

## The Fascination of Model Railroading



# Steam Locomotives.



**88093 Steam Locomotive with a Tender.**

**Prototype:** Royal Prussian Railroad Administration (KPEV) class P 10 passenger locomotive. Version with a standard paint scheme.

**Model:** The locomotive has a 5-pole motor. All driving axles powered. Length over the buffers 112 mm / 4-7/16".

Passenger cars based on Prussian prototypes that go well with this locomotive for the typical KPEV fast trains are in sets 87564 and 87583.



**88122 Freight Locomotive with a Tender.**

**Prototype:** Royal Prussian Railroad Administration (KPEV) class G 12 freight steam locomotive. 2-10-0 wheel arrangement. Later the class 58.

**Model:** The locomotive has a 5-pole motor. All of the coupled driving axles are powered. The wheel treads and valve gear are dark nickel plated. Length over the buffers 83 mm / 3-1/4".

*Provincial Railroad Standard Design.*

*The Prussian State Railways created a predecessor to the standard design locomotives with the G 12. It's true that railroads in other countries had also purchased earlier designs like this. This time however – in 1916 – there was military pressure to standardize the motive power of provincial railroads. The first locomotive was delivered in 1917. It had three-cylinder running gear. This clearly differentiated it from older Prussian designs. The sectional frame and*

*the broad Belpaire firebox design were totally different from purely Prussian designs. The G 12 was equipped with running gear having five coupled wheel sets in order to achieve the required axle load limit of 16 metric tons. The Baden, Prussian, Saxon, and Württemberg State Railways placed the G 12 into service. Approximately 1,500 units were built from this design. The last of these locomotives were in service in East Germany until 1976.*



87564

87583

88093



**88123 Steam Locomotive with a Tender.**

**Prototype:** German State Railroad Company (DRG) class 58 freight locomotive. Former Prussian G 12.

**Model:** All driving axles powered. The wheel treads and valve gear are dark nickel plated. Length over the buffers 85 mm / 3-3/8".

**One-time series.**



**88062 Passenger Train Tank Locomotive.**

**Prototype:** German State Railroad Company (DRG) class 78.

**Model:** The locomotive comes with a 5-pole motor. All driving axles powered. Maintenance-free LEDs are used for headlights. Length over the buffers 70 mm / 2-3/4".



# Insider Model for 2007.

After a short call for bids, the German State Railroad granted development contracts in 1943 for one of the last projects, which was already utopian for its time: a very heavy, fast freight locomotive for operation over long routes on rough terrain. The design presented by Borsig envisioned a Mallet design articulated locomotive with 4 cylinders. With an output of almost 3,000 horsepower and an axle load of under 20 metric tons, it would have been able to reach a speed of 80 km/h / 50 mph in both directions and pull a train of 1,700 metric tons over an 8‰ grade at 20 km/h / 13 mph, even on curves with a radius of 360 meters / 1,181 feet. The Borsig engineers were never able to prove these theoretical performance data; a working prototype was never built.

At the end of 1943 at least the running gear, the frame and boiler were supposed to have been built for the first unit of this immense locomotive; the large tender had not been built yet, however. The construction of such a prototype surely was a lesser priority than the ongoing production of other locomotives. At this time in Germany, for all practical purposes only the heavy class 42 locomotives and particularly the maneuverable class 52 locomotives were still being built in considerable quantities. Moreover, the war damage at Borsig in Berlin was so devastating that regular production was no longer possible – in 1944 just 2 more Borsig locomotives were finished. The current orders as well as many still usable machines and material were finally moved for the most part to Henschel in Kassel.

This gave new potential again for the project for the large Mallet locomotive. Instead of the high-capacity tender planned for the locomotive, the high demand for water for the four cylinders could also have been covered by the existing Henschel condensation tender, type 3'2 T16. The condensation process would also have enabled a synthesis of high performance and relative economy in this super large locomotive. The class 53 was never converted into a condensation locomotive; the required design changes for this secret project have also not been documented. Additional work and thought was probably finally stopped, when no more 5-axle tenders were available after the delivery of the first series of the class 52 condensation locomotives was completed. The locomotives that followed could only be equipped with the type 2'2 T13,5 tender, and this tender was much too small for the Borsig locomotive. So, it remained an idea, a second concept for the largest German steam locomotive, which after a pause in development of 63 years is still being realized at least in the scale of 1:220.



## 88053 Steam Locomotive with a Condensation Tender.

**Prototype:** Heavy freight locomotive, planned as the German State Railroad Company (DRG) class 53.0. Study for a prototype by the builder Borsig-Werke in Berlin, with the addition of a condensation tender from Henschel in Kassel. Mallet design with high and low pressure cylinders. Version for long runs, with a boiler water recovery system in the tender.

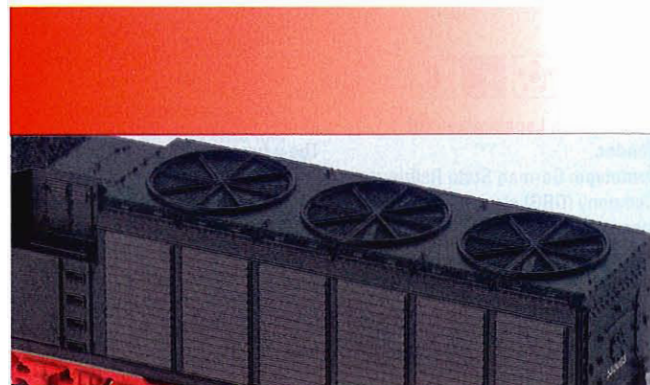
**Model:** The locomotive has a 5-pole motor. Both groups of driving wheels are mounted to pivot and all 7 driving axles are powered. The headlights are maintenance-free LED's. Minimum radius for operation 145 mm / 5-11/16".

Length over the buffers 143 mm / 5-5/8".

The 88053 condensation tender locomotive is being produced in a one-time series only for Insider members.

## HIGHLIGHTS

- Completely new tooling.
- Both groups of driving wheels are powered.
- Locomotive body constructed of metal.
- The largest locomotive for the smallest model railroad: Length over the buffers 143 mm / 5-5/8".



# Steam Locomotives.



**88092 Steam Locomotive with a Tender.**  
**Prototype:** German Federal Railroad (DB) class 39 express passenger locomotive. Former Prussian P 10. Version with Witte smoke deflectors and a standard design tender.

**Model:** All driving axles powered. The wheel treads and valve gear are dark nickel-plated. Length over the buffers 112 mm / 4-7/16".



**88041 Steam Locomotive with a Tender.**  
**Prototype:** German Federal Railroad (DB) class 42.90 freight locomotive. Design with a Franco-Crosti exhaust gas preheater on the frame of the class 52. Wagner smoke deflectors and standard paint scheme.

**Model:** All driving axles powered. The wheel treads and valve gear are dark nickel-plated. Length over the buffers 107 mm / 4-3/16".



**88121 Steam Locomotive with a Tender.**  
**Prototype:** German Federal Railroad (DB) class 58 freight locomotive. Former Prussian G 12.

**Model:** All driving axles powered. The wheel treads and valve gear are dark nickel-plated. Length over the buffers 85 mm / 3-3/8".



*The Prussian State Railways created a predecessor to the standard design locomotives with the G 12. It's true that railroads in other countries had also purchased earlier designs like this. This time however – in 1916 – there was military pressure to standardize the motive power of the provincial railroads. The first locomotive was delivered in 1917. It had three-cylinder running gear. This clearly differentiated it from older Prussian designs. The sectional frame and*

*the broad Belpaire firebox design were totally different from purely Prussian designs. The G 12 was equipped with running gear having five coupled wheel sets in order to achieve the required axle load limit of 16 metric tons. The Baden, Prussian, Saxon, and Württemberg State Railways placed the G 12 into service. Approximately 1,500 units were built from this design. The last of these locomotives were in service in East Germany until 1976.*



82358

82352

82072

82358

82352

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8609

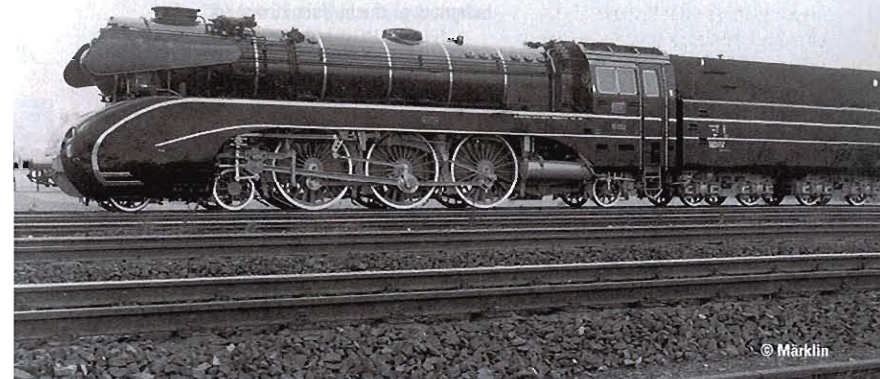
88121



**8889 Express Locomotive with a Tender.**

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

**Model:** The locomotive comes with a 5-pole motor. All driving axles powered. Length over the buffers 120 mm / 4-3/4".



© Märklin



**88075 Streamlined Steam Locomotive.**

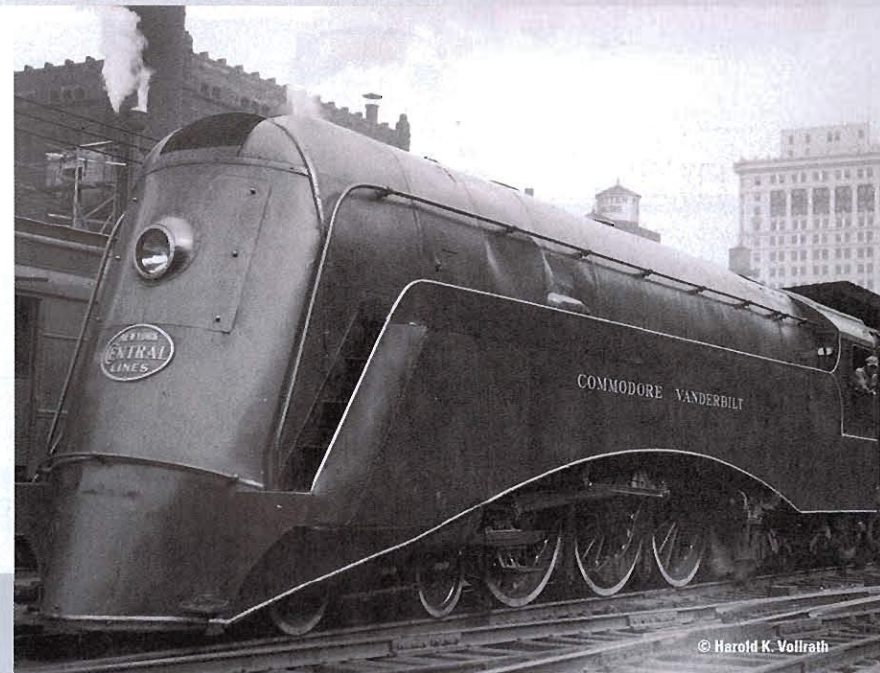
**Prototype:** New York Central System (NYC) class J-2 express locomotive "Commodore Vanderbilt". With aerodynamic full streamlining.

**Model:** The locomotive has a 5-pole motor. All 3 driving axles powered. The trailing truck has wheels with different diameters. Length 130 mm / 5-1/8".

**One-time series.**

## HIGHLIGHTS

- New tooling.
- Locomotive with a metal body.



© Harold K. Vollrath

# Diesel Locomotives.



**8878 General-Purpose Diesel Hydraulic Locomotive.**

**Prototype:** German Federal Railroad (DB) class 218.

**Model:** The locomotive comes with a 5-pole motor. Both trucks powered. The headlights are maintenance-free LED's. Length over the buffers 75 mm / 3".



## HIGHLIGHTS

- New tooling for the modern "Hercules" diesel locomotive.



**88882 Diesel Locomotive.**

**Prototype:** Siemens Dispolok GmbH class ER 20 general-purpose locomotive. Diesel electric propulsion. Special version painted for the television series "Eisenbahn-Romantik" / "Railroad Romance".

**Model:** The locomotive has a 5-pole motor. Both trucks powered. The headlights / marker lights are maintenance-free LED's. Length over the buffers 87 mm / 3-7/16".

One-time series.



**88881 Diesel Locomotive.**

**Prototype:** Austrian Federal Railways (ÖBB) class 2016 general-purpose locomotive. Diesel electric propulsion. Nicknamed "Hercules".

**Model:** The locomotive has a 5-pole motor. Both trucks powered. The headlights / marker lights are maintenance-free LED's. Length over the buffers 87 mm / 3-7/16".



## HIGHLIGHTS

- New tooling for the modern "Hercules" diesel locomotive.



**88631 Diesel Locomotive.**  
**Prototype:** Luxembourg State Railways (CFL) class 1600 general-purpose locomotive. Diesel electric Europa locomotive resulting from the cooperation of GM/NOHAB/AFB.

**Model:** Both trucks powered. The wheel treads are dark nickel plated. Length over the buffers 88 mm / 3-7/16".



**88630 Diesel Locomotive.**  
**Prototype:** Belgian State Railways (SNCB) class 54 general-purpose locomotive. Diesel-electric Europa locomotive from the GM/NOHAB/AFB joint project.

**Model:** Both trucks powered. The wheel treads are dark nickel-plated. Length over the buffers 88 mm / 3-7/16".





# Electric Locomotives.



88575 Electric Locomotive.

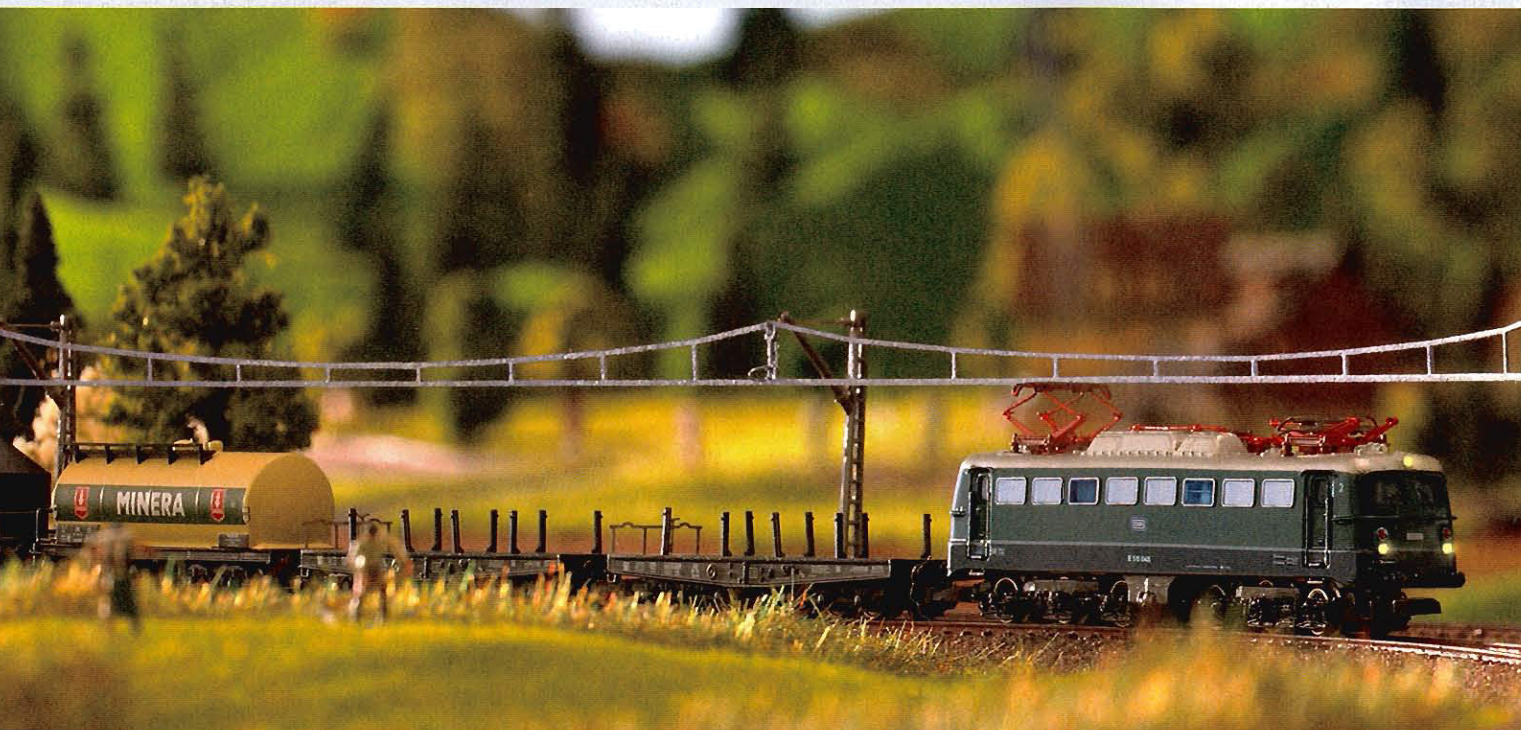
Prototype: German Federal Railroad (DB) class E 50 freight locomotive.

The locomotive looks as it originally did around 1960.

Model: Both trucks powered. The wheel treads are dark nickel plated. Length over the buffers 88 mm / 3-7/16".

## HIGHLIGHTS

- New tooling based on the prototype of the "Power House".



50 Years of the E 50 ...

The German Federal Railroad's new construction electric locomotive program at the beginning of the Fifties also envisioned a heavy freight locomotive in the E 50, which was intended as a replacement for the E 94. The E 50 was designed first for heavy freight service on steeply graded routes; hence, it was supposed to provide performance that exceeded all electric locomotives previously built in Germany. Embedded in the total program of development for the new standard design electric locomotives, the lead management for the E 50 was given to the consortium of Krupp/AEG. The nominal power at 80 km/h / 50 mph was 4,500 kilowatts / 6,035 horsepower; the continuous power at 70 km/h / 44 mph was 4,218 kilowatts / 5,656 horsepower. With a view to the future, the E 50 was already designed for a maximum speed of 100 km/h / 63 mph, which could not be used to advantage for a long time in freight service because of older freight cars not suitable for such speeds. The higher performance requirements could only be achieved with appropriately larger designs of the essential components compared to the components for the other standard design electric locomotives. The transformer and the blower motors in particular required more room in the E 50. Three-axle trucks (C-C wheel arrangement) had to be installed so the axle load of 21 metric tons was not exceeded. The long trucks meant that the frame for the body had to be longer, so that the E 50 was about 3 meters / approximately 10 feet longer than the E 10/E 40. The first units were placed into service beginning in April of 1957; the last E 50 locomotive was placed into service in July of 1973. A total of 194 locomotives were built. As with the other standard design electric locomotives, the E 50 (designated as the class 150 starting January 1, 1968) underwent numerous structural changes and improvements. The most noticeable changes externally were the removal of the rain gutters, the handrails on the ends with grate-style footrests, as well as the equipping of the locomotives with the "Klatte" design vent grills. The technical progress on the E 50/150 did not stop at the turn of the century with the class 152 and 185 electric locomotives being placed into service. In 2003, the last of the class 150 was taken out of service. Only two units remain preserved as museum locomotives for future generations.



**88481 Electric Freight Locomotive.**  
**Prototype:** German Railroad, Inc. (DB AG) class 185. B-B wheel arrangement. The locomotive looks as the current Era V unit does.

**Model:** The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LED's. The wheel treads are dark nickel plated. Use: Heavy freight trains in cross-border long distance service.  
 Length over the buffers 87 mm / 3-7/16".



*The "Crocodiles" are among the most interesting locomotives in the world. Even in Z Gauge these massive units have a length of 91 mm or 3-5/8". With their articulated design they can master all of the Z curves with no problem.*



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

**Model:** The locomotive comes with a 5-pole motor. Both trucks powered. Length over the buffers 91 mm / 3-5/8".



**88482 Electric Freight Locomotive.**  
**Prototype:** Swiss Federal Railways (SBB) class 482. B-B wheel arrangement. The locomotive looks as the current SBB locomotive does with 4 pantographs.

**Model:** The locomotive has a 5-pole motor. Both trucks are powered. The

headlights are maintenance-free LED's. The wheel treads are dark nickel plated. Use: Heavy freight trains in cross-border long distance service.  
 Length over the buffers 87 mm / 3-7/16".



82584

82660

82582

86281

88481

# Powered rail cars and trains.



88872 Diesel Powered Rail Car.

Prototype: German Federal Railroad (DB) class SVT 04 express powered rail car. Former German State Railroad Company (DRG) class SVT 137 "Hamburg" design.

Version as FT 231 / Long Distance Powered Rail Car 231 "Montan Express".

**Model:** The powered rail car has a 5-pole motor. One end truck has both axles powered. A Jacobs truck serves as the connection between the two cars permanently coupled together. The headlights / marker lights and interior lighting are maintenance-free LED's. The non-powered car is lighted. Train length 202 mm / 7-15/16".

One-time series.

## HIGHLIGHTS

- First DB postwar paint scheme.



© Carl Bellingrodt/EK-Verlag



**8831 Rail Bus.**

**Prototype:** German Federal Railroad (DB) class 798, lettered for "Jägermeister".

**Model:** The rail bus comes with a 5-pole motor. Both axles powered. Length over the buffers 2 mm / 2-1/2".



**8817 Rail Bus Trailer.**

**Prototype:** German Federal Railroad (DB) class 998.

**Model:** Length over the buffers 62 mm / 2-1/2".



*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.*



**88021 Powered Track Cleaning Car**  
As an Inductive Measurement Car.  
**Prototype:** German Railroad, Inc. (DB AG) class 724.

**Model:** The car comes with a 5-pole motor. Two axles powered. Length over the buffers 62 mm / 2-7/16".



# Powered Rail Car Train.

*"50 Years of the Trans Europe Express".*

The Trans Europe Express "Saphir" was a European train of the first rank. TEE 75/76 ran between Dortmund and Ostend starting in June of 1957 as the newest DB express powered rail car train. A year later, this route was lengthened as TEE 19/20 to Frankfurt. Starting in 1966, Brussels was the turnaround point. Between 1971 and 1978 the train ran as TEE 20/21 in Germany as far as Nürnberg. 1979 was the last year in service for the "Saphir"; the route Frankfurt – Brussels was run on schedule as in the past in 5 hours.

## HIGHLIGHTS

- LED's for the headlights, marker lights, and interior lights.
- Special couplings for close car spacing.
- Both powered end cars have motors.



### 88733 Diesel Powered Rail Car Train.

**Prototype:** German Federal Railroad (DB) class VT 11.5 "Saphir" TEE powered rail car train. 2 type Dü powered end cars with service areas, 1 type Aü compartment car, 1st class, and 1 type WRy dining car with galley. The train looks as the prototype originally looked.

**Model:** Both powered end cars have a 5-pole motor and all 4 axles are powered. The headlights / marker lights and lighting for the powered end cars and the lighting for the intermediate cars are maintenance-free LED's. The cars have special close coupled connections, which work only with this train. The ends of the train have a representation of the covered Scharfenberg coupler (non-working).

Train length 347 mm / 13-11/16".

One-time series for the theme of "50 Years of the TEE".

## HIGHLIGHTS

- Prototypical consist for the complete TEE "Saphir".
- Train length for 88733 and 87933 together: 593 mm / 23-3/8".



The 87933 car set contains 3 additional intermediate cars to make up a prototypical model of the "Saphir".





**87933 Set with 3 Intermediate Cars.**

**Prototype:** Intermediate cars for the German Federal Railroad (DB) class VT 11.5 "Saphir" TEE powered rail car train. Type Ay open seating car, 1st class, type Au compartment car, 1st class, and type ARy open seating car, 1st class, with a dining area.

**Model:** Intermediate cars to add to the 88733 TEE train. The lighting for the cars is maintenance-free LED's. The cars have special close coupled connections, which work only with this train. Lengthens the train by 246 mm / 9-11/16".

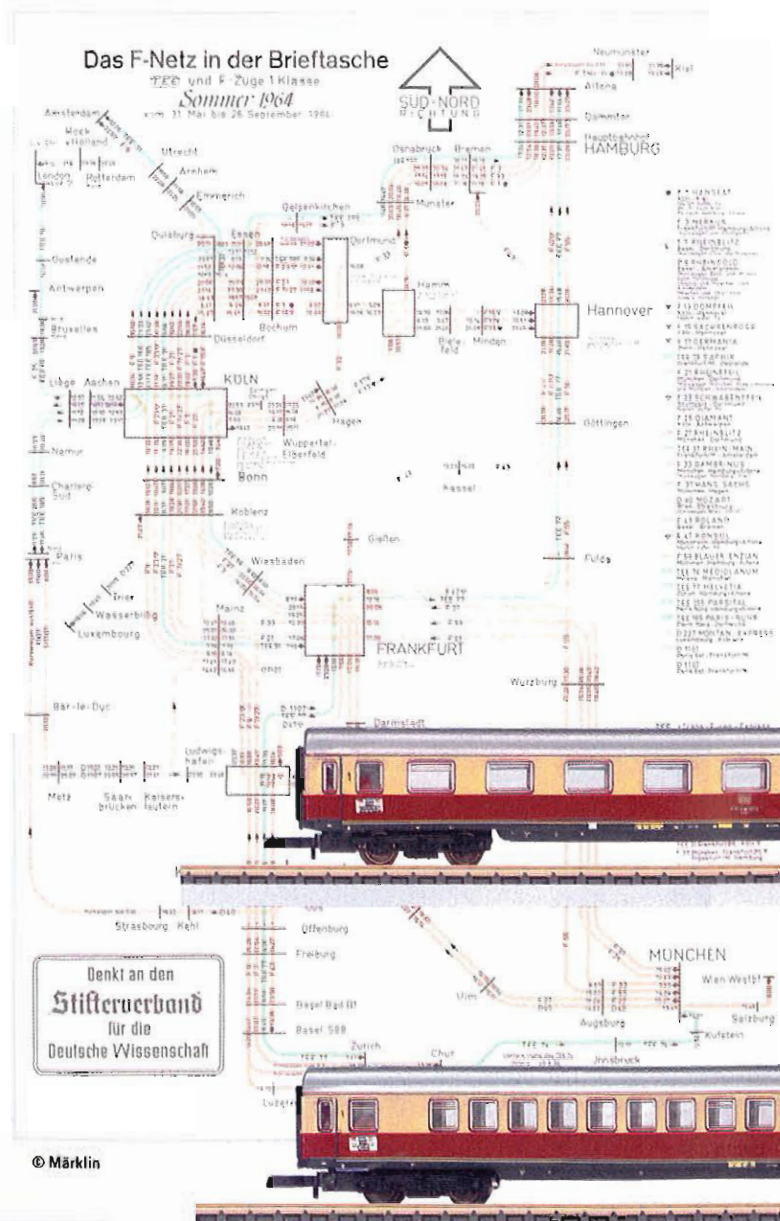
One-time series for the theme of "50 Years of the TEE".

Additional cars appropriate for the 88733 train.



© Albert Schöppner

# Train Set.



**81439 "Rheinfeil" Trans Europe Express.**  
**Prototype:** German Federal Railroad (DB) class E 10.2 express locomotive and 5 TEE long distance express train passenger cars, 1st class: type Av4üm-62 compartment car, type WRümh-62 dining car, and type ADüm-62 vista dome car in the original blue / beige "Rheinfeil" paint scheme, and type Avüm 111 compartment car and type Apüm 121 open seating car in the new TEE red / beige paint scheme. Version from around 1967, transition from Era III to Era IV.

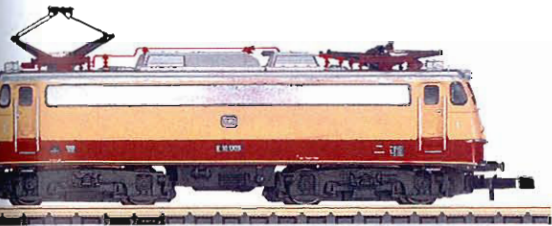
One-time series for the theme "50 Years of the TEE".

**Model:** The locomotive has a 5-pole motor. Both trucks are powered. The locomotive and car wheels have dark nickel plated wheel treads. The locomotive and cars come in a special version and are not available separately.  
 Total length over the buffers 690 mm / 27-3/16".

## HIGHLIGHTS

- The great TEE names: Rheingold, Rheinfeil, Rheinblitz.
- Typical features: "Pants Crease" locomotive, vista dome car, and "hump back" dining car.





© Albert Schöppner



# Train Set.



**81035 Swiss Old-Timer Train.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) passenger train. Class A 3/5 steam locomotive with a tender. 1 type AB4ü express train passenger car, 1st and 2nd class, 1 type C4ü express train passenger car, 3rd class, and 1 type F4ü baggage car.

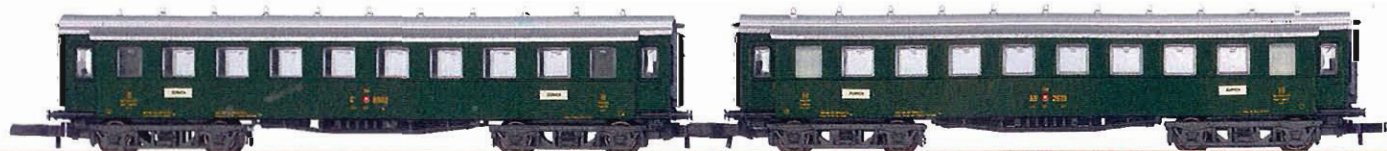
**Model:** The locomotive has a 5-pole motor and all driving axles are powered. It also has dark nickel plated wheel treads and valve gear. These models are not available separately.

Train length 360 mm / 14-3/16".

One-time series for the anniversary  
"125 Years of the Gotthard Line".

## HIGHLIGHTS

- The most popular Swiss steam locomotive: the A 3/5.
- Locomotive constructed of metal.



↔ **Gottardo**



125 Jahre/ans/anni/years



# Passenger Cars.

## Prussia on Wheels.

*Around the next to the last turn of the century Prussian passenger cars were also gaining in speed and comfort. The classic, hard three-axle cars no longer met the needs of the new age. The KPEV therefore decided to purchase compartment cars with trucks. These cars featured many side doors with continuous steps as well as a clerestory roof and a high-mounted brakeman's cab. The procurement of the regular production cars began in 1895 and extended to 1920. A total of over 3,400 cars were built, with different arrangements of the different classes of seating and with design changes. More than half of the cars were 3rd class units with 9 compartments and seating for 76 on wood benches. The other cars had mixed classes with different arrangements of the compartments for 1st, 2nd, and 3rd class.*

## HIGHLIGHTS

- Attractive provincial railroad paint scheme.

## HIGHLIGHTS

- Attractive provincial railroad paint scheme.

**N II**

**87583 Set with a Mail Car and a Baggage Car.**

**Prototype:** Two Royal Prussian Railroad Administration (KPEV) cars with trucks. Royal Prussian Railroad Administration (KPEV) type P baggage car with a roof cupola and without diaphragm connections. Imperial Postal System mail car with

a brakeman's cab (Plan Sheet Bp35). **One-time series.**

The cars look as the prototypes originally did.

**Model:** The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied.

Total length 171 mm / 6-3/4".



**N I**

**87564 Set with 3 Passenger Cars.**

**Prototype:** Royal Prussian Railroad Administration (KPEV) four-axle compartment cars. 2 type C cars, 3rd class (Plan Sheet Ib4), 1 type ABC car, 1st, 2nd, and 3rd class (Plan Sheet Ib2). All of the cars look as the

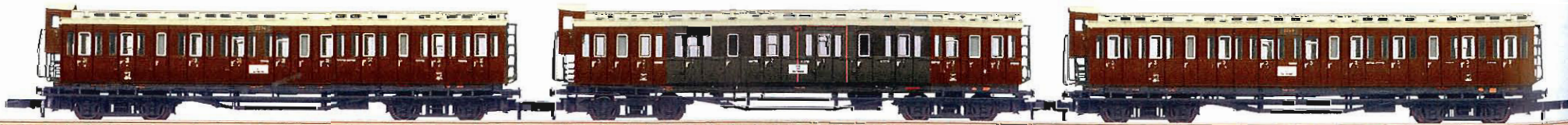
prototype originally looked with a brakeman's cab.

**Model:** The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied.

Total length 258 mm / 10-3/16".

**One-time series.**

The 87583 baggage and mail car set can be added to the 87564 compartment car set, and a suitable locomotive for these cars is the class P 10 available as item no. 88093.



**I**

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



**I**

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



**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:** These models are not available separately.  
 Total length 270 mm / 10-5/8".



# Passenger Cars.

II

## 87580 Car Set.

**Prototype:** Two German State Railroad Company (DRG) 4-axle mail and baggage cars, Prussian designs.

1 type Pw4pr04 car with a roof cupola. 1 type Post4b17 car with a brakeman's cab.

**Model:** The car frames have truss rods and underbody details. The

steps, ladders, and grab irons are separately applied. Total length 171 mm / 6-3/4".



II

## 87560 Car Set.

**Prototype:** Four German State Railroad Company (DRG) 4-axle compartment cars. Prussian designs with and without a brakeman's cab. 1 type BC4pr04 car, 2nd/3rd class. 3 type C4pr04 cars, 3rd class.

**Model:** The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied. Total length 345 mm / 13-9/16".



# Passenger Cars.

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:** These models are not available separately.

Total length 183 mm / 7-13/16".



III

**87561 Passenger Car.**  
**Prototype:** German Federal Railroad (DB) compartment car. Prussian design with a brakeman's cabin. Type AB4pr04, 1st and 2nd class.

**Model:** The car frame has truss rod and underbody details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

**87562 Passenger Car.**  
**Prototype:** German Federal Railroad (DB) compartment car. Prussian design with a brakeman's cabin. Type B4pr04, 2nd class.

**Model:** The car frame has truss rod and underbody details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

**87563 Passenger Car.**  
**Prototype:** German Federal Railroad (DB) passenger car. Prussian design without a brakeman's cabin. Type B4pr04, 2nd class.

**Model:** The car frame has truss rod and underbody details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

**87581 Baggage Car.**  
**Prototype:** For German Federal Railroad (DB) passenger trains. Prussian design with a conductor's cupola. Type Pw4pr04a.

**Model:** The car frame has truss rod and underbody details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



87581

87563

87562

87561

88092

# Passenger Cars.

*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.

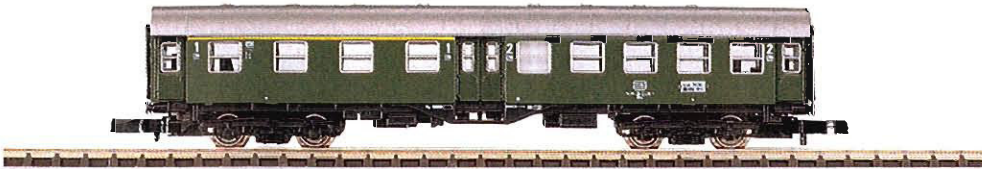
**Model:** Length over the buffers  
 63 mm / 2-1/2".



## IV

**8753 Four-Axle Rebuild Car.**  
 Prototype: German Federal Railroad (DB) type AByg 503. 1st and 2nd class.  
**Model:** Length over the 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 "Umbauwagen" or "rebuild" cars were completely new and were built using a framework type of construction design. Old trucks, mostly Prussian designs, were reused for these cars.*



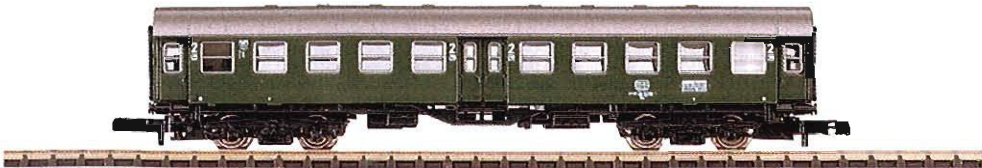
## IV

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

## IV

**8755 Four-Axle Rebuild Car with a Baggage Compartment.**  
 Prototype: German Federal Railroad (DB) type BDyg 533. 2nd class.

**Model:** Length over the buffers  
 89 mm / 3-1/2".





8751 "Thunder Box" Standard  
Design Passenger Car.  
Prototype: German Federal Railroad  
(DB) type Bi 29. 2nd class.

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



8752 "Thunder Box" Standard  
Design Baggage Car.  
Prototype: German Federal Railroad  
(DB) type D2ie.

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





# Passenger Cars.

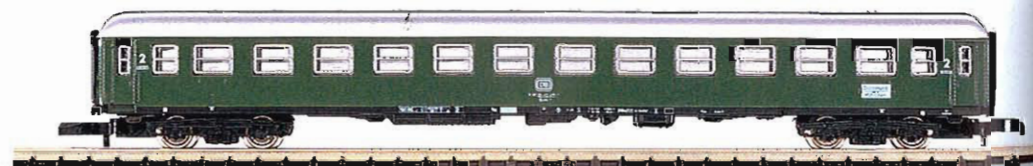
IV

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



IV

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



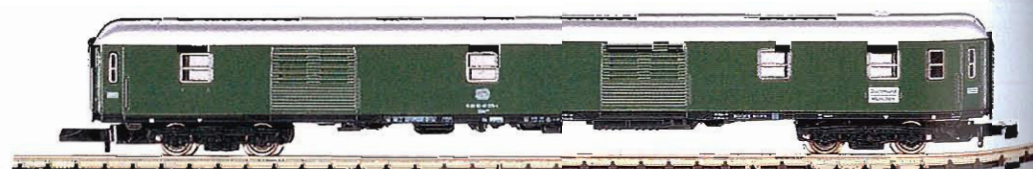
IV

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



IV

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



# Passenger Cars.



V

**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 the buffers 120 mm / 4-3/4".



V

**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 the buffers 120 mm / 4-3/4".

 V

**87181 Commuter Car with an Engineer's Cab.**  
**Prototype:** German Railroad, Inc. (DB AG) type BDnrzf, 2nd class with a baggage area, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

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



When operated control car first, triple headlights shine.



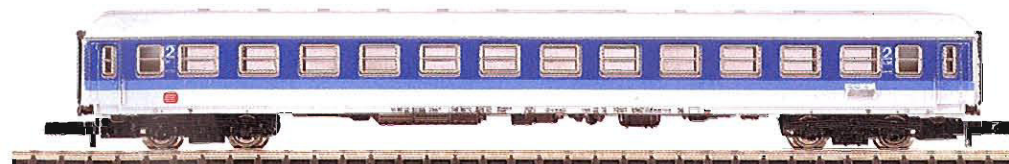
When operated control car last, dual red marker lights shine.

V

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

V

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



 V

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

**Model:** The headlights / marker lights on the cab control car are maintenance-free LED's. These models are not available separately. Total length 243 mm / 9-9/16".

## HIGHLIGHTS

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



When operated control car first, triple headlights shine.



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



# Passenger Cars.

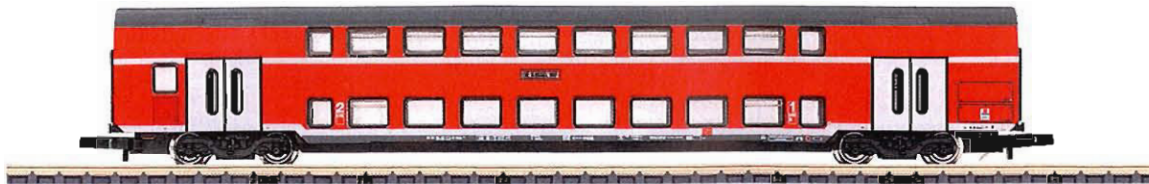


V

### 87291 Bi-Level Car.

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

**Model:** The car has destination signs lettered "RegionalExpress Kassel Hbf". Length over the buffers 122 mm / 4-13/16".



V

### 87292 Bi-Level Car.

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

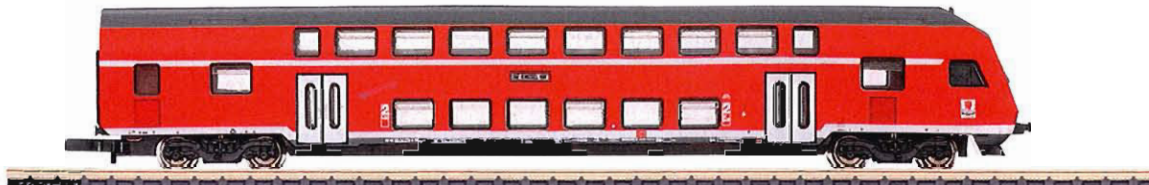
**Model:** The car has destination signs lettered "RegionalExpress Kassel Hbf". Length over the buffers 122 mm / 4-13/16".




### 87293 Bi-Level Cab Control Car.

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

**Model:** The headlights / marker lights are maintenance-free LED's. The car has destination signs lettered "RegionalExpress Kassel Hbf". Length over the buffers 124 mm / 4-7/8".



When operated control car first, triple headlights shine.



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

V

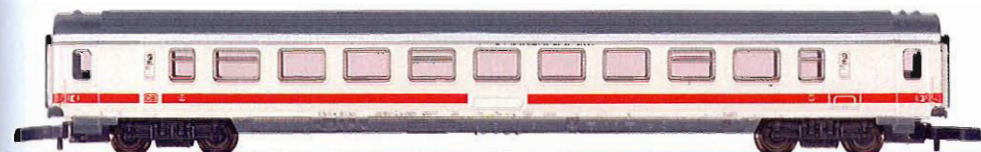
**87732 Express Train Passenger Car.**  
**Prototype:** German Railroad, Inc.  
 (DB AG) type Bpmz 291.2 InterCity  
 open seating car in the current

long distance passenger car color  
 scheme, 2nd class.  
**Model:** Length over the buffers  
 120 mm / 4-3/4".

V

**87251 Express Train Passenger Car.**  
**Prototype:** German Railroad, Inc.  
 (DB AG) type Apmz 121.2 InterCity  
 open seating car in the current

long distance passenger car color  
 scheme, 1st class.  
**Model:** Length over the buffers  
 120 mm / 4-3/4".



 V

**87752 Express Train Passenger Car Set.**  
**Prototype:** 2 different German  
 Railroad, Inc. (DB AG) InterCity  
 express train passenger cars. 1 type  
 ARkimbz 262.4 InterCity express train

passenger car with BordBistro, 1st  
 class. 1 type Bimdzf 269.2 InterCity  
 cab control car, 2nd class. Both cars  
 come in the current long distance  
 passenger car color scheme.

**Model:** The head lights / marker  
 lights for the cab control car are  
 maintenance-free LED's. These  
 models are not available separately.  
 Total length 243 mm / 9-9/16".



When operated control  
 car first, triple headlights  
 shine.



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



# Freight Cars.

I

## 82173 Wine Barrel Car with a Brakeman's Cab.

**Prototype:** Car privately owned by Robert Metzger & Co., Berlin, Germany. Used in Württemberg.

**Model:** The car has 3 cylindrical barrels made of real wood.

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



 I

## 82391 Coal Hopper Car.

**Prototype:** Royal Bavarian State Railroad (K.Bay.Sts.B.) high-capacity hopper car.

**Model:** The car comes with separately applied hand wheels. It has a detailed reproduction of archbar style trucks. Length over the buffers 62 mm / 2-7/16".



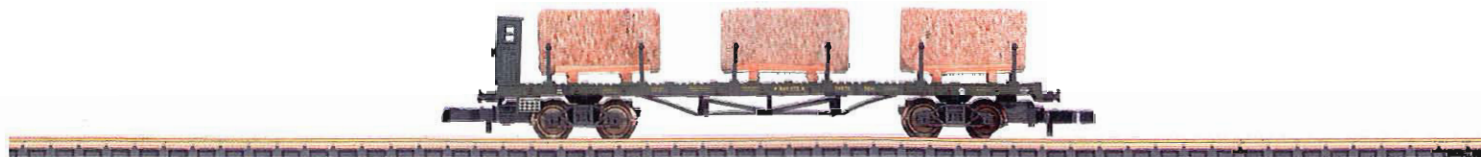
 I

## 82571 Flat Car.

**Prototype:** Royal Bavarian State Railroad (K.Bay.Sts.B.) type SSml flat car. Used for transporting rough-hewn sandstone blocks.

**Model:** The car floor has free-standing truss rods. It has a detailed reproduction of archbar style trucks. The brakeman's cab is separately applied. Stakes that can be installed

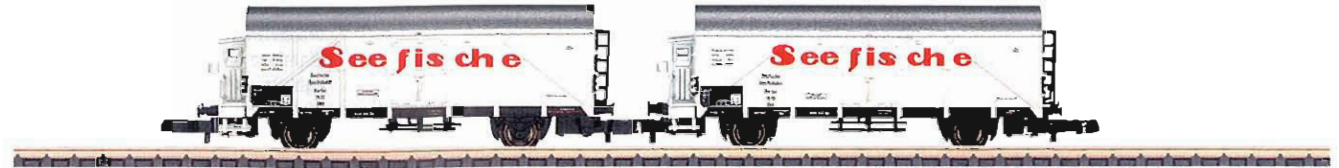
on the car are included. The car comes loaded with 3 genuine sandstone blocks on lumber frames. Length over the buffers 78 mm / 3-1/16".



II

**82550 "Ocean Fish" Car Set.**  
**Prototype:** 2 German State Railroad Company (DRG) type Gk "Berlin" refrigerator cars. Wismar design.

**Model:** The cars have different car numbers.  
 Total length over buffers 115 mm / 4-1/2".



II

**82070 Tank Car Set.**  
**Prototype:** 2 standard design tank cars with steel brakeman's cabs. The cars are privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

**Model:** A steel brakeman's cab and catwalk with a ladder are separately applied on both cars. The cars have different car numbers. These models are not available separately.  
 Total length 115 mm / 4-1/2".



II

**82570 Flat Car Set.**  
**Prototype:** 3 different German State Railroad Company (DRG) type SSml four-axle flat cars with brakeman's cabs.

**Model:** 1 flat car loaded with squared timber that has been stacked in layers. 1 flat car loaded with cordwood banded in stacks. 1 flat car loaded with heavy beams

stacked pyramid style. The cars have different car numbers. They have a finely detailed reproduction of archbar trucks and truss rods. Stakes that can be installed on the

cars are included. These models are not available separately.  
 Total length 240 mm / 9-7/16".

The 88223 freight locomotive goes well with the 82570 flat car set.



82570

82550

82070

88123

# Freight Cars.



## 8609 Freight Train Baggage Car.

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

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



## 82072 Tank Car.

Prototype: Petroleum oil tank car used on the German Federal Railroad (DB). Four-axle standard design type with a steel brakeman's cab. Privately owned car painted and lettered for the firm MINERA, Mannheim, Germany.

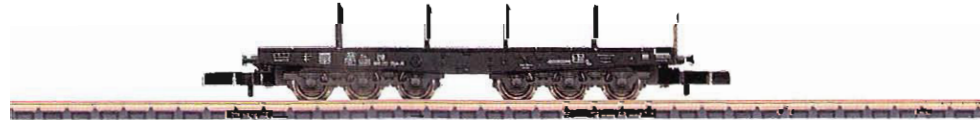
**Model:** The car comes with a separately applied brakeman's cab and a catwalk with ladders.  
Length over the buffers 56 mm / 2-3/16".



## 82352 Heavy Duty Flat Car.

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

**Model:** Stakes that can be installed on the car are included.  
Length over the buffers 60 mm / 2-3/8".



## 82358 Heavy Duty Flat Car Set.

Prototype: 2 German Federal Railroad (DB) type Ssym 46 flat cars. Version for open transport of steel slabs.

**Model:** Both cars have load frames and 3 each flat slabs made of metal and realistically painted. Stakes that can be installed on the cars are included.  
Total length over the buffers 123 mm / 4-3/16".







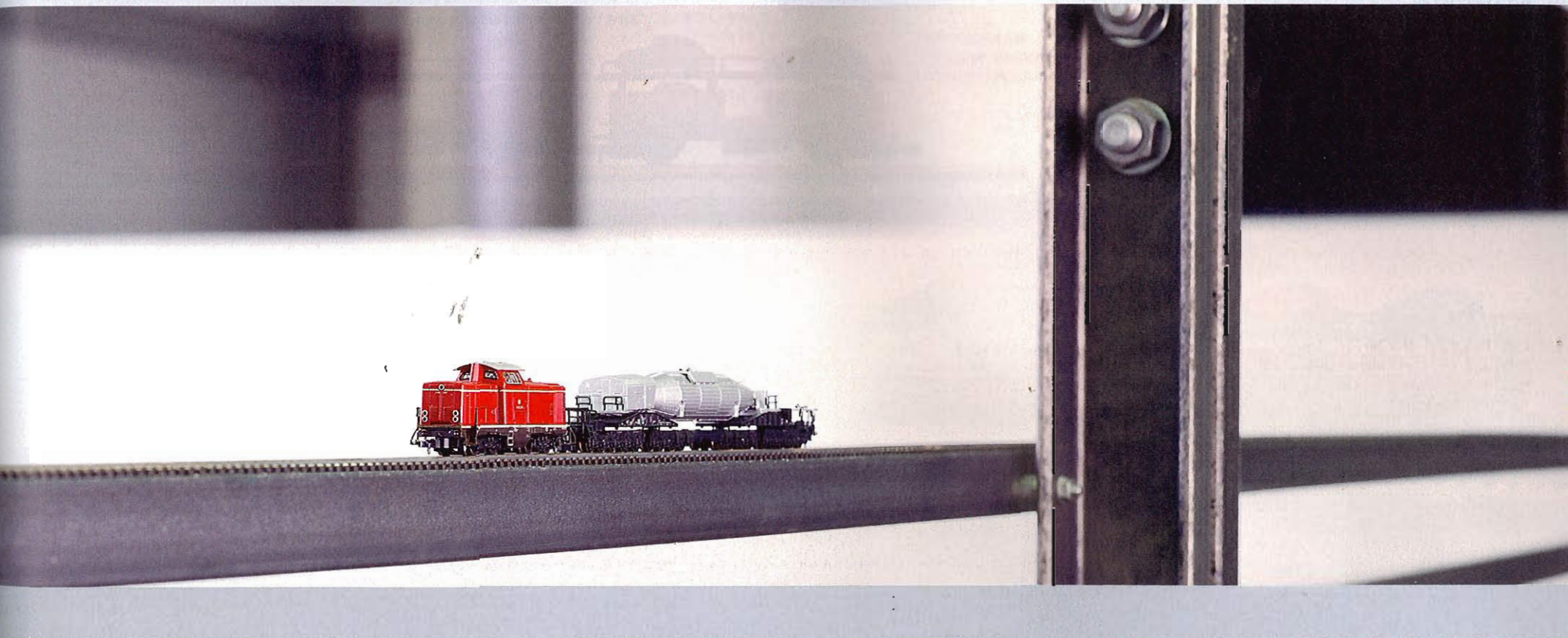
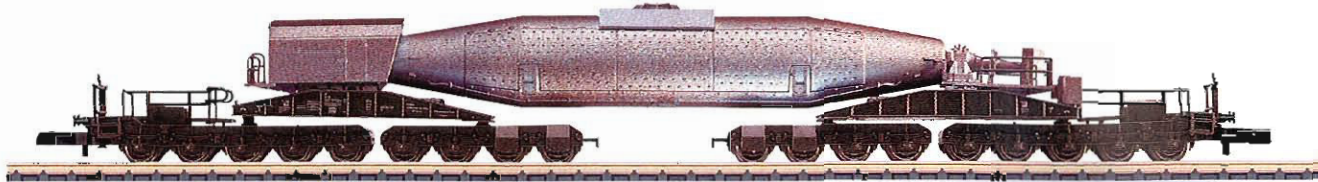
**86200 Torpedo Ladle Car.**

**Prototype:** Special car with 18 axles for the transport of molten crude iron. Privately owned car, used on the German Federal Railroad (DB).

**Model:** The car has 2 main beams made of metal, each beam on a 4-axle and a 5-axle truck. The torpedo is self-supporting with a machinery unit and support mount. Length over the buffers 154 mm / 6-1/16".

**HIGHLIGHTS**

- Completely new tooling.
- Centerpiece of iron and steel as a focal point.



# Freight Cars.

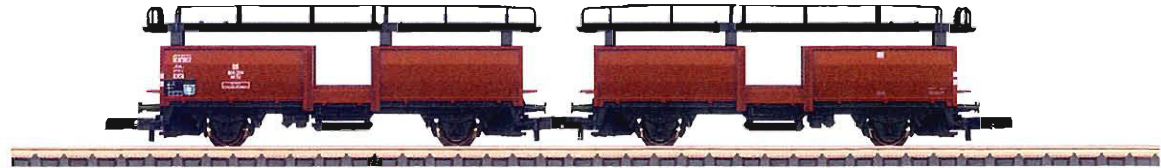


## 86222 Auto Transport Car Set.

Prototype: German Federal Railroad (DB) type Off 52 double unit.

Model: 2 cars form a prototypical double unit.

These models are not available separately.  
Total length 111 mm / 4-3/8".



*In the 1950s the German Federal Railroad (DB) developed bi-level 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.*

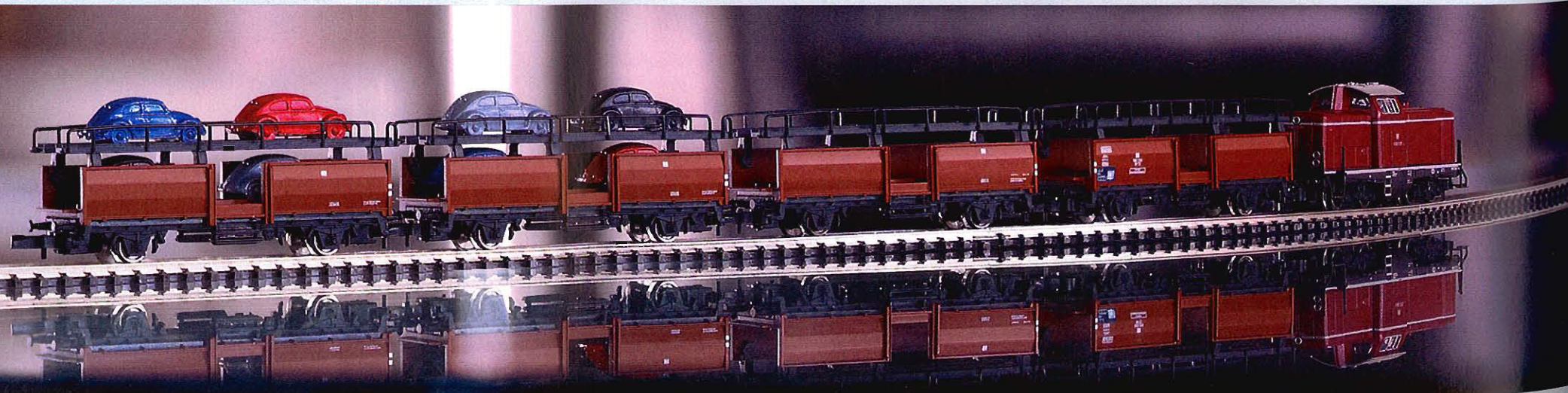
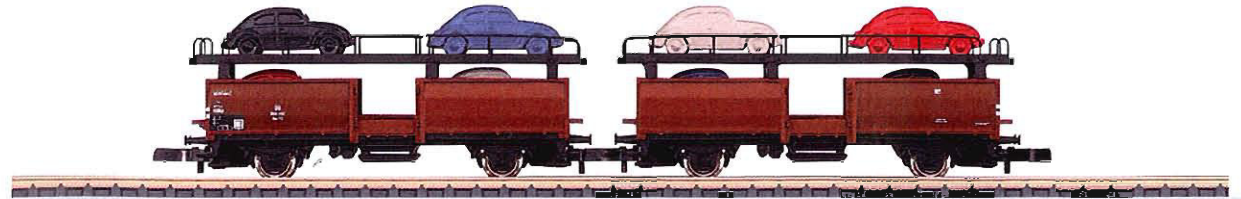


## 86221 Auto Transport Car Set.

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.

These models are 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:** The unloading hatches on the car can be opened.  
**Length over the buffers** 33 mm / 1-5/16".



IV

**8610 Low Side Car.**  
**Prototype:** German Federal Railroad (DB) type Klms 440.

**Model:** Length over the buffers 54 mm / 2-1/8".



IV

**8622 Gondola.**  
**Prototype:** German Federal Railroad (DB) type E 037.

**Model:** Length over the buffers 54 mm / 2-1/8".



IV

**8630 Hopper Car.**  
**Prototype:** German Federal Railroad (DB) type Fals 176.

**Model:** Length over the buffers 53 mm / 2-1/8".



IV V

**8611 Petroleum Oil Tank Car.**  
**Prototype:** Privately owned car painted and lettered for German Shell, Inc. Used on the German Federal Railroad (DB)

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



8611

8610

8622

8622

8611

8878

# Freight Cars.



## 86210 Set – 4 Steel Works Cars.

**Prototype:** Crude iron ladle cars and slag cars. Industrial designs, used at many steel making plants.

**Model:** The set has 2 each of the 2 car types, each car with a different car number. The cars have special short wheelbase trucks. The load wells can be tipped. Total length over the buffers 189 mm / 7-7/16".



## 8657 Crane Car Set.

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

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



## 8226 Stake Car.

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

**Model:** The car comes 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 the buffers 95 mm / 3-3/4".



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:** The car has separately applied handrails, ladders, and hatch levers.

Length over the buffers 43 mm / 1-11/16".



V

**86501 Track Cleaning Car.**

**Prototype:** Type Eaos gondola.

**Model:** "Jörger System" track cleaning car. This freight car has a special spring-loaded holder on the underside for a special felt pad. A special felt pad is already installed on the car. 2 replacement felt pads are included with the car. The gondola has additional weight.

Length over buffers 63 mm / 2-1/2".

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.



V

**86281 Set – 3 Tank Cars.**

**Prototype:** Petroleum oil tank cars, used on the German Federal Railroad (DB). Privately owned cars painted and lettered for the firms Kesselwagen-Vermietgesellschaft, Hamburg, Germany (KVG), and Wascosa AG, Zug, Switzerland.

**Model:** The cars come with different car numbers. Each car is individually packaged.

Total length over the buffers 231 mm / 9-1/8".



# Freight Cars.

## HIGHLIGHTS

- Prototypical load with 7 deposit containers and tarp covers.
- Deposit containers are removable.
- Prototype: Transport of trash, sludge, construction rubble, etc.



### 82582 Flat Car.

Prototype: German Railroad, Inc. (DB AG) type Res 687. Equipped with mounts for deposit containers lettered for the firm Firma AWILOG Transport GmbH.

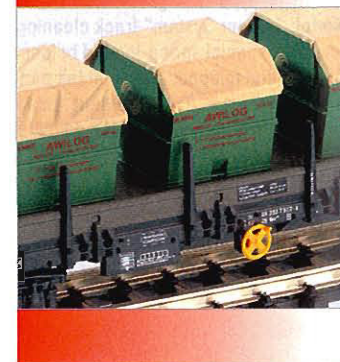
Model: The car body has board walls and mounts for 7 system containers. The containers have tarp covers represented on them. Length over the buffers 90 mm / 3-9/16".



### 82584 Flat Car.

Prototype: Type Res 687, used on the the German Federal Railroad (DB AG). Equipped with mounts for deposit containers. Privately owned car painted and lettered for the firm AWILOG Transport GmbH.

Model: The car body has board walls and mounts for 7 system containers. The containers have tarp covers represented on them. Length over the buffers 90 mm / 3-9/16".



### 82622 Set – 3 Grain Hopper Cars.

Prototype: Type Uapps high-capacity hopper car for grain transport (Cerealier), used on the Belgian State Railways (SNCB/NMBS), the French State Railways (SNCF), and the Italian State Railways (FS). Privately owned cars painted and lettered for the companies Amylum, Trancereales and Monfer.

Model: The cars come with a finely detailed reproduction of brakeman's platforms, ladders, and grab irons. Total length over the buffers 207 mm / 8-1/8".



# Special Cars.

One of the most famous sculptures in the world is the "David" in Florence, which Michelangelo created 500 years ago. In addition to the original preserved down to this day, there are numerous copies existing in different sizes and materials.

The Strassacker art casting foundry in Süssen near Göppingen was founded in 1919 and is today one of the leading international manufacturers for sculptures and architectural elements of cast bronze.

**N III**

**80018 "Strassacker" Z Gauge Museum Car Set for 2007.**

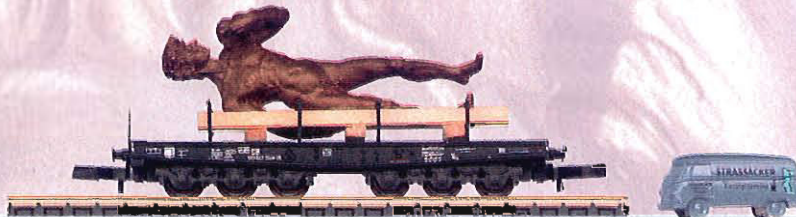
**Prototype:** German Federal Railroad (DB) type SSym 46 heavy duty flat car. VW Transporter delivery truck. Bronze statue based on Michelangelo's "David".

**Model:** The flat car has stakes that can be installed on it. Length over the buffers 60 mm / 2-3/8". A die-cast metal model of the bronze statue is included as a load in a suitable transport frame. The figure is 40 mm / 1-9/16" high. The truck model is made of metal and is painted and lettered for the "Kunstgiesserei Strassacker Süssen" / "Strassacker Art Casting Foundry - Süssen". Length 20 mm / 13/16".

One-time series.  
Available only at the Märklin World of Adventure in Göppingen.

## HIGHLIGHTS

- Sculpture of "David" cast in metal.



**N IV V**

**80817 Märklin Magazin Annual Car for 2007.**

**Prototype:** Heavy oil car based on a German Federal Railroad (DB) maintenance tank car.

**Model:** The car is painted and lettered in the Märklin Magazin design. The car has a separately applied brakeman's platform and a ladder at one end.

Length over the buffers 61 mm / 2-3/8".

One-time series.



# Become a Märklin Insider.

Insiders always know more. Where others remain on the outside of things, Insiders have access. They receive special offers and information. Except for the special anniversary models, all of the services on this page are included in the annual dues for the Insider Club. Moreover, Märklin brings out exclusive models that are reserved for club members only.

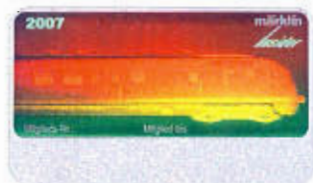
The Insider Club package for 2008 costs Euro 75.90, CHF 124.00, US \$89.00, including the annual car, an annual chronicle, a year's subscription to the Märklin Magazine, the annual presentation book, the Club News, etc.

Becoming an Insider is quite easy: Just fill out a registration form (for example, on our home page) and send it to us.

**Märklin Insider**  
P.O. Box 960  
D-73009 Göppingen, Germany

- **Telephone** +49 (0) 7161/608-213
- **Fax** +49 (0) 7161/608-308
- **E-Mail** insider-club@maerklin.com
- **Internet** www.maerklin.com

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The leading magazine for model railroaders! You'll find everything in it about your hobby. Extensive instructions on layout building, first hand product and technical information, exciting prototype articles, current tips about events and much more. Existing subscriptions can be carried over. The current subscription price of Euro 30.00 is included in your membership dues.

**The Insider Club News 6 Times a Year**  
With current information about the club and club activities as well as exclusive Insider tips and information about all topics related to the hobby of model railroading.

**Annual Club Car**  
Your membership qualifies you for exclusive club models that are developed and product only for you as a club member. A certificate underscores the value of these models.

**The Annual Chronicle**  
Experience with a DVD at home all of the high points of the past year in Märklin model railroading again and again.

**Annual Presentation Book**  
Insiders receive the Märklin Annual Presentation Book once a year as an exclusive Insider collector's edition.

**Insider Club Card**  
Your personal club card (it has a new design every year) identifies you as a club member and gives you many advantages. At different shows and events (in Germany and certain other parts of Europe) you'll receive a small welcome present at the Märklin Club stand.

In addition, we give you savings on tickets to enter many museums, amusement parks, shows, and musicals (in Germany and certain other parts of Europe) among other things.



**N** Insider Z Gauge Annual Car for 2007.



**N** Insider H0 Gauge Annual Car for 2007.



# Our Thank-You for Your Insider Membership.

## For Our Anniversary Members.

After five and ten complete years of membership, this anniversary is naturally rather special to us. You can then look forward to the models shown here. These exclusive and lovingly selected products are being offered to our anniversary members, in the respective gauge of the anniversary car selected, until further notice.  
If that is not an incentive ...

## 5 Years of Membership

86191 Level Measurement Car. (Z)



46582 Level Measurement Car. (H0)



## 10 Years of Membership

86002 Birthday Car. (Z)



46010 Track Cleaning Car "10 Years Insider". (H0)



37082 Express Steam Locomotive. (H0)

