

märklin



**Complete Program
1996 / 97 E**

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



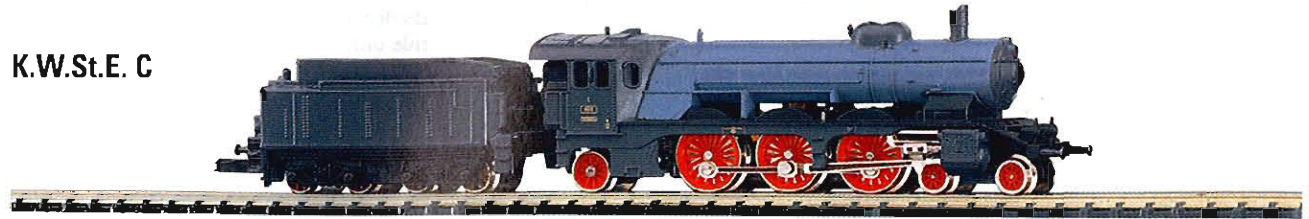
8892 Express Train Locomotive with Tender.
 Royal Bavarian State Railroad S 3/6. All driving axles powered. Length over buffers 106 mm (4-1/8").

Models are illustrated full size

mini-club locomotives will not disrupt television/radio reception

mini-club locomotives are to be operated only with a Märklin 6701 or 6727 power pack (maximum output 8 volts), or with the power pack included with a starter set.

K.W.St.E. C

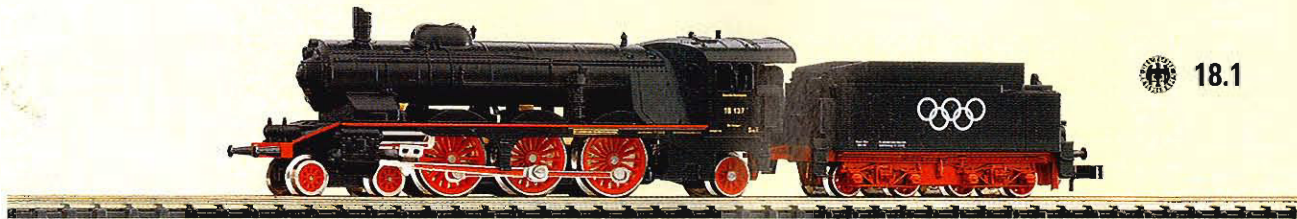


88180 Express Locomotive with Tender.
 Royal Württemberg State Railways (K.W.St.E.) class C. All axles powered. Length over buffers 110 mm (4-21/64").

The class C express locomotive with a 4-6-2 wheel arrangement and a four-axle tender came into being at the start of this century, because the steam locomotives existing at that time were no longer adequate for the

increasing demands on motive power, especially on grades such as the Geislingen Grade. This elegant, rakish machine was lovingly named the "Schöne Württembergerin" ("Beautiful Lady of Württemberg") and was one of the most successful creations of its kind. The first locomotives were already in service by 1909. By 1921 the locomotive builder Maschinenfabrik Esslingen had delivered a total of 41 locomotives to the Württemberg State Railways.

Insider Model for 1996



88183 Express Locomotive with Tender.
 Former German State Railroad Company (DRG) class 18.1. All axles powered. Length over buffers 110 mm (4-21/64").

The 88183 locomotive is being produced for Insider members in a one-time series only in 1996.

Please note the information on the Märklin Club on page 64. Additional Insider models for 1996 in H0 and 1 can be found on pages 65 and 401.

The Württemberg express train passenger cars 87940, 87950, and 87960 are appropriate units to go with the 88180 locomotive and can be found on page 297.

Steam locomotives

86



88961 Tank Locomotive.
Former German State Railroad Company (DRG) class 86 in prototypical photo gray paint scheme. All driving axles powered. Length over buffers 63 mm (2-1/2").



88271 Freight Locomotive with Tender.
Former German State Railroad Company (DRG) class 41. All driving axles powered. Length over buffers 112 mm (4-13/32").



41



A small brochure gives information about the history of the photo gray paint scheme in the German State Railroad period.



88861 Streamlined Express Locomotive with Tender.
Former German State Railroad (DR) class 03.10 in dark gray color scheme with full streamlining applied to the locomotive and tender. All driving axles powered. Length over buffers 113 mm (4-7/16").



88861 Streamlined Express Locomotive with Tender.
Former German State Railroad (DR) in scarlet red paint scheme with full streamlining applied to the locomotive and tender. All axles powered. Length over buffers 113 mm (4-7/16").

The 88861 locomotive is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.



03.10

In 1938 the German State Railroad ordered 140 class 03.10 streamlined locomotives for express train use on routes with an axle load

limit of 18 tons. After cancellations caused by the war only 60 units were still delivered. The locomotives delivered by Krupp and Krauss-Maffei were given full streamlining. On the locomotives from Borsig the driving gear had partial skirting with cutouts on the sides.

03.10



The Märklin model has as a prototype a locomotive with full driving gear skirting.

DB 74



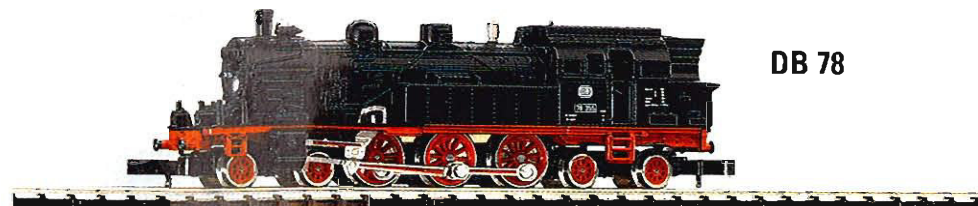
8895 Tank Locomotive.
German Federal Railroad class 74. All driving axles powered. Coupler hook at front. Length over buffers 55 mm (2-3/16").

The class 78 of the former German State Railroad and the later German Federal Railroad came out of the Prussian T 18. It pulled passenger, fast passenger and D-Zug express trains. It was often used with push/pull commuter trains in urban areas, because its symmetrical wheel arrangement allowed the same high speeds both forward and in reverse.



8806 Passenger Train Locomotive.
German Federal Railroad (DB) class 78. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 70 mm (2-3/4").

DB 78



DB 86

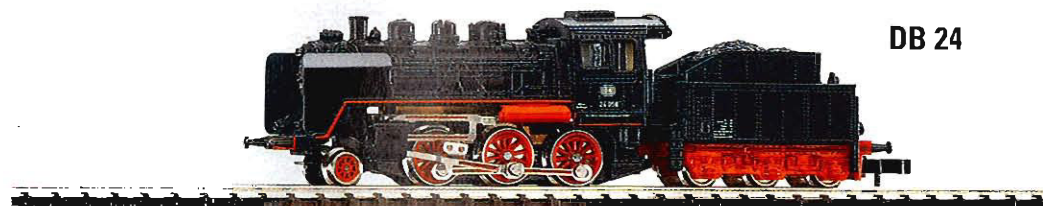


8896 Tank Locomotive.
German Federal Railroad class 86. All driving axles powered. Length over buffers 63 mm (2-5/8").



8803 Passenger Train Locomotive with Tender.
German Federal Railroad class 24. All driving axles powered. Equipped for installation of 8953 light insert. Length over buffers 82 mm (3-1/4").

DB 24



Locomotive models are illustrated full size

DB 41



8827 Freight Locomotive with Tender.
German Federal Railroad class 41. All driving axles powered. Length over buffers 112 mm (4-1/2").

Steam Locomotives



8884 Freight Locomotive with Tender with Brakeman's Cabin.

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



DB 050

Originally over 3,000 units of the class 50 steam locomotive were built. After 1945 well

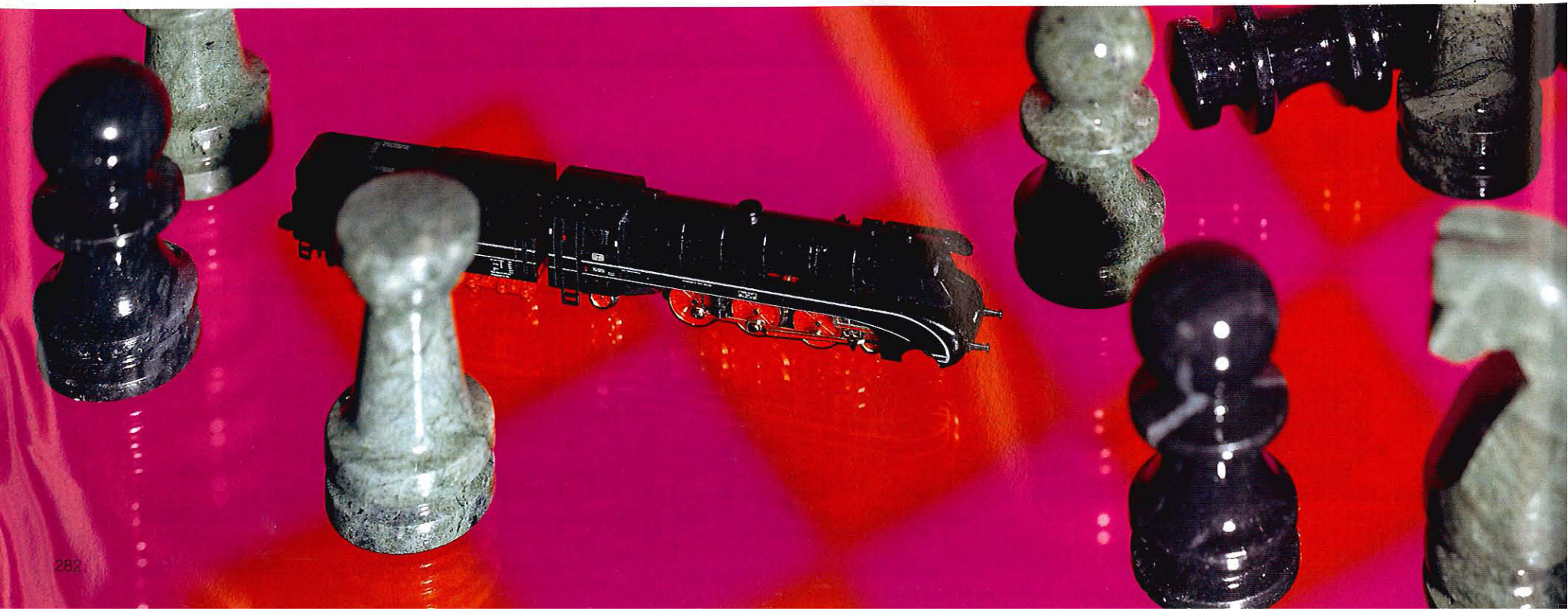
over 2,000 of these locomotives were still registered with the German Federal Railroad. In the changeover to a new numbering system in 1968 the 999 possible road numbers were not sufficient for a class 050 designation. For that reason the thousandth place in the ordinal number became the third place in the new road number. Hence, the steam locomotive in the class 50 2580 became the 052 580 in the new system.



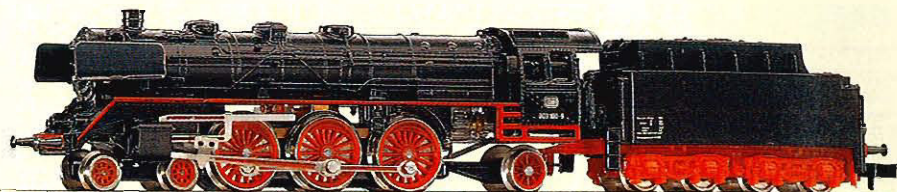
DB 052



8883 Freight Locomotive with Tender.
German Federal Railroad (DB) class 052. All driving axles powered. Length over buffers 109 mm (4-1/4").



DB 003



Until 1978 the world record for continuous running for model railroads in the famous "Guinness Book of Records" was 440.7 km (275.44 miles) in about 300 hours. The 8885 mini-club locomotive with 6 passenger cars ran 720 km (450 miles) without stopping in 1,219 hours. This new record was set in an independent test facility.



8885 Express Train Locomotive with Tender.

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

The German Federal Railroad considered the procurement of a new class of locomotive as a replacement for their worn out express locomotives, and an attractive design study was done first for this new machine.

However, only two units of this new class 10 with partial streamlining were built by Krupp, the 10 001 with supplemental oil firing and the 10 002 with main oil firing. Both locomotives were taken out of active service in 1967 and 1968 after several instances of damage to the running gear. The 10 002

DB 10



was used as a heating locomotive until 1971 and then scrapped. The 10 001 can be found in the German Steam Locomotive Museum in Neuenmarkt-Wirsberg in Germany.



8889 Express Locomotive with Tender.

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



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

Diesel Locomotives

The experiences from a development period of almost 15 years for the V 160 general purpose road diesel locomotive led in 1971 to the German Federal Railroad class 218. The output of these single motor units was increased to over 2,500 horsepower and offers sufficient reserves for all types of train services.



DB 218



8878 General Purpose Diesel Hydraulic Locomotive.

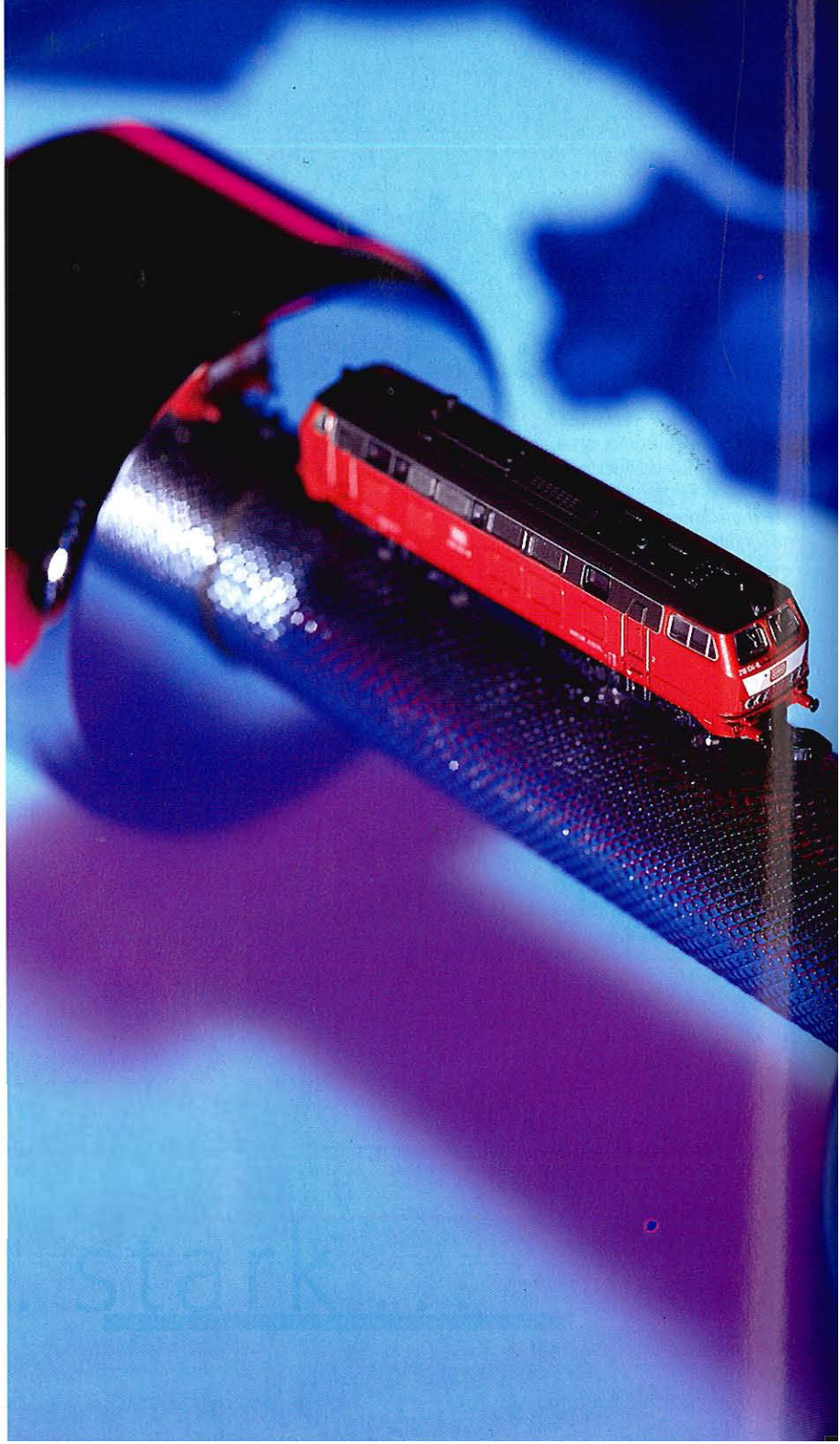
German Federal Railroad class 218. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm (3").

DB 218



8879 General Purpose Diesel Hydraulic Locomotive.

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



DB 221



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



8833 Diesel Hydraulic Locomotive.
Swiss Federal Railways (SBB) class Am 4/4.
All axes powered. Length over buffers
84 mm (3-5/16").

↔ **Am 4/4**



8809 Diesel Locomotive.
General Motors Electro-Motive Division F 7 in
the colors of the Southern Pacific Coast Line.
All axes powered. Lighted number boards.
Front coupler interchangeable with pilot
included with unit. Length 74 mm (3").

The Southern Pacific Railroad's Daylight
streamliner with its typical orange and red
color scheme was one of the comfortable,
long-distance passenger trains on the West
Coast of the United States. These trains were
pulled by the F series diesel locomotives, also
in double and multiple unit sets, such as the
"Shasta Daylight" from San Francisco to
Portland, Oregon. This route was 718 miles
long, the longest of the Daylights.

S.P. F 7



Electric Locomotives

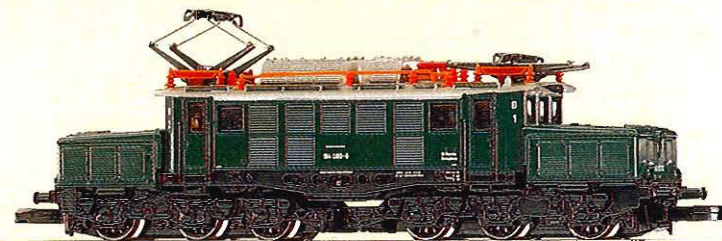
DR: 254



8812 Freight Locomotive.
Former German Democratic Republic German State Railroad (DR) class 254. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").



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



DB 194

DB 111



8855 Electric Locomotive.
German Federal Railroad class 111 in S-Bahn version. Both trucks powered. Length over buffers 76.8 cm (3").

The German Federal Railroad class 111 in the S-Bahn version is an appropriate locomotive for the S-Bahn cars with advertising covering the sides, 87970, 87980, and 87990 (see page 301). In real life this locomotive and S-Bahn cars are used in daily service in the Rhine-Ruhr area.



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



DB 103

DB 103



8867 Express Locomotive.
German Federal Railroad class 103. All axles powered. Length over buffers 88 mm (3-1/2").

The German Federal Railroad class 120 is a turning point in the development of locomotives. Modern semi-conductor technology enables the use of three-phase motors as propulsion units. In addition to lower maintenance costs arising from the simple design, they allow a high degree of tractive effort over almost the entire speed range. The continuous rating is 5,600 kilowatts (approx. 7,510 horsepower) and the maximum speed is 160 km/h (100 mph).

DB 120.1



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



88571 Freight Locomotive.

German Railroad, Inc. (DB) class 151 in the original green color scheme with the new DB logo. Both trucks powered. Length over buffers 88 mm (3-1/2").



DB 151

DB 151



8826 Freight Locomotive.

German Federal Railroad class 151. All axles powered. Length over buffers 88 mm (3-1/2").

The prototype of a new, high power, electric locomotive has been developed and built with the name "EuroSprinter" by the firms of Krauss-Maffei and Siemens. With an output of 6,400 kilowatts (approx. 8,582 horsepower) and a maximum speed of 230 km/h (approx. 144 mph) this general purpose locomotive can be used for heavy freight trains as well as express passenger trains. It is designed for cross border use and for the different European power systems.

The official presentation was in Bonn in March of 1993. Test runs and the first scheduled runs followed in July of 1993. In addition, this locomotive was already on its way to test runs in several European countries.

DB 127



8837 "EuroSprinter" General Purpose Locomotive.

Prototype of the Krauss-Maffei and Siemens Companies. Used on the German Railroad, Inc. (DB) as class 127 with road number 127 001-6. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm (3-1/2").

Electric Locomotives



88221 Electric Locomotive.

Austrian Federal Railways (ÖBB) class 1020. Metal end superstructures. Both trucks powered. Length over buffers 85 mm (3-11/32").

1020



The E 94 came into being on the German State Railroad as a further development of the class E 93. By 1945 a total of 146 of these locomotives had been placed into service. After World War II 44 locomotives remained in

Austria. Three additional locomotives were built in Vienna after the end of the war and delivered directly to the ÖBB. In the mid 1950s the ÖBB renumbered the entire group of locomotives as the class 1020.

In 1995, 55 years after the first locomotives were placed into service, the class 1020 was officially retired by the ÖBB.

In 1996 all of Austria will be celebrating the millennium anniversary of its name. In 996 Emperor Otto III granted to the Bishop of Freising several dominions in what is present day Lower Austria. In the grant deed the land received by the Bishop was documented for the first time as "Ostarrichi", or Austria

996 - 1996



Märklin is producing a whole series of interesting Austrian models on the occasion of this millennium.

↔ Be 6/8^m



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

The "Crocodiles" are among the most interesting locomotives in the world. Even in the mini-club gauge these massive units have

a length of 91 mm (3-5/8"). With their articulated design they can master all of the mini-club curves with no difficulty.



8829 General Purpose Locomotive.

Swiss Federal Railways (SBB) class Ae 6/6. City locomotive "Stadt Basel" in green color scheme with road number 11 437. Both trucks powered. Length over buffers 87 mm (3-1/2").



↔ Ae 6/6



SOB 446

88472 Electric Locomotive.

Southeast Railroad (SOB) class 446. Paint scheme follows the original locomotive in the metal construction set design. All axles powered. Length over buffers 76 mm (3").



The Southeast Railroad (Südostbahn or SOB) is one of the best known private Swiss railroads, and since 1994 it has gradually been acquiring former class Re 4/4^v electric locomotives from the Swiss Federal Railways

(SBB). The SOB is also now using these locomotives as rolling advertisements on its network which is located in the scenic area between Lake Zuger and Lake Zürich.

The 88472 locomotive is being produced in a one-time series only in 1996.



88441 Electric Locomotive.

Swiss Federal Railways (SBB) class 460 (Re 4/4). All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").



↔ 460

After the official presentation of the units in August of 1991, the Swiss Federal Railways (SBB) took possession of the first class 460 locomotives at the start of 1992. The immense output of 6,100 kilowatts (8,180 horsepower) enables this modern, general purpose locomotive to be used for heavy freight trains as well as for passenger trains. The Italian automobile designer Pininfarina is responsible for the modern design of the class 460. The shape of the locomotive is not the only thing extraordinary about its appearance, however. The SBB is allowing a series of its class 460 locomotives to be decorated with advertising as part of a new advertising concept. A whole series of other "advertising locomotives" has enriched the colorful image of the Swiss railroad network since the first locomotive with advertising for the Agfa Company's photographic products.

The 88442 locomotive is being produced in a one-time series only in 1996.



↔ 460



88442 Electric Locomotive.

Swiss Federal Railways (SBB) class 460. With advertising for Agfa-Gevaert, Inc., Dübendorf. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").



88443 Electric Locomotive.

Swiss Federal Railways (SBB) class 460. With advertising for Miele Company, Spreitenbach. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").



↔ 460

The 88443 locomotive is being produced in a one-time series only in 1996.



↔ 460



88444 Electric Locomotive.

Swiss Federal Railways (SBB) class 460. All axles powered. Headlights with maintenance-free LEDs. Length over buffers 84 mm (3-5/16").

The 88444 locomotive is being produced in a one-time series only in 1996.

Railcars and Railcar Trains

DB 798



8831 Railbus.

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

DB 998



8817 Railbus Trailer.

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

DB 410 ICE



8871 ICE Railcar Train.

German Federal Railroad class 410 InterCity Experimental high speed train. 2 powered end cars. 2 open seating intermediate cars.

Each powered end car with its own motor driving 4 axles. Special vestibule connections with special couplings give the train an almost seamless look. Train length 412 mm (15-1/4").



8771 ICE Intermediate Car.

Goes with 8871 ICE railcar train. Special vestibule connections. Special couplings, only for ICE train. Length 110 mm (4-5/16").

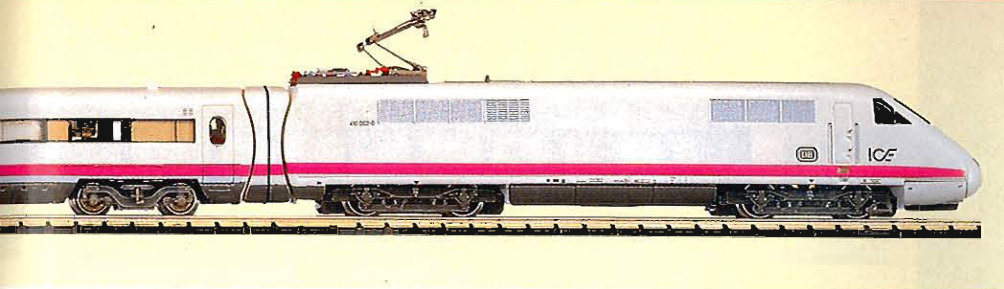
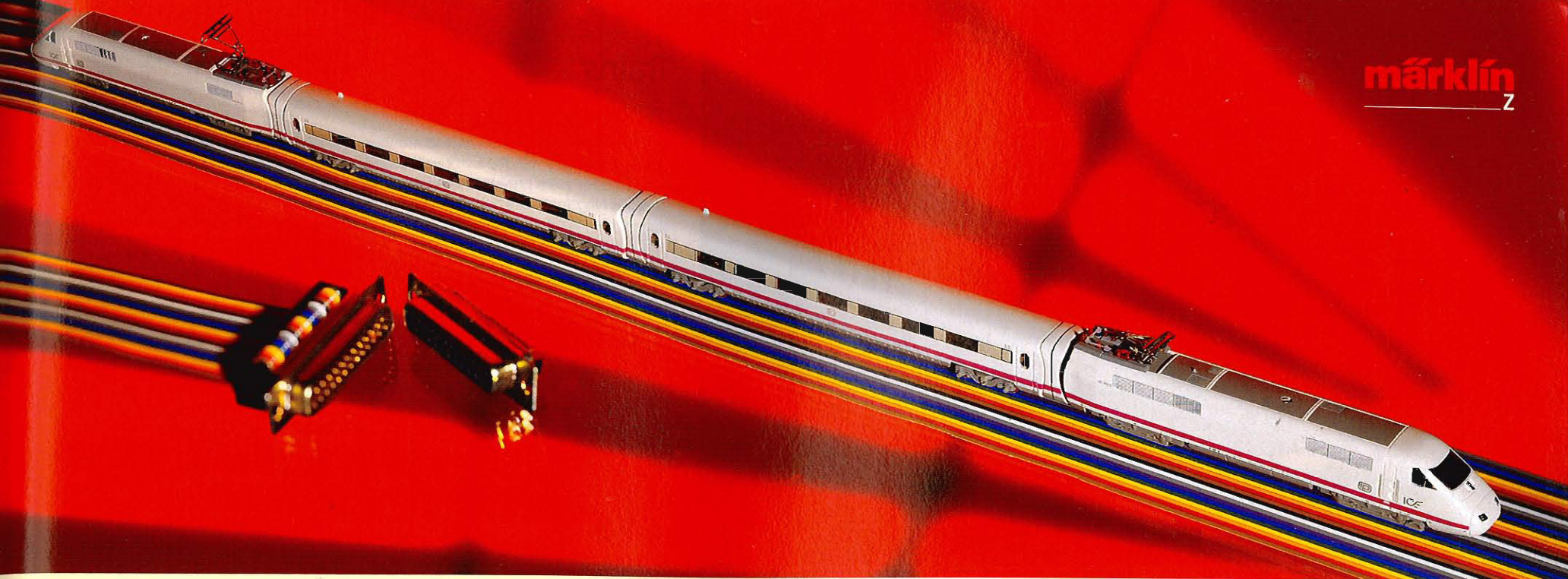


8873 Trans Europe Express (TEE) Diesel Railcar Train.

In the original version as VT 11.5 of the German Federal Railroad. 2 powered end units. 1 Aü compartment car 1st class. 1 WRy dining car with galley. Each powered end unit with separate motor powering four axles. Power end unit headlights and intermediate car interior lights with maintenance-free LEDs. Special couplings, only for the TEE train. Train length 350 mm (13-3/4").

DB VT 11.5





Starting in 1957 the German Federal Railroad created a new level of quality in traveling with the modern class VT 11.5 railcar trains for international TEE service. These comfortable trains came into being as a joint effort between the railroad's central office in Munich and the companies MAN, LHB and Wegmann.

The power plant in each power end car was a diesel motor with an output of 1,100 horsepower. The power transmission was hydraulic. Two axles on the power end car were driven. A supplemental diesel motor with 296 horsepower in each end power car insured power for up to ten car compositions.



The 8873 TEE diesel railcar train can be supplemented with the 8793 car set (see page 295).

A train consisted of a power car at both ends and, as a rule, five intermediate cars with different interiors and equipment. This provided 168 seats, of which 46 were in the bar and dining areas.

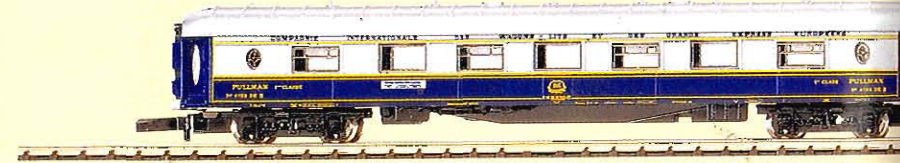
After being used for TEE service, these trains were operated until 1988 in InterCity service and for large travel agencies.



Trains

In 1888 Constantinople, the gateway to the Orient, was linked with the European rail network. Five years previously the Belgian Georges Nagelmackers had placed an elegant train in operation from Paris. It

continent to the Bosphorus. The train was a symbol for luxurious travel and at the same time a place where intrigue, and also business and political interests, came together in the closest of quarters.



became a railroad legend directly afterward whose end has yet to be written: the Orient Express. Princes, diplomats, captains of industry and spies from all over the world traveled on the rails from Paris across the

After the state railroads gave up the Orient Express in 1977, the Swiss Alby Glatt has continued the tradition of this luxury train with his company Intraflug. The mini-club locomotive and cars are exact reproductions of the rolling stock used in the Nostalgia Orient Express on trips through Europe.



The first scheduled operation of the "Rheingold" on the route from Hook of Holland to Basle, Switzerland was on May 15, 1928. Right from the start it was considered one of the leading deluxe trains in Europe and



Models of the
trains are
illustrated full size



8108 Orient Express Train.

1 class 231 Pacific express locomotive with tender, 1 Fourgon baggage car, 1 Sud Express dining car, 1 type Côte d'Azur Pullman car, 1 type LX20 sleeping car. Locomotive and cars in special version. Not available separately. Train length 530 mm (20-7/8").



8133 "Rheingold" Train.

Contents: 1 class 18.4 express locomotive with tender of the former German State Railroad Company (DRG), 1 salon car SB 4ü 28 2nd class, 1 salon car SA 4ü K28 2nd class with galley, 1 salon car SA 4ü K28 1st class, 1 salon car SA 4ü K28 1st class with galley and 1 baggage car SPw 4ü 28. Locomotive and cars in special version. Not available separately. Train length 639 mm (25-5/32").

added to the offerings of deluxe trains which at that time bore such sonorous names such as "North Express", "Riviera Express" and of course the "Orient Express". As a total concept the "Rheingold" cars stood out with

their multi-color paint scheme and extraordinary lettering. Naturally, a characteristic feature of the "Rheingold" was the cars' interior decoration which was created by famous artists and designers.

Luxurious travel at high speed in an exclusive atmosphere was without a doubt quite a special experience at that time.



German Federal Railroad (DB)



8793 "Trans Europe Express (TEE)" Car Set.

Contents: 3 intermediate cars in the original Era III version, as an addition to the Trans Europe Express (TEE) diesel railcar train. 1 open seating car Ay, 1st class. 1 dining /

bar car ARy, 1st class. 1 compartment car AÜ, 1st class. Interior lighting with maintenance-free LEDs. Special couplings, only for the TEE train. All cars in a special version. Not available separately. Total length 249 mm (9-13/16").



The 8793 car set supplements the 8873 TEE diesel railcar train (see page 291).

Tegernsee-Bahn AG (TAG / Tegernsee Railroad, Inc.)



87071 "Tegernsee Railroad" Car Set.

Contents: 3 different design passenger cars. 1 four-axle type Byg passenger car, 2nd class. 2 three-axle type B3yg passenger

cars, 2nd class. All cars in special version. Not available separately. Total length 217 mm (8-35/64").



The 87071 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Models of the cars are illustrated full size

Passenger Cars

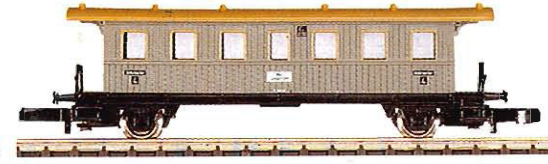
Württemberg Provincial Railroad



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



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

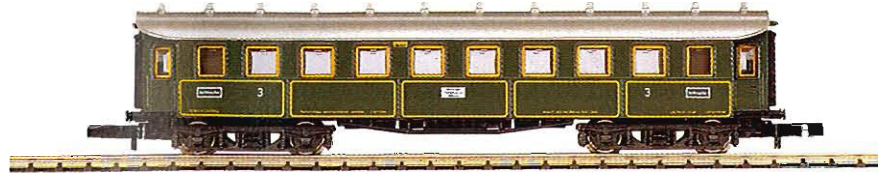


8739 Passenger Car.
Length over buffers 60 mm (2-3/8").

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



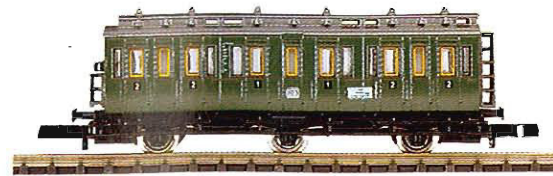
8730 Express Passenger Car.
CCü. 3rd class. Length over buffers 87 mm
(3-7/16").



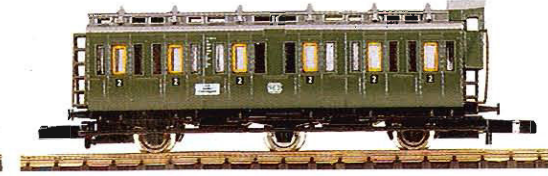
Prussian Compartment Cars of the German Federal Railroad (DB)



8703 Baggage Car.
Former Pw3-pr02. Length over buffers 57 mm
(2-1/4").



8704 Compartment Car.
Former BC3-pr03. Length over buffers 57 mm
(2-1/4").



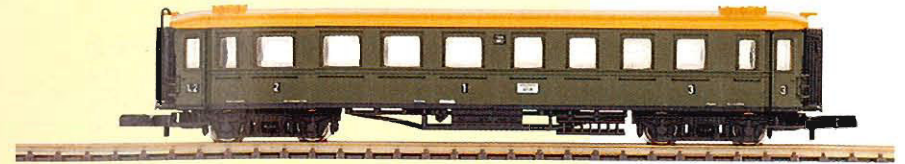
8705 Compartment Car.
Former B3-pr03 with brakeman's cab.
Length over buffers 57 mm (2-1/4").


The Prussian compartment cars can be viewed as the original design for railroad passenger cars. The typical passenger train on the main lines of the Prussian State Railroad consisted of this type of car. Around 1920 there were 23,300 three-axle compart-

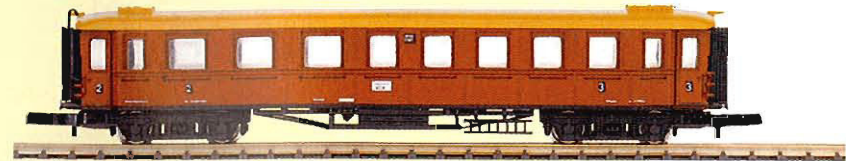
ment cars versus 3,363 three-axle cars with vestibules. The Prussian compartment cars were the backbone of the German Federal Railroad's passenger car fleet well into the 1950s.


Express Train Passenger Cars

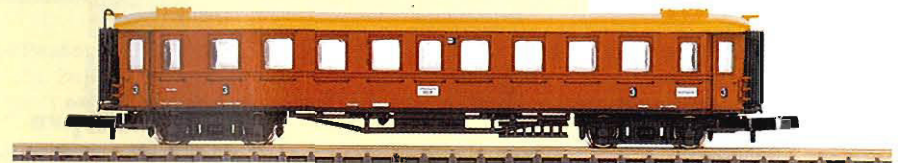
Royal Württemberg State Railways
(K.W.St.E.)




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



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



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

At the turn of the century the Royal Württemberg State Railways (K.W.St.E.) purchased new express train passenger cars to meet the increasing demands of passenger rail traffic. These cars were built by the Esslingen Machine Company starting in 1904. These cars were totally new designs and their most noticeable feature was a particular standardization of different subassemblies. The resulting design was so advanced that these

cars were operated far beyond the borders of Württemberg all over Germany and in parts of Europe. They should be considered as one of the most successful car designs of the K.W.St.E.

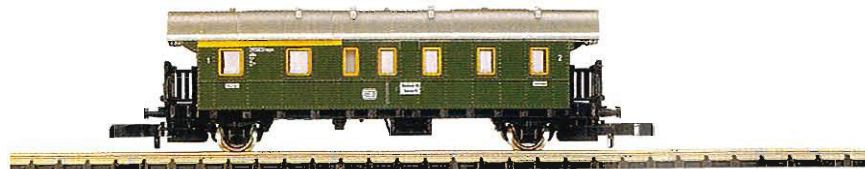
The 88180 Württemberg locomotive is an appropriate unit for these express train passenger cars and can be found on page 279.

Passenger Cars

"Thunder Boxes" – Standard Design Passenger Cars of the German Federal Railroad (DB)

The two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the class 29. By today's standards these German

Federal Railroad cars are very loud and rumble a great deal. For this reason they were colloquially called "Donnerbüchsen" ("Thunder Boxes").



8750 Passenger Car.

ABi 29. 1st and 2nd class. Length over buffers 63 mm (2-1/2").



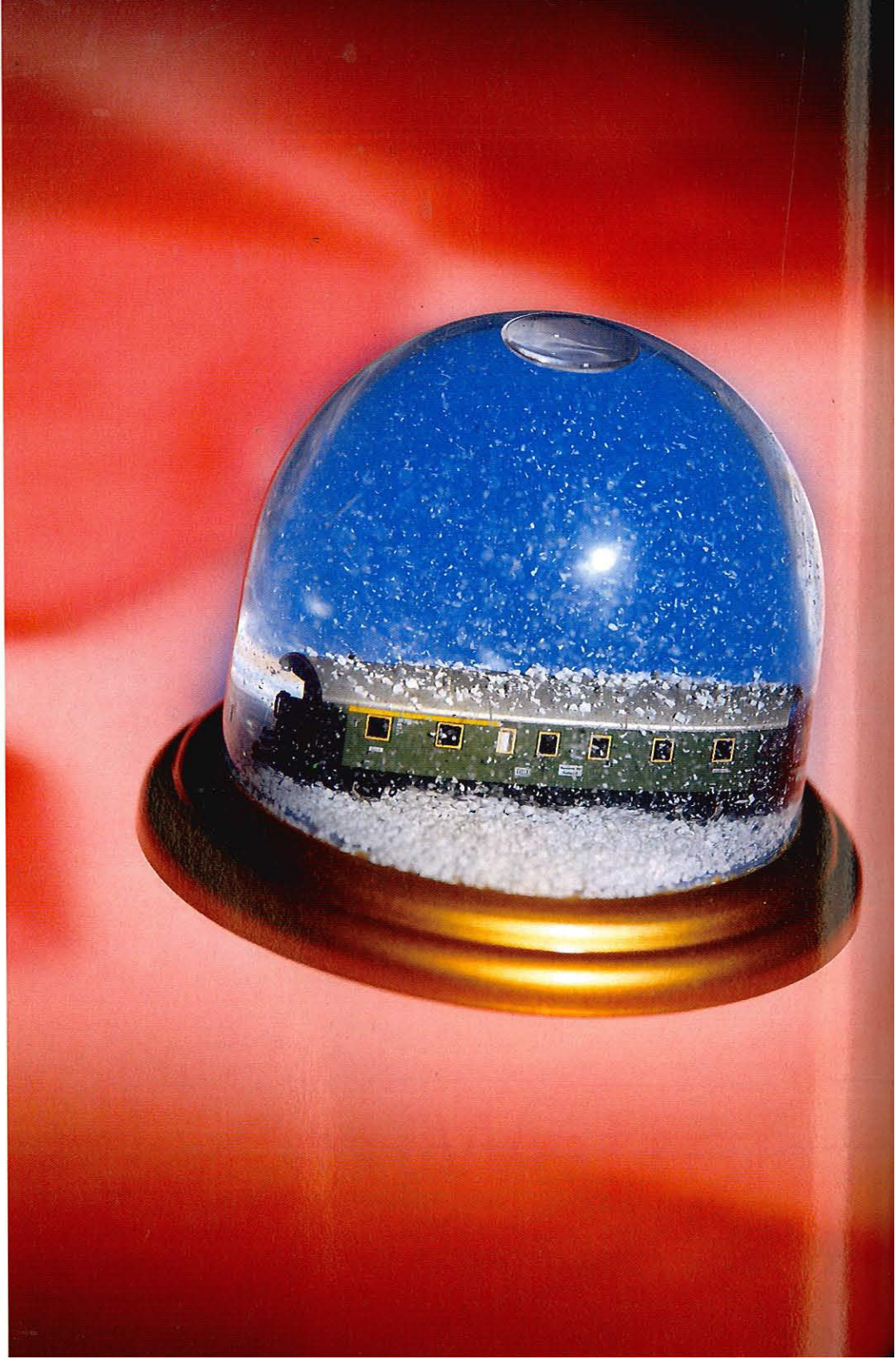
8751 Passenger Car.

Bi 29. 2nd class. Length over buffers 63 mm (2-1/2").




8752 Baggage Car.

D2ie. Length over buffers 63 mm (2-1/2").




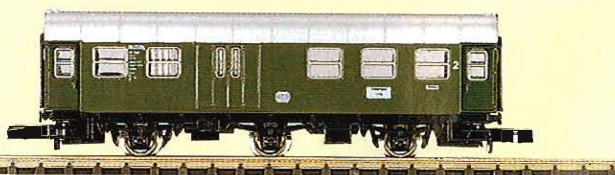
Three-Axle Rebuild Cars of the German Federal Railroad (DB)




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



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




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


At the start of the 1950s the German Federal Railroad had a large quantity of exceedingly old and more or less damaged 2- and 3-axle passenger cars. By modifying the original frames, thousands of these cars were rebuilt by 1958 into 3-axle passenger cars for mixed 1st and 2nd class, 2nd class, and 2nd class with baggage compartment.

Four-axle Rebuild Cars of the German Federal Railroad (DB)



 **8753 Passenger Car.**
AByg 503. 1st and 2nd class. Length over buffers 89 mm (3-1/2").




 **8754 Passenger Car.**
Byg 515. 2nd class. Length over buffers 89 mm (3-1/2").

Starting in 1954 the German Federal Railroad rebuilt a large number of old two-, three- and four-axle passenger cars into modern units.

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




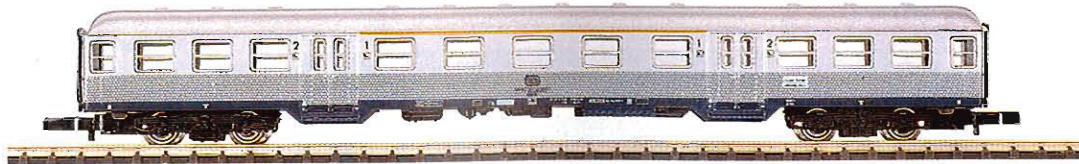
 **8755 Passenger Car.**
BDyg 533 with baggage compartment. 2nd class. Length over buffers 89 mm (3-1/2").


"Silberlinge" ("Silver Coins")

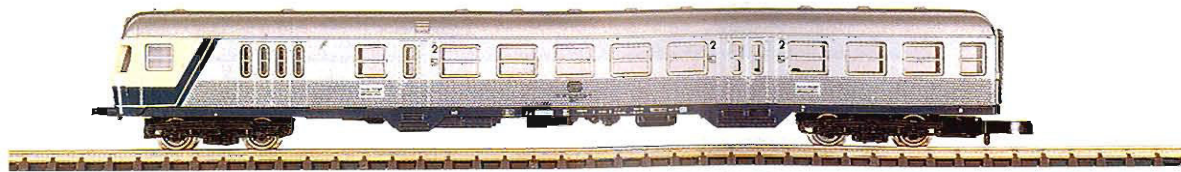
Commuter Cars of the
German Federal Railroad (DB)





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



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

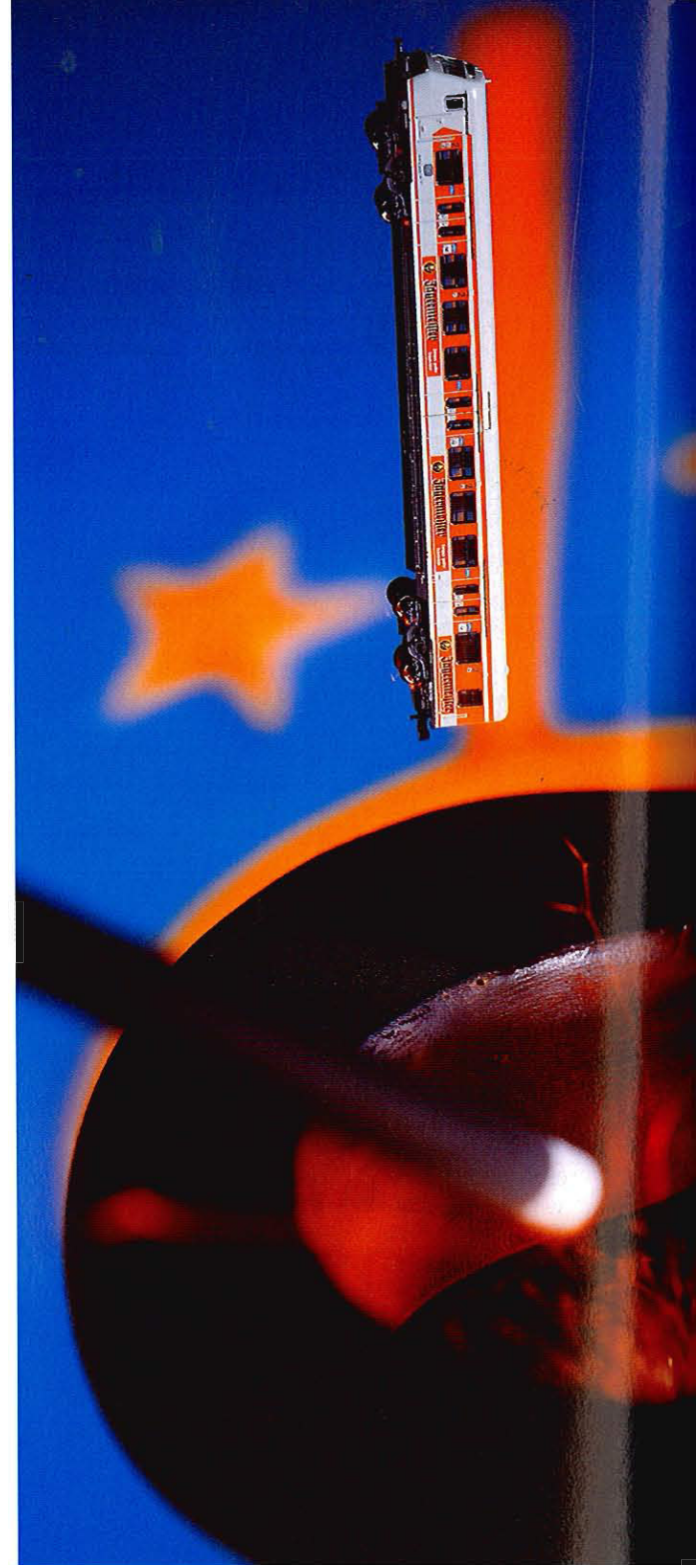


  **8718 Commuter Car with Control Cab.**
BDnf 735 with baggage compartment. 2nd
class. Length over buffers 120 mm (4-3/4").

When operated control
car first, triple white
headlights shine.



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



S-Bahn Cars

German Federal Railroad (DB)

With an interconnected system of over 300 kilometers (187 miles) the S-Bahn in the Rhine-Ruhr area serves a region where more than 6 million people live and work. Over 200,000 passengers use the S-Bahn daily in the urban areas on the Rhine and Ruhr Rivers.

This makes the advertising on the side of S-Bahn cars an especially attractive and effective way of communicating marketing messages. As advertising along the car sides, as half or full paint schemes for the cars, these rolling advertisements enrich the colorful image in this urban center.

Locomotive-hauled trains are used on the Rhine-Ruhr S-Bahn. The German Federal Railroad class 111 (Märklin model 8855, see page 286) is the right locomotive model for this. It has a color scheme the fits in with the S-Bahn paint scheme and forms a complete unit with the cars.



N **87970 S-Bahn Car.**
Bx 794.1 with advertising along the car's sides for "Tipp Ex". 2nd class. Length over buffers 111 mm (4-3/8").



N **87980 S-Bahn Car.**
ABx 791.1 with advertising along the car's sides for "Bauknecht". 1st and 2nd class. Length over buffers 111 mm (4-3/8").



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

When operated control car first, triple white headlights shine.



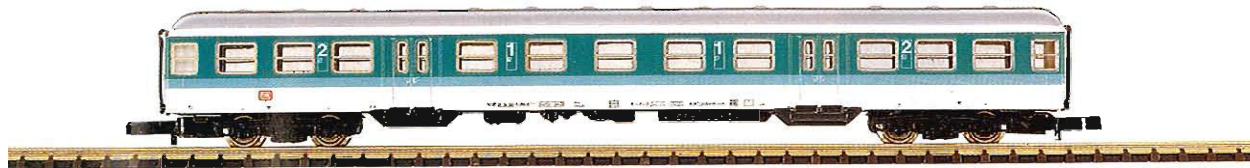
When operated control car last, dual red marker lights shine.

Citybahn Cars

Commuter Cars of the
German Federal Railroad (DB)



8780 CityBahn Commuter Car.
Bnrzb 778.3 in new color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").



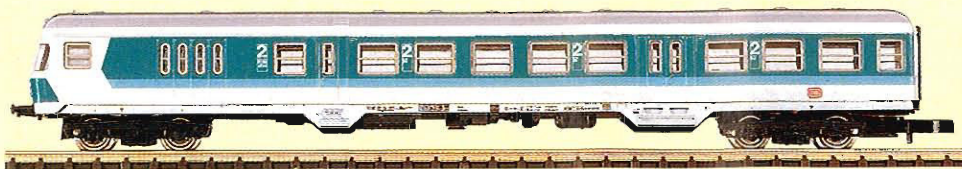
8781 CityBahn Commuter Car.
ABnrzb 772.5 in new color scheme. 1st
and 2nd class. Length over buffers 120 mm
(4-3/4").



**8782 CityBahn Commuter Car with
Engineer's Cab.**



BDnrzf 784.3 with baggage compartment, in new color
scheme. 2nd class. Length over buffers 120 mm (4-3/4").



When operated control
car first, triple white
headlights shine.



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

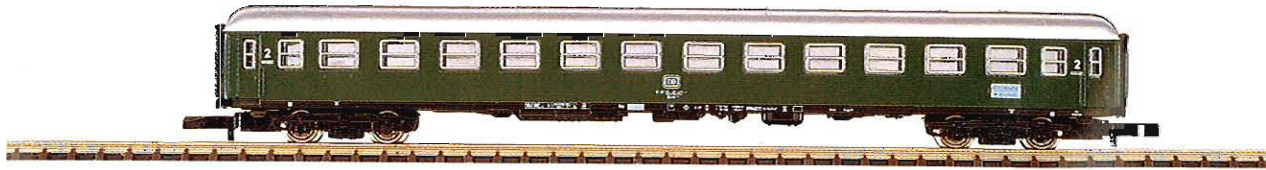
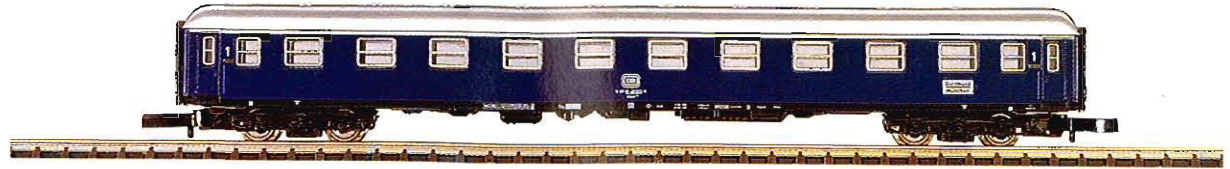


Express Train Passenger Cars

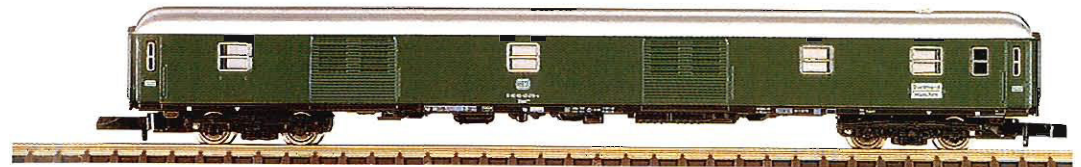
German Federal Railroad (DB)



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



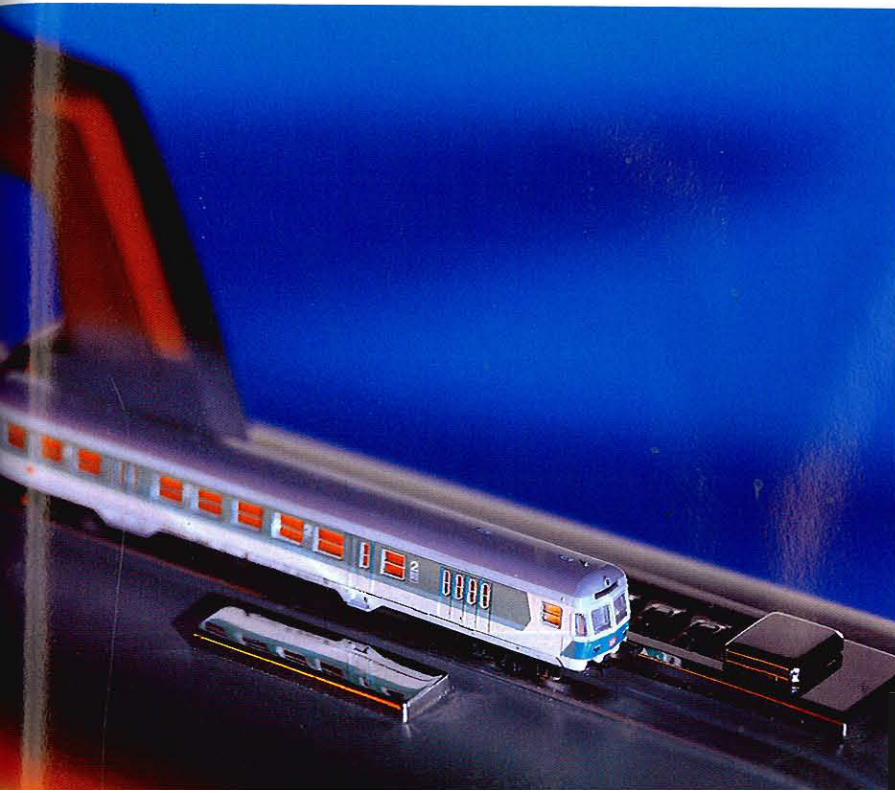
8711 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm
(4-3/4").



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



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



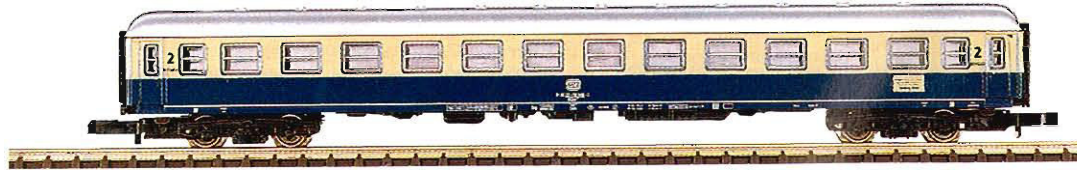
... tiny, yet tremendous ... **mini-club**

Express Train Passenger Cars

German Federal Railroad (DB)



8720 Express Train Passenger Car.
Am 203. 1st class. Length over buffers 120 mm
(4-3/4").



8721 Express Train Passenger Car.
Bm 234. 2nd class. Length over buffers 120 mm
(4-3/4").

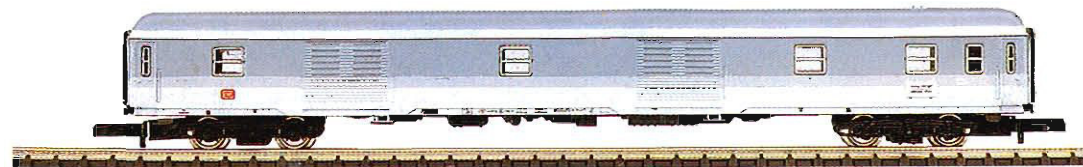


8722 Express Train Baggage Car.
Dm 902. Length over buffers 120 mm
(4-3/4").



The gray baggage car is also part of the German Federal Railroad's new color concept. Baggage cars are seen in passenger trains less and less; they are increasingly operated

in unit trains of baggage cars and express freight cars. This means that the station stops for passenger trains are shorter and that shipments can be concentrated in lots.



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



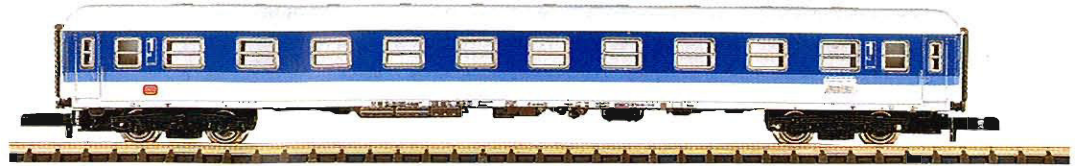
InterRegio / Express Train Passenger Cars **märklin**_Z

German Federal Railroad (DB)



8743 InterRegio Car.

Aim. 1st class. Length over buffers 120 mm (4-3/4").



In the last few years InterRegio (IR) trains have to a large extent replaced the out-moded D-Zug trains. The cars in the former are operated on lines with an every other hour frequency. In addition to a new paint scheme, they also have a totally new interior which features light, airy compartments and friendlier colors.



8744 InterRegio Car.

Bim. 2nd class. Length over buffers 120 mm (4-3/4").



8734 Express Train Coach.

Avmz 207. (A9 EUROFIMA). 1st class. Length over buffers 120 mm (4-3/4").



InterCity Cars

German Federal Railroad (DB)



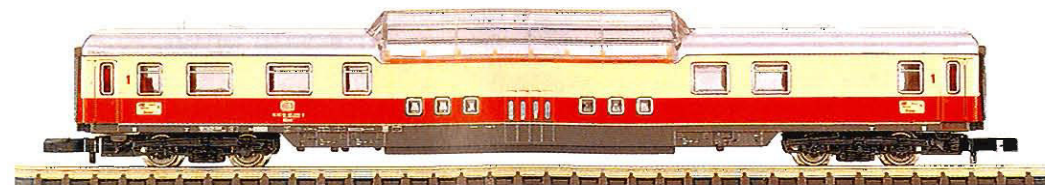
8724 TEE/IC Compartment Car.
Avmz 111. 1st class. Length over buffers 120 mm (4-3/4").



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

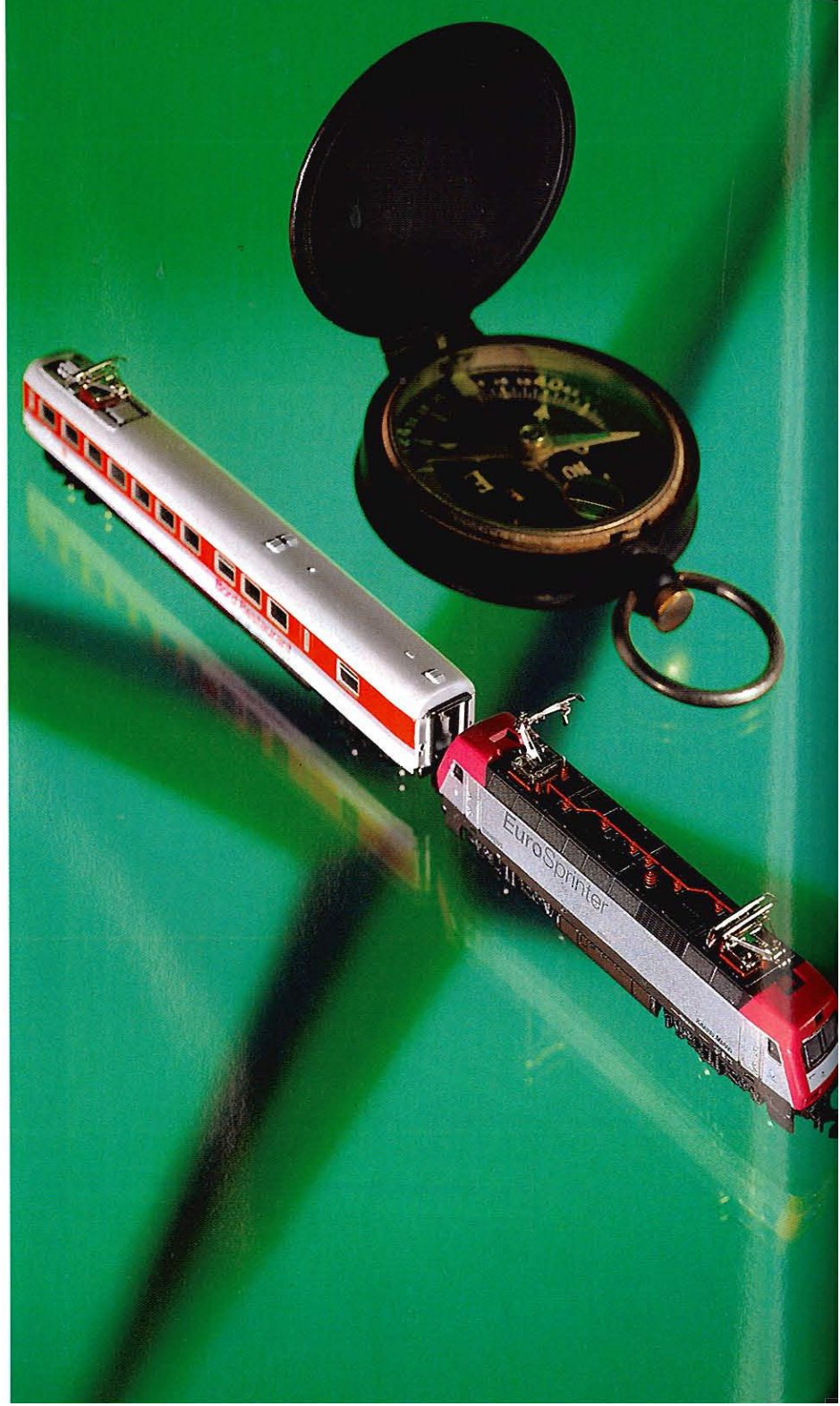


8726 TEE/IC Dining Car.
WRmh 132. Length over buffers 120 mm (4-3/4").



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

The IC trains are the best that the German Federal Railroad has to offer in passenger train service. The very comfortably equipped compartment and open seating cars were originally built for the TEE lines and at first offered only 1st class accommodations.

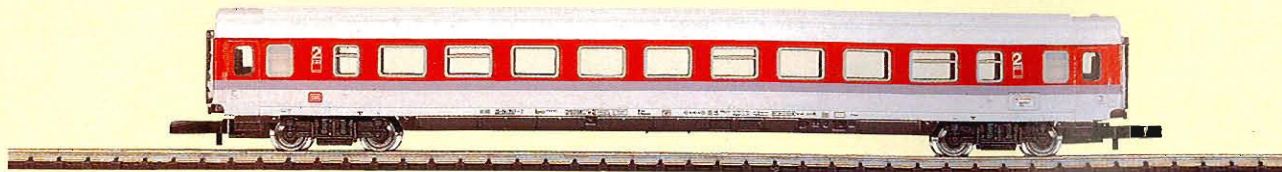
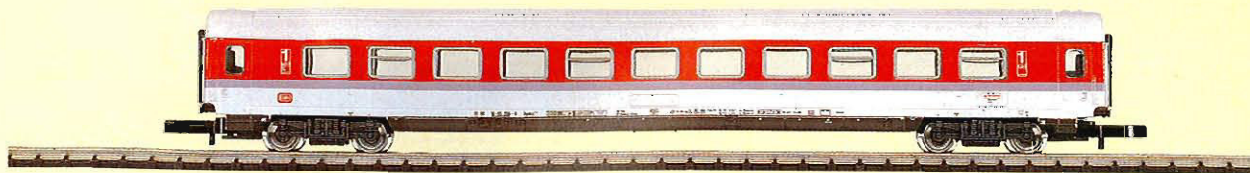


InterCity Cars / Special Cars for passenger trains

German Federal Railroad (DB)



8772 InterCity Open Seating Car.
Apmz 123 in new color scheme. 1st class.
Length over buffers 120 mm (4-3/4").



8773 InterCity Open Seating Car.
Bpmz 293 in new color scheme. 2nd class.
Length over buffers 120 mm (4-3/4").

The InterCity trains in the new colors are a brand name product of superior quality. They are part of a new concept in the services offered by the railroad. This concept is intended to symbolize speed and a high level of comfort.



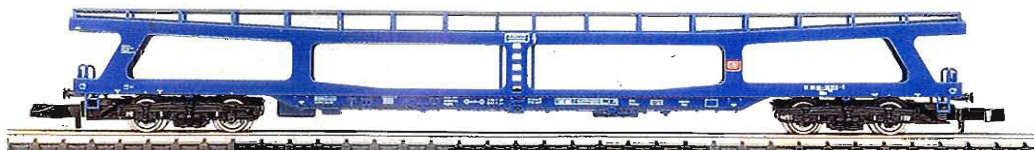
8774 Bord Restaurant.
WRmz 135 in new color scheme. Sprung single-arm pantograph. Length over buffers 120 mm (4-3/4").



8715 Passenger Train Auto Transport Car.
DDm 915. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature autos.



8709 Passenger Train Auto Transport Car.
DDm 915 in new color scheme. Length over buffers 120 mm (4-3/4"). Can be loaded with 8952 or 8904 miniature autos.



8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE. Can be loaded onto the 8709 and 8715 auto transport cars.

Express Train Passenger Cars

Swiss Federal Railways (SBB)



8748 Express Train Passenger Car.
Older design C4ü. 3rd class.
Length over buffers 87 mm (3-7/16").



The Swiss Federal Railways car type C4ü was built with side corridors from 1913 to 1928 and was used for international service. From 1933 to 1948 the entire series was rebuilt to center aisle cars and used in domestic service.

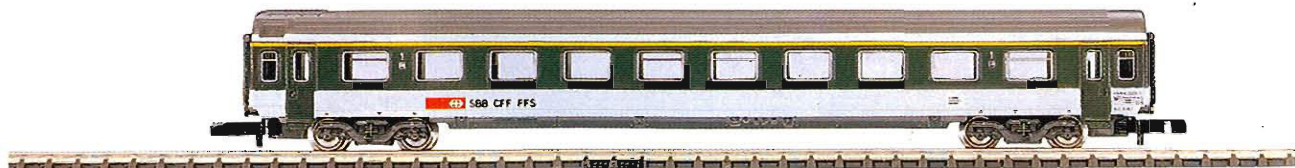


8749 Express Train Baggage Car.
Older design F4ü. Length over buffers 91 mm (3-9/16").

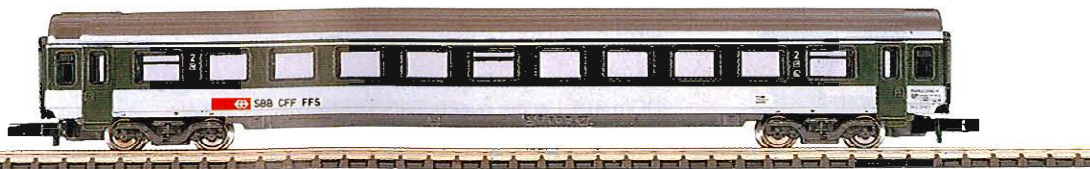
The F4ü baggage car was built in 1913 for the BLS (Bern-Lötschberg-Simplon Railroad). Around 1927 it was acquired by the Swiss Federal Railways and used in the Gotthard Pullman train.



8745 Express Train Passenger Car.
Standard design Mark IV A. 1st class.
Length over buffers 120 mm (4-3/4").



8746 Express Train Passenger Car.
Standard design Mark IV A. 1st class.
Length over buffers 120 mm (4-3/4").



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



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

"Daylight" Streamlined Passenger Cars

Southern Pacific Railroad (USA)



8784 Coach.
Length 115 mm (4-1/2").



8785 Dining Car.
Length 115 mm (4-1/2").



8787 Vista Dome Car.
Length 115 mm (4-1/2").



8788 Baggage Car.
Length 98 mm (3-7/8").



8789 Observation Car.
Length 108 mm (4-1/4").

Steam locomotives were used at first to pull Southern Pacific trains which consisted of coaches, dining car, vista dome car, baggage car and observation car. Musical names such as "Sunbeam", "Morning Daylight" or "Noon Daylight" quickly made the trains well known. Later the trains were hauled by F-type diesel locomotives.

German Federal Railroad (DB)



82152 Freight Car Set.

Contents: 2 type Hbis 299 sliding wall boxcars with different advertising on their sides. 1 sliding wall boxcar lettered for Fachingen, Heil- and Mineralbrunnen (curative and mineral waters), Inc., Mainz, Germany. 1 sliding wall boxcar lettered for Apollinaris & Schweppes, Inc., Bad Neuenahr-Ahrweiler, Germany. Both cars in special version. Not available separately. Total length 131 mm (5-1/8").



The 82152 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Photographs show the freight car models in their original size.

German Railroad, Inc. (DB)



The new paint scheme for freight cars was part of a presentation made in Frankfurt/Main. All of the German Railroad, Inc.'s freight cars will gradually be painted in this striking color scheme with "DB Cargo" in white lettering. Even individual cars in this scheme will stand out in a train of European cars. The red color symbolizes activity, strength and competence on the part of the German Railroad, Inc.



82500 "DB Cargo" Freight Car Set.

Contents: 4 different design freight cars in a striking red color scheme with "DB Cargo" lettering in white, the new paint scheme for the German Railroad, Inc. 1 hopper car. 1 flatcar with telescoping covers. 1 four-axle

gondola. 1 four-axle stake car. All cars in special version. Not available separately. Total length 275 mm (10-13/16").



The 82500 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Car Sets

German Federal Railroad (DB)



8776 "Track Maintenance Train" Car Set. Contents: 3 crew and equipment cars of various designs, 1 tank car, 1 low side car loaded with a work crew trailer. All cars in a special edition. Not available separately. Total length 290 mm (11-7/16").



Former German State Railroad Company (DRG)



82311 Freight Car Set. Contents: 3 tank cars with brakeman's cabs, privately owned cars for OLEX, German Gasoline and Petroleum Company, Inc., Berlin-Wilmersdorf, Germany, used on the

DRG. Tank cars in different color schemes, with finely detailed, partially open frames. All cars in special version. Not available separately. Total length 129 mm (5-3/32").

The 82311 car set is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.



82321 Freight Car Set. Contents: 3 different design freight cars. 1 type Pwg freight train baggage car, sliding doors that can be opened. 1 type O Association design gondola with brakeman's cab.

1 type G boxcar with brakeman's cab, as a temporary refrigerator car to transport ocean fish, sliding doors that can be opened. All cars in a special version. Not available separately. Total length 126 mm (4-31/32").





Track maintenance trains generally consist of cars that have been retired from their original assignments. In addition, they are altered for the new work and are painted in the typical maintenance train blue. Windows are also welded shut in the crew cars according to need, such as for a sleeping compartment, or are provided with frosted glass.

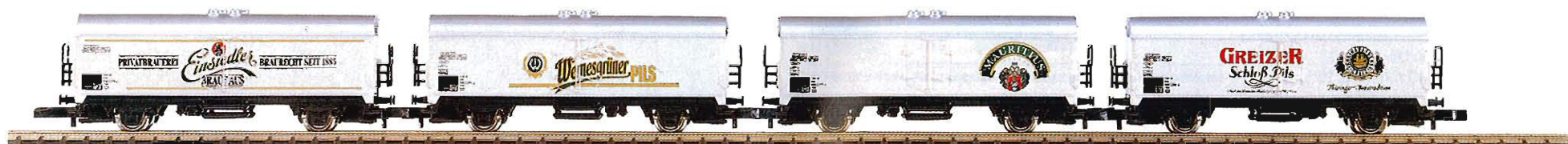
German State Railroad (DR) of the former German Democratic Republic



8208 "Breweries from the New Federal States" Car Set.

Contents: 4 beer cars for different breweries. 1 privately owned car for Mauritius Brewery, Zwickau, Germany. 1 privately owned car for Vereinsbrauerei, Greiz, Germany. 1 privately

owned car for Wernesgrüner Brewery, Wernesgrün, Germany. 1 privately owned car for Einsiedler Brewery, Einsiedel, Germany. All cars in special version. Not available separately. Total length 227 mm (8-15/16").



8204 "Freight Cars of the former GDR" Car Set.

Contents: 1 two-axle gondola lettered "VEB" Pechsiederei Eich/Sachs", 1 four-axle gondola, 1 boxcar, 1 powdered bulk freight car

lettered "Plaste aus Schkopau" and 1 tank car. Cars are partially weathered. All cars in special version. Not available separately. Total length 263 mm (10-3/8").



Freight train models are illustrated full size

Provincial Railroad Freight Cars

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



8633 Coal Gondola.

Omk(u) Association design. With brakeman's cab. Length over buffers 33 mm (1-5/16").



Royal Saxon State Railways



8601 Gondola with Hinged Covers.

Association design with brakeman's cab. Hinged covers that can be opened. Length over buffers 33 mm (1-5/16").

German State Railways Alsace-Lorraine



8602 Boxcar.

Association design with brakeman's cab. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



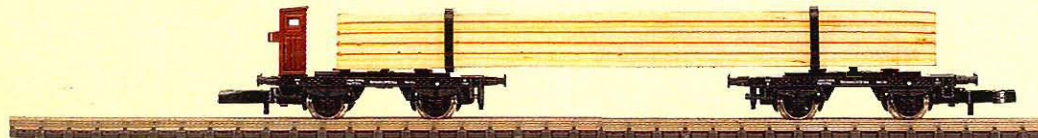
Grand Ducal Oldenburg State Railroad



8658 Stake Car.

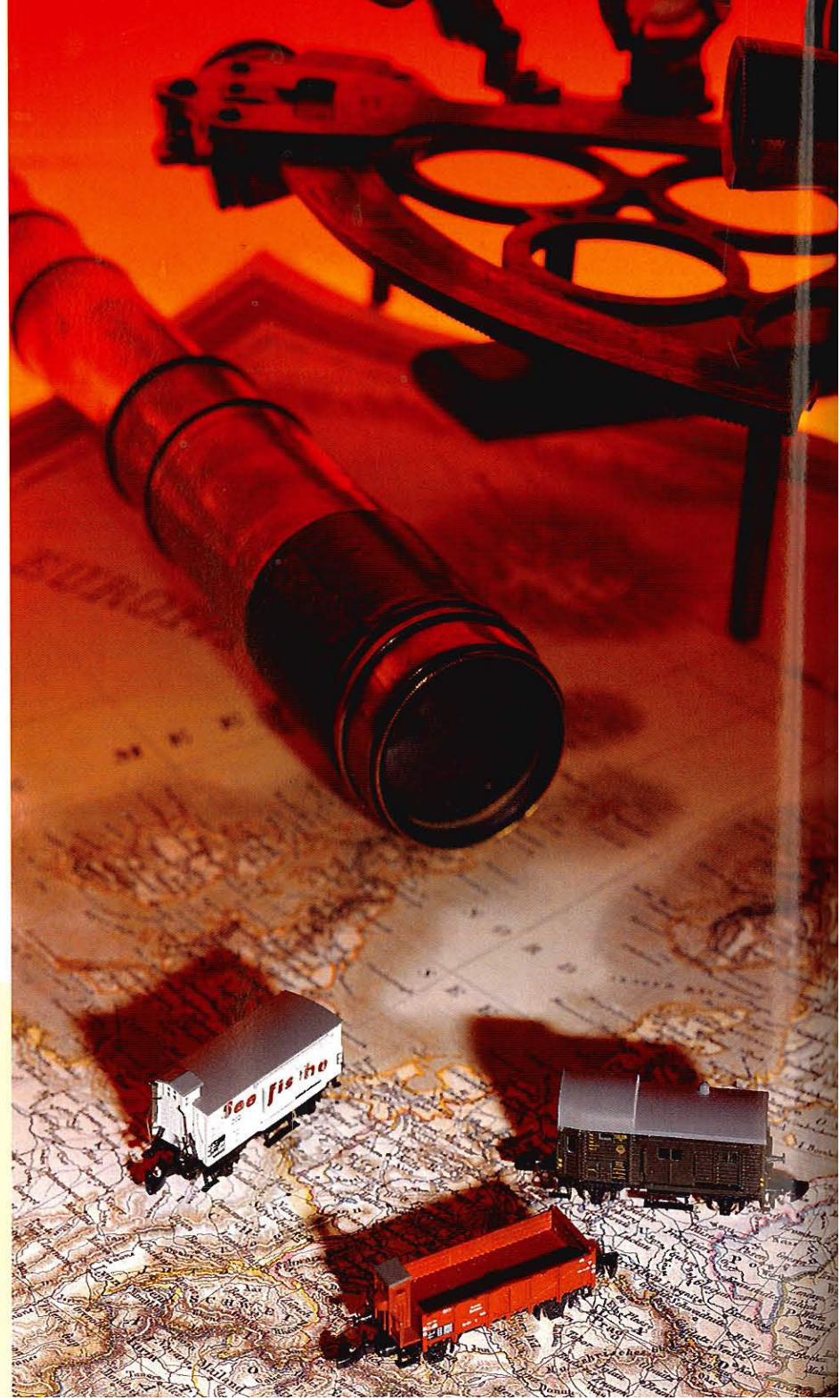
Association design Rm with brakeman's cab. Spoked wheels. Length over buffers 56 mm (2-1/14").

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



8219 Lumber Car.

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



Freight Cars

German Federal Railroad (DB)



8639 Boxcar.

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



8609 Freight Train Baggage Car.

Pwg 012. Sliding doors that can be opened. Length over buffers 40 mm (1-9/16").



8669 Beer Car.

Privately owned by Einbecker Brewery, Inc. Length over buffers 54 mm (2-1/8").



8600 Refrigerator Car.

Ichqs- u. 377. Length over buffers 54 mm (2-1/8").



8631 Beer Car.

Privately owned by Veltins Brewery. Length over buffers 54 mm (2-1/8").



8648 Beer Car.

Privately owned car of Dinkelacker. Length over buffers 54 mm (2-1/8").



8647 Beer Car.

Privately owned car of Staufen Bräu. Length over buffers 54 mm (2-1/8").

Freight Cars

German Federal Railroad (DB)



8665 Low Side Car with Tarp.

Klms 440. Tarp is removable insert.
Length over buffers 54 mm (2-1/8").



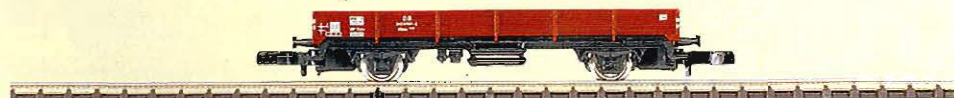
8605 Boxcar.

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



8617 Container Car.

With Märklin container. Length
over buffers 54 mm (2-1/8").



8610 Low Side Car.

Length over buffers 54 mm (2-1/8").



8622 Gondola.

E 037. Length over buffers 54 mm (2-1/8").



8650 Gondola.

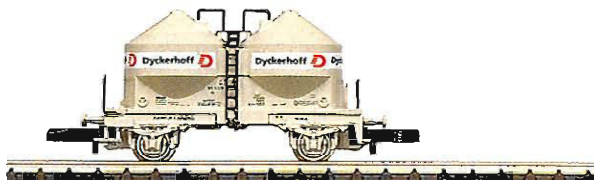
Eaos 106. Length over buffers 63 mm (2-1/2").

German Federal Railroad (DB)



8632 Powdered Bulk Freight Car.

Type Ucs 908 for Dyckerhoff Company. Length over buffers 40 mm (1-9/16").



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



8666 Powdered Freight Silo Car.
Ucs 908. Length over buffers 40 mm (1-9/16").



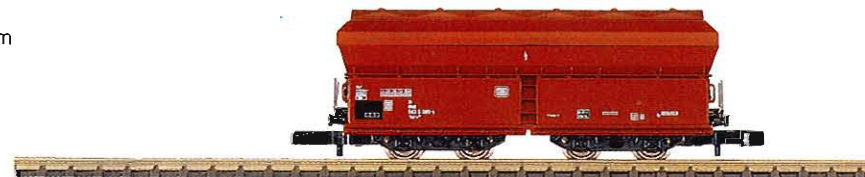
8624 Ballast Car.
Talbot self-unloader for DB maintenance work. Unloading hatches that can be opened. Length over buffers 33 mm (1-5/6").



8630 Hopper Car.
Fals 176. Length over buffers 53 mm (2-1/8").



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



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



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



8635 Flat Car with Telescoping Covers.
Shimms 708. Length over buffers 55 mm (2-1/8").



Special design freight cars

German Federal Railroad (DB)



8657 Crane Car Set.

Contents: 1 low side car and 1 crane car with rotating cab, movable boom and boom

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



8619 Lumber Car.

2 part car. Loaded with lumber. Length over buffers 93 mm (3-5/8").



8655 Stake Car.

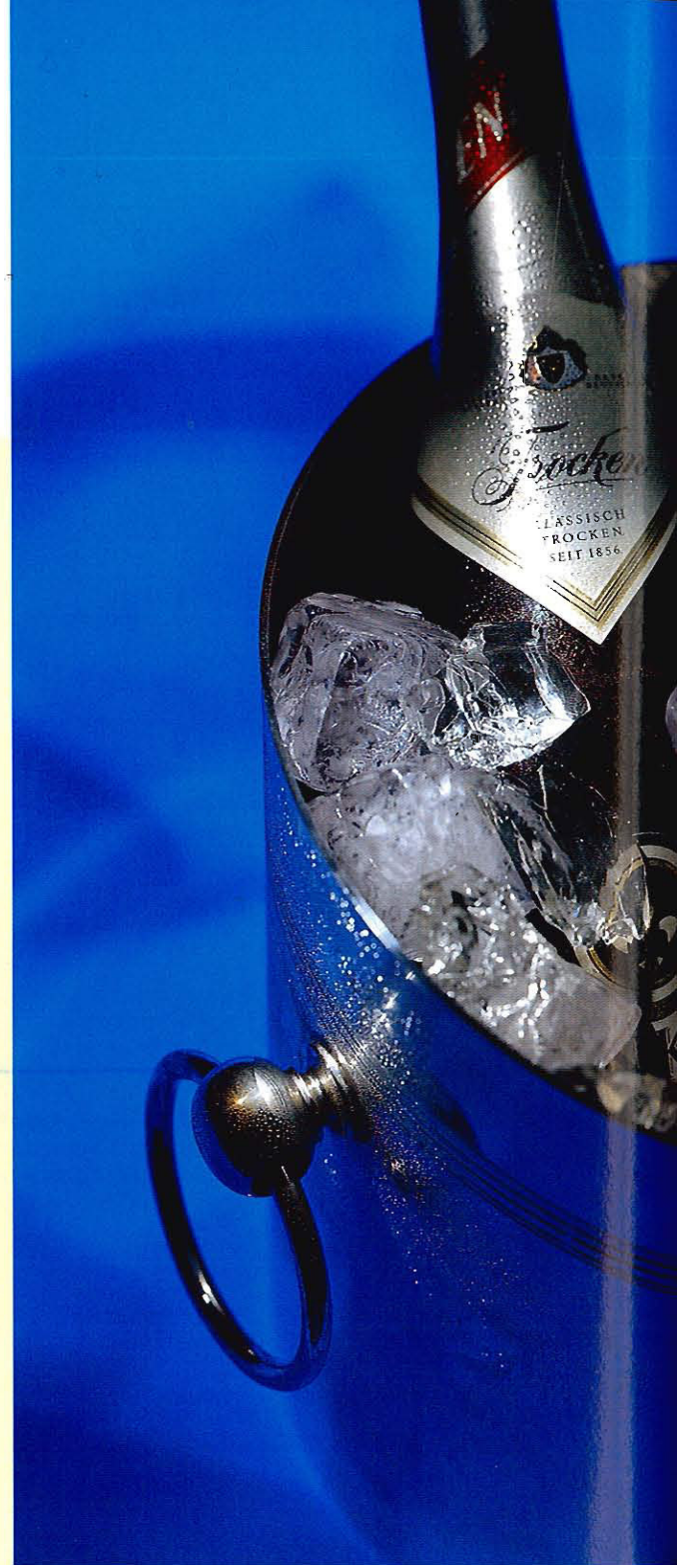
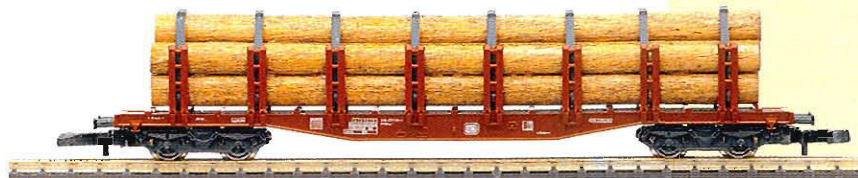
Spns 719. Length over buffers 95 mm (3-3/4").

This car is used on the German Federal Railroad chiefly to transport pipe, lumber, steel matting and similar freight.



8226 Stake Car.

Spns 719. Loaded with logs. The tension bands on the stakes can be prototypically reproduced with the 8 black rubber bands included with the car. Length over buffers 95 mm (3-3/4").



German Federal Railroad (DB)



82270 Piggyback Flatcar.

Sdgkms 707. Privately owned by Kombi-waggon, Inc., Eltville, Germany. Used on the German Railroad, Inc. Loaded with a removable semi trailer lettered with "Sarotti

under Schokoladen-Lieblich" ("Sarotti, our favorite chocolate") for Nestle Chocolates, Inc., Frankfurt, Germany. Tractor included. Length over buffers 78 mm (3-1/16").



82280 Piggyback Flatcar.

Sdgkms 707. Privately owned by Kombi-waggon, Inc., Eltville, Germany. Used on the German Railroad, Inc. Loaded with 2 removable interchangeable, open body trailers for DANZAS Freight Forwarders, Frankfurt, Germany. Length over buffers 78 mm (3-1/16").



82411 High-Capacity Sliding Wall Boxcar.

Habins. Privately owned by Trans-waggon, Inc., Hamburg, Germany. Used on the German Railroad, Inc. Length over buffers 106 mm (4-1/8").



German Federal Railroad (DB)



82412 Four-Axle High-Volume Sliding Wall Boxcar.

Type Habins. Privately owned by DANZAS Freight Forwarders, Frankfurt, Germany. Used on the German Federal Railroad. Large advertisement on the car sides for "HENKELL TROCKEN" of Henkell & Söhnlein Sparkling Wines Company, Wiesbaden, Germany. Length over buffers 106 mm (4-3/16").



The 82412 high-volume sliding wall boxcar is being produced in a one-time series only in 1996 and is already sold out at the factory. Your dealer has already placed orders for this unit.

Tank Cars

German Federal Railroad (DB)



8629 Oil Tank Car.

Privately owned by DEA Petroleum, Inc.
Length over buffers 40 mm (1-9/16").



German State Railroad (DR) of the former
German Democratic Republic



8202 Oil Tank Car.

Tank car lettered for Minol Petroleum Oil
Distribution, Inc., Berlin. Length over buffers
75 mm (3").



8203 Oil Tank Car.

Tank car lettered for Minol Petroleum Oil
Distribution, Inc., Berlin. Length over buffers
40 mm (1-9/16").

German Federal Railroad (DB)



8625 Oil Tank Car.

Privately owned by German Shell, Inc.
Length over buffers 75 mm (3").



8611 Oil Tank Car.

Privately owned by German Shell, Inc.
Length over buffers 40 mm (1-9/16").



8626 Oil Tank Car.

Privately owned by Esso, Inc.
Length over buffers 75 mm (3").



8612 Oil Tank Car.

Privately owned by Esso, Inc.
Length over buffers 40 mm
(1-9/16").



German Federal Railroad (DB)



8613 Oil Tank Car.

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



8627 Oil Tank Car.

Privately owned by Aral, Inc.
Length over buffers 75 mm (3").



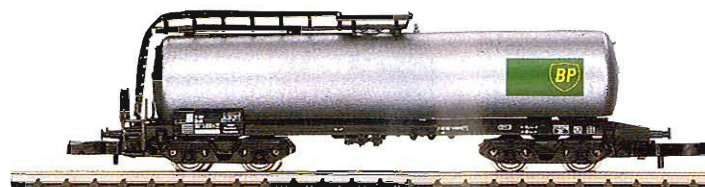
8614 Oil Tank Car.

Privately owned by German BP, Inc.
Length over buffers 40 mm (1-9/16").



8628 Oil Tank Car.

Privately owned by German BP, Inc.
Length over buffers 75 mm (3").



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

Tank Cars

German Federal Railroad (DB)



8607 Gas Tank Car with Heat Shield.
Privately owned by VTG, Company.
Length over buffers 75 mm (3").



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



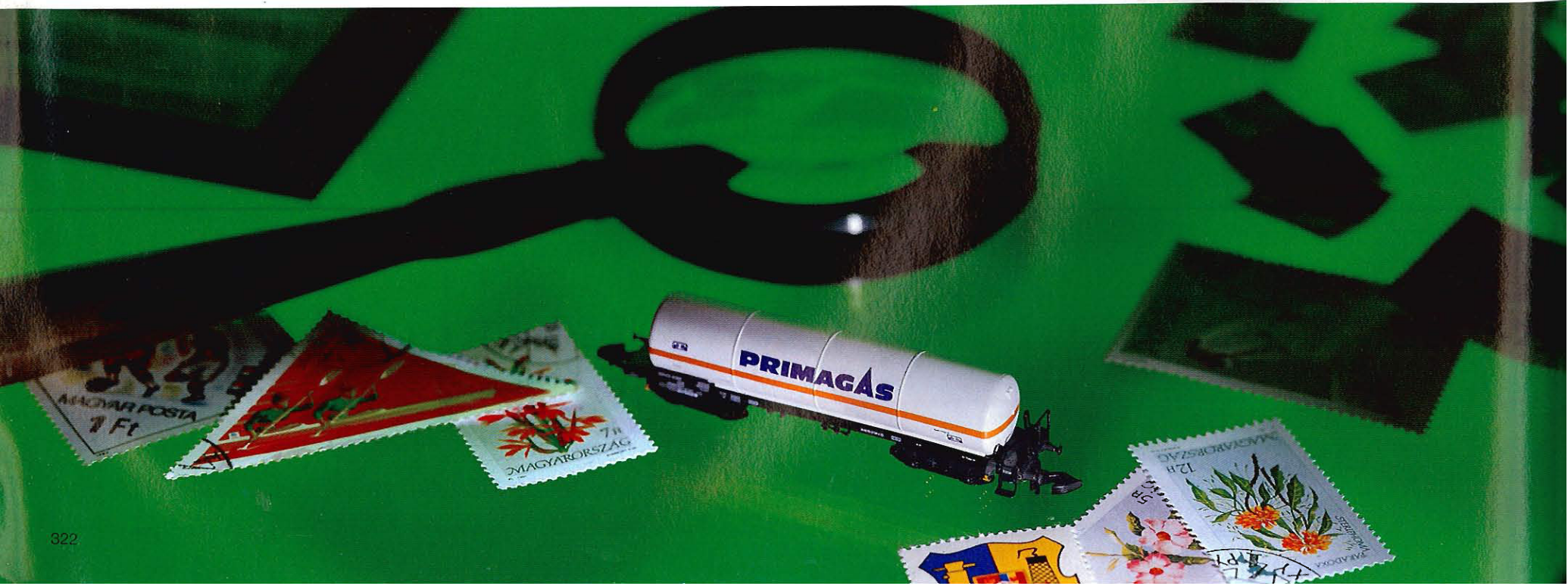
82180 Pressure Gas Tank Car without Heat Shield.



Privately owned by PRIMAGAS, Inc., Krefeld,
Germany. Used on the German Federal Rail-
road (DB). Length over buffers 75 mm (3").



8608 Gas Tank Car with Heat Shield.
Privately owned by EVA Company. Length
over buffers 75 mm (3").



Freight Cars

Italian State Railways (FS)



82161 Refrigerator Car.

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



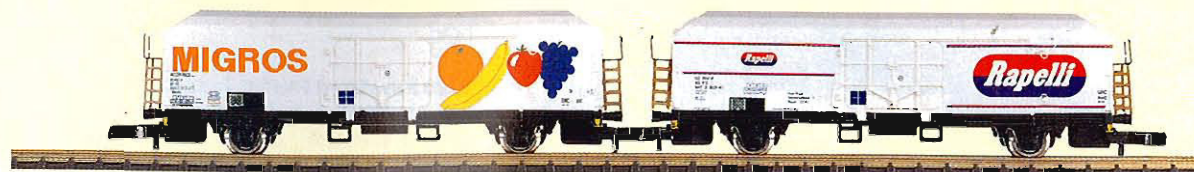
International refrigerator traffic is served by the INTERFRIGO Company in Basle, Switzerland in cooperation with 23 European railroads. This company has a rolling stock

pool of over 20,000 refrigerator cars in different designs. A large part of the standard cars is registered in Italy with the FS; they are used quite freely in all countries, however.



8216 Refrigerator Car Set.

Contents: 2 refrigerator cars. Privately owned by INTERFRIGO, used on the Italian State Railways (FS). These refrigerator cars have advertising themes on their sides. Both cars in a special version, Not available separately. Total length 131 mm (5-5/32").



In 1996 all of Austria will be celebrating the millennium anniversary of its name. In 996 Emperor Otto III granted to the Bishop of Freising several dominions in what is present day Lower Austria. In the grant deed the land received by the Bishop was documented for the first time as "Ostarrichi", or Austria (Österreich in German).

996 - 1996

Österreich

Märklin is producing a whole series of interesting Austrian models on the occasion of this millennium.

Austrian Federal Railways (ÖBB)



82501 Freight Car Set.

Contents: 3 different design freight cars. 1 four-axle petroleum oil tank car with advertising for "Schwechat 2000", privately owned by ÖMV, Inc. of Vienna. 1 type Shimm's flat-car with telescoping covers with advertising

for "Rail Cargo Austria", the brand name for the ÖBB freight service. 1 type Hbis sliding wall boxcar with advertising for "Gösser Bier" from Steierbrau, Inc., Graz, Austria. All cars in special version. Not available separately. Total length 200 mm (7-7/8").

Freight Cars

Swiss Federal Railways (SBB)



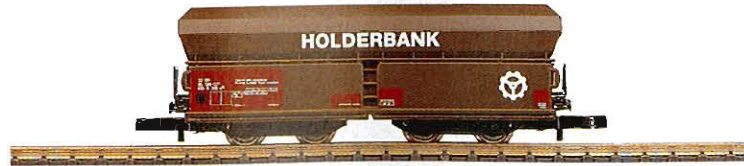
8229 Powdered Freight Silo Car.
Type Ucs. Length over buffers
40 mm (1-9/16").



8220 Powdered Freight Tank Car.
Uacs. Length over buffers 75 mm
(2-15/16").



8221 Hopper Car.
Type Fals privately owned car lettered for
"Holderbank", used on the (SBB). Length
over buffers 53 mm (2-1/8").



8656 Sliding Wall Boxcar.
Hbis. Less-than-carload car "Cargo Domizil"
with dual language lettering in German and
French. Length over buffers 64 mm (2-1/2").

These sliding wall boxcars are used in the SBB's Less-than-carload freight. The large surfaces of their side walls are used for advertising this new transportation concept called "Cargo Domizil".



Swiss Federal Railways (SBB)



86551 Stake Car.

Type Spns. Loaded with pipes. Length over buffers 95 mm (3-3/4").



8210 "MIGROS" Car Set.

Contents: 3 Hbils sliding wall boxcars with different lettering for the MIGROS wholesale and retail company. 1 sliding wall boxcar lettered for "Biscuits Glaces". 1 sliding wall boxcar lettered for "Bischofszell". 1 sliding

wall boxcar lettered for "Chocolat Frey". All cars in special version. Not available separately. Total length 198 mm (7-3/4").



8201 "Swiss Mineral Waters" Car Set.

Contents: 3 Hbils sliding wall boxcars with different lettering. 1 sliding wall boxcar lettered for "Orangina", 1 sliding wall boxcar lettered for "Elmer Citro", 1 sliding wall box-

car lettered for "Valser". All cars in special version. Not available separately. Total length 198 mm (7-3/4").



Freight Cars

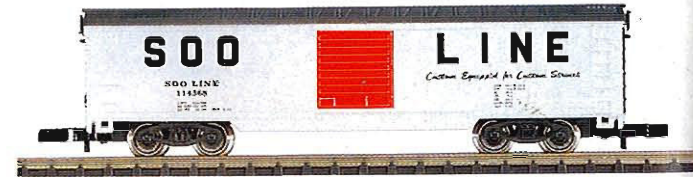


USA Freight Cars



8223 Boxcar.

Lettered for Minneapolis, St. Paul & Sault Ste. Marie Railroad – SOO LINE. Length 72 mm (2-7/8”).



8224 Gondola.

Lettered for the Chicago, Burlington & Quincy Railroad. Length 67 mm (2-5/8”).



8225 Tank Car.

Privately owned car lettered for the Ethyl Corporation. Length 51 mm (2”).



8230 Caboose.

Lettered for the New Jersey Central Railroad. Separately applied ladders. Length 51 mm (2-5/8”).