

The Fascination of Model Railroading



Steam Locomotives.



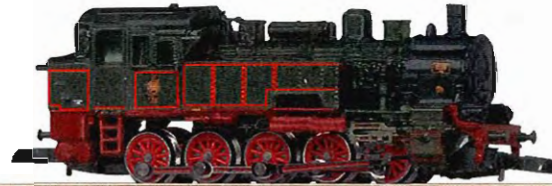
88941 Tank Locomotive.

Prototype: Royal Prussian State Railroad (KPEV) class T 16.1, later the German Federal Railroad (DB) class 94.5.

Model: The locomotive has a 5-pole motor. All

of the coupled driving wheels are powered. The wheels and valve gear are dark nickel plated. Length over the buffers 62 mm / 2-7/16".

One-time series.



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.



88292 Tank Locomotive.

Prototype: German State Railroad Company (DRG), Bavarian Group Administration, class Gt 2 x 4/4 heavy freight locomotive, former Bavarian class. Mallet design articulated locomotive with high and low pressure compound cylinder groups. 2nd production run starting in 1923.

Model: The locomotive has an articulated frame to enable the unit to negotiate sharp

curves. All 8 coupled axles on both groups of driving wheels are powered. The headlights are LEDs.

Minimum radius for operation 145 mm / 5-11/16". Length over the buffers 81 mm / 3-3/16".

One-time series.



Steam Locomotives.

HIGHLIGHTS

- Completely new tooling.



88943 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 94.5 heavy general-purpose locomotive. Former Prussian class T 16.1.

Model: The locomotive has a 5-pole motor. All of the driving axles are powered. The wheels and valve gear are dark nickel plated. Length over the buffers 62 mm / 2-7/16".

One-time series.



88972 Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 44 heavy freight locomotive. Version with oil firing and Witte smoke deflectors. Used for long ore and coal trains.

Model: The locomotive has a 5-pole motor. All of the driving axles are powered. The wheel treads and valve gear are dark nickel plated. Length over the buffers 112 mm / 4-7/16".

One-time series.



HIGHLIGHTS

- The ideal add-on for the "Langer Heinrich" / "Long Henry" unit train.
- Locomotive body constructed of metal.

HIGHLIGHTS

- The "Jumbo" as new tooling.
- The locomotive for the "Langer Heinrich / Long Henry" unit train.
- Locomotive body constructed of metal.



88971 Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 44 heavy freight locomotive. Former Version with coal firing and Witte smoke deflectors. Used for long ore and coal trains.

Model: All of the driving axles are powered. The wheels and valve gear are dark nickel plated.

Length over the buffers 112 mm / 4-7/16".

A realistic "Langer Heinrich / Long Henry" can be assembled with the "Jumbo", item no. 88971, and the cars from the display, item no. 86306.



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 / approxi-

mately 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.



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".



Electric Locomotives.



88576 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 150 heavy freight locomotive. Version in the two-color paint scheme of the Seventies and Eighties.

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

One-time series.



88191 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 189 fast freight locomotive. Multiple system locomotive from the Eurosprinter family from Siemens.

Model: Both trucks are powered. The headlights and marker lights are LEDs. The wheels are dark nickel-plated. The 2 inner pantographs can pick up power from catenary. Length over the buffers 87 mm / 3-7/16".

One-time series.



HIGHLIGHTS

- A new locomotive class in the program.
- Modern technology: All wheels powered and LED lighting.



88483 Electric Locomotive.

Prototype: Hoyer Railserv, Inc. class 185 CL fast general-purpose locomotive. Universal locomotive from the TRAXX family from Bombardier.

Model: Both trucks are powered. The headlights and marker lights are LEDs.

Length over the buffers 87 mm / 3-7/16".

One-time series.



Switzerland.

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".



88192 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 474 fast freight locomotive. Multiple system locomotive from the Eurosprinter family from Siemens.

Model: Both trucks are powered. The headlights and marker lights are LEDs. The wheels are dark nickel-plated. The 2 inner pantographs can pick up power from catenary.

Length over the buffers 87 mm / 3-7/16".

One-time series.



HIGHLIGHTS

- A new locomotive class in the program.
- Modern technology: All wheels powered and LED lighting.

Powered Rail Cars.



88311 Rail Bus with a Trailer Car.

Prototype: Elmshorn-Barmstedt-Oldesloer Railroad (EBOE) class VT 98 motor car and class VS 98 control car. Painted and lettered with the advertising for spirits from the Sixties.

Model: Both axles on the motor car are powered. The wheels are dark nickel-plated. Included with the rail bus: 2 original Doornkaat glasses.

One-time series.



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".

Insider Model for 2008.



88100 "Senator" Express Powered Rail Car Train.
Prototype: German Federal Railroad (DB) class VT 10.5 "Senator" articulated train (daytime train). Lightweight construction with 2 diesel powered end cars and 5 intermediate cars, connected by single-axle trucks. Used in daily service between Frankfurt and Hamburg starting in 1954.

Model: One powered end car has its truck actually powered. The train has LED headlights and marker lights. There are close couplings with electrical connections between the cars. There are Scharfenberg couplers (non-working) at the ends of the train. Length over the couplers 455 mm / 17-15/16".

The 88100 powered rail car train is being produced in a one-time series only for Märklin Insider members.



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VT 10.5 – “Senator” by Day, “Komet” by Night.

At the start of the Fifties, the German Federal Railroad (DB) developed two articulated powered rail car trains for long distance service. Franz Kruckenberg, who had already made a name for himself in the Thirties with fast vehicles, participated in the design. In the development of the two powered rail car trains, he was able to go back to valuable experience that had already been made with the Rail Zeppelin and the SVT 135 155: high speed resulting from largely all-aluminum lightweight construction. These two articulated powered rail car trains were presented for the first time at the German Transportation Exhibition (DVA) in Munich in 1953: The VT 10 501, built by Linke-Hofmann-Busch as a daytime train “Senator” for the DB, and the VT 10 551, built by Wegmann as the overnight train “Komet” for the German Sleeping Car and Dining Car Company (DSG). In addition to their use and paint scheme, these two trains also had design differences. While the cars for the “Senator” were equipped with single-axle running gear, the “Komet” had Jacobs trucks between the cars. The end cars on both trains each had a two-axle power truck. MAN diesel motors with originally a performance of 118 kilowatts / 158 horsepower, later with 154 kilowatts / 206 horsepower, were used in the motor cars. The maximum speed was 120 km/h / 75 mph; a planned increase to 160 km/h / 100 mph was not carried out. The power transmission was done hydraulically by means of a four-speed transmission. The “Senator” offered its passengers 135 seats in 1st class, 24 of them reclining seats.

The trains went into regular service with the beginning of the summer schedule in 1954. The daytime train, road no. VT 10 501 as Ft 41/42 “Senator” on the

route Frankfurt/Main – Hamburg, the overnight train as Ft 49/50 “Komet” between Hamburg and Basle (starting in the summer of 1955 to Zürich). The running characteristics of the overnight train received a positive evaluation. Those of the daytime train were the opposite according to DB documents: “All things considered, it is apparent that the freight car characteristics cannot be removed from this train.” The “Senator” was in use until June of 1956, was rebuilt several times and tested in experimental runs. In 1959, it was taken out of operation and in 1962 was scrapped. All of the cars from the two trains were scrapped except for the intermediate car VT 10 551i from the overnight train that is used by Nürnberg railroad enthusiasts as a home for their club. The experiences with the two Kruckenberg designs fed the development of the subsequent DB VT 11.5 TEE powered rail car train.



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Train Sets.



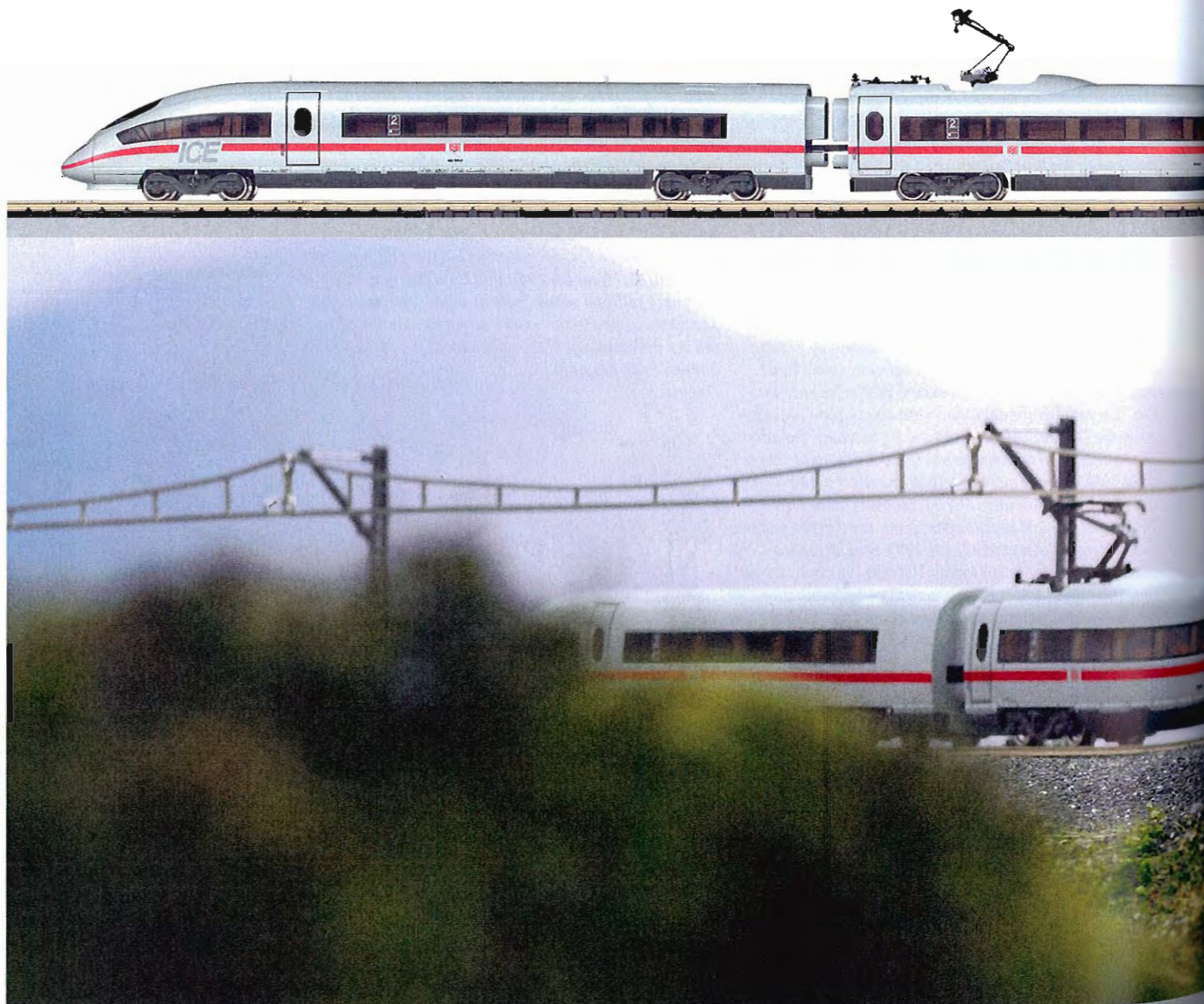
88714 High Speed Powered Rail Car Train.

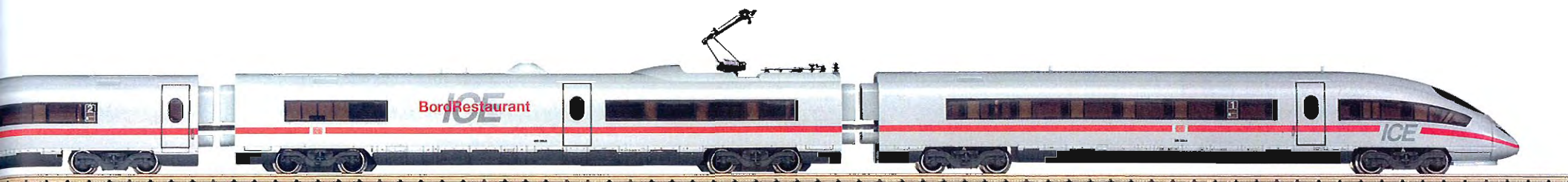
Prototype: German Railroad, Inc. (DB AG) class 406 InterCityExpress (ICE 3). Multiple system version for cross-border service. 1 type 406.0 end car, 1st class. 1 type 406.3 dining car. 1 type 406.6 transformer car, 2nd class. 1 type 406.5 end car, 2nd class.

Model: The intermediate car serving as a dining car has a 5-pole motor powering all 4 axles. The two end cars and the 2nd class intermediate car have lighting with maintenance-free LEDs. The train has special couplings that work only with the model of the ICE 3 and that allow the cars in the train to be close coupled to each other. Train length 465 mm / 18-5/16".

HIGHLIGHTS

- New road numbers with rank numbers that go together prototypically.
- Built-in interior lighting with LEDs.





Train Sets.

Here comes "alex" ...

The Allgäu Express is a modern concept for regional express passenger service in the alpine foothills. This train closes gaps in the passenger network that are no longer served since the discontinuation of the Inter-

Regio trains. Powerful locomotives, updated cars, and trained personnel offer punctuality, comfort, and service – features the "alex" is using in the travel market to establish its image. The scenery extending across

borders presents additional details about the railroad and its philosophy in the Internet:
<http://www.alexpress.de/alexpress/>.



France.



81080 International Long-Distance Express Train.

Prototype: French State Railroad (ETAT) class 231 express locomotive with a tender and a train composition of cars from the International Sleeping Car and Dining Car Company (CIWL). 2 sleeping cars, a dining car, a parlor car, and a baggage car.

Model: All of the driving wheels on the locomotive are powered. The wheel flanges and the valve gear are dark nickel plated. The cars are lettered in different languages.

Train length over the buffers 638 mm / 25-1/8".

One-time series.





81881 "Allgäu Express".

Prototype: Bavarian Provincial Railroad (Regental Railroad, Inc.) and EuroTHURBO, Inc. (subsidiary of the SBB/CFF/FFS) "alex" regional. Siemens Dispolok, Inc.

type ER 20 diesel locomotive and 3 updated passenger cars. Type Am compartment car, 1st class; type Bm compartment car, 2nd class, and type BRDpm bistro open seating car, 2nd class.

Model: Both trucks are powered on the locomotive. The headlights and marker lights on the locomotive are LEDs. Total train length over the buffers 455 mm / 17-15/16".

One-time series.

HIGHLIGHTS

- **An attractive model:** The "Hercules" in the service of "alex".
- **Modern technology:** The locomotive with all wheels powered and LED lighting.



© and TM: Wagons-Lits Diffusion/SNCF

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".



III

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".



III

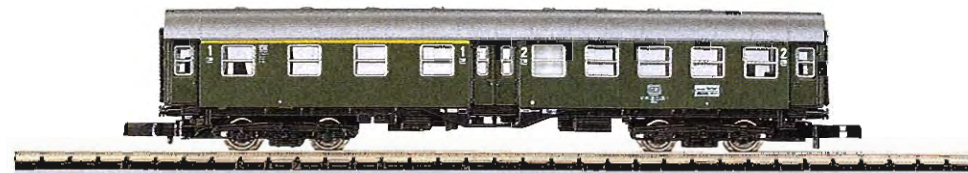
8752 "Thunder Box" Standard Design Baggage Car.
Prototype: German Federal Railroad (DB) type D2ie.
Model: Length over the buffers 63 mm / 2-1/2".



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

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".



IV

8754 Four-Axle Rebuild Car.
Prototype: German Federal Railroad (DB) type Byg 515. 2nd class.

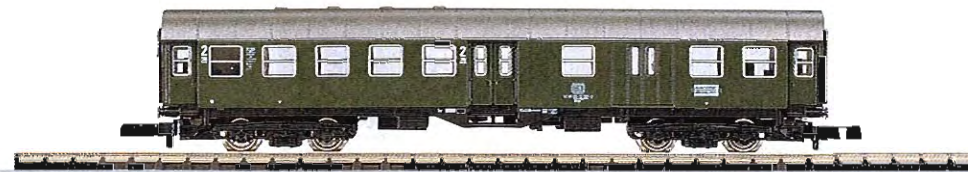
Model: Length over the buffers 89 mm / 3-1/2".



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".



Passenger Cars.

IV

8710 Express Train Passenger Car.
Prototype: German Federal Railroad
(DB) type Am 203. 1st class.

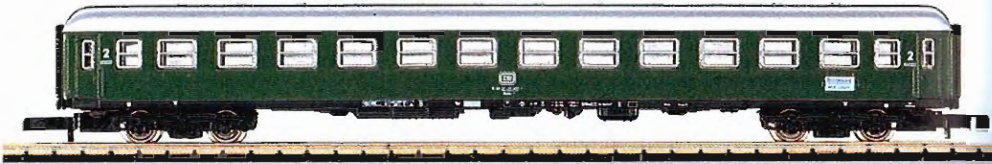
Model: Length over the buffers
120 mm / 4-3/4".



IV

8711 Express Train Passenger Car.
Prototype: German Federal Railroad
(DB) type Bm 234. 2nd class.

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



IV

8713 Dining Car.
Prototype: German Federal Railroad
(DB) type WRmh 132.

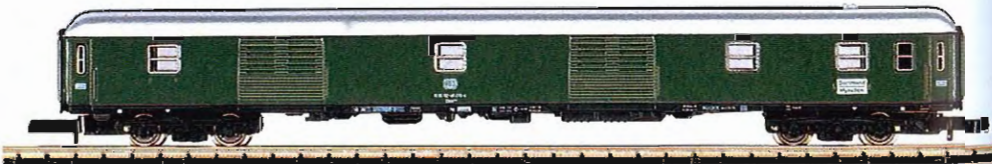
Model: Length over the buffers
120 mm / 4-3/4".



IV

8712 Express Train Baggage Car.
Prototype: German Federal Railroad
(DB) type Dm 902.

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

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".





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".



87292 Bi-Level Car.
Prototype: German Railroad, Inc. (DB AG) type DABz 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 LEDs. 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.

N I

86619 Freight Car Set.

Prototype: 3 different Royal Prussian State Railroad (KPEV) freight cars.

Model: The set has 1 beer car with a brakeman's cab, lettered

for "Patzenhofer", 1 gondola with hinged roof hatches and a brakeman's cab, and 1 boxcar with a brakeman's cab. All of the cars have dark nickel plated wheels.

Total length over the buffers 119 mm / One-time series. 4-11/16".



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.



Freight Cars.

"Lange Heinrich" / "Long Henry".

Embedded in the Northwest German plains area is the Emsland area, a region rich in bodies of water and moors. At the start of the Seventies until the end of steam locomotive operation on the DB in October of 1977, it became the Mecca for railroad enthusiasts from all over the world. The last steam giants on the German Federal Railroad ran with passenger trains to Norddeich Mole, and heavy freight trains were in operation between Emden and the large industrial centers on the

Rhine and Ruhr. The star on the Emsland line was the "Lange Heinrich" / "Long Henry", a 4,000 metric ton ore train between the Emden switch yard and Rheine, always with two of the last great freight locomotives from the classes 042, 043, and 044 as motive power. The high-capacity hopper cars were loaded with imported raw material in Emden's outer harbor and were hauled by steam and diesel locomotives to the switch yard and there were assembled into long unit trains of 2,000

and 4,000 metric tons. The power output of one of the powerful locomotives was just enough to bring the load for the 2,000 metric ton trains over the lightly ascending exit onto the mostly flat 140 km / 88 mile route to Rheine. The "Lange Heinrich" trains were twice as heavy and required the use of two locomotives, which got underway after a furious start, often with slipping wheels. The trains usually had oil-fired class 043 locomotives from the Emden and Rheine Districts

as motive power. The classes 042 and 043 were often used in combination, occasionally two of the class 042, and quite rarely the last of the coal-fired class 044 helped along with the other two classes. The classes 042 and 043 had been equipped for oil firing during an overhaul and had entered the motive power roster at Rheine in 1967. There were many locations along the route for taking impressive train photographs. A favorite among knowledgeable photographers was a

N III

86306 Display with 20 "Lange Heinrich / Long Henry" Cars.

Prototype: German Federal Railroad (DB) type Fad-50 / 00tz high capacity hopper cars. Used in unit trains for transporting ore and coal.

Model: All of the cars are weathered and have different car numbers. The load inserts have a layer of real iron ore.

Each car comes individually packaged. Length over the buffers for each car 53 mm / 2-1/16", all together about 1,120 mm / 44-1/8".

One-time series.

The right locomotive to go with the "Lange Heinrich / Long Henry" unit train is the "Jumbo", item no. 88971.

HIGHLIGHTS

- The „Lange Heinrich / Long Henry“ as a unit train.
- A possible train length of over 1 meter / 39 inches.
- 20 different cars to choose from.
- Presentation in an attractive display.



bridge at Aschendorf, south of Papenburg. The trains could be photographed in almost their entire length on a curve leading to the right. Even more ideal and probably the best place in the Ems area was south of Lathen. There, the route ran between two sand dunes in a curve to the left and offered an unobstructed view of a complete 4,000 metric ton train under the best lighting conditions. A requirement was of course good weather, exact knowledge of the schedule for the trains, and

being there early in the morning, when the sun was still low on the horizon. Long before the train entered this section of the route, a distant column of smoke and the unmistakable rhythm of the exhaust announced its approach. The waiting was then rewarded with an unforgettable view of the entire consist from the front of the locomotive to the end of the train consisting of fifty cars.

(From notes by Horst J. Obermayer).

IV

8630 Hopper Car.

Prototype: German Federal Railroad (DB) type Fals 176.

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



Freight Cars.

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.



HIGHLIGHTS

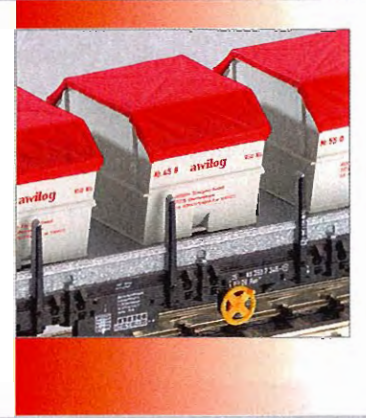
- Prototypical load with 7 deposit containers and tarp covers.
- Deposit containers are removable.
- Prototype: Transport of trash, sludge, construction rubble, etc.

 V

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".

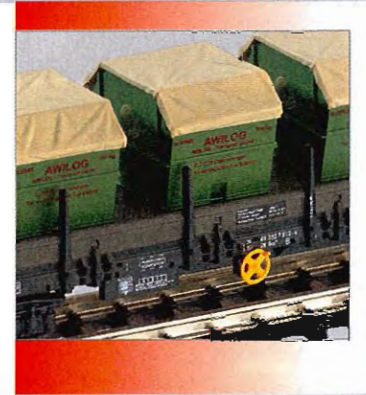


 V

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".



N V

82285 Set with 2 Cars for Containers.

Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707 standard design deep well flat car and type Lgjs 598 flat car for containers. Each loaded with 2 tank containers painted and lettered for the firm Hoyer, Hamburg, Germany.

Model: The deep well flat car has a metal frame. The containers come in a fine frame design, are removable, and can be stacked. They have different registration numbers.
Total length over the buffers 145 mm / 5-11/16".



N V

82453 "Doornkaat" Glass Tank Car.

Prototype: Privately owned car lettered for the firm Berentzen-Gruppe AG for "Doornkaat" with the classic slogan.

Model: The car has a finely detailed frame. It also has a separately

applied brakeman's cab. The tank is made of real glass and is sealed with a cork.
Length over the buffers 40 mm / 1-9/16".

One-time series.



Special Cars.

Preservative ...

The firm Hengstenberg in Esslingen was founded in 1876 out of a factory for pickled canned food. The firm's concept has been and is high quality food without additives using preservative preparation: Hengstenberg was instrumental in the introduction of the purity law for vinegar made from wine.

N III

80019 Z Gauge Museum Car Set for 2008.

Prototype: Older design wooden barrel car with a brakeman's cab, used on the German Federal Railroad (DB). Privately owned car painted and lettered for the firm Hengstenberg, Esslingen, Germany. Büssing truck with a flatbed and a tarp.

Model: The barrels are made of real wood and have a separately applied metal platform.
Length over the buffers 40 mm / 1-9/16".
The truck model is constructed of metal with historic lettering.

One-time series.

Only available at the Märklin World of Adventure in Göppingen.



N

80818 Märklin Magazin Annual Car for 2008.

Prototype: German Federal Railroad (DB) type Bt 10 flat car with a brakeman's platform, for containers. Loaded with 3 type Efkr Pa containers. Used for foodstuffs and raw materials.

Model: The car is painted and lettered in a design to go with the

Märklin Magazin series of annual cars. The containers are permanently mounted on the car. The containers have different registration numbers.
Length over the buffers 40 mm / 1-9/16".

One-time series.



Become a Märklin Insider.

märklin

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.

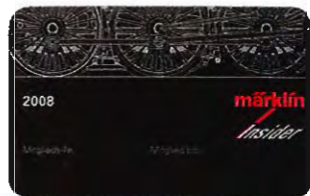
The Insider Club package for 2008 costs Euro 75.90, CHF 124.00, US \$89.00, including the annual car, an annual chronicle, a year's subscription to the Märklin Magazine, the annual presentation book, the Club News, etc.

Becoming an Insider is quite easy: Just fill out the registration form on the next page, cut it out (or photocopy it) and send it to us.

Märklin Insider
P.O. Box 9 60
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

With the membership card (it has a new design every year) you'll identify yourself as an Insider.



Get on board and benefit from these advantages:

All 6 issues of the Märklin Magazine

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, shows, and musicals (in Germany and certain other parts of Europe) among other things.



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Insider Z Gauge Annual Car for 2008.



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Insider H0 Gauge Annual Car for 2008.

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)



37082 Express Steam Locomotive. (H0)

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

