" hopper car.
Model: All cars in special version. Not available separately. Total length 165 mm / 6-1/2".



V

82368 "Container Transport" Car Set.
Prototype: 3 Swiss Federal Railways (SBB) container cars. 1 car loaded with two 20 ft. containers lettered for "welti-furrer". 1 car

loaded with two 20 ft. containers lettered for "Hangartner". 1 car loaded with two 20 ft. containers lettered for "Frey Transport".

Model: All of the containers can be removed and stacked. Metal car frames. All cars in special version. Not available separately. Total length 207 mm / 8-1/8".

N V

82203 "Foodstuffs Transport"

Tank Car Set.

Prototype: 2 Swiss Federal Railways (SBB) type Uacs four-axle tank cars for foodstuffs transport.

Model: Cars come with different car numbers. Both cars in a special version. Not available separately. Total length 153 mm / 6".



N V

82204 Tank Car.

Prototype: Privately owned car painted and lettered for the firm Wascosa AG, Railroad Transportation Services, Zug, Switzerland. Used on the Swiss Federal Railways (SBB).

Model: Length over buffers 75 mm / 2-15/16".



N V

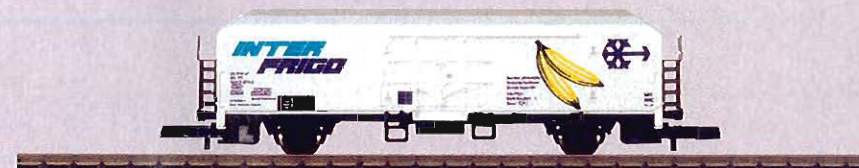
86353 Flat Car with a Sliding Tarp Cover. Export model for Austria-

Prototype: Austrian Federal Railways (ÖBB)

type Shimmns for transporting coils of sheet steel. Painted and lettered for STEEL.

Model: Length over buffers 55 mm / 2-3/16".

One-time series.



N V

82162 Refrigerator Car.

Prototype: Privately owned car painted and lettered for the firm Interfrigo, Basle, Switzerland. Used on the Italian State Railways (FS).

Model: Length over buffers 64 mm / 2-1/2".

Freight Cars



N V

86354 Freight Car Set.

Prototype: 4 different design Belgian State Railways (SNCB/NMBS) freight cars. 2 type Shimmns flat cars with sliding tarp covers. 2 dump cars. Painted and lettered for SNCB Cargo.

Model: Cars come with different car numbers. All cars in a special version. Not available separately. Total length 225 mm / 8-7/8".

Export model for Belgium
One-time series



N III

82514 American Freight Car Set.

Prototype: 4 different design American freight cars. 1 boxcar painted and lettered for the Louisville & Nashville Railroad. 1 gondola painted and lettered for the Atchison, Topeka & Santa Fe Railway. 1 tank car painted and lettered for Gulf Oil Corporation. 1 flat car painted and lettered for the Union Pacific Railroad.

Model: Gondola comes with a load of gravel. Flat car is loaded with scrap tanks. All cars in a special version. Not available separately. Total length 295 mm / 11-5/8".

The 88811 locomotive and caboose go well with the 82514 freight car set and can be found on page 359.



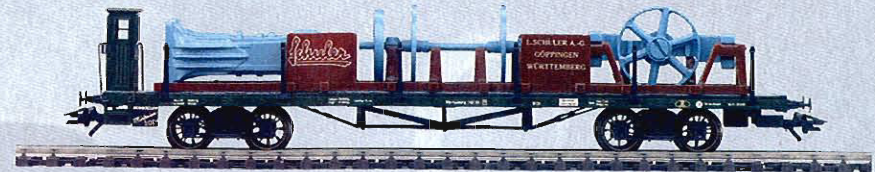


H0 Museum Car for 2001.

Prototype: Flat car with brakeman's cab, Royal Württemberg State Railways (K.W.St.E.).

Model: Removable stakes. Finely detailed reproduction of the arch bar trucks and of the truss rods. This flat car is loaded with a

model of a three-part press from the firm Schuler AG, Göppingen, Germany. The 3 press parts can be assembled into a complete press. The 3 press parts are mounted in a special load frame on the flat car. Length over buffers of the flat car 19.6 cm / 7-1/2". **DC wheel set 20 6852**

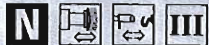


Z Museum Car for 2001.

Prototype: Association design type Rm stake car, with brakeman's cab, lettered for the Royal Württemberg State Railways (K.W.St.E.).

Model: Car comes with spoked wheels.

Stakes included that can be installed on the car. A model of a two-part press from the firm of Firma Schuler AG, Göppingen, Germany, can be used as a load on this stake car. Length over buffers of the stake car 56 mm / 2-3/16".



Standard 1 Gauge Museum Car for 2001.

Model: Stake car with stakes that can be installed on the car. The load for this model represents a shipping crate that has been covered with a tarp cover to protect it from moisture. The tarp cover is imprinted with the name of a company. Load surface is metal. Minimum radius for operation is 1,020 mm / 40-5/32". Length over buffers 37.5 cm / 14-3/4".



A suitable container as packaging and made of sheet metal complements this mini-club museum car.



Maxi Museum Car for 2001.

Model: Two-axle low side car with removable side walls. Loaded with a 1:32 scale tractor model made of metal and plastic. Movable front shovel on the tractor. Front axle can be steered. Roof for the cab of the tractor is removable. Tractor model in an exclusive color scheme. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 27.5 cm / 10-13/16".

The Märklin Magazin

The Märklin Magazin offers its readers reading material in color on all of the themes about the hobby of model railroading. Implicit in the name is the focus on the different Märklin systems of mini-club, three-rail H0 and 1 Gauge. There are also numerous reports and construction projects as well as tips on technology and building with models and accessories of other manufacturers.

As a magazine with an emphasis on the practical side of the hobby, the Märklin Magazin offers its readers in six issues each year basic information on an extremely broad range of themes about layout planning, layout construction, building scenery and the technology of model railroading. In addition, the reader will find an abundance of easy to understand suggestions about building or rebuilding model railroad layouts, locomotives and cars, buildings and accessories. Specific ideas on the rational use of the Märklin system will help operators of conventional layouts as well as digital railroaders.

Among the special focal points in articles are the descriptions of layouts by Märklin fans, presentations of new items from the toy fair as well as tips for collectors, and information about the current delivery status of product and information about shows and promotions.

Available with German text at your authorized Märklin dealer or from Modellbahnen-Welt Verlags-mbH, Postfach 940, D-73009 Göppingen, Germany.



80811 Märklin Magazin Annual Car.

Prototype: Type Shimmns flat cart with sliding tarp cover.

Model: Märklin Magazin annual car for 2001. Car painted in the typical MM blue with silver colored tarp cover with a theme on the sides that shows the process for web-fed printing

and the Märklin Magazin logo. Length over buffers 55 mm / 2-3/16".

A Märklin Magazin annual car is also appearing for the first time for mini-club. The 80811 Märklin Magazin annual car is being produced in a one-time series only in 2001.



47201 Flat Car with Sliding Tarp Cover.

Prototype: Type Shimms 718.

Model: Version with closed tarp cover and close couplers with guide mechanism. Car painted in the typical Märklin Magazin blue, silver colored tarp cover with a theme on the sides that shows the process for web-fed

printing to produce the folded, printed product. "Märklin Magazin 2001". Length over buffers 13.8 cm / 5-7/16".
DC wheel set 70 0580

The Märklin Magazin annual car is being produced in a one-time series only in 2001.

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 guide-books and videos, a world of technical and layout building assistance is available to Club members.



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.



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.



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.