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New Items 2016
Dear LGB Fan

It is with great delight that we are presenting our LGB new items for 2016. Many interesting and prototypical models await to be discovered by you and used on your garden railroad.

A focal point are locomotives and cars for the Rhaetian Railroad such as the new Ge 2/4 in the rebuilt version or the four-axle steel cars in first and second class. Of course, the assortment will be further expanded so that trains can be added to with new items from recent years.

Completely new is the Harz locomotive, road number 99 7239-9, that is equipped with an mfx/DCC decoder with sound and cylinder steam. An extensive description can be found on Page 9.

Fans of American railroads have not been forgotten: There is a six-axle Southern Pacific Railroad diesel locomotive and different freight cars to go with it.

In addition to our new items for 2016, we are also offering the current LGB Club model for 2016 on Page 57 in this brochure: a four-axle Rhb tank car used for transporting heating oil for a Grisons fuel dealer. This car is prototypically weathered can be acquired only by our club members. Are you still not a member? Then get information about the many advantages starting on Page 58.

Have fun leafing and browsing through our new items brochure for 2016 and get ready to be inspired to the fullest for your ideas indoors and outdoors. In addition, there is more information and useful facts waiting for you on our Internet site www.lgb.de.

You will always be up-to-date with our daily current information at www.facebook.com/lgb.

Your LGB Team

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German State Railroad (DR)

30321 DR Type KD4 Baggage Car
This is a model of the DR type KD4 baggage car as if formerly looked in service on many DR routes. It is completely new tooling with sheet metal walls, sliding doors that can be opened, and other details typical of the type such as truss rods on the underside of the car. The paint and lettering are prototypical for Era III. The car has metal wheel sets.
Length over the buffers 50 cm / 19-11/16”.

30322 DR Type KD4 Baggage Car
This car is the same as 30321 except it has a different car number and overhaul data.

• Completely new tooling.
German Federal Railroad (DB)

500 Years of the Purity Law for Beer

On April 23, 1516, the Bavarian dukes Wilhelm IV and Ludwig X issued in Ingolstadt one of the few laws that was to exist for centuries beyond that time. The Purity Law for Beer still defines not only but chiefly the German art of brewing and is considered the oldest food products law in the world still in existence and in effect. Its origin can be found in the Landshut Succession War of 1504/05 (“Bavarian Feud”), which led to the reunification of the Bavarian dukedom fragments. This resulted in the need to harmonize the Bavarian state laws that finally led to a new state ordinance for all of Bavaria. A component part of this new ordinance was the “Bavarian Purity Law”. In addition to the regulation of beer prices (which naturally changed over the course of time), every part of the purity law remained largely in effect up to the current times. The purity law dictated the exclusive use of barley, hops, and water in the brewing of beer. In the original text, it was formulated as follows. “We especially want that forthwith everywhere in our cities, towns, markets, and in the countryside no other parts than exclusively barley, hops, and water be used and employed for any beer.”

This text was changed many times in the past five centuries. Barley mutated to barley malt, later simply malt. The limitation to barley initially served to eliminate food shortage. Wheat was supposed to be used only to make bread. Finally, years later the limitation to barley was abandoned in favor of other types of grain. A fermentation process such as for beer production naturally also requires an initiator, but at that time, it was not yet mentioned. At least impurities with fungal spores leads in most cases to the desired success. Louis Pasteur (1822–1895) was the first to describe that the starting of a fermentation process is caused by a substance consisting of microorganisms (yeast) that consist of a multitude of single-cell fungi. Hence, since the 19th century beer can be brewed with the following: malt, hops, yeast, and water.

43357 Weihenstephan Beer Car

This is a model of a two-axle beer car painted and lettered for the “Weihenstephan” Brewery in Freising/Bavaria, used on the German Federal Railroad. The car is prototypically painted and lettered for Era III. The doors can be opened. The car has metal wheel sets. Length over the buffers 34 cm / 13-3/8”.

This car goes ideally with the 42261 car.
20752 DR Steam Locomotive, Road Number 99 5015
This is a model of a DR narrow gauge steam locomotive used on the narrow gauge routes in the Harz Region. The paint scheme and lettering are prototypical for Era III. Both wheel sets are driven by a powerful Böhler motor mounted with ball bearings. Traction tires. The locomotive has an mfx/DCC sound decoder with many functions, and a smoke unit and headlights that can be controlled in digital operation. Length over the buffers 24 cm / 9-7/16".

Light, smoke, and many sound functions included.

3HKEFBJG

Locomotive includes mfx sound decoder
Smoke unit and headlights can be controlled in digital operation

45002 DR Stake Car
This is a model of a DR two-axle stake car, used on the narrow gauge lines in the Harz Region. It is prototypically painted and lettered for Era III. Length over the buffers 25 cm / 9-7/8".

This new item is available with a different car number as a variation:

45003 DR Stake Car
Car number 99-04-33

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41031 Pair of Gondola Cars

This car set consists of 2 individually packaged German State Railroad (DR) Era IV type Ow gondolas with board superstructure and double sheet metal doors. One car has a brakeman’s seat. Both models have spoked metal wheels and are lettered extensively and finely. Both cars are individually packaged. Length over the buffers per car 30 cm / 11-13/16".

Board superstructure and double sheet metal doors

Cars packaged individually

Different car numbers

One car includes brakeman’s seat
Sylt Island Railroad

24660 Sylt T 25 Rail Bus
This is a model of the class T 25 Wismar rail bus for the Sylt Island Railroad. It has a prototypical paint and lettering scheme. Design differences specific to this type have been translated on the model, such as the Borgward hood instead of the original Ford hood on one side, the rearview mirror or the removed shock absorbers and bicycle baskets.

The model has a powerful Bühler motor driving both wheel sets. It also has a digital decoder with sound and different light functions. The model has complete interior details and digitally controlled interior lighting. The doors can be opened. The model has digitally controlled headlights that change over with the direction of travel. Length over the buffers 45 cm / 17-3/4”.

Sound included for the first time
In 1928, the state office in Hannover for short line railroads developed suggestions for long-term improvement of passenger service on short line railroads in order to replace the uneconomical and badly overburdened passenger trains hauled by steam locomotives. A lightweight powered rail car was required with low procurement costs, simple, inexpensive maintenance by using mass-produced truck parts, low operating costs, and one-man operation as well as use in both directions without the need to turn the unit. The problem of a sturdy and cost-effective drive system was solved resourcefully and affordably: A mass-produced truck motor with gear drive from Ford was simply used at both ends of the car, including all of the accessories such as the tank, universal shaft, motor hood, brakes, etc. The firm Waggonfabrik Wismar thus built such a rail bus with lightweight construction methods and the total weight of the car could be kept at six metric tons.

The airbase commandant List on the Isle of Sylt also purchased such a Hannover-E design Wismar rail bus. Starting on November 25, 1935, it was used as the class T 13 to transport material and personnel on the narrow gauge Isle of Sylt Railroad (1,000 mm / 39 inches) to the armed forces support points. The narrow gauge powered rail car had a wheelbase of 3.5 meters / 11 feet 6 inches, 20 upholstered seats, and 16 fold-over seats. A coupling drawbar hanging under the hood served to haul a trailer unit. In 1949, the T 13 was acquired in addition to other units by the Isle of Sylt Railroad that was absorbed into the Sylt Transportation, Inc. (SVG) in 1954. There this rail bus was given the designation T 25. Several years later one of the two Ford motors had to be replaced by a Borgward motor with a corresponding Borgward hood. The T 25 was thus given its last characteristic look. The T 25 often ran in conjunction with the Wismar T 22 that came originally from airbase commandant Hörnum on Sylt. The T 25 had already been put into storage before operations ceased on the Isle of Sylt Railroad on December 29, 1970. The railroad was sold to the German Railroad Association (DEV) in 1969. There it was used as a source of spare parts for the restoration of the association’s T 41 (former Steinhude Moor Railroad). The remainder of the T 25 was scrapped in 1969 at the Bremen-Seebaldsbrück maintenance facility.
Harz Narrow Gauge Railways (HSB)

26814 HSB Class 99.23 Steam Locomotive

The prototype for this model is Harz Narrow Gauge Railways Road Number 99 7239-9 as seen in Era VI. It is prototypically painted and lettered. The model has a built-in mfx/DCC decoder with extensive sound and light functions such as headlights that change over with the direction of travel, cab lights, and separate controlled running gear lights. All five driving wheel sets are driven by two powerful Bühler motors with ball bearing, and the locomotive has traction tires. The locomotive has a smoke generator with smoke chuffing synchronized with the motion of the wheels. The locomotive has many separately applied details, a completely detailed cab, and doors that can be opened. Length over the buffers 55 cm / 21-5/8”.

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21935 HSB Köf II Diesel Locomotive
This HSB Köf diesel locomotive, road number 199 011-8, is painted and lettered for Era VI. It is a finely detailed model with many separately applied parts. The locomotive has a powerful Bühler motor driving both wheel sets and has great pulling power due to traction tires. The locomotive has an mfx/DCC decoder with many sound and light functions. The paint and lettering are prototypical.
Length over the buffers 26 cm / 10-1/4”.

First time as an HSB locomotive with sound.

37734 HSB Buffet Car
This is a model of a HSB (Harz Narrow Gauge Railways) buffet cars. It is prototypically painted and lettered for Era VI. The car has many separately applied details and interior details with the buffet area. The car also has metal wheel sets.
Length over the buffers 50 cm / 19-11/16”.

Goes well with the HSB passenger cars previously produced.
**DEV**

**41032 DEV Gondola**
This is a model of a DEV gondola in use on the Bruchhausen – Vilsen Museum Railroad. It is prototypically painted and lettered for Era VI, and the car number is 114. It has a separately applied brakeman’s seat and many fine details on the car body and frame. The car has metal wheel sets.
Length over the buffers 30 cm / 11-13/16”.

The 41032 and 43262 cars are the ideal add-on to the DEV steam locomotive Franzburg, item number 20181.

**43262 DEV Boxcar**
This is a model of a DEV boxcar in use on the Bruchhausen – Vilsen Museum Railroad. It is prototypically painted and lettered for Era VI, car number 128. The car has many fine details on the car body and the frame. It also has metal wheel sets.
Length over the buffers 30 cm / 11-13/16”.

The 41032 and 43262 cars are the ideal add-on to the DEV Franzburg steam locomotive, item number 20181.
These two cars were rebuilt from rotary load cradle cars, which can still be recognized today from the load cradle mounts on the load surface.

41038 MBS Pair of Flat Cars
This pair of cars consists of two models of the type Hw flat car, used on the Schönheide Museum Railroad. The cars are prototypically painted and lettered for Era VI. The brake system with brake shoes on one side is prototypical. Length over the buffers 60 cm / 23-5/8".
45921 DB AG Stake Car Set with a Semi-Truck Rig for Lumber and Logs
DB AG four-axle stake car. It has Era V paint and lettering. The car is equipped with metal solid wheels. Center buffer beams are included for converting the model to center buffers. Length over the buffers 66 cm / 26".

Also included in the set is a model of a Scania R Highline V8 semi-truck rig for lumber and logs with a load of logs. Length of the model 62 cm / 24-3/8".
24450 RhB Ge 2/4 Electric Locomotive

This is a model of the RhB class Ge 2/4 electric locomotive after being rebuilt in the Fifties. It has a new roof with a pantograph and resistance brakes as well as other changes compared to the original version. The locomotive has prototypical paint and lettering for Era III. Both driving wheel sets are driven by a powerful Bühler motor with ball bearings. The locomotive has traction tires. It also has an mfx/DCC decoder with many sound and light functions such as the headlights that change over with the direction of travel, cab lighting, and much more. Length over the buffers 38 cm / 15”.

- New mold tooling.

This locomotive will go well with the new 31522 and 32522 RhB passenger cars or the 34553 baggage car.

Mostly new tooling
First time for this converted form in the LGB assortment
In 1913, the Rhaetian Railroad (RhB) purchased seven smaller Ge 2/4 locomotives with the road numbers 201-207 for lighter service in addition to four large Ge 4/6 electric locomotives. This was for its newly built electric line Engadin between Samedan and Scuol-Tarasp. These 8.7 meter / 28-1/2 foot long side rod locomotives scurried across the country at up to 45 km/h / 28 mph, had an output of 228 kilowatts / 305.75 horsepower, and weighed 36.7 metric tons. A repulsion motor with a double brush set (Déri motor) supplied the drive. It featured a high starting torque and jerk-free startup. The power was transmitted from the motor to the jackshaft by means of diagonal drive rods and then further by means of side rods to the two sets of driving wheels.

Three units (road numbers 201, 202, and 206) were converted between 1943 and 1946 to switch engines with a central cab and two hoods. Two other conversions followed in 1945/46 with the goal of achieving a considerable increase in output for use as road engines. On road numbers 203 (new: 221) and 204 (new: 222) practically the entire electrical equipment as well as the power transmission was replaced. The output was increased to 456 kilowatts / 611.5 horsepower by installing new fast running single-phase motors. The drive to the jackshaft was now done with a gearbox and a new transformer provided regulated traction motor voltage by means of a camshaft relay. The maximum speed was thereby increased to 55 km/h / 34 mph. In addition, a separately excited direct current resistance brake system was installed. The braking resistors for this were mounted on the roof in place of a second pantograph.

These increases in output and speed allowed both locomotives to be used as motive power on the steeply graded Albula line. After the arrival of the powerful, six-axle newly designed Ge 6/6 II locomotives, road numbers 701-707, by 1965 road numbers 221 and 222 were gradually pushed into subordinate (switching work) service. Especially in the high winter season when all available powered units were in use, they were often seen as motive power for the so-called “Schlittelzügen” / “Sledding Trains” between Preda and Bergün. They were also occasionally seen in pusher service on the short but steeply graded Albula south ramp. While road number Ge 2/4 221 had to leave service in 1998 and was soon thereafter scrapped, its sibling was preserved. It is housed as a historic unit in Landquart, and occasionally it attracts particular attention as motive power for special trains.
Rhaetian Railroad (RhB)

31522 RhB Passenger Car, 1st/2nd Class
This is a model of an RhB express train passenger car, 1st and 2nd class. The paint and lettering are prototypical for Era III. The car has many separately applied details and doors that can be opened. It also has finely modelled interior details. The car has factory-installed interior lighting. It also has metal wheel sets.
Length over the buffers 66 cm / 26".

New mold tooling, new side walls.
32522 RhB Passenger Car, 2nd Class
This is a model of an RhB express train passenger car, 2nd class. The paint and lettering are prototypical for Era III. The car has many separately applied details, and the doors can be opened. The interior details are finely modelled. The car has factory-installed interior lighting. It also has metal wheel sets.
Length over the couplers 66 cm / 26".
Rhaetian Railroad (RhB)

34553 RhB Type D2 Baggage Car
This is a model of the RhB type D2 two-axle baggage car. This is a finely detailed model of the car with a smooth steel body. The paint and lettering are prototypical for Era III. The doors on the end walls and the sliding doors on the sides can be opened. The car has metal wheels. Length over the buffers 45 cm / 17-3/4".

- New mold tooling.

33550 RhB Passenger Car, Car Number B 2082
This is a model of an RhB passenger car, 2nd class. It is in the cream / green paint scheme for Era III, and the paint and lettering are prototypical. The car has completely modeled interior details. It also has metal wheel sets. Length over the buffers 45 cm / 17-3/4".

Goes well with the 25390 powered rail car.

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25390 RhB ABe 4/4 Powered Rail Car,
Road Number 34
This is a model of an RhB ABe 4/4 powered rail car for use on the Bernina Railroad. It is painted cream/green for Era III with prototypical paint and lettering. All 4 wheel sets are driven by 2 powerful Bühler motors. The powered rail car has an mfx/DCC decoder with many light and sound functions. It also has many details typical of the era such as altered grab irons on the ends. Complete interior details, doors that can be opened, traction tires, interior lighting, and cab lighting complete this beautiful model.
Length over the buffers 64 cm / 25-3/16".

First time with an mfx/DCC decoder and sound.

A passenger car to go with this model available under item number 33550.
Rhaetian Railroad (RhB)

48570 RhB Type Haik-v Sliding Wall Boxcar

This is a Rhaetian Railroad (RhB) 4-axle sliding wall boxcar with large RhB lettering. The car has new doors with vertical braces and a short roof over the brakeman’s platform. The car is prototypically painted and lettered. Naturally, the sliding doors can be opened and closed like the prototype. The car has metal solid wheels. Length over the buffers 62 cm / 24-3/8”.

- New mold tooling
  - New doors with vertical braces
  - Short roof

Partially new tooling

New roof
New side walls and doors
Over 50% of the transport done by McDonald’s Switzerland is done by rail to benefit the environment, mostly with these refrigeration containers.

**46891 RhB McDonald’s Container Car**
This is a model of a Rhätische Railway two-axle container car, loaded with a refrigeration container for the fast food chain McDonald’s Switzerland. The car is prototypically painted and lettered for Era VI, and the paint scheme on the container looks as it currently does in service in Switzerland. The car has metal solid wheel sets. Length over the buffers 41 cm / 16-1/8”.

**47894 RhB “La Poste” Container Transport Car**
This is an RhB two-axle container transport car with a new car number, painted and lettered for Era VI. It is loaded with a prototypical postal container lettered for the operator company “La Poste”. The container has a new registration number 791 with the advertising slogan “jour et nuit” / “day and night”. The container, including the top of the container, is extensively imprinted. Length over the buffers 41 cm / 16-1/8”.

This car goes with the 47892 postal container car (container with German lettering) and 47893 postal container car (container with Italian lettering) previously offered.
Rhaetian Railroad (RhB)

40082 RhB Boxcar
This is a model of an RhB type Gak-v boxcar. It is prototypically painted and lettered for Era IV. It is the version with silver sliding doors that can be opened. The car has metal wheel sets. Length over the buffers 62 cm / 24-3/8".

Ideal add-on to the 40080 car set.

40083 RhB Boxcar
This is a model of an RhB type Gak-v boxcar. It is prototypically painted and lettered for Era IV. It is the version with brown sliding doors that can be opened. The car has metal wheel sets. Length over the buffers 62 cm / 24-3/8".

Ideal add-on to the 40080 car set.
**41701 MBS Pair of Flat Cars**

This pair of cars consists of two models of the type Hw flat car, used on the Schönheide Museum Railroad. The cars are prototypically painted and lettered for Era VI. The brake system with brake shoes on one side is prototypical.

Length over the buffers 60 cm / 23-5/8”.

These two cars were rebuilt from rotary load cradle cars, which can still be recognized today from the load cradle mounts on the load surface.

**40092 RhB Low Side Car with a Brakeman’s Platform and a Freight Load of Pipe**

This is an RhB type M1 2-axle low side car for Era III. It is a finely detailed model with prototypical paint and lettering, loaded with black pipe.

Length over the buffers 34 cm / 13-3/8”.

*Prototypical weathering included*

*Fill and empty like the prototype*
28440 RhB Class Ge 4/4 II Electric Locomotive

This locomotive completes the quintet of RhB anniversary locomotives. With its sidewall design it harkens back in a one-time, exclusive edition to the 100th anniversary of the line Chur – Arosa and presents the best known and most famous structure on this line, das Landwiese Viaduct. Among the extensive new features on the model are flush mounted windows in the cab and engine room, a separately applied right rearview mirror, sockets on the ends, and antennas on the roof.

28440 RhB Class Ge 4/4 II Electric Locomotive

This locomotive completes the quintet of RhB anniversary locomotives. This Rhaetian Railroad class Ge 4/4 II, electric locomotive, road number 627, is painted and lettered for the anniversary locomotive for the 100th anniversary of the line Chur – Arosa. The model is being produced in a one-time series only in 2016. It has extensive features. The locomotive has an mfx/DCC sound decoder with many sound functions such as the sound of the traction motors, train announcements, station announcements, compressor, whistle, blowers, squealing brakes, etc. The triple headlights change over with the direction of travel. The pantographs rise and lower electrically with the direction of travel. There is also cab lighting, general-purpose sockets, traction tires, and cab doors that can be opened. In addition, the locomotive has 2 powerful Bühler motors that power all of the wheel sets. New features are the windows in the cab and engine room that are flush with the sides, a separately applied rearview mirror on the right side, sockets on the front, and antennas on the roof. The locomotive is extensively painted and lettered true to the prototype.

Length over the buffers 57 cm / 22-7/16".
31904 RhB Type ABt Cab Control Car
This is a model of an RhB type ABt cab control car for use in shuttle trains. The paint and lettering are prototypical for Era VI. The car has complete interior details, white/red headlights and marker lights that change over with the direction of travel in analog operation, and interior lighting. Power pickup is done by means of wheel sets mounted in ball bearings. The car’s doors can be opened. Length over the buffers 62 cm / 24-3/8”.

New edition with a different car number.

The Mark IV express train passenger cars still make up the backbone of express trains on the Rhätische Bahn. Currently the cars are being thoroughly rebuilt and modernized. They are also being given a new paint scheme.

30512 RhB Mark IV Express Train Passenger Car, 2nd Class
This is a model of an RhB Mark IV express train passenger car as it currently looks as a modernized car. The paint and lettering are prototypical for Era VI. The car has interior details and doors that can be opened. It also has factory-installed interior lighting. The car has metal wheel sets. Length over the buffers 67 cm / 26-3/8”.

This car is the ideal add-on to the 30511 and 30513 express train passenger cars.
Experience the Alps as a true feast for the eyes. Many people say this can be done only in the MOB panorama cars. LGB is putting out a one-time series in 2016 for the 40th anniversary of the Montreux-Oberland-Bahn panorama cars.

These two special car sets each consist of two models of the modern MOB panorama cars with prototypical paint schemes and lettering for Era VI. All of the cars are equipped with complete interior details and interior lighting. The doors can be opened.

**39667 MOB Panorama Car Set**
The set includes car number Bs 223 car, second class, and car number Bs 252 car, second class. Length over the buffers 68 cm / 26-3/4”.

**39666 MOB Panorama Car Set**
The set includes car number As 114 car, first class, and car number Bs 251 car, second class. Length over the buffers 68 cm / 26-3/4”.

One-time series in 2016 for the 40th anniversary of the panorama cars on the MOB. This car set will be produced only if there are enough orders entered.

A prototypical MOB panorama train can be assembled with this car set and with the 39666/39667 car set and the 27425 or 20420 MOB locomotives.

The photographs show an example of the Bs 252 second class car.

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25702 ÖBB Class 298 Steam Locomotive

This is a model of the Austrian Federal Railways (ÖBB) class 298 steam locomotive. It is prototypically painted and lettered for Era IV. A powerful Bühler motor drives all three driving wheel sets and the locomotive has traction tires. The locomotive has an mfx/DCC decoder with many functions that can be called up and controlled digitally such as different light and sound functions as well as a smoke generator. The dual headlights change over with the direction of travel.

Length over the buffers 34 cm / 13-3/8".

ÖBB cars to go with this locomotive will be available later.

Prototypical weathering included
Smoke unit
First time with mfx decoder and sound
At the end of the 19th / beginning of the 20th century, a number of narrow gauge rail networks sprang up in France too. One of them formed the “Tramways d’Ille-et-Vilaine” (TIV), whose lines radiated out from the operational mid-point of Rennes. Between 1897 and 1924, a meter gauge network with a route length of 510 km / 319 miles developed. Notable were the quite long lines Rennes – La Mézière – Saint-Malo (79 km / 49 miles) or Rennes – Grand-Fougeray (64 km / 40 miles). A number of small steam locomotives were available for operation on the TIV lines: 12 Tramway steam locomotives (road numbers 1-12, Ct, 1897/98 Blanc-Misseron), 41 three-axle units (road numbers 51-90, Ct, 1901/02 and road numbers 70-91, Ct, 1908-14, both series from Corpet-Louvet) four 0-4-4-0T Mallet tank locomotives (road numbers 101-104, 1897, Corpet-Louvet), and two four-axle units (road numbers 201-202, 1931, Corpet-Louvet). The first line abandonments began as early as 1937, and the history of the TIV ended with the stopping of operation between Rennes and Saint Malo in 1950.

The small three-axle unit with the road number 75 remained preserved as the only TIV steam locomotive. Yet, before the abandonment of the last line, it was sold along with its sibling locomotive road number 73 to the firm of Lambert in Vaujours en Seine et Marne, where both units were hauling freight cars filled with gypsum. After they were taken out of service in 1959, both units were in danger of being scrapped in 1962, but road number 75 emerged unscathed. Due to its better condition it was set up as a memorial in the museum at Saint-Mande and was even equipped with the smoke stack from road number 73 since its own smoke stack had been broken. After the museum was closed in the Eighties, this unit was acquired in 1987 by the “Fédération des amis des chemins de fer secondaires” (FACS) and ran for the first time in November of 1989 at the “Musée des tramways à vapeur et des chemins de fer secondaires français” (MTVS). This museum is located at the train station of Valmondois in Butry-sur-Oise, 30 km / 19 miles north of Paris. Starting in 1996 this locomotive was due for a main overhaul, which turned out to be rather extensive due to the accumulations of gypsum. It was not until October 1, 2011 as part of the “Festivals of Steam” that the last remainder of the TIV could be presented under steam again on a kilometer / 0.63 mile long museum line.
33201 M.T.V. Passenger Car, Car Number B34
This is a model of passenger car number B34 of the French museum railroad Musée des Tramways à Vapeur. The paint and lettering are prototypical for Era VI as the car still looks today in service. The car has complete interior details and doors in the end walls and platform doors that can be opened. It also has metal wheel sets.
Length over the buffers 36 cm / 14-3/16”.

A prototypical train can be assembled together with the 20781 passenger car and the 40077 freight car just as it presently still runs on the M.T.V. museum railroad.

40077 M.T.V. Freight Car, Car Number G 5665 CFD
This is a model of French museum railroad Musée des Tramways à Vapeur freight car, car number G 5665. It is prototypically painted and lettered for Era VI, just as the car still looks currently in service. The car has metal wheel sets.
Length over the buffers 30 cm / 11-13/16”.

A prototypical train can be assembled together with the 20781 locomotive and the 33201 passenger car, just as it still runs on the M.T.V. museum railroad.
White Pass & Yukon Railroad

GOLD! GOLD! GOLD!

...Was the impetus to build the White Pass & Yukon Route (WP&YR). In 1896, George Carmack and his two Indian guides Skookum Jim and Charlie Dawson discovered a couple of flakes of gold in Bonanza Creek in the Klondike. This gold was certainly hardly enough to fill a used cartridge of a Winchester, but it was enough to unleash an unbelievable stampede: the Klondike Gold Rush. Sir Thomas Tancrede, an investor from London, and Michael J. Heney, an experienced railroad builder, met to facilitate the arduous transport of freight and people in this inhospitable region. Tancrede initially expressed his doubt that the railroad could surmount the coastal mountains, but Heney was of a different opinion: “Give me enough dynamite and labor, and I’ll build a railroad to Hell.” Thus was the White Pass & Yukon Railroad Company founded in April of 1898.

This rail line was certainly viewed by many as an impossible task, but as early as 26 months later it had achieved the following. 35,000 workers with picks and shovels as well as 405 tons of black powder fought their way through the coastal mountains despite the harsh climate and the dangerous terrain to create one of the most impressive narrow gauge railroads (914 km / 571 miles) in the world. It climbs from sea level in Skagway up a good 873 meters / 2,720 feet in only 32 kilometers / 20 miles to White Pass with grades of almost 3.9%. The construction crews finally met up on July 29, 1900 in Carcross, where a golden spike was driven in a festive celebration. The 177.7 kilometer / 111 mile line from Skagway in the American territory of Alaska up to the Canadian Whitehorse (Yukon Territory) was complete. However, the highpoint of the Klondike Gold Rush was already past when the railroad was put into operation. Yet the WP&YR lived on, because the mining now concentrated increasingly on silver, copper, and lead. It was even a pioneer in container service in that it introduced the first container train in the world in 1956. Its tentative end was not sealed until the closing of numerous mines in 1982, and the closing of the line took place on October 7 of the same year. Yet the WP&YR reinvented itself as early as 1988 as a tourist attraction since more and more cruise ships were docking in Skagway, and tourism began to boom in the area. At first, the railroad ran again between Skagway and White Pass. From 1992 on it went to Bennett and from 2007 on finally to Carcross. Twenty diesel-electric locomotives from ALCO and GE are currently available for operations as well as 82 restored and copied passenger cars and two steam locomotives.

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20060 WP&Y RR Gang Car

This is a model of a typical gang car for the White Pass & Yukon Railroad. It is completely new tooling. It has finely detailed construction in the prototypical orange red paint scheme and lettering for Era VI. Both wheel sets are driven from a powerful motor with ball bearings. The white head-lights / red marker lights change over with the direction of travel. The gang car has an interface connection for installation of a digital decoder. For space reasons the Märklin H0 decoder must be used here. The regular LGB couplers can be replaced by the link-and-pin couplers included with the model. These couplers are based on an American prototype.

Length over the couplers 22 cm / 8-5/8”.

- Completely new tooling.

A material transport car to go with this gang car is available under item number 49191.
20061 WP&Y RR Gang Car

This is a model of a typical gang car for the White Pass & Yukon Railroad in the version as a line inspection vehicle. It is completely new tooling. It has finely detailed construction in the prototypical yellow / green paint scheme and lettering for Era VI. Both wheel sets are driven from a powerful motor with ball bearings. The white headlights / red marker lights change over with the direction of travel. The gang car has an interface connection for installation of a digital decoder. The regular LGB couplers can be replaced by the link-and-pin couplers included with the model. These couplers are based on an American prototype. Length over the couplers 22 cm / 8-5/8”.

A material transport car to go with this gang car is available under item number 49191.
This is a model of a two-axle material transport car to go with the 20060, 20061, and 20062 American gang cars. Like the original, this is a very simple car for transporting construction material or large tools. The regular LGB couplers mounted on this car can be replaced by the link-and-pin couplers based on an American prototype and included with this car.

Length over the couplers 16 cm / 6-5/16".

The ideal add-on to the 20060, and 20061 gang cars
Southern Pacific Railroad (SP)

25555 SP Diesel Locomotive
This is a model of a heavy American SD 40 diesel locomotive painted and lettered for the SP (Southern Pacific Railroad). The paint and lettering are prototypical for Era V. Both trucks are driven by powerful Bühler motors with ball bearings and the locomotive has traction tires. The locomotive has a built-in mfx/DCC decoder with a variety of authentic sound and light functions, all digitally controlled. The locomotive has many separately applied details and doors to the cab that can be opened. Length over the couplers 63 cm / 24-13/16”.

mfx/DCC decoder included for the first time
Southern Pacific Railroad (SP)

40871 DNAX Railcare Tank Car
This is a model of a tank car painted and lettered for the car leasing company DNAX Railcare. It is prototypically painted and lettered for Era V. It has many separately applied details, and the tank can be filled and emptied. The car has metal wheel sets.
Length over the buffers 51 cm / 20-1/16".

Another model variation with a different car number can be found under item number:

40872 DNAX Railcare Tank Car
Car number DNAX 123028

Filling and emptying in two different variants just like the prototype
This is a model of a BNSF (Burlington Northern and Santa Fe Railroad) boxcar. It is prototypically painted and lettered for Era V. The car has many separately applied details and sliding doors on the sides that can be opened. It also has metal wheel sets.

Length over the couplers 57 cm / 22-7/16".

Prototypical paint scheme in two different variations

This new item is available with a different car number as a variation:

42932 BNSF Boxcar
Car number 726159

Individual car numbers

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SHPX Center Flow Hopper Car

This is a model of a covered hopper car painted and lettered for the car leasing company SHPX. It is prototypically painted and lettered for Era V. The car has many separately applied details, and roof hatches and unloading hatches that can be opened. The car has metal wheel sets. Length over the couplers 54 cm / 21-1/4".

This new item is available with a different car number as a variation:

SHPX Center Flow Hopper Car
Car number 43829

Prototypical paint scheme in two different variations

Individual car numbers

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Amtrak

44931 Amtrak Material Car, Phase III
This is a model of a modern steel boxcar as a material car for the North American passenger train company Amtrak. It is prototypically painted and lettered for Phase III at the start of the Eighties. The sliding doors on the sides can be opened. The car has metal wheel sets.
Length over the couplers 57 cm / 22-7/16".

The materials car that is indispensable on every line in North America
This is a model of the Durango & Silverton Railroad old-timer passenger car “Yankee Girl” in the new dark red paint scheme. The model is prototypically painted and lettered. The doors can be opened, and the car has complete interior details. It also has metal wheel sets. Length 49 cm / 19-1/4”.

Goes well with the equally new 30261 “Rio Grande” open-air observation car. Other models will be available later.
Durango & Silverton Railroad

30261 D&S RR “Rio Grande” Open-Air Observation Car
This is a model of the Durango & Silverton Railroad “Rio Grande” open-air observation car in the new dark red paint scheme. The model is prototypically painted and lettered. The car has complete interior details. It also has metal wheel sets.
Length 48 cm / 19-5/16”.

The Rio Grande in a new dark red paint scheme and with complete interior details.

This car also goes with the new 36808 “Yankee Girl” passenger car. Other models will be available later.
Lake George & Boulder Railroad

31052 LGB Baggage Car
This is a model of a four-axle American baggage car painted and lettered for the Lake George and Boulder Railroad. It has sliding doors that can be opened. Length 30 cm / 11-13/16".

The ideal add-on to the 72327 starter set.

48401 LGB Tank Car
This is a model of an American four-axle tank car painted and lettered for the Lake George and Boulder Railroad. Length 30 cm / 11-13/16".

The ideal add-on to the 72426 starter set.
Lehmann Sugar Company

Sugar Cane Transport
Sugar cane is cultivated all over the world in the tropics and subtropics and accounts for about 70% of the entire sugar production. In 2014, about 1.8 billion tons of sugar cane was grown whereby the 20 main growing countries brought in about 92% of the harvest. The largest sugar cane producers are currently (in descending order) Brazil, India, PR China, Thailand, Pakistan, Mexico, the Philippines, the USA, Indonesia, Australia, Argentina, Guatemala, Columbia, South Africa, Vietnam, Egypt, Cuba, Peru, Myanmar, and El Salvador. Naturally, sugar cane is also cultivated to a lesser extent on many islands in the Caribbean and the Pacific Ocean (in front rank the Fiji Islands).

Sugar cane railroads were used mostly starting at the end of the 19th century to transport sugar cane stalks to the sugar refineries that usually located in the operational sphere of the fields. They were usually done in narrow gauge, 610 mm / 24", or 914 mm / 36", more seldom in the gauges of 700 mm / 27-1/2", 1,000 mm / 39", and 1,067 mm / 42" (cape gauge) too. Even standard gauge sugar cane railroads could and still are to be found occasionally. By the end of World War II steam motive power predominated on the sugar cane railroads, yet then came successively the switch to diesel locomotives and later also the partial abandonment of rail operations with the introduction of truck transport. The last steam locomotives could be found on Cuba and in Indonesia, though even here the final hour has struck in the meantime. The most fascinating modern narrow gauge systems (610 mm / 24") worldwide for transporting sugar cane are presently in the Australian federal state of Queensland. The cultivation of raw sugar cane and the 20 sugar refineries still in existence are located in a 1,430 kilometers / 894 mile long strip from Childers in the south to Mossman in the north of Queensland. The only job of these railroads is to transport freshly harvested sugar cane within 12 to 18 hours (maximum 24 hours) for processing in the sugar refinery. There the work goes on 24 hours a day and mostly seven days a week during the season from June to December.

The extent of these sugar railroads is remarkable. Their route length is around 4,000 kilometers / 2,500 miles of which around 3,000 kilometers / 1,875 miles rate as “main lines”. Up to 36 million tons of sugar cane are transported per season. Around 250 diesel-hydraulic locomotives are used, each one with up to 520 kilowatts / 697 horsepower of output, as well as 52,000 sugar cane cars known as “bins”. On average the trains travel around 35 kilometers / 22 miles from the fields to the sugar mill, although the farthest run to a sugar mill is 119 kilometers / 74 miles. The trains can run at speeds up to 40 km/h / 25 mph, haul up to 2,000 tons of sugar cane, and have a length of up to one kilometer / 0.625 miles.
24772 Lehmann Sugar Company Porter Steam Locomotive
This is a model of a Porter locomotive for the Lehmann Sugar Company, used on a railroad to transport sugar cane. The locomotive is finely painted and lettered and is prototypically weathered. Both wheel sets are driven by a powerful motor. The locomotive has a built-in mfx/DCC digital decoder with many functions such as controllable headlights, cab lighting, or a smoke unit as well as many sound functions. American link-and-pin couplers are included.
Length over the coupler 25 cm / 9-7/8”.

• First time with sound.
• Prototypically weathered.

Cars to go with this locomotive are available under item number 49172.
Lehmann Sugar Company

49172 Lehmann Sugar Company Car Display
This is a model of a Lehmann Sugar Company car used on the railroad to transport sugar cane. It is finely painted and lettered.
Length over the couplers 16 cm / 6-5/16”.

Display with 10 cars, each car imprinted with its own car number.
All of the cars are individually packaged.

Each car imprinted with its own car number

The 24772 Porter steam locomotive is available to go with this car set.

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31432 Open-Air Observation Car, 1st Class
This is a model of an open-air observation car, 1st class, as it was in use on narrow gauge railways in Hawaii and elsewhere. The paint and lettering are prototypical. The seatbacks on the seats can be reversed as on the prototype so that the passengers are always facing in the direction of travel. Length 19 cm / 7-1/2”.

The ideal add-on to the 23130 “Olomana” steam locomotive.

Seat backs and lettering like the prototype for realistic prototype scenes

Seat backs can be reversed
32351 Trailer for the Christmas Streetcar

This is a trailer to go with the streetcar from the 72351 starter set and comes in an appropriate Christmas design. The trailer has interior lighting and a maker light, as well as metal wheel sets. Length 35 cm / 13-3/4".

The ideal add-on to the 72351 starter set.

Interior lighting and marker light included
The ideal add-on to the 72351 starter set
36073 Christmas Car for 2016

The Christmas passenger car for 2016 is extensively imprinted with a wonderful theme. The model has interior details, also doors of course that can be opened, and is the ideal add-on to the previous series of LGB Christmas cars. The car has metal solid wheel sets. Length over the buffers 30 cm / 11-13/16"."
As a multi-protocol controller the Central Station 3 with its high resolution, modern color touch screen, 2 locomotive controllers as well as a built-in central track diagram control board offer the possibility of simple, easy control of locomotives and of the entire layout. Up to 32 functions can be controlled on locomotives, and up to 320 Motorola or 2,048 DCC solenoid items can be controlled among accessories.

In addition, the Central Station 3 has 2 built-in locomotive card readers (for saving locomotive data on a locomotive card or for fast call-up of the locomotive by plugging in the locomotive card), an SD card slot for expanded storage as well as a built-in speaker for playing back typical model railroad sounds. A powerful Booster is built in to power the layout with current for trains and for accessories.

The Central Station 3 is multiple device capable, i.e. several Central Station 3 plus (60216) units can be operated together on a layout with the optional cable (60123). Additional locomotive controllers, additional Layouts, and Keyboards expand the operation of the layout whereby joint and separate configurations can be maintained in the Central Station 3 (plus) for the layout areas to be controlled.

More on Page 55

The new CS3 immediately attracts attention with the large, high-resolution display

Always on the cutting edge
See the product trailer with the new Märklin AR App

At http://maerklin.de/en/products/new-items/cs3 you will find additional information about this item

Dimensions 320 x 195 x 80 mm / 12-5/8" x 7-11/16" x 3-1/8"
Setting up the track diagram is done easily by directly touching the touch screen. The track diagram is always visible. Up to 32 locomotive functions and many other layout functions are easy to control and they will sort themselves.

Different operating elements such as solenoid items, locomotive lists, or the locomotive controllers can be opened and closed by intuitively wiping across the display.

The attractive, more realistic track diagram is always the centerpiece with this new, easy-to-use operating concept. Operate is thereby even simpler and more manageable.

The Assistants help with the first setup and with more complex settings or questions.
Central Station 3 – the Most Innovative Controller for Your Märklin World of Operation

Many auxiliary devices such as feedback modules, Booster, other CS2 units, and the CS3plus can be connected with the built-in expansion bus for controlling larger layouts.

Multi-touch for Operating a Layout with Intuitive Movements

Functions can be controlled with a fine touch by using the capacitive touch screen.

The modern multi-touch function supports simple operation by means of intuitive movements.

Many Possibilities for Networking and Control
The Central Station 3 has 2 built-in USB hosts (such as for a mouse, keyboard, USB stick), a USB loading socket, a network connection for communication with a PC, connections for 2 Mobile Stations, a connection for external speakers as well as others for the Märklin Bus system. S88 connections can be done externally by means of the Link S88 (60883).

**CS3plus – The Small but Fine Difference:**
The CS3plus offers a comprehensive entry into digital model railroading. Equipped with the same performance features as the CS3 the CS3plus also offers an S88 connection for S88 feedback modules and the possibility of using as many CS3plus devices as desired as an add-on. The use of several CS3plus units expands the possibilities for controlling a layout (additional locomotive controllers, additional Keyboards, expanded control possibilities) as well as the Booster performance that is made available. The track connection for the CS3 can be used as a Booster connection.

**Tip:**
A Central Station 2 (60214 and 60215) can be integrated in the same manner as the CS3plus. Existing control with the new central units can thereby be expanded at any time.

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### CS3 and CS3 Plus at a glance:

<table>
<thead>
<tr>
<th>Feature</th>
<th>CS3 60226</th>
<th>CS3 Plus 60216</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-resolution, modern color screen.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Touch operation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial quality, sturdy housing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locomotive card reader</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>USB hosts (examples: mouse, keyboard, USB stick, etc.)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>USB charging socket</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Network connection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built-in speaker</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>External speaker</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built-in SD card slot for expanding the memory</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Built-in powerful Booster</td>
<td>Max. 5.0 amps (60101/A51095 switched mode power pack, recommended for 1 Gauge, LGB)</td>
<td>Max. 3.0 amps (60061/60065 switched mode power pack, recommended for H0, N Gauge)</td>
</tr>
<tr>
<td>Programming track connection</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Controllable locomotive functions</td>
<td>Up to 32</td>
<td></td>
</tr>
<tr>
<td>Multi-protocol capable</td>
<td>Yes - mfx, mfx Plus, DCC, MM</td>
<td></td>
</tr>
<tr>
<td>Built-in, central track diagram control board</td>
<td>Scalable and adaptable in size</td>
<td></td>
</tr>
<tr>
<td>Controllable solenoid accessory items</td>
<td>Up to 320 in Motorola and 2,048 in DCC</td>
<td></td>
</tr>
<tr>
<td>Route control (including shuttle train control)</td>
<td>Yes, number limited by the memory size</td>
<td></td>
</tr>
<tr>
<td>Direct Mobile Station connection</td>
<td>2 (front)</td>
<td></td>
</tr>
<tr>
<td>Märklin Bus output</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Märklin Bus input</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Märklin Bus connection (for direct connection of Boosters, feedback devices, ...)</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Direct S88 connection</td>
<td>No</td>
<td>Yes, RJ45 connection</td>
</tr>
<tr>
<td>External expansion possibility with Link S88 (60883)</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

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*7 times better performance with a faster processor*

*4 GB internal memory*
Accessories

12140 Lighted RhB Turnout Lantern
This is a model of a Rhaetian Railroad turnout lantern. This lantern can be mounted on all LGB electric turnouts and on the LGB turnout mechanism (L12010). It is operated with 18 volts.

In response to many wishes

16040 Right Manual Turnout R3, 22.5°
16140 Left Manual Turnout R3, 22.5°
The straight side of the turnout is 440 mm / 17-5/16". The branch track to the left is R3, 22.5°. The manual turnout mechanism can be mounted to the right or left of the turnout. The 12010 electric turnout mechanism can be installed on this turnout.

First time for Swiss layouts
LGB Club Model for 2016

47833 RhB Tank Car as the Club Model for 2016
This is a model of an RhB type Za tank car in a special version with advertising for the Grison fuel dealer. It is prototypically painted and lettered for Era VI. Like the prototype, the car has a new tank platform without handrails. The tank can be filled and emptied. The car has metal wheel sets. Length over the buffers 48 cm / 18-7/8".
LGB Club

The LGB Club – The Fascination of G Gauge
As a member of the LGB Club you’re always somewhat closer to the fascination and passion of G Gauge. We offer you exclusive products and other things that are reserved only for our club members. In addition, you can share your excitement for garden railroading with others and benefit from many other advantages.

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- **The LGB Depesche 4 Times a Year**
The legendary LGB Depesche is back. On 64 pages you will experience everything from and about the world of LGB: very practical suggestions all about layout building, background stories about current LGB models and their prototypes, exclusive columns from garden railway experts, and many technical tips that make the hobby of garden railroading even more fascinating. The LGB Depesche – the indispensable source of information for all Gauge fans.

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Re-live the highlights of the LGB model railroading year on DVD whenever and as often as you like.

- **Exclusive Club present**
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- **Favorable shipping terms from the Online Shop**
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Experience your hobby in a very special way and connect your model railway with its real-life example. On our club trips, as we travel through fairytale landscapes to wonderful destinations, you can also talk shop with your like-minded fellow travelers. And to top it all, club members receive a discount on the cost of the trip.

If you would be interested in a membership in the LGB Club, please contact us at:

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Postfach 9 60
73009 Göppingen, Germany
Telephone: +49 7161/608-213
Fax: +49 7161/608-308
E-mail: club@lgb.de
Internet: www.lgb.com
or register online at club.lgb.de

The Club team is available by telephone to members Monday – Friday from 1:00 PM to 5:00 PM Central European Time.

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Ende der Widerrufsbelehrung.

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Widerrufsrecht

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Ende des Datenschutzhinweises

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The obligation to reimburse payments made must be met within 30 days. This period begins for you on the day you send your cancellation notice, or the item, and for us on the date it is received.

End of notice of cancellation.

Date Signature

Data protection notice

I agree that my data will be stored and may be used by Märklin companies to keep me informed of products, events and other activities. In accordance with Article 28 section 4 of the Federal Data Protection Act I may revoke this agreement at any time.

My data shall be used only for this one LGB Club transaction and shall not be used for any other contact, marketing or promotional purposes.

You may revoke your agreement at any time by sending an email to club@lgb.de or by letter to the address stated alongside, effective from that point onwards.

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About LGB

People, who like to be outdoors in the wind and weather, who love their garden and yard and who still want to devote themselves to their hobby of model railroading, are fascinated by the Lehmann garden railway. This fascination is our driving force and a component part of a vision we would like to share with you.

Tradition
In the almost 130 year history of the firm, LGB developed from a small family owned toy manufacturer in Brandenburg to a world famous producer of innovative sheet metal toys. Starting in 1968, the firm devoted itself to the first large railroad system in G Scale, which in the years that followed led to incomparable growth worldwide. LGB has belonged to Märklin since 2008 and is the best selling garden railway system for indoors and outdoors worldwide.

Quality
We make use of the best materials and manufacturing technology to produce our model railroad system, which is designed for use indoors and outdoors. By adhering to the highest international standards for quality, we manufacture products that are technically of high quality and that are sturdy, products that have represented the highest levels of customer satisfaction and enjoyment during play for years.

Innovation
Our LGB program – with over 600 high quality model railroad items in G Scale – is constantly being expanded as a result of a high degree of engineering know-how and quality production methods. Our goal is make use of the ideas and commitment of our loyal LGB fans to improve our existing products and to deliver new items that can be added to your world of play.

The LGB Adventure
LGB offers a model railroad adventure for both big and little people. Here, friends can come together in the garden or the yard and pursue their hobby, and families can play together with their children. LGB can be integrated in a wonderful way into your garden and yard landscaping.

A genuine, interactive play experience – that’s LGB.
The Märklin Museum documents the over 150 year history of the Märklin firm in a display space of over 1,000 square meters / 10,000 square feet with a flagship store and a service point.

In the flagship store Märklin enthusiasts will find a complete assortment of all gauges for the brands Märklin, Trix, and LGB as well as accessories. We also offer seconds at attractive prices.

A workshop for the servicing and repair is also present as well as a spare parts inventory with about 500 of the most popular spare parts.

Märklin Museum
Reutlinger Street 2
73037 Göppingen
Germany
Telephone +49 (0) 7161/608-289
Fax +49 (0) 7161/608-151
E-mail museum@maerklin.de
Entry is free.

Please go to www.maerklin.de for information about our hours of operation.

https://www.facebook.com/maerklinmuseum
40024 LGB “Leistritz” Museum Car for 2016
This is a DB type Res four-axle gondola, Era IV. It is loaded with a packed turbine rotor, lettered for Fa. Leistritz Nürnberg. The freight load is made of real wood, removable. The car has metal wheel sets. Length over the buffers 42 cm / 16-1/2”.

One-time series in 2016. Only available at the Märklin Museum in Göppingen, Germany.
Item Numbers/Symbols

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**Age Information and Warnings**

**WARNING!** Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

For adults only.

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**Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.**

**DCC**

**Equipped with onboard MTS decoder.**

**27-pin connector**

**DCC Decoder Connector**

**Sound**

**Lighting included**

**Smoke generator. Controlable feature.**

**Traction tires**

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**Era I** 1835 – 1920
**Era II** 1920 – 1945
**Era III** 1945 – 1970
**Era IV** 1970 – 1990
**Era V** 1990 – 2006
**Era VI** 2006 – to the present
Open House Day

On September 16 and 17, 2016 from 9:00 AM to 5:00 PM

Current program information: www.maerklin.de

• Large factory tour
• Model railroad layouts
• Moonwalk and play cars
• Locomotive assembly for our visitors
• Food and beverages
• Colorful entertainment program

• Sale of a special car in H0 and Z

Märklin Museum
Reutlinger Straße 2
73037 Göppingen, Germany
9:00 AM to 6:00 PM

• Factory tour Factory tour through current production from 9:00 AM to 5:00 PM
• Model railroad layouts display
• Special cars in H0 and Z “Galvanizing” department
• Colorful overall program for young and old

Worldwide Web TV and Web Radio
Large live entertainment program, organized jointly by Radiofips and Filstalwelle Göppingen.
www.radiofips.de / www.filstalwelle.de

Free parking
Over 2,500 parking places at the EWS Arena (corner of Lorcherstraße/Nördl. Ringstraße). In Göppingen follow the signs.

Free shuttle bus service
EWS-Arena • Werk 1 / Plant 1 • Märklin Museum Friday and Saturday from 8:30 AM – 5:30 PM

Mark your calendar now!

We reserve the right to make changes.
New Items 2016

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors.

Some of the models shown in the photographs are hand samples. The regular production models may vary in details from the models shown.

If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.

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