

Summer New Items 2024



Rügen Bäder Railroad Road (RüBB)



28006 Rügen Bäder Railroad Road Number Mh 53 Steam Locomotive

This is a model of the 53 Mh narrow gauge steam locomotive as it is currently still used by the Pressnitz Valley Railroad on the Isle of Rügen but also on other Saxon narrow gauge railways. The paint scheme and lettering are prototypical for Era VI. The locomotive is driven with a powerful motor. Traction tires. The locomotive is equipped with an mfx/DCC decoder with many light and sound functions such as headlights, which change with the direction of travel, firebox lighting, cab lighting, running sounds, whistle, and much more. The locomotive has a built-in smoke generator with steam exhaust and cylinder steam synchronized with its wheels. There are many separately applied details and cab doors and the smoke box door, which can be opened. Length over the buffers 36 cm / 14-3/16".

- Operation is guaranteed on R1 curves with a radius of 600 mm / 23-5/8"
- Digitally controlled running gear lights
- Digitally controlled cab lighting
- Digitally controlled flickering of the boiler fire in the firebox

Cars to go with this locomotive are the 35361 passenger car, the 30325 baggage car, as well as the 32354 observation car.

The running sounds will also work in analog operation.

*Locomotive is driven with a powerful motor
Steam exhaust synchronized with the locomotive wheels
and cylinder steam*



After the Pommern provincial administration had taken over the operation from the firm Lenz in 1910 of the short line railroads operated in the region, new, more powerful locomotives were purchased from the locomotive builder Vulcan in Stettin in 1913 for these lines. Two units of these locomotive with the class "M" were put to use on the Rügen Short Line Railroad, where they turned in good results. With their performance of 200 horsepower and a maximum speed of 30 km/h / 19 mph, these approximately 23 metric ton locomotives were able to master all

expected tasks. Due to the good results, another locomotive was ordered in 1925 – now however as a superheated steam locomotive, and it was given the class designation Mh. Identical with the earlier locomotives in terms of the basic principle, it had a somewhat higher performance with 235 horsepower. This locomotive was heavier by about 2 metric tons and somewhat larger than its predecessors. After the takeover of the Rügen Short Line Railroad by the DR in 1949, these 3 locomotives were assigned the road numbers 99 4631 through 99 4633. They were

used on Rügen this way for a long time. At the start of the Nineties, road numbers 99 4632 and 99 4633 were given a thorough overhaul. Among other things, they were given new boilers and cylinders. After that, these locomotives were underway earlier in the DR paint scheme of black with red wheels. Road number 99 4632 was given a green paint scheme, but several years later it was back in black again. Since the summer of 2020, road number 99 4633 as 53 Mh has been underway in a very attractive dark green paint scheme.



Rügen Bäder Railroad Road (RüBB)

The Raging Roland – Steam Locomotive Romance on Rügen

Rügen is not only Germany's largest island, but many people also praise it as the most beautiful island on the Baltic Sea. Roaring waves, impressive chalk cliffs, green meadows, and picturesque villages draw visitors to it. A romantic short line railroad has steamed through this scenic treasure for more than

125 years. This train has been affectionately called "Raging Roland" due to its breathtaking maximum speed of 30 km/h / 19 mph. It "rages" through the idyllic interior of the island characterized by pristine beech forests to the elegant seaside resorts with their mile long sand beaches. Here the "Roland" could prove its flair from the heyday of steam railroading over the course of time. The tank locomotive 99 4633 built by Vulcan Works in Stettin in 1925 is a real gem,

and it currently is steaming again in its historic green/black/red paint scheme as 53 Mh from Putbus to Göhren. If the train has the observation car called the "Rail Convertible" in its consist, you can experience the island as poets and philosophers extolled it.



© IG Preßnitzalbahn e.V. / Thomas Poth

VI

35361 RüBB Passenger Car

This is a model of a passenger car for the Rügen Bäderbahn. The paint scheme and lettering are prototypical for Era VI. The car has complete interior details and doors that can be opened. The car has metal wheelsets. Length over the buffers 58 cm / 22-13/16".

*Prototypical paint scheme
Doors that can be opened
Metal wheelsets*



VI

30325 RüBB Baggage Car

This is a model of the type KD4 baggage car of the RüBB, as it is still in use on the Isle of Rügen. This is the version with sheet metal walls, sliding doors that can be opened and truss rods on the car floor. The paint scheme and lettering are prototypical for Era VI. The car has metal wheelsets. Length over the buffers 48 cm / 18-7/8".





Regardless of which car consist –
a ride with the “Raging Roland”
is always an adventure



VI

32354 RüBB Observation Car

This is a model of the type KB4 observation car of the RüBB. The paint scheme and lettering are prototypical for Era VI. The interior features are finely detailed and prototypical. The car has metal wheelsets. Length over the buffers 58 cm / 22-13/16".

Prototypical paint scheme
Metal wheelsets



Harz Narrow Gauge Railways (HSB)



26819 Class 99.22 Steam Locomotive

This is a model of the steam locomotive, road number 99 222, for the Harz Narrow Gauge Railways (HSB) in the same version as the locomotive currently is in use. The paint scheme and lettering are prototypical for Era VI. All five sets of driving wheels are driven from two powerful motors. The locomotive is equipped with an mfx/DCC decoder with many light and sound functions such as headlights that change over with the direction of travel, cab lighting, or running gear lighting that can be controlled separately. There is a whistle and a bell activated by reed switches and that will also work in conventional operation. There is a built-in smoke unit with smoke exhaust synchronized with the wheels as well as cylinder steam. There are many separately applied details. The cab is fully detailed, and the doors can be opened. A sheet of lettering with modelling of the plaque for the special runs for the 125th anniversary of the Brocken Railroad is included. Length over the buffers 55 cm / 21-5/8".

*Special version for
the 125th anniversary of
the Brocken Railroad*

- mfx/DCC decoder
- 2 powerful motors
- Headlights can be digitally controlled
- Sound included
- Smoke exhaust synchronized to the wheels in digital operation
- Prototypical paint scheme

Stickers for the water tanks
for the anniversary day
on March 27, 2024 are included





© Carsten Krüger, Wassen, Wikimedia

Narrow gauge locomotives were also derived according to the standard design principles from the standardized DRG procurement program for standard gauge steam locomotives at the end of the Twenties. In 1930, Schwartzkopff delivered three units with ten driving wheels as road numbers 99 221-223, which at that time were the most powerful narrow gauge steam locomotives on the. Only road number 99 222 survived the war, and it is still use in approximately the same condition on the HSB.



VI

37738 HSB Passenger Car

This is a model of an HSB (Harz Narrow Gauge Railways) passenger car. The paint scheme and lettering are prototypical for Era VI. This is a special version with anniversary lettering for the 125th anniversary of the Brocken Railroad. There are many separately applied details and complete interior details. The car has metal wheelsets. Length over the buffers 50 cm / 19-11/16".

- Special version for the anniversary of the Brocken Railroad
- Metal wheelsets
- Interior details
- Doors that can be opened

This car goes with the HSB passenger cars previously produced.

Special version for the 125th anniversary of the Brocken Railroad





© RhB, Wolfram Wittsiepe



2227 RhB Class ABe 8/12 "Allegra" Powered Rail Car Train

The Allegra 3514 has a special paint scheme: One end car is in the yellow of the former Bernina Railroad, the other end car is in version of the Arosa Railroad – light blue / light gray, the middle car represents the Era III green/cream of the RhB. This powered rail car train called the "Ancestor Train" is underway on the RhB network in this design. This is a model of an RhB class ABe 8/12 "Allegra", road number 3514, powered rail car train. The paint and lettering are prototypical for Era VI as the so-called "Ancestor Train", which represented the earlier paint scheme of the Bernina Railroad, the Rhaetian Railroad, and the Arosa Railroad. The model has traction tires and is driven on

four wheelsets by two powerful motors. It has an mfx/DCC sound decoder with many sound and light functions. The pantographs can be raised and lowered digitally on both end cars. All the cars on the train have metal wheels, and the center car has wheelsets with ball bearings. All the doors can be opened. The model has many separately applied details such as conductors, plugs, windshield wipers, antennas, and rear-view mirrors. The model has sprung buffers and complete rail clearance devices (the center part of the rail clearance devices can be replaced with a standard LGB coupler that is included with the train). Length over the buffers 206 cm / 81-1/8".

One-time special series.

- **Reproduction of the RhB "Ancestor Train"**
- **Prototypical paint scheme and lettering**
- **Both end cars powered**
- **mfx/DCC sound decoder included**
- **Many light functions that can be controlled digitally**
- **Many sound functions that can be controlled digitally**

The running sounds will also work in analog operation.

mfx/DCC decoder and many sound and light functions included

An attention getter on the route network of the Rhaetian Railroad since the middle of December 2023



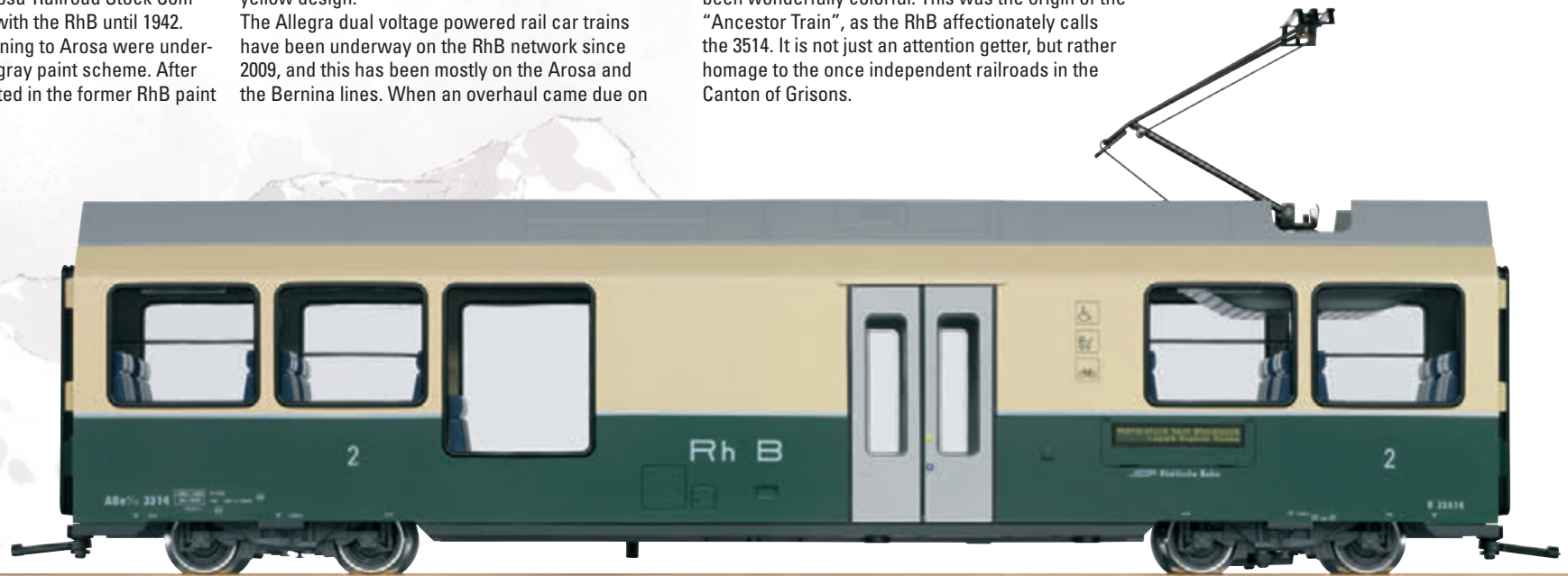
Many additional images, details and information can be found on our extra anticipation train page:



The network of the Rhaetian Railroad (RhB) offers all sorts of spectacular moments with a route length of 384 km / 240 miles. While the Albula and Bernina Lines, which have both been counted since 2008 as Unesco World Heritages, are known widely, the Arosa Line is still something of a secret tip. It was built in 1914 by the Chur-Arosa-Railroad Stock Company and was not merged with the RhB until 1942. Up until then, the trains running to Arosa were under way in the light blue / light gray paint scheme. After the merger, they were painted in the former RhB paint

scheme of green/beige, until they were changed later to a gleaming red. They still currently wear this paint scheme. The Bernina Railroad was also unique until 1943. The entire route St. Moritz – Tirano was finished in 1910. The locomotives and cars were then given a snazzy yellow design. The Allegra dual voltage powered rail car trains have been underway on the RhB network since 2009, and this has been mostly on the Arosa and the Bernina lines. When an overhaul came due on

Allegra ABe 8/14 3514, the decision was made to paint this train in remembrance of the once independent railroads in their historic paint schemes. The center car was given the historic RhB color scheme. Since December of 2023 this powered rail car train has not been shown in the familiar RhB red. It has been wonderfully colorful. This was the origin of the "Ancestor Train", as the RhB affectionately calls the 3514. It is not just an attention getter, but rather homage to the once independent railroads in the Canton of Grisons.





22065 Class Ge 6/6 II Electric Locomotive

After the two prototypes of the class Ge 6/6 II delivered in 1957 turned in very good results, another five locomotives of this class were delivered in 1965. They differed from the prototypes mostly in the two large end windows, the prototypes having three. Over the years several changes and conversions were made to the locomotives, the most striking being the red paint scheme starting in the mid-Eighties. Starting at the turn of the millennium the double-arm pantographs were replaced by single-arm versions, which had become a standard on the RhB. In the last few years these impressive units were used only in freight service, but they have since been retired.

This is a model of the Rhaetian Railroad class Ge 6/6 II electric locomotive, road number 706. The paint scheme and lettering are prototypical and correct for Era V. It is modelled as it looks before the conversion of the side windows. It is a special version with lettering for the 60th anniversary of this class. The four wheelsets are driven by two powerful motors. The locomotive is equipped with an mfx/DCC decoder with many light and sound functions. The single-arm pantographs have servomotors and can be controlled digitally. The articulation at the center of the locomotive is correctly modelled and the roof equipment is prototypical. Length over the buffers 65 cm / 25-5/8".

- mfx/DCC-Decoder
- 2 powerful motors
- Headlights can be digitally controlled
- Sound included
- Pantographs can be raised and lowered digitally
- Prototypical paint scheme

*Pantographs powered by servomotors
Running sounds also work in analog operation*



VI

45925 RhB Container Car

Most railroads do a large part of their freight service with containers. The same is true of the Rhaetian Railroad in the Grisons. Since the same containers must be loaded on this narrow gauge railroad, a special design was necessary: The load surface is lowered between the trucks so that the car with a container loaded on it does not exceed the loading gauge. In addition to containers, transport frames can also be loaded on these cars, such as for logs, which can be transferred to standard gauge cars or to a truck for the last few kilometers / miles to the destination. There are different designs for these cars, chiefly in the arrangement of the handbrake: A handbrake crank is mounted on the brakeman's platform on one car, while on the other a large hand wheel to set the brakes is mounted on the side of the frame.

This is a model of a Rhaetian Railroad type Sb-t container car. This is the version of a car with a handbrake crank mounted on the brakeman's platform. The paint scheme and lettering are prototypical for Era VI. The car is loaded with a container for the Swiss Postal System in the current "Matterhorn" design. The car has metal wheelsets. Length over the buffers 71 cm / 27-15/16".

All existing LGB containers used on the RhB can be loaded on this car.

Reissue





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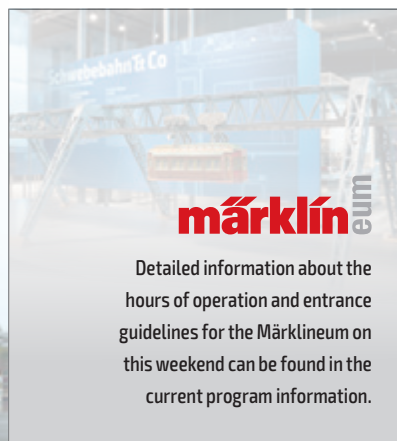
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Open House Day

Admission into the factory from 9:00 AM - 4:00 PM

Current program information: www.maerklin.de

September 13 and 14, 2024
in Göppingen



Detailed information about the hours of operation and entrance guidelines for the Märklineum on this weekend can be found in the current program information.



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399 115 – 05 2024

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