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New Items 2016

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Introduction & Contents



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 it 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".

- Completely new tooling.



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.

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.

UNSER REINHEITSGEBOT



Genuss hat Geburtstag.



German State Railroad (DR)



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 Bühler 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.

*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.

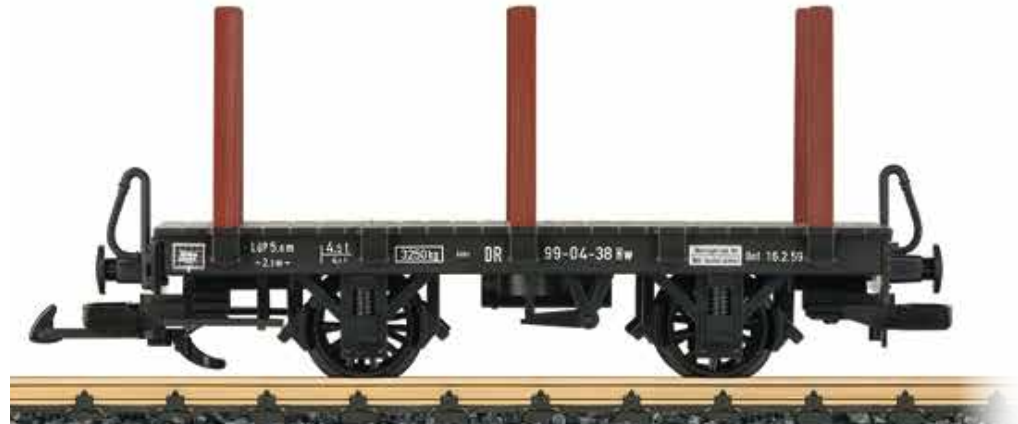
Length over the buffers 25 cm / 9-7/8".

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



45003 DR Stake Car

Car number 99-04-33





41031 Pair of Gondola Cars

This car set consists of 2 individually packaged German State Railroad (DR) Era IV type 0w 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



Rear end with Ford hood



Sylt VG Wismar T 25 Rail Bus

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".

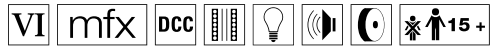
- First time with an mfx/DCC decoder with many functions.

The 37734 buffet car as well as other HSB cars are available to go with this locomotive

mfx/DCC decoder included for the first time
Extensive sound and light functions
Cylinder steam



Harz Narrow Gauge Railways (HSB)



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.

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.

Goes well with the HSB passenger cars previously produced





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.



Schönheide Museum Railroad

VI  15 +

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".



German Railroad, Inc. (DB AG)



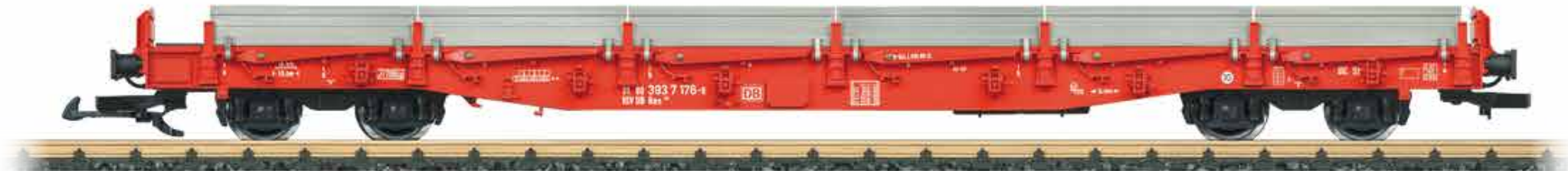
45921 DB AG Stake Car Set with a Semi-Truck Rig for Lumber and Logs

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 High-line V8 semi-truck rig for lumber and logs with a load of logs.

Length of the model 62 cm / 24-3/8".



Rhaetian Railroad (RhB)



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**



RhB Class Ge 2/4 Electric Locomotive

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 "Schlitteltzügen" / "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.



© T. Estler

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.

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.

*New mold tooling
Doors that can be opened
New superstructure*



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.





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.

*First time with an mfx/DCC decoder and sound
End lamp correct for the era*



Rhaetian Railroad (RhB)

VI  15 +

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.

VI  15 +

46891 RhB McDonald's Container Car

This is a model of a Rhaetian Railroad 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".



VI  15 +

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.



VI  15 +

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.

*Prototypical weathering included
Fill and empty like the prototype*



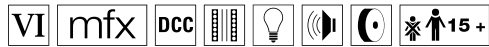
III  15 +

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".



Rhaetian Railroad (RhB)



The electric locomotive, road number Ge 4/4 II 627, 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 64 meter / 210 foot high and 284 meter / 931 foot 9 inch long 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".

- **Reworked model**
 - Windows flush with the sides
 - Separately applied rearview mirror
 - Separately applied sockets
 - Separately applied antennas

One-time production.

*Completes the quintet of the anniversary locomotives for the RhB
Route Chur – Arosa*



Rhätische Bahn

100
CHUR-AROSA
1914 + 2014



graubünden

Anniversary imprinting true to the original included



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.

White headlights / red marker lights



The Mark IV express train passenger cars still make up the backbone of express trains on the Rhaetian Railroad. 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.

The ideal add-on to the 30511 and 30513 passenger cars



Montreux-Berner Oberland Railroad (MOB)



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.

***One-time series in 2016 for the 40th anniversary of the panorama cars on the MOB
Order deadline February 2016***

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



Austrian Federal Railroad (ÖBB)



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".

First time with mfx decoder and sound.

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

ÖBB cars to go with this locomotive will be available later
Prototypical weathering included
Smoke unit
First time with mfx decoder and sound



Museumsbahn Tramways à Vapeur (M.T.V.)

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 51-69, Ct, 1901/02 and road numbers 70-91, Ct, 1908-14, both series from Corpet-Louvvet) four 0-4-4-0T Mallet tank locomotives (road numbers 101-104, 1897, Corpet-Louvvet), and two four-axle units (road numbers 201-202, 1931, Corpet-Louvvet). 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.



20781 M.T.V. Class 030T Steam Locomotive

This is a model of the French museum railroad Musée des Tramways à Vapeur steam locomotive, road number 75. It has prototypical paint and lettering for Era VI as the locomotive still looks today in service. All of the wheel sets are driven by a powerful Bühler motor with ball bearings. The locomotive has traction tires. It also has an mtc interface connector for installation of the 55028 decoder. The headlights in the front and the factory-installed smoke unit can be turned on and off by means of mode of operation switch. Length over the buffers 31 cm / 12-1/4".

The 33201 passenger car and 40077 freight car are available to go with this locomotive.



VI  15 +

33201 M.T.V. Passenger Car, Car Number B 34

This is a model of passenger car number B 34 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.



VI  15 +

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.





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 headlights / 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.

Link-and-pin couplers included



Hand sample



White Pass & Yukon Railroad



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".

- Completely new tooling.

A material transport car to go with this gang car is available under item number 49191.

Completely new tooling



I - VI  15 +

49191 Flat Car for Gang Car

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





© T. Estler

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



Burlington Northern and Santa Fe Railroad (BNSF)



42931 BNSF Boxcar

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



SHPX



43824 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:



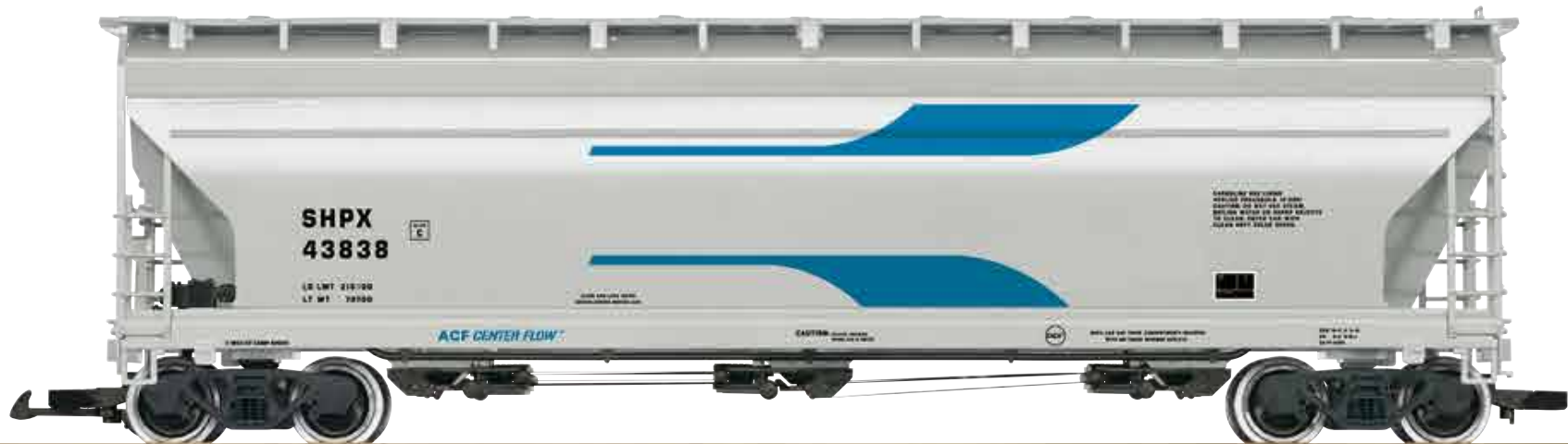
43825 SHPX Center Flow Hopper Car

Car number 43839

*Prototypical paint scheme
in two different variations*



Individual car numbers



IV  15 +

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*



Durango & Silverton Railroad

VI  15 +

36808 D&S RR Passenger Car

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.

Yankee Girl in a new dark red paint scheme and complete interior details





© Yvonne Lashmett / DSNRR

Durango & Silverton Railroad

VI  15 +

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 49 cm / 19-5/16".

This car also goes with the new 36808 "Yankee Girl" passenger car. Other models will be available later.

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



Lake George & Boulder Railroad



I - VI 15 +

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.

*The ideal add-on to the 72327 starter set
Sliding doors that can be opened*



The ideal add-on to the 72426 starter set



I - VI 15 +

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 kilometer / 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.



© James DeMers



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.

First time with sound



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".

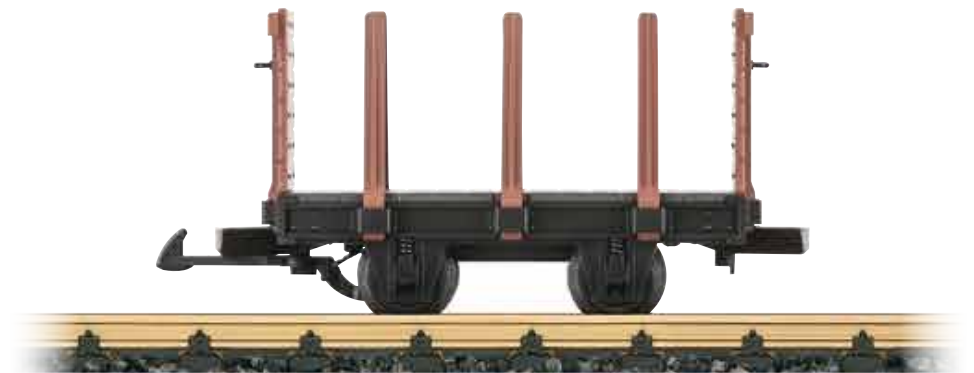
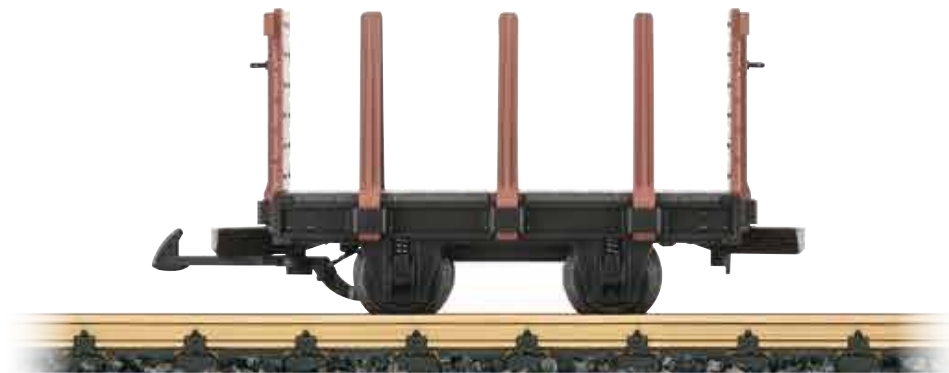
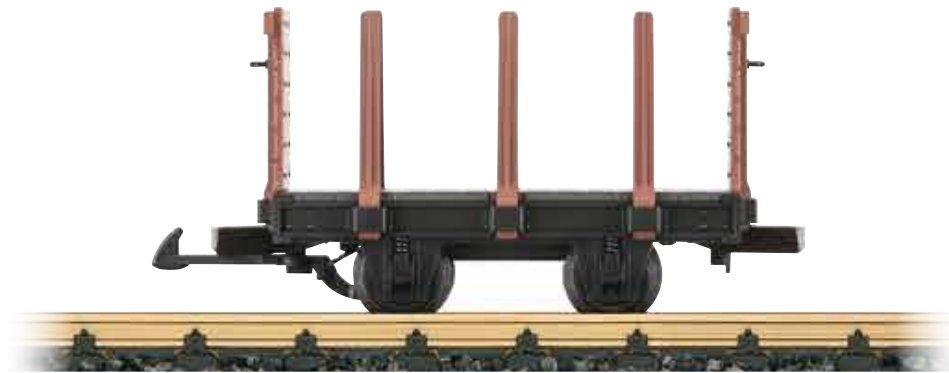
Display with 10 cars, each car imprinted with its own car number.

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.

Each car imprinted with its own car number





Hawaii

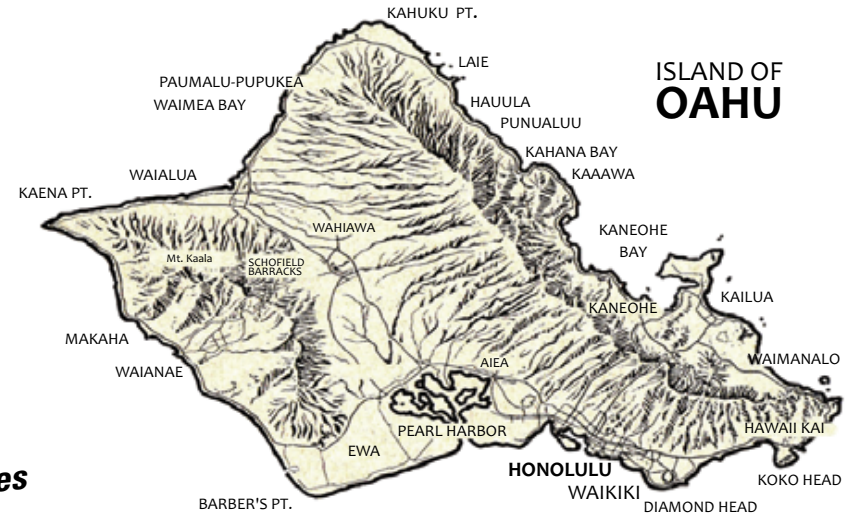


31432 Open-Air Observation Car, 1st Class

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





Christmas 2016



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 marker 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".

The add-on for the Christmas Train



Digital Control with the System



60226 Central Station 3

60216 Central Station 3plus

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

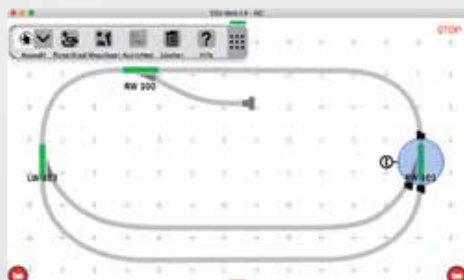
See the product trailer with the new Märklin AR App



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



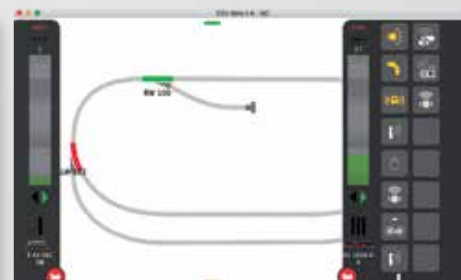
Dimensions 320 x 195 x 80 mm / 12-5/8" x 7-11/16" x 3-1/8"



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.



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



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.



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.



**Many Possibilities for
Networking and Control**

**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.

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.

CS3 and CS3 Plus at a glance:

	CS3 60226	CS3 Plus 60216
High-resolution, modern color screen.	17.78 cm (7") TFT color display with a resolution of 1024 x 600 pixels	
Touch operation	Capacitive touch with recognition of several touch points	
Industrial quality, sturdy housing	Industrial quality central stop button and 2 rotary controllers included	
Locomotive card reader	2	
USB hosts (examples: mouse, keyboard, USB stick, etc.)	2	
USB charging socket	1 (for charging mobile devices or for supplying power to external devices)	
Network connection	1 GB connection	
Built-in speaker	Yes	
External speaker	Line Out connection for active speaker	
Built-in SD card slot for expanding the memory	Yes	
Built-in powerful Booster	Max. 5.0 amps (60101/L51095 switched mode power pack, recommended for 1 Gauge, LGB) Max. 3.0 amps (60061/60065 switched mode power pack, recommended for H0, N Gauge)	
Programming track connection	Yes	
Controllable locomotive functions	Up to 32	
Multi-protocol capable	Yes - mfx, mfx Plus, DCC, MM	
Built-in, central track diagram control board	Scalable and adaptable in size	
Controllable solenoid accessory items	Up to 320 in Motorola and 2,048 in DCC	
Route control (including shuttle train control)	Yes, number limited by the memory size	
Direct Mobile Station connection	2 (front)	
Märklin Bus output (for expansion of other control devices, Booster, feedback units,...)	1	
Märklin Bus input	No	Yes
Märklin Bus connection (for direct connection of Boosters, feedback devices, ...)	2	1
Direct S88 connection	No	Yes, RJ45 connection
External expansion possibility with Link S88 (60883)	Yes	



Industrial quality, sturdy housing with industrial quality central stop button, and 2 rotary controllers



Direct connections for 2 Mobile Stations



Built-in SD card slot



Direct S88 connection

**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.

New turnout lantern based on an RhB prototype.

First time for Swiss layouts



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.

In response to many wishes



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".

Club model, one-time production only in 2016.



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.

For a yearly membership fee of EUR 79.95 / CHF 109.95 / US \$ 109.00 (as of 2016) you'll receive the following club services*:

✓ 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.

✓ Exclusive Club model

Membership of the LGB Club entitles you to obtain an exclusive Club model, developed and produced only for you as Club members. We will send you a high quality, personalized certificate of authenticity to your address following delivery. Collect all these models, which change every year.

✓ Annual Chronicle

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

✓ Exclusive Club present

As a Club member, an exclusive Club present will be sent to you once a year.

✓ Catalog / New Items Brochures

Club members receive the annual main catalogue free of charge from their retailer. We also send you our new items brochures direct to your home.

✓ Club Card

Your personal club card, issued each year, opens up the world of model railway hobbyists in a very special way. Because as a member, not only are you a premium customer, but you also receive impressive benefits from currently over 100 participat-

ing partners. Among them are the Miniatur Wunderland in Hamburg, the Hans-Peter Porsche TraumWerk in Anger, or the DB Museum in the Transportation Museum in Nürnberg. Moreover, your personal membership card can be used to place orders for all the exclusive products offered to club members.

✓ Favorable shipping terms from the Online Shop

Club members enjoy favorable shipping terms within Germany from our Online Shop.

✓ Club trips**

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:

LGB Club

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.

We look forward to seeing you again in the LGB Club.



* These offers are not binding; the right to make alterations is reserved.
** Subject to availability

Jetzt anmelden... *Join now...*

☒ Ja, ich will Mitglied im LGB Club zu den hier genannten Bedingungen werden
Yes, I wish to become a member of the LGB Club under the terms and conditions stated below

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*Name, Vorname (bitte in Druckbuchstaben) <i>*Last Name, First Name (please print)</i>	
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*PLZ <i>*Postal Code/Zip Code</i>	*Ort <i>*City/State/Province</i>
*Land <i>*Country</i>	
Telefon <i>Telephone</i>	
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gewünschte Kommunikationssprache | *Language requested*

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Besonders interessiere ich mich für
I am particularly interested in

- ☐ Regelspur | *Standard gauge*
☐ Mehrzugsteuerung | *Multi-train control*
☐ analog | *analog*
☐ Schmalspur | *Narrow gaug*

Die mit * gekennzeichneten Felder bitte ausfüllen. | *Fields marked with * must be completed.*

Datum | *Date* Unterschrift | *Signature*

Meinen Jahresbeitrag von EUR 79,95/CHF 109,95/US \$ 109.00 (Stand 2016)
zahle ich:
I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S.
Funds (as of 2016):

☐ über nachfolgende Einzugsermächtigung (möglich in allen Ländern im Euro-Zahlungsraum und in der Schweiz): | *By direct debit as follows (possible in all countries in the Euro payment region and in Switzerland):*

Hiermit ermächtige ich Sie widerruflich, den jeweils von mir zu entrichtenden Clubbeitrag bei Fälligkeit zu Lasten meines Girokontos einzuziehen.
I hereby grant authorization until revoked, to debit my checking account for the above membership fee.

IBAN
BIC
Bank

Name und Anschrift des Kontoinhabers (falls von nebenstehender Adresse abweichend)
Name and address of the account holder (if different from the address given above)

*Name, Vorname (bitte in Druckbuchstaben) <i>*Last Name, First Name (please print)</i>	
*Straße, Hausnummer <i>*Street, Number</i>	
*PLZ <i>*Postal Code/Zip Code</i>	*Ort <i>*City/State/Province</i>

☒ per Einzahlungsschein, den ich mit der Rechnung erhalte.
By payment order that I receive with the invoice.

- ☒ alle Länder | *All Countries*

☐ Überweisung (nach Rechnungsempfang) | *Bank transfer (after receipt of invoice)*

per Kreditkarte: | *By credit card:* ☐ Mastercard | *Mastercard* ☐ Visa | *Visa*

Name des Karteninhabers <i>Name of the cardholder</i>
Kreditkarten-Nr. <i>Credit card no.</i>
gültig bis <i>valid until</i>

Wenn mein Konto die erforderliche Deckung nicht aufweist, besteht seitens der Bank keine Verpflichtung zur Einlösung. | *If my account cannot cover this amount, the bank is under no obligation to honor it.*



Geltungsbereich
Die nachstehenden Mitgliedsbedingungen regeln das Verhältnis zwischen Verbrauchern, die Mitglieder des LGB Clubs sind oder werden und der Gebr. Märklin & Cie. GmbH in Bezug auf die Clubmitgliedschaft und enthalten die zur Erfüllung der Informationspflichten gemäß Artikel 246 § 2 in Verbindung mit § 1 Abs. 1 und 2 EGBGB erforderlichen Angaben. Wenn nichts anders bestimmt ist, gelten diese Bedingungen – mit Ausnahme des Widerrufsrechts – auch für Mitglieder, die nicht Verbraucher sind. Verbraucher ist, wer den Vertrag bzw. den Beitritt zum LGB Club zu einem Zweck abschließt, der nicht seiner gewerblichen oder selbständigen Tätigkeit zugerechnet werden kann.
Anderslautende Bedingungen bedürfen der ausdrücklichen schriftlichen Bestätigung durch die Gebr. Märklin & Cie. GmbH.

Vertragspartner, Vertragssparten, anwendbares Recht
Ihr Vertragspartner für alle Clubleistungen ist die Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, eingetragen im Handelsregister des Amtsgerichts Ulm, HRB 530004. Geschäftsführer Wolfram Bächle und Florian Sieber.
Die Vertragssprache ist ausschließlich Deutsch, auch wenn Sie für die Kommunikation eine andere Sprache gewählt haben. Es gilt deutsches Recht unter Ausschluss des UN Kaufrechts.

Mitgliedschaftsbedingungen
Ihre Mitgliedschaft und damit Ihr persönliches Clubjahr beginnt mit dem Datum des Zahlungseingangs Ihres Mitgliedsbeitrags. Sie erhalten alle zukünftigen Clubleistungen für die Dauer von 12 Monaten. Rückwirkende Leistungen werden nicht mehr erbracht.

Bezahlung des Mitgliedsbeitrags, Änderung des Mitgliedsbeitrags
Die Bezahlung Ihres Mitgliedsbeitrags von derzeit EUR 79,95/CHF 109,95/US \$ 109.00 pro Jahr erfolgt in der von Ihnen auf diesem Formular gewählten Weise durch Einzugsermächtigung oder per Einzahlungsschein bzw. Überweisung/Kreditkarte. Die Bezahlung durch Senden von Bargeld oder Schecks ist nicht möglich.
Wir behalten uns vor, den Mitgliedsbeitrag wirtschaftlichen Änderungen anzupassen. Bei Beitrags-erhöhungen steht Ihnen ein Sonderkündigungsrecht zu.

Kündigungsrecht
Die Mitgliedschaft verlängert sich automatisch um ein weiteres Jahr, wenn sie nicht unter Einhaltung einer Frist von 6 Wochen vor Ende Ihres persönlichen Clubjahres schriftlich gekündigt wird.
Im Falle einer Erhöhung des Mitgliedsbeitrags und/oder der Änderungen von Mitgliedsbedingungen steht Ihnen ein Sonderkündigungsrecht zu, das Sie innerhalb einer Frist von 3 Wochen ab Zugang der Mitteilung über die Beitragserhöhung bzw. die Änderung der Mitgliedsbedingungen schriftlich ausüben können.
Das Recht zur Kündigung aus wichtigem Grund bleibt vorbehalten.
In den USA gelten die gesetzlichen Vorschriften.

Schlussbestimmungen
Dieser Vertrag enthält alle zwischen Ihnen und uns in Bezug auf Ihre Clubmitgliedschaft getroffenen Vereinbarungen. Mündliche Nebenabreden bestehen nicht. Sollten einzelne Bestimmungen dieses Vertrags unwirksam oder undurchführbar sein oder werden, soll die Wirksamkeit der übrigen Bestimmungen dadurch nicht berührt werden. Die unwirksame oder undurchführbare Bestimmung soll durch diejenige ersetzt werden, die der unwirksamen oder undurchführbaren Bestimmung wirtschaftlich am nächsten kommt.

Applicability
*The terms of membership below govern the relationship between users who are or will become members of the LGB Club and Gebr. Märklin & Cie. GmbH with regard to club membership. They contain the information that is necessary to comply with the obligation to provide information in accordance with Article 246 Section 2 in conjunction with Article 1 Sections 1 and 2 of the EGBGB (Introductory Act to the German Civil Code). Unless otherwise stated these terms and conditions – with the exception of the right of cancellation – also apply to members who are not users.
A user is a person who has entered into a contract with or has joined the LGB Club for a purpose that cannot be attributed to his commercial or self-employment business.
Any terms contrary to the above must be expressly confirmed in writing by Gebr. Märklin & Cie. GmbH.*

Contracting parties, language of contract, applicable law
*Your contractual partner for all benefit is provided by the Club is Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, registered on the Commercial Register held at the District Court of Ulm, HRB 530004. Managing Directors Wolfram Bächle and Florian Sieber.
The language of this contract is exclusively German, even where you have selected a different language for communication purposes. German law applies; the UN Sales Convention for the International Sale of Goods does not apply.*

Terms and conditions of membership
Your membership, and thus your personal annual term of membership starts on the date that we receive payment of your membership subscription. You will receive all club benefit is from that time for a period of 12 months. We no longer provide retrospective benefits.

Payment of membership subscription, change to subscription rates
*Payment of your membership subscription, which is currently EUR 79.95 / CHF 109.95 / US\$ 109.00 per annum, will be made using the method selected by you on this form, by direct debit or by pay-in slip or bank transfer /credit card. We do not accept payment by cash or by checks.
We reserve the right to make adjustments to the subscription rates for business and commercial reasons.
In the event that we increase the subscription you will have the extraordinary right to cancel your subscription.*

Right of notice
*Your membership will be automatically renewed for a further year unless you give notice of termination six weeks prior to the end of your personal club year.
In the event that we increase the membership subscription and/or we change the terms of membership you have an extraordinary right of cancellation, which you may exercise in writing within a period of three weeks from receipt of the notice of the increase in your subscription rate or the notice of a change to the terms and conditions.
The right to terminate for a significant reason remains unaffected.
US statutory regulations apply in the USA.*

Concluding Provisions
This contract contains all the agreements made between you and us in regard to your club membership. Subsidiary arrangements made verbally are excluded. In the event that any of the provisions of this contract should be or become ineffective, the remaining provisions of the contract shall remain unaffected thereby. An effective or executable provision that comes closest to the meaning and purpose of the ineffective or non-executable provision in commercial terms shall be agreed to take the place of the ineffective or non-executable provision.

ANTWORT / REPLY
LGB Club
Postfach 9 60
73009 Göppingen
Deutschland / Germany

Widerrufsrecht

Widerrufsbelehrung:

Sie können Ihre Vertragserklärung innerhalb von zwei Wochen ohne Angabe von Gründen in Textform (z.B. Brief, Fax, E-Mail) widerrufen. Die Frist beginnt nach Erhalt dieser Belehrung in Textform, jedoch nicht bevor Ihnen auch eine Vertragsurkunde, Ihr schriftlicher Antrag oder eine Abschrift der Vertragsurkunde oder des Antrags zur Verfügung gestellt worden ist und auch nicht vor Erfüllung unserer Informationspflichten gemäß Artikel 246 § 2 in Verbindung mit § 1 Abs. 1 und 2 EGBGB. Zur Wahrung der Widerrufsfrist genügt die rechtzeitige Absendung des Widerrufs.

Der Widerruf ist zu richten an:

Gebr. Märklin & Cie. GmbH, LGB Club, Stuttgarter Straße 55 – 57, 73033 Göppingen, Deutschland

Fax: +49 (0) 71 61 / 608-308 oder Mail: club@lgb.de

Widerrufsfolgen:

Im Falle eines wirksamen Widerrufs sind die beiderseits empfangenen Leistungen zurückzugewähren und ggf. gezogene Nutzungen (z.B. Zinsen) herauszugeben. Können Sie uns die empfangene Leistung sowie Nutzungen (z.B. Gebrauchsvorteile) nicht oder teilweise nicht oder nur in verschlechtertem Zustand zurückgewähren beziehungsweise herausgeben, müssen Sie uns insoweit Wertersatz leisten. Dies kann dazu führen, dass Sie die vertraglichen Zahlungsverpflichtungen für den Zeitraum bis zum Widerruf gleichwohl erfüllen müssen. Für eine durch die bestimmungsgemäße Ingebrauchnahme der Sache entstandene Verschlechterung müssen Sie keinen Wertersatz leisten. Wertersatz für gezogene Nutzungen müssen Sie nur leisten, wenn Sie die Ware in einer Art und Weise genutzt haben, die über die Prüfung der Eigenschaften und der Funktionsweise hinausgeht. Unter „Prüfung der Eigenschaften und der Funktionsweise“ versteht man das Testen und Ausprobieren der jeweiligen Ware, wie es etwa im Ladengeschäft möglich und üblich ist. Paketversandfähige Sachen sind auf unsere Gefahr zurückzusenden. Sie haben die regelmäßigen Kosten der Rücksendung zu tragen, wenn die gelieferte Ware der bestellten entspricht und wenn der Preis der zurückzusendenden Sache einen Betrag von 40 Euro nicht übersteigt oder wenn Sie bei einem höheren Preis der Sache zum Zeitpunkt des Widerrufs noch nicht die Gegenleistung oder eine vertraglich vereinbarte Teilzahlung erbracht haben. Andernfalls ist die Rücksendung für Sie kostenfrei. Nicht paketversandfähige Sachen werden bei Ihnen abgeholt. Verpflichtungen zur Erstattung von Zahlungen müssen innerhalb von 30 Tagen erfüllt werden. Die Frist beginnt für Sie mit der Absendung Ihrer Widerrufserklärung oder der Sache, für uns mit deren Empfang.

Ende der Widerrufsbelehrung.

Widerrufsrecht

Datum	Unterschrift
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Datenschutzhinweis

☐ Ich bin damit einverstanden, dass meine Daten gespeichert werden und von Märklin-Gesellschaften verwendet werden dürfen, um mich über Produkte, Events und andere Aktivitäten zu informieren. Ich kann die Einwilligung gem. § 28 ABS. 4 BDSG jederzeit widerrufen.

☐ Bitte verwenden Sie meine Daten ausschließlich für diese spezielle Transaktion des LGB Clubs. Ich möchte keine weitere Kontaktaufnahme zu Marketing- oder Promotions-Zwecken.

Ihre Einwilligung können Sie jederzeit per E-Mail an club@lgb.de oder per Brief an die neben genannte Clubadresse mit Wirkung für die Zukunft widerrufen.

Right of cancellation

Notice of cancellation:

You may cancel your declaration of willingness to enter the contract within two weeks, in writing (e.g. by letter, fax, or e-mail), with no requirement to give a reason. The period of notice starts on receipt of this notice of cancellation in writing, but not before you have been sent a formal contract, your written application or a duplicate of the formal contract or of the application has been made available to you, and also not before we have met our obligation to provide information in accordance with article 246 section 2, in conjunction with Section 1 paragraphs 1 and 2 of the EGBDB (Introductory Act to the German Civil Code). The sending of the cancellation within the stated period is sufficient to ensure adherence to the cancellation period.

The cancellation notice must be sent to:

Gebr. Märklin & Cie. GmbH, LGB Club, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany

Fax: +49 (0) 71 61 / 608-308 or by email: club@lgb.de

Consequences of cancellation:

In the event that effective cancellation is made any benefits received by either party must be returned, and any gains made (such as interest) must be refunded. If you are not able to return the contracted benefits as well as any gains made (for example benefits of use) that you have already received, or can do so only partially, or only in degraded condition, you are obliged to compensate us for the value of such degradation or partial return. This can mean that you must nevertheless make the payments you have contracted to make for the period until the point of cancellation. You do not need to pay compensation for any degradation caused by proper usage. You will only be required to pay compensation for usage if you have used the goods in a manner that extends beyond checking the properties and function of the item. By "checking the properties and function" we mean testing and trialing the goods concerned, as would be possible and is standard practice at a retail outlet. Items capable of being packed and dispatched must be returned to us at our risk. You must pay the standard cost of sending the returned item if the delivered goods are as ordered and where the price of the item being returned does not exceed the amount of 40 Euro, or in the case of a higher price, if at the moment of cancellation you have not yet made payment or made a contractually agreed part payment. In all other cases you can return the items free of charge. We will collect items that are not capable of being packed and dispatched.

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

End of notice of cancellation.

Right 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.

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.

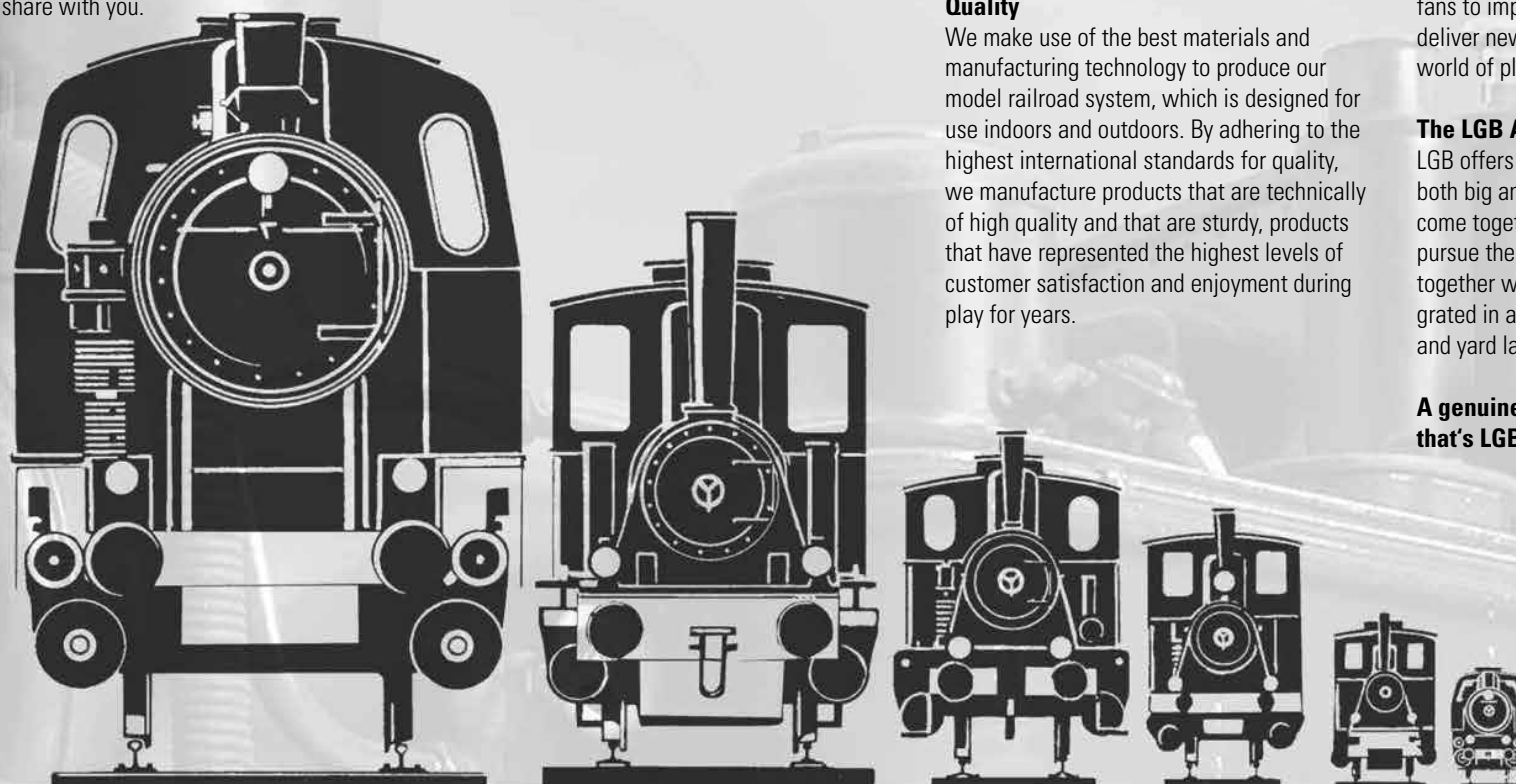
Innovation

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.



LGB
45 mm

O
32 mm

HO
16,5 mm

TT
12 mm

N
9 mm

Z
6,5 mm

Scale name
Gauge

Märklin Museum



© Hardy Mann

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>

Museum Car for 2016



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.

Loaded with a packed turbine rotor



Item Numbers/Symbols




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31052	43	41032	11		
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mfx Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.

DCC DCC decoder

MZS Equipped with onboard MTS decoder.


 27-pin connector


 DCC Decoder Connector

 Sound

 Lighting included

 Smoke generator

 Smoke generator. Controllable feature.

 Traction tires

I – VI

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

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.



Die-casting zinc



Casting processing



Galvanizing



Stamping/pre-assembly



Imprinting/painting



Automatic turning and lathe work



Locomotive assembly

Open House Day

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

Current program information:
www.maerklin.de



Werk 1 / Plant 1

Stuttgarter Straße 55-57
73033 Göppingen, Germany
9:00 AM to 5:00 PM

- 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

- Large program for children
- Attractive offers in the shops
- Sale of accessory items
- Märklin Museum

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



Gebr. Märklin & Cie. GmbH
Stuttgarter Straße 55 - 57
73033 Göppingen
Germany

www.lgb.de

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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Visit us:
www.facebook.com/lgb

Find all the latest LGB products at www.EuroRailHobbies.com

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