

Fall New Items 2026



WEISSERITZTALBAHN



21486 DR Steam Loco, Road Number 99 1734-5, SDG

This is a model of the Sächsische Dampfbahngesellschaft mbH (SDG) narrow-gauge steam locomotive, road number 99 1734-5 (a class 99.73-76 loco, a former Saxon class VII K) with a prototypical paint scheme and lettering for era VI. The model measuring 51 centimeters / 20-1/16" long is driven by two powerful motors with ball bearings. The model is equipped with traction tires and an mfx/DCC decoder featuring many light and sound functions, such as a headlight that alternates with the direction of travel, firebox lighting, cab lighting, running sounds, a whistle,

and much more. The built-in smoke generator with steam exhaust and cylinder steam synchronized with the wheels creates the perfect illusion of a hard-working iron horse. Many separately applied details as well as cab and smokebox doors that can be opened contribute to the prototypical authenticity. For the winter theme, the imitation Christmas tree provided can be mounted on the smokebox door.

With buffer capacitor
Running sounds also work in
analog operation

Imitation Christmas tree for installation on the model

The smokebox door can be opened to reveal modeled interior details of the smokebox/steam manifold



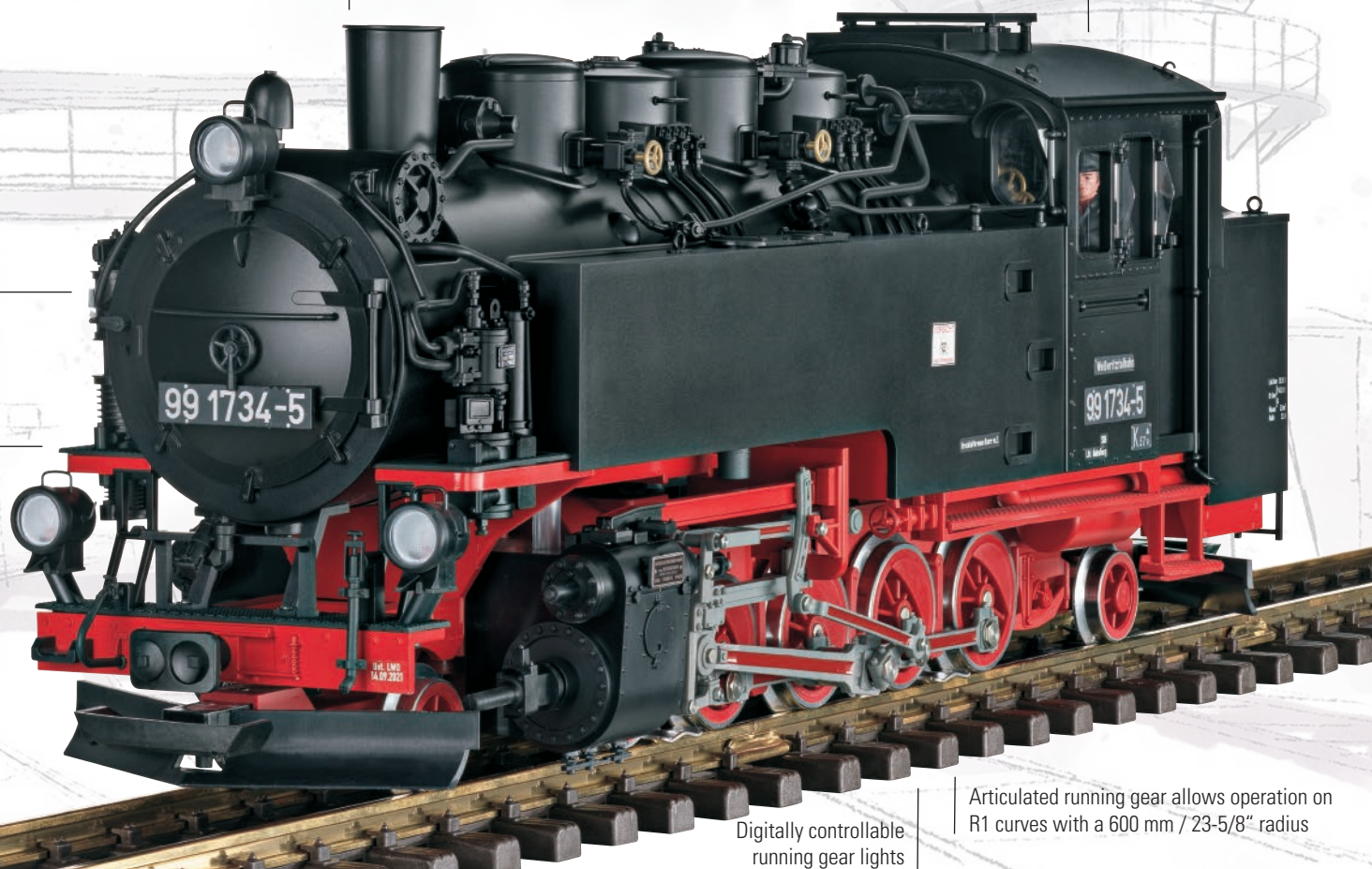
In addition to its regular steam schedule, the Weisseritz Valley Railway hosts special events. In winter, these include the "Bimmelbahn & Lichterglanz" (Excursion Train & Twinkling Lights). Our model pays homage to this theme not only externally but also with sound. Just wait and see.



© J. Schmidt, Eisenbahnstiftung

Steam exhaust and cylinder steam synchronized with the wheels

Cab lighting and firebox flickering can be controlled digitally



Digitally controllable running gear lights

Articulated running gear allows operation on R1 curves with a 600 mm / 23-5/8" radius

Under steam every day

VI

31390 SDG Passenger Car KB 970-253

This is a model of an SDG type KB passenger car with an arched roof as it looks in operation on the Weisseritz Valley Railway today. The paint scheme and lettering are prototypical for era VI. Car number KB 970-253.

The car features complete, prototypical interior details.

Metal wheel sets are fitted.

Length over the buffers 58 cm / 22-7/8".

*With an arched roof
for the first time*



The Weisseritz Valley Railway is Germany's longest-serving steam-powered narrow-gauge railway, with a track gauge of 750 mm / 29-1/2". The scenic 26.3-kilometer / 16-mile route runs from Freital-Hainsberg via Rabenau and Dippoldiswalde to Kipsdorf. The historic steam loco, road number 99 1734-5, is one of the original locomotives that carry passengers through the idyllic Rote Weißeritz Valley.



VI

31391 SDG Passenger Car KB 970-351

This is a model of an SDG type KB passenger car with an arched roof as it looks in operation on the Weisseritz Valley Railway today. The paint scheme and lettering are prototypical for era VI. Car number KB 970-351.

The car features complete, prototypical interior details.

Metal wheel sets are fitted.

Length over the buffers 58 cm / 22-7/8".

Both cars are fitted with metal wheel sets



Both cars feature authentic lettering



31391

31390

21486

Märklin Works Loco in Győr



21120 Märklin Works Loco in Győr

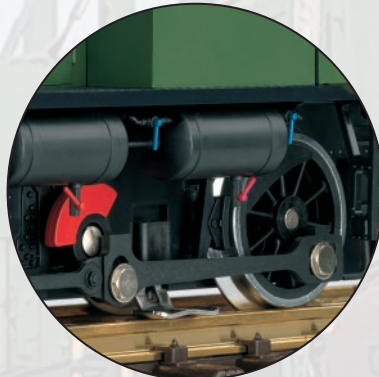
Märklin's works loco is truly a product of Győr. It was built by Rába, a company based in Győr with a proud tradition. Approximately 100 units of the class M28 were produced. The locomotive was purchased not only by the state railroad but also by private railroads and works railroads for light switching duties. Road number M28.1001 is the first machine in this class, which was built from 1955 onwards. Several years ago, the small twin-axle diesel loco arrived at the Märklin factory in Győr on board a low-loader truck from the Railway Museum in Budapest. The little machine was then meticulously overhauled

and restored by Märklin employees at the Märklin factory premises in Győr. When it came to choosing a color, they opted for RAL 6020 chrome green, which means that the loco is now resplendent in the paint scheme it wore during the 1970s, which is era IV. It now sits directly outside the main entrance of the Märklin factory, where it draws attention to the model railroad products manufactured here.

Detailed model

Many light functions, such as cab or running gear lights

A buffer capacitor is fitted



The loco's running gear has been painstakingly reconstructed and is reproduced on the model

The rear of the loco is also prototypical, featuring signal horns and an unobstructed view into the cab.



A loco returns home

As the first loco of its type, road number M28.1001 played an important role in the daily operations on the industrial tracks around its home city of Győr for many years. It performed switching duties reliably and transported a wide variety of freight cars to their destination. However, Győr did not remain its home, and it traveled many miles of track before it was finally withdrawn from service, worn down by many years of hard work. But that wasn't the end of the story, because road number M28.1001 was recalled to Győr with great determination, where the factory staff restored it with even greater devotion until it finally shone again in all its former glory.



This is a model of the Märklin works loco in Győr.

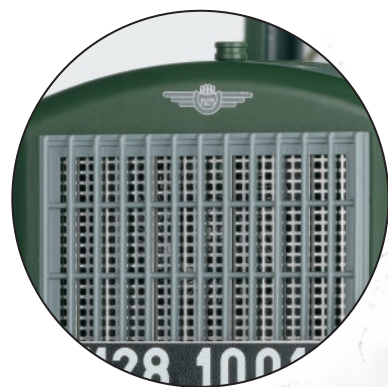
The model is based on completely new tooling and is equipped with a powerful ball bearing motor that sends power to both axles. The loco is fitted with traction tires. The finely detailed machine has an mfx/DCC decoder with many light and sound functions. These include headlights, cab lighting, running gear lights, operating sounds, a horn, and many more. Length 27.5 cm / 10-3/4".



A model that replicates the full-size prototype at the factory entrance in Győr



The Märklin works loco, along with its sister locos, was built between 1955 and 1959 by the Rába engineering company in Győr. The city of Győr, which was called Raab during the Austro-Hungarian Empire, has a very long railroad tradition. As early as 1855, the first direct railroad connection was built between the imperial city of Vienna and this city of textile and engineering industries located south of the Danube. This route was owned by the Imperial Royal Privileged Austrian State Railway Company (StEG) until the end of the 19th century, when parts of this company were absorbed into the newly founded Hungarian State Railroad (MÁV).



The Rába company logo from that time is also faithfully reproduced on the model

Running sounds also work in analog operation

The loco is fitted with an mfx/DCC decoder offering many light and sound functions

Running sounds, horn, and much more

Length over the buffers
27.5 cm / 10-3/4"



Running gear lights



46836

46836

21120

Car for the Märklin works loco in Győr



IV

46836 MÁV Tank Car

This model of a tank car is designed to go with the Märklin works loco. The model replicates a Hungarian State Railroad (MÁV) tank car of the type also used for international traffic. The paint scheme and lettering are prototypical for era IV. The tank can be filled and emptied. Metal wheel sets are fitted. Length over the buffers 48 cm / 18-7/8".

Can be filled with water

Designed to go with the Märklin works loco

Metal wheel sets are fitted



Celebrating a double anniversary

VI

35099 Special car for 30 years of the SOEG, 20 years of "Historik Mobil"

This is a Zittau Narrow-Gauge Railway baggage car with a special adhesive covering to mark 30 years of the SOEG and 20 years of "Historik Mobil." The model has a prototypical paint scheme and lettering. Solid metal wheel sets are fitted. Length over the buffers 57.5 cm / 22-5/8".

Matches the existing SOEG passenger cars



© SOEG

To mark the anniversaries of 30 years of the SOEG and 20 years of "Historik Mobil," a Zittau Narrow-Gauge Railway baggage car is decorated with advertising for this event.

Special car for 30 years of the SOEG, 20 years of "Historik Mobil"

Finely detailed replica of the prototype



36364

32358

35099

26450

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