New Items 2023

HIGHEND

The “Rhaetia” class G ¾ steam locomotive as a high end LGB model can be found on page 8.

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Introduction & Contents

Dear LGB Fans,

Welcome to the LGB new items for 2023. Join us in greeting at the start of the new items rock solid LGB garden railroad models with their prototype in the Harz region at the end of the Seventies. Here, this locomotive is something quite special because it was the first to be converted in 1976 in the GDR of that time from coal to oil firing, and then to be converted back to coal operation at the start of the Eighties. This locomotive represents more than just "another train for your garden" with its two passenger cars and the half baggage car.

A travel in time into the history of a small, but large locomotive for railroad fans can be experienced in the example of this year's LGB high-end model. Furnished finely detailed in three different versions and built partially of parts of copper and brass, LGB is bringing out the Rhätia locomotive with a body faithful to the original. Take a quiet moment for a closer look at the lubrication pump. An event of superlatives was surely the world record run last fall of 25 Capricorn trains on the RhB Albula line.

An event that will not be forgotten with our Capricorn, road number 3111, on your layout – this train with road number 3111 was moreover at the head of the world record train.

With two breathtaking giants of the type AMD 103 – also known as the Genesis – and suitable passenger cars, we are going into die expanses of the USA, where the AMTRAK railroad company currently links large parts of the USA with the slogan "Connecting America for 50 Years". Climb aboard in these American models, available this way for the first time from LGB.

In addition to these models, many other prototypically realized locomotives and cars await you on the following pages, waiting to be discovered by you.

We hope you have a lot of fun browsing through this brochure and we extend best wishes for a wonderful garden season with LGB.

Your LGB Team

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This year LGB is surprising people again with an impressive Club model. Learn more about it on page 36.

German State Railroad (DR)

IV mfx DCC

26818 Class 99.02 Steam Locomotive

In the Seventies, the question came up on the DR of how to operate more rationally on the narrow gauge lines in the Harz region. The originally planned replacement of the steam locomotives by new diesel locomotives failed for one thing because there were no suitable diesel locomotives in the East Block, for the other thing because foreign currency was lacking to import from the West. Steam operation was thus kept out of necessity. However, in order to reach a certain modernization of the locomotive roster, the decision was made to convert the class 99.23-24 steam locomotives to oil firing. In 1976, road number 99 244 was converted as the first unit. The coalbunker was replaced by an oil bunker with a capacity of 2.8 cubic meters / 740 gallons. The boiler was equipped with a lining of fireproof brickwork in the area of the firebox. After correcting various teething problems, the locomotive turned out so well that by 1981 all the locomotives of this class were converted accordingly. Yet, several months after the conversion the USSR reduced deliveries of oil to the GDR drastically and at the same time the price was increased substantially. This caused the DR to convert the locomotives back to coal firing as soon as 1982. This conversion was ended in the spring of 1984 and oil firing on these locomotives became history.

This is a model of the German State Railroad (DR) narrow gauge steam locomotive, road number 99 0244-6 in the version with oil firing as used in the Seventies. The paint and lettering are prototypical for Era IV. Two powerful motors with ball bearings drive all five of the wheel sets. The locomotive has an mfx/DCC decoder with many light and sound functions, such as headlights that change over with the direction of travel, cab lighting, or separately controlled running gear lights. The locomotive has a whistle and bell activated by a reed switch. These sounds will also work in analog operation. The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels as well as cylinder steam. The locomotive has many separately applied details including a completely detailed cab as well as doors that can be opened.
Length over the buffers 55 cm / 21-5/8".

© P. Schiffer, Eisenbahnstiftung

37712 37737 37736 26818

Harz locomotive for the first time with oil firing

- mfx/DCC Decoder
- 2 powerful motors
- Headlights can be controlled digitally
- Sound included
- Smoke exhaust synchronized to the wheels in digital operation
- First time as a model of a locomotive with oil firing
- Prototypical paint scheme

German State Railroad (DR)

IV

37736 DR Passenger Car
This is a model of a German State Railroad passenger car from the Harz network. The paint scheme and lettering are prototypical for Era IV. The car has many separately applied details and interior details including a toilet. The car has metal wheelsets.
Length over the buffers 50 cm / 19-11/16".

- **Interior details**
- **DR version in Era IV**
- **Fine detailing**
- **Metal wheelsets**

New car number

IV

37737 DR Passenger Car
This is a model of a German State Railroad passenger car from the Harz network. The paint scheme and lettering are prototypical for Era IV. The car has many separately applied details and interior details including a toilet. The car has metal wheelsets.
Length over the buffers 50 cm / 19-11/16".

- **Interior details**
- **DR version in Era IV**
- **Fine detailing**
- **Metal wheelsets**

New car number

IV

37712 DR Half Baggage Car

This is a model of a German State Railroad passenger car with a baggage compartment from the Harz network. The paint scheme and lettering are prototypical for Era IV. The car has many separately applied details and interior details including a toilet. The car has metal wheelsets. Length over the buffers 50 cm / 19-11/16".

- **Interior details**
- **DR version in Era IV**
- **Fine detailing**
- **Metal wheelsets**

A train as it ran in the Harz region at the start of the Eighties can be modelled together with the 26818 locomotive and the 37736 and 37737 passenger cars.

German State Railroad (DR)

III

43602 DR Type GGw Boxcar
Freight service on the Saxon narrow gauge rail lines was indispensable well into the Eighties of the last century. As in the past, old freight cars were used – as a rule in steam powered trains, cars that had been delivered as early as the start of the 20th century to the Royal Saxon State Railroad. These cars all had the DR's typical brown freight car paint scheme. Otherwise, not much changed on these units. Even the typical Saxon cable brakes were kept.

This is a model of a type GGw boxcar, as it was used by the DR for a long time on the narrow gauge rail lines in Saxony. The paint scheme and lettering are prototypical for Era III. The car has metal wheelsets.
Length over the buffers 48 cm / 18-7/8".

- **Completely new tooling**
- **Fine detailing**
- **DR version in Era III**
- **Metal wheelsets**

Separately applied parts for setting up the Heberlein brakes are included with the cars.

III

43603 DR Type OOw Gondola
This is a model of a type OOw gondola, as it was used by the DR for a long time on the narrow gauge rail lines in Saxony. The paint scheme and lettering are prototypical for Era III. The car has metal wheelsets.
Length over the buffers 48 cm / 18-7/8".

- **Completely new tooling**
- **Fine detailing**
- **DR version in Era III**
- **Metal wheelsets**

© Foto Deutsche Reichsbahn

Rhaetian Railroad (RhB)

VI | mfx | DCC

26273 "Rhätia" Class G ¾ Steam Locomotive
This is a model of the RhB "Rhätia" steam locomotive, the first locomotive of the Rhaetian Railroad. This is a finely detailed model in heavy metal construction with many separately applied details. All of the driving wheels are driven with side rods by a powerful ball bearing motor. The cab doors and the smoke box door can be opened. The cab has complete interior details. The green/black paint scheme and lettering are prototypical for Era VI, just as the locomotive was in use in 2014. The locomotive has an mfx/DCC decoder with many light and sound functions such as headlights, cab lighting, running sounds, a whistle activated by a reed switch, and much more. The rear coupler can be operated by remote control in digital operation. The running sounds also work in analog operation. The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels, as well as cylinder steam, steam at the exhaust for the vacuum brakes, and steam exhaust at the whistle, when it is activated.
Length over the buffers 35 cm / 13-3/4".

- **mfx/DCC decoder**
- **Powerful motor**
- **Headlights can be controlled digitally**
- **Sound included**
- **High-end model constructed of metal**
- **Prototypical paint scheme**
- **Running sounds also work in analog operation**

Model completely as it looked until 2014

Cab with complete interior details

The lubrication pump is finely detailed with separately applied lines of copper and a control lever with a handle picked out in red

The “Rhätia” was delivered from SLM in Winterthur as road number LD1 in 1889 as the first locomotive of the Landquart-Davos Railroad of that time. With a performance of 250 pounds per square inch, this locomotive weighed 30 metric tons and had a maximum speed of 45 km/h / 28 mph. It corresponded to the level of technology for that time and it was used in normal train service. Yet, soon the small class G ¾ locomotives were pushed into less challenging service until they became unnecessary after complete electrification of the RhB network at the start of the Twenties. In 1928, road number 1 was retired and intended for a planned Swiss railroad museum. In 1970, the locomotive came to the museum railroad of Blonay-Chamby in Western Switzerland, where it was kept in storage. In anticipation of the 100th anniversary of the RhB, the locomotive came back to the RhB in 1988. It was overhauled and restored to operational condition there and was used to pull special trains at the anniversary in 1989. In the following years, special trains were also regularly pulled by the “Rhätia”, until it was stored in 2014 due to a deadline for maintenance and servicing. There have been many calls for donations to restore the locomotive again, also some with appropriate models – this locomotive can thus continue as a testimonial to the beginning of the RhB.

Just like the prototype,
the two oilers on the right and left
are picked out in red on the top

HIGHEND

Steam exhaust at the vacuum brakes and whistle as well as cylinder steam and steam exhaust at the smokestack synchronized with the wheels

Rhaetian Railroad (RhB)

I VI mfx DCC

26274 "Rhätia" Class G ¾ Steam Locomotive

The "Rhätia" – originally delivered as "LD 1" – was the first locomotive of the Rhaetian Railroad. It is currently being overhauled and should be in use again in 2014. It is planned that the locomotive will no longer be in the green paint scheme, in which it had been used until 2014, but rather in the approximate original paint scheme of black.

This is a model of the RhB "Rhätia" steam locomotive, the first locomotive of the Rhaetian Railroad. This is a finely detailed model in heavy metal construction with many separately applied details. All of the driving wheels are driven with side rods by a powerful motor. The cab doors and the smoke box door can be opened. The cab has complete interior details. The black paint scheme and lettering as "LD 1" are prototypical for Era I, just as the locomotive originally was in use and as is planned after the overhaul is done in 2024 and it is back in use. The locomotive has an mfx/DCC decoder with many light and sound functions such as headlights, cab lighting, running sounds, a whistle activated by a reed switch, and much more. The rear coupler can be operated by remote control in digital operation. The running sounds also work in analog operation. The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels, as well as cylinder steam, steam at the exhaust for the vacuum brakes, and steam exhaust at the whistle, when it is activated.
Length over the buffers 35 cm / 13-3/4".

- **mfx/DCC decoder**
- **Powerful motor**
- **Headlights can be controlled digitally**
- **Sound included**
- **High-end model constructed of metal**
- **Prototypical paint scheme**
- **Running sounds also work in analog operation**

Model as it looked after a planned overhaul in 2024

Extremely arranged line guide and connecting pieces constructed of brass

Steam exhaust at the vacuum brakes and whistle as well as cylinder steam and steam exhaust at the smokestack synchronized with the wheels

All Rhätia models have lamp bezels constructed of brass and copper vent caps.

HIGHEND

Rhaetian Railroad (RhB)

I | mfx | DCC

26275 "Engadin" Class G ¾ Steam Locomotive
Road number 5 with the name "Engadin" was built in 1889 and it was used in the RhB network. Contingent on the purchase of more powerful steam locomotives and the early electrification of the network, these small locomotives were soon superfluous so that road number 5 was retired as early as 1917 and sold to Luxembourg, where it was given the road number "S6". In 1943, it was given the road number 99 273 after being taken over by the DRG. After 1945, it ran on the Luxembourg State Railroad as road number 353, until it was retired and scrapped in 1954.

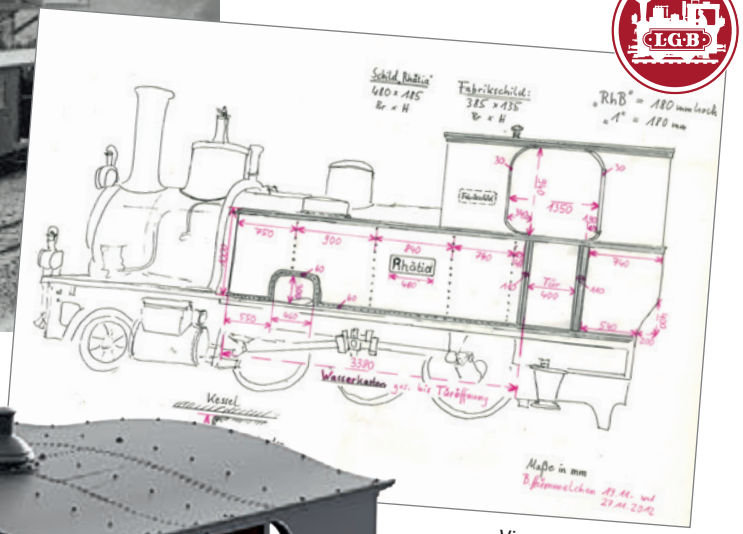
This is a model of the "Engadin" steam locomotive, a first locomotive from the first series of the Rhaetian Railroad. This is a finely detailed model in heavy metal construction with many separately applied details. All of the driving wheels are driven with side rods by a powerful motor. The cab doors and the smoke box door can be opened. The cab has complete interior details. The typical design differences from the "Rhätia" have been taken into account, such as the windows behind the cab or the lighting. The black paint scheme and lettering are prototypical for Era I, just as the locomotive originally was in use in the early years of the RhB. The locomotive has an mfx/DCC decoder with many light and sound functions such as headlights, cab lighting, running sounds, a whistle activated by a reed switch, and much more. The rear coupler can be operated by remote control in digital operation. The running sounds also work in analog operation. The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels, as well as cylinder steam, steam at the exhaust for the vacuum brakes, and steam exhaust at the whistle, when it is activated.
Length over the buffers 35 cm / 13-3/4".

- **mfx/DCC decoder**
- **Powerful motor**
- **Headlights can be controlled digitally**
- **Sound included**
- **High-end model constructed of metal**
- **Prototypical paint scheme**
- **Running sounds also work in analog operation**

Model as it looked after being built in 1889

Steam exhaust at the vacuum brakes and whistle as well as cylinder steam and steam exhaust at the smokestack synchronized with the wheels

The image shows the first model as a rendering



Views of the first work steps for the design

The Engadin was built in 1889 without an oiler and a lubrication pump. The model looks the same way.

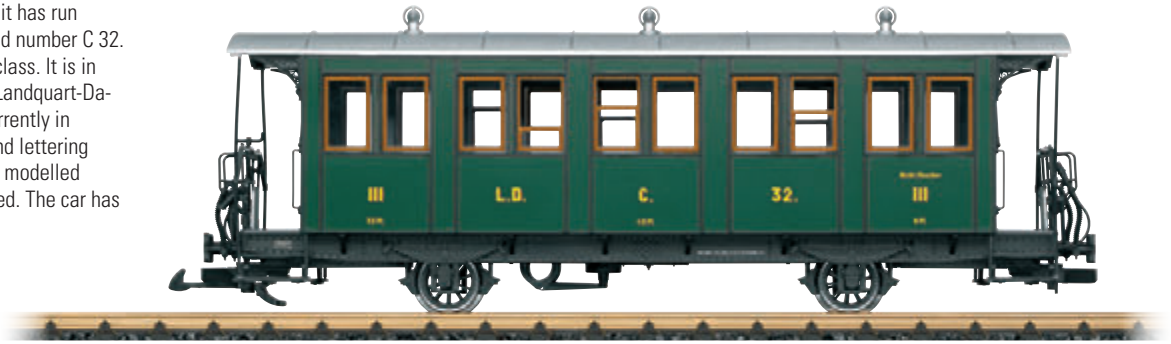
HIGHEND

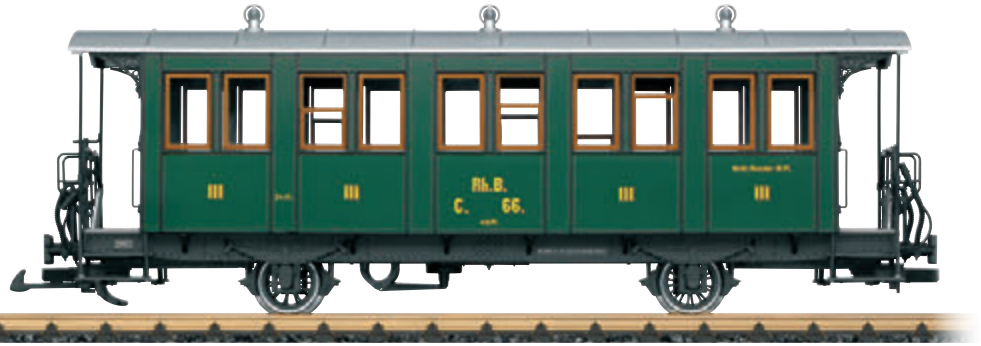
Rhaetian Railroad (RhB)

Reissues, go with the Rhätia

I VI

30341 RhB Passenger Car
The car, number C 32 of the LD – or Landquart-Davos Railroad – is one of the oldest units on the Rhaetian Railroad. It was built in 1889, the first year of the foundation of this railroad company. At that time, it already had the car number 32. Later it was in use on the RhB under various car numbers, until it ended its career in 1940 as a passenger car and entered maintenance service as a workshop car. Between 1996 and 1999, it was restored to its original condition and after that, it was used as car number C 2012 together with other historic cars. Since 2019, it has run again with its original paint scheme and its old number C 32. This is a model of an RhB passenger car, 3rd class. It is in the version of the green paint scheme of the Landquart-Davos Railroad at that time, just as the car is currently in use on the RhB as a museum car. The paint and lettering are prototypical. Interior details of the car are modelled completely. Train destination signs are included. The car has metal spoked wheelsets.
Length over the buffers 45 cm / 17-3/4".





I VI

30342 RhB Passenger Car
This car was built in 1897 and delivered to the Rhaetian Railroad with car number C 66. It was a passenger car from the first year of the railroad. It ran with different car numbers until 1944. After that, it went into railroad maintenance as crew car Xk 9039. Restoration of the car began in 2015, and it was returned to its original condition with the former car number C 66. Another old-timer is thus available to the RhB for use with the famous Crocodile or the class G 4/5 steam locomotives.
This is a model of an RhB passenger car, 3rd class. It is the version in the green paint scheme, just like the cars currently in use on the RhB as museum cars. The paint scheme and lettering are prototypical. The car has a complete reproduction of the interior details. Train route signs are included. The car has metal spoked wheelsets.
Length over the buffers 45 cm / 17-3/4".

VI

43814 RhB Boxcar
For many years, the two-axle boxcars with a wooden superstructure were indispensable on the Rhaetian Railroad network. Even if they have currently been replaced by newer cars, several of them are still preserved including the type K 1 with car number 5563 immaculately restored and painted in the original gray. This car is often used to transport baggage and bicycles in historic trains with suitable passenger cars– pulled mostly by one of the Crocodiles or a steam locomotive.
This is a model of a Rhaetian Railroad type K 1 two-axle boxcar. The paint scheme and lettering are prototypical as an historic museum car as it still currently exists. The car has many separately applied details and sliding doors on the sides that can be opened.
Length over the buffers 39 cm / 15-3/8".

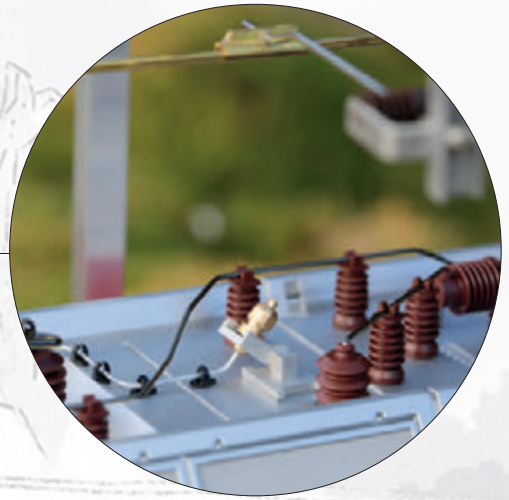
This car is still currently in use in historic scheduled trains with the Crocodile.

VI mfx DCC

21430 Class Ge 4/4 III Electric Locomotive

The class Ge 4/4 III electric locomotives are the latest locomotives on the RhB and they can be seen pulling all types of trains. With a performance of 2,400 kilowatts / 3,217 horsepower and a maximum speed of 100 km/h / 63 mph, they meet all the requirements present for use on a mountain railroad. In recent years, the RhB began to modernize these locomotives delivered starting in the mid-Nineties. The electronics were updated and thereby brought up to the current standard and the locomotives were equipped with modern LED headlights. The horns originally installed have been replaced by a compressed air whistle. Updated in this way, these locomotives are good for service for another 20 to 25 years.

This is a model of the RhB class Ge 4/4 III electric locomotive in the normal RhB red with large lettering. The paint scheme and lettering are prototypical for Era VI. All 4 wheel sets driven by two powerful Bühler motors. The locomotive has an mfx/DCC decoder with many light and sound functions. The pantographs are powered by servomotors and can be controlled digitally.
Length over the buffers 65 cm / 25-5/8".



The class Ge 4/4 III with its custom promotional decoration for the world record can be found under item number 21431.

Reissue

Now with an air whistle instead of a horn – just like the converted original

Rhaetian Railroad (RhB)

RhB world record attempt: World record award for the longest passenger train in the world to RhB manager Renato Fasciati

World Record: The Longest Passenger Train in the World

Congratulations! We did it. A world record. It has been known for a long time that the Albula Line of the Rhaetian Railroad is one of the most fascinating and at the same time one of the most spectacular lines of this Swiss railroad. It has also been known that the RhB is always surprising its fans with the unusual and it would like to draw the locals as well as tourists from around the world into its orbit. This has once again succeeded with this spectacular project! Sensational, what an event.

The world record train
now also for your garden railroad

Rhaetian Railroad (RhB)

VI | mfx | DCC

23100 RhB Class ABe 4/16 "Capricorn" Powered Rail Car

The class ABe 4/16 units are four-part electric powered rail car trains, of which the Rhaetian Railroad ordered 56 units from Stadler Rail. The roll-out of the first train took place on April 15, 2019 at the Stadler plant in Altenrhein. The first train was delivered on June 27, 2019 in Landquart and it then underwent various tests. The RhB is naming the trains after the Bündner heraldic animal Capricorn as "Capricorn", which can also be recognized from the lighted Grisons coat-of-arms on the ends. These trains are about over 76 meters / 247 feet long and 130 metric tons in weight. With their performance of 1,400 kilowatts / 1,800 horsepower and a maximum speed of 120 km/h / 75 mph, they are contributing to the acceleration and concentration of passenger service on the RhB, not least by the possibility of coupling up to four powered rail car trains as a unit. In addition, these trains are equipped with an automatic center buffer coupler, since they are only used in passenger service – in contrast to the Allegra – and not for bringing freight cars along. The order for these 56 trains with a value of 534 million Swiss Francs represents the largest order for rolling stock in the history of the Rhaetian Railroad.

In an old tradition, the trains are given the names of mountains. The first train with road number 3111 was thus christened October 9, 2020 in Filisur with the name "Piz Ela". Since 2021, more of these trains have been underway on the RhB network – chiefly in the Prättigau region on the line from Landquart to Filisur.

This is a model of the RhB class Abe 4/16 "Capricorn" powered rail car and control car. The paint scheme and lettering are prototypical for Era VI. Four wheelsets are driven by two powerful ball bearing motors. Traction tires. The model has an mfx/DCC decoder with many light and sound functions such as headlights, which change over with the direction of travel, interior lighting, as well as train destination signs controllable in digital operation, and lighted coats-of-arms for the Grisons. The running sounds will also work in analog operation. There are many separately applied details such as lines, plugs, windshield wipers, antennas, and rear view mirrors. Both units can be combined with the 33100 and 33150 intermediate cars to form a prototypical four-unit train.

Length over the buffers 153 cm / 60-1/4".

- **Completely new tooling**
- **mfx/DCC decoder**
- **2 powerful motors**
- **Headlights can be controlled digitally**
- **Lighted coats-of-arms can be controlled digitally**
- **Sound included**
- **Pantographs can be raised and lowered digitally**
- **Prototypical paint scheme**
- **Lighted train destination sign**

Running sounds also work in analog operation

Rhaetian Railroad (RhB)

VI

33150 RhB Intermediate Car for the Class ABe 4/16 "Capricorn" Powered Rail Car Train

This is a model of the second intermediate car for the RhB class ABe 4/16 "Capricorn" powered rail car train. The paint scheme and lettering are prototypical for Era VI. The car has interior lighting and lighting for the train destination signs, which can be controlled from the powered end car in digital operation. There are continuous electrical connections to allow using the car between the powered end car and the cab control car in the train consist. An 11-conductor cable is included for this purpose. The car has a special adjustable coupling for setting the car spacing on the minimum radius curved track to be used.
Length 77 cm / 30-5/16".

- **Completely new tooling**
- **Interior details**
- **Interior lighting**
- **Fine detailing**
- **Metal wheelsets**
- **Lighted train destination sign**

Prototypical train destination sign included

The 23100 train can be extended to a prototypical four-part unit by adding the 33100 and 33150 intermediate cars.

VI

33100 RhB Intermediate Car for the Class ABe 4/16 "Capricorn" Powered Rail Car Train

This is a model of the first intermediate car for the RhB class ABe 4/16 "Capricorn" powered rail car train. The paint scheme and lettering are prototypical for Era VI. The car has interior lighting and lighting for the train destination signs, which can be controlled from the powered end car in digital operation. There are continuous electrical connections to allow using the car between the powered end car and the cab control car in the train consist. An 11-conductor cable is included for this purpose. The car has a special adjustable coupling for setting the car spacing on the minimum radius curved track to be used.
Length 77 cm / 30-5/16".

- **Completely new tooling**
- **Interior details**
- **Interior lighting**
- **Fine detailing**
- **Metal wheelsets**
- **Lighted train destination sign**

Amtrak

As early as the Thirties, passenger traffic in the USA was increasingly shifting from the railroad to the automobile and airplane. Amtrak was founded in 1971 to avoid a total demise of passenger train service, a partially government owned company that took over passenger service from the railroads, which were mainly focused on freight service. Existing motive power and rolling stock was taken over from the predecessor railroads for this operation, thus the famous F7 and streamliner express train passenger cars. These units were eventually painted in a new look with a standard silver color and red/white/blue striping. Service was started in May of 1971 with this motive power and rolling stock, whereby some of the famous names of the trains were kept. There thus continued to be the “Sunset Limited”®, which ran between New Orleans and Los Angeles.

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50
AMTRAK
Connecting America for 50 YEARS
160
Amtrak
F
BEECH GROVE

Amtrak

VI mfx DCC

20493 P42 Diesel Locomotive – Dash 8 Phase III for the 50th Anniversary

When Amtrak was founded in 1971 and entrusted with the operation of passenger service in the USA, only existing rolling stock and locomotives of the predecessor railroads was available. The locomotives included mostly older E and F units. Planning and purchase of a new locomotive designed especially for passenger service was thus begun. Yet, it took until 1992 until the first locomotives of the new generation were delivered. These locomotives built by General Electric had the class designations P40DC, P42DC, and P32AC-DM, depending on the features. They were popularly known as the "Genesis". With a motor performance between 3,200 and 4,250 horsepower – depending on the version – and a maximum speed between 166 km/h / 104 mph and 177 km/h / 111 mph, these 21 meter / 68 foot 3 inch long and approximately 125 metric ton locomotives still currently fulfill all tasks placed on them. The differences from the heavy six-axle diesel freight locomotives can be recognized in their appearance: With a completely streamlined body, these four-axle locomotives go very well with the express passenger cars, regardless of whether it is the streamliner cars or the big bi-level cars. You can see a certain similarity to the ICE trucks – no wonder they both come from the same builders, from Krupp or Siemens. A special unit is the P32AC-DM. This locomotive has a smaller diesel motor, but it can also run electrically from the third rail in the cities. This is chiefly necessary in New York, since no diesel locomotives are allowed to run in the tunnels in Manhattan.
A total of 269 of these units was purchased by Amtrak, another 31 units were acquired by the commuter unit Metro North, and finally 21 units by Via Rail in Canada. These locomotives are still in use across the country – but a replacement is already in the works: The ALC-42 "Charger" built by Siemens, which is setting new standards with its 4,500 horsepower and 200 km/h / 125 mph maximum speed …

This is a model of the AMD 103 "Genesis" diesel locomotive for the American passenger service company Amtrak. The paint scheme and lettering on road number 160 are an adaptation of the Phase III scheme as applied to Amtrak's Dash 8-32BWH locomotives to celebrate the 50th anniversary of Amtrak. All four wheelsets are driven by two powerful Bühler ball bearing motors. The locomotive has an mfx/DCC decoder with many light and sound functions. There is cab lighting and instrument lighting, which can be controlled in digital operation. The locomotive comes with American knuckle couplers installed and LGB system couplers are included.
Length 77 cm / 30-5/16".

Produced by LGB / Märklin for the first time

31205 31204 31203

50 AMTRAK

- Special version for the Amtrak anniversary
- mfx/DCC decoder
- 2 powerful motors
- Headlights can be controlled digitally
- Sound included
- Prototypical paint scheme

31202 31201 20494 20493

Amtrak

VI mfx DCC

20494 P42 Diesel Locomotive – 50th Anniversary
Phase VI

This is a model of the AMD 103 "Genesis" diesel locomotive for the American passenger service company Amtrak. The paint scheme and lettering are prototypical for Era VI. This is a special version of road number 108 for the 50th anniversary of Amtrak. All four wheelsets are driven by two powerful Bühler ball bearing motors. The locomotive has an mfx/DCC decoder with many light and sound functions. There is cab lighting and instrument lighting, which can be controlled in digital operation. The locomotive comes with American knuckle couplers installed and LGB system couplers are included.
Length 77 cm / 30-5/16".

- **Special version for the Amtrak anniversary**
- **mfx/DCC decoder**
- **2 powerful motors**
- **Headlights can be controlled digitally**
- **Sound included**
- **Prototypical paint scheme**

31205 31204 31203

31202 31201 20494 20493

Amtrak

VI

31201 Amtrak Baggage Car
This is a model of a streamliner baggage car for the American passenger service company Amtrak. The paint scheme and lettering are for Phase VI. The car has factory-installed complete interior details and lighting. The car has metal wheelsets, 2 of them ball bearing wheelsets for current pickup. The car comes with American knuckle couplers installed and LGB system couplers are included. Length 76 cm / 29-15/16".

- **Phase VI paint scheme for Amtrak**
- **Metal wheelsets**
- **Interior lighting with LEDs**
- **Additional car numbers included as stickers**

Metal wheelsets and interior lighting with LEDs

31205 31204 31203

VI

31202 Amfleet® Passenger Car

Soon after the founding of Amtrak in 1971, it became noticeable there were no contemporary passenger cars. Most of them dated back to the Fifties and Sixties. New intercity cars were thus ordered from the firm Budd, which were based on the Metroliner powered rail car trains of the Penn Central. However, they had no propulsion, and they were pulled by locomotives. From 1975 to 1977, 492 of these 26 meter / 84 foot 6 inch long and around 50 metric ton units were built with up to 84 seats in open seating configuration, depending on the version. The maximum speed was 200 mph or 320 km/h but this pace was possible only on a few routes – chiefly the 750 km / 469 mile long Northeast Corridor from Washington, DC via Philadelphia and New York to Boston. There were various types such as coaches, various food service cars, or also club cars. There were even experiments with sleeping cars, but they were not pursued. The well-known "Streamliner" baggage cars were used, which in these trains seemed a little foreign … After the success of these cars, another 150 units were delivered, internally designated as "Amfleet II"®. They differed from their predecessors in that they only had entries at one end of the cars and the windows were somewhat larger. These cars are still currently used – if also converted and updated several times, mostly on shorter routes in the American East and Midwest. The long intercontinental express trains are firmly in the hands of the bi-level Superliner cars …

This is a model of an "Amfleet"® design passenger car for the American passenger service company Amtrak, business class version. The paint scheme and lettering are prototypical for Phase VI. The car has factory-installed complete interior details and lighting with LEDs. The car has metal wheelsets, 2 of them ball bearing wheelsets for current pickup. The car comes with American knuckle couplers installed and LGB system couplers are included. Length 80 cm / 31-1/2".

- **Phase VI paint scheme for Amtrak**
- **Metal wheelsets**
- **Interior details**
- **Interior lighting with LEDs**
- **Additional car numbers included as stickers**

50 AMTRAK

Produced by LGB / Märklin for the first time

Metal wheelsets and interior lighting with LEDs

Amtrak

VI

31203 Amfleet® Passenger Car
This is a model of an "Amfleet"® design passenger car for the American passenger service company Amtrak, coach class version. The paint scheme and lettering are prototypical for Phase VI. The car has factory-installed complete interior details and lighting with LEDs. The car has metal wheelsets, 2 of them ball bearing wheelsets for current pickup. The car comes with American knuckle couplers installed and LGB system couplers are included.
Length 80 cm / 31-1/2".

- **Phase VI paint scheme for Amtrak**
- **Metal wheelsets**
- **Interior details**
- **Interior lighting with LEDs**
- **Additional car numbers included as stickers**

The locomotives to go with this car are available under item numbers 20493 and 20494. A typical Phase VI express train such as the famous "City of New Orleans"® can be made up with the other new Amtrak Amfleet® cars.

Produced by LGB / Märklin for the first time

Metal wheelsets and interior lighting with LEDs

31205 31204 31203

VI

31204 Amfleet® Split Club Passenger Car
There are different designs for the cafe cars of the Amfleet® cars: The "Club" version with a small dining area and another open area with seats, and the "Cafe" version with two dining areas. On longer trains, both types of cars are used together to provide more seating in the cafe area.

This is a model of an "Amfleet"® design cafe car for the American passenger service company Amtrak, version as "Club" cafe car. The paint scheme and lettering are prototypical for Phase VI. The car has factory-installed complete interior details and lighting with LEDs. The car has metal wheelsets, 2 of them ball bearing wheelsets for current pickup. The car comes with American knuckle couplers installed and LGB system couplers are included.
Length 80 cm / 31-1/2".

- **Phase VI paint scheme for Amtrak**
- **Metal wheelsets**
- **Interior details**
- **Interior lighting with LEDs**
- **Additional car numbers included as stickers**

50 AMTRAK

Produced by LGB / Märklin for the first time
Metal wheelsets and interior lighting with LEDs

The doors of all cars can be opened

Amtrak

VI

31205 Amfleet® Cafe Passenger Car
This is a model of an "Amfleet"® design cafe car for the American passenger service company Amtrak, version as a "Cafe" cafe car. The paint scheme and lettering are prototypical for Phase VI. The car has factory-installed complete interior details and lighting with LEDs. The car has metal wheelsets, 2 of them ball bearing wheelsets for current pickup. The car comes with American knuckle couplers installed and LGB system couplers are included.
Length 80 cm / 31-1/2".

- **Phase VI paint scheme for Amtrak**
- **Metal wheelsets**
- **Interior details**
- **Interior lighting with LEDs**
- **Additional car numbers included as stickers**

Metal wheelsets and interior lighting with LEDs

31202 31201 20494 20493

The New Wireless Freedom with the Popular Mobile Station

60667 Mobile Station WLAN
Note: A CS2 or CS3 with a WLAN connection or the 60117 WLAN Receiver Box is required as a receiver for the Mobile Station WLAN.

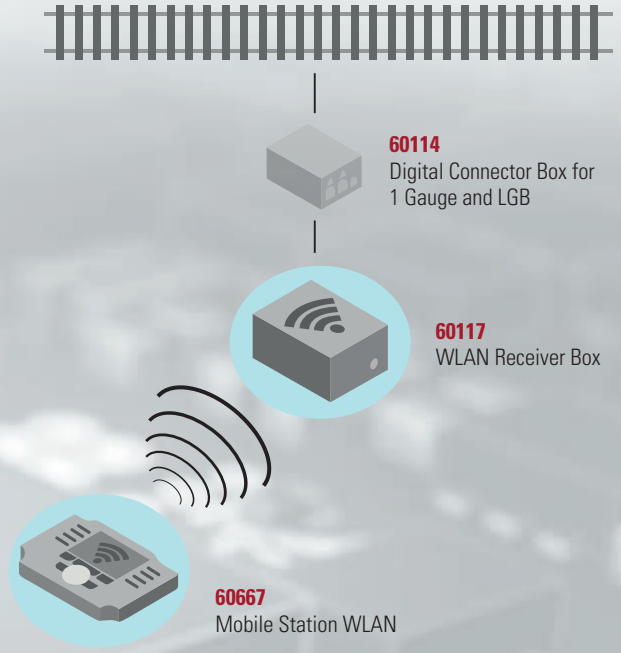
Digital Hand Controller Unit.
40 locomotives can be controlled with direct access.
Automatic registration of mfx locomotives.
Built-in locomotive database for selecting older Märklin/ Trix/LGB locomotives.
Manual registration of MM and DCC locomotives using digital addresses is possible.
Up to 32 locomotive functions can be switched, and there is a display of the function status.
Self-explanatory function pictograms for mfx locomotives and database locomotives.
Up to 320 solenoid items can be switched.
Lighted Stop button to signal the Stop status.
Backlit b/w full graphics display.
Dimensions 160 x 100 x 42 mm / 6-5/16" x 3-15/16" x 1-5/8".

There is a wireless connection with the WLAN Receiver Box (60117) or the Central Station (60216, 60226, as well as 60213-60215), when they are in a WLAN-capable network. When you are operating the Mobile Station WLAN connected to the Central Station, you can access the complete locomotive list and the solenoid items with the addresses 1 to 320. Up to four MS WLAN units can be connected to a WLAN Receiver Box (item number 60117). Four AAA batteries are required to operate this device.

- **Simple, easy operation**
- **Backlit graphics display with self-explanatory pictograms**
- **Up to 32 auxiliary functions can be controlled**
- **320 solenoid items can be controlled**
- **Easy connection to the WLAN Receiver Box and the Central Station**
- **Built-in Märklin digital locomotive database**

60117 WLAN Receiver Box
This is a WLAN and Infrared adapter for operation at the Digital Connector Box (60114, 60116) or a Central Station (60216, 60226, as well as 60213-60215).
This unit allows you to couple the MS WLAN (60667) or the Start-Up infrared controllers.
Simultaneous operation of up to four MS WLAN units (item number 60667) at one 60117 WLAN Receiver Box.
Simple configuration using a WEB application or the Central Station (60216, 60226).
WLAN Station or access point mode. Connection to an existing WLAN is thereby possible.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

Control a layout wirelessly with the Mobile Station – the WLAN Receiver Box makes it possible



MuseumCar for 2023

VI

41023 "Pinzgau Local Railroad"
LGB Museum Car for 2023
This boxcar was purchased in the early Forties and was used for a long time on the narrow gauge lines of the ÖBB. Some of the units were rebuilt, and brakeman's cabs were removed on them and replaced by brakeman's platforms. Several cars were used for bicycle transport. They were easily recognized from a distance by the blue paint scheme and the large bicycle symbol. Several of these cars still exist today. The prototype of our LGB museum car on the Pinzgau Local Railroad – which runs between Zell am See and Krimml – is painted and lettered exactly like the museum car and refers to the 125th anniversary of this railroad.

This is a model of a 4-axle boxcar painted and lettered for this year's partner, the Pinzgau Local Railroad in Austria. The paint scheme and lettering go with Era VI. There is a brakeman's platform at one end of the car, and the sliding doors on the sides can be opened. The trucks are correct for this car type. The car has metal wheelsets.
Length over the buffers 43 cm / 16-15/16".

- **To go with the anniversary of the Pinzgau Railroad**
- **Fine detailing**
- **Metal wheelsets**
- **Runs in this version in real life too**

One-time series. Available only at the Märklineum Store in Göppingen, Germany.

Christmas 2023

36023 Christmas Car for 2023
The Christmas Car for 2023 is extensively imprinted with a wonderful theme. Naturally, this model has doors, which can be opened, and it is a seamless addition to the previous series of LGB Christmas cars. The car has metal solid wheelsets.
Length over the buffers 30 cm / 11-13/16".

- **Christmas Car**
- **Fine detailing**
- **Interior details**
- **Metal wheelsets**

36071 36072 36073 36017 36018 36019 36020 36021 36022 36023 20215

LGB Clubmodell 2023

VI | mfx | DCC | CLUB

42615 Side Dump Car

The type Fa-u side dump car – exact designation single hopper dump car – is used on the Rhaetian Railroad chiefly in construction train service, mainly to haul ballast and distribute it to track laying sites. The side unloading hatches are characteristic for these cars. They can be opened upwards. The load can thus be unloaded directly to the side of the track. These cars were built in 1991 and the RhB has 10 units on its roster. These 10.44 meter / 33 foot 11 inch long and 21 metric ton cars can load 22 cubic meters or 34 metric tons.

This is a model of a Rhaetian Railroad (RhB) four-axle side dump car as used in construction trains. The paint scheme and lettering are prototypical for Era VI. The unloading hatch can be opened and closed in digital operation, thus allowing the car to be emptied anywhere on a layout. The car has metal solid wheelsets.
Length over the buffers 42 cm / 16-1/2".

- **Rhaetian Railroad construction train car**
- **The unloading hatch can be opened and closed in digital operation**
- **Fine detailing**
- **Metal wheelsets**
- **Club model for 2023**

Exclusive for Club members.

Bestellschluss: 28.02.2023

Order deadline: February 28, 2023

Become a Club member and reserve this impressive special car for your garden railroad

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

☐ *Herr | *Mr.* ☐ *Frau | *Mrs./Ms.*

Titel | *Title* *Geburtsdatum (TT/MM/JJJJ) | **Date of birth (DD/MM/YYYY)*

*Name, Vorname (bitte in Druckbuchstaben) | **Last Name, First Name (please print)*

*Straße, Hausnummer | **Street, Number*

*Adresszusatz | **Additional address information (apt. no. etc.)*

*PLZ | **Postal Code/Zip Code* *Ort | **City/State/Province*

*Land | **Country*

Telefon | *Telephone*

@ E-Mail-Adresse | *@ E-mail*

Gewünschte Kommunikationssprache | *Language requested*

☐ DE ☐ EN ☐ FR ☐ NL

gewünschte Sprache für die LGB Depesche | *LGB Depesche requested in*

☐ deutsch | *German* oder | *or* ☐ englisch | *English*

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

Datum | *Date* Unterschrift | *Signature*

Meinen Jahresbeitrag von EUR 89,95/CHF 109,95/US $ 109.00 (Stand 2023) zahle ich wie folgt:
I am paying my one year membership fee of EUR 89.95/CHF 109.95/$ 109.00 U.S. Funds (as of 2023) as follows:

☐ über nachfolgende **Einzugsermächtigung**: | *by **direct debit** as follows:*
(nur möglich in DE, AT, BE, NL) | ***(only possible in DE, AT, BE, NL)***

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 | *Bank branch*

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) | **Last Name, First Name (please print)*

*Straße, Hausnummer | ** Street, Number*

*PLZ | **Postal Code/Zip Code* *Ort | **City/State/Province*

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.*

Datum | *Date* Unterschrift | *Signature*

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

Die Zahlung per | *Payment by*

VISA mastercard **Kreditkarte** | ***credit card***

ist nur bei einer Online-Anmeldung möglich. | *is only possible for online-applications.*

NH 2023

L·G·B CLUB

Ihre Mitgliedschaft im LGB Club
Vielen Dank für Ihr Interesse an einer Mitgliedschaft im LGB Club!
Wir freuen uns auf Sie! Nebenstehend finden Sie ein Anmeldeformular.
Bitte beachten Sie folgende Hinweise und Bedingungen für Ihre Clubmitgliedschaft, die das Verhältnis zwischen Ihnen und uns, der Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, für Ihre Mitgliedschaft im LGB Club regeln:

Mitgliedsbeitrag
Wir erheben einen Mitgliedsbeitrag in Höhe von derzeit EUR 89,95 / CHF 109,95 / US $ 109.00 pro Mitglieds-Jahr (je nach dem, in welchem Land Sie Ihren ständigen Wohnsitz haben). Auf dem Formular können Sie die von Ihnen gewünschte Zahlungsart angeben. Wir bieten Ihnen die Möglichkeit, Ihren Mitgliedsbeitrag per SEPA-Lastschrift, Einzahlungsschein, Überweisung oder Kreditkarte zu bezahlen.

Beginn und Ende Ihrer Mitgliedschaft
Ihre Mitgliedschaft (und damit Ihr persönliches Clubjahr) beginnt mit dem Datum des Zahlungseingangs Ihres Mitgliedbeitrags bei uns. Sie erhalten alle zukünftigen Clubleistungen für die Dauer von einem Jahr. Die Mitgliedschaft verlängert sich automatisch um ein weiteres Clubjahr, wenn Sie nicht mit einer Frist von sechs Wochen vor Ende Ihres persönlichen Clubjahres uns gegenüber kündigen.
Wir behalten uns vor, den Mitgliedsbeitrag zu erhöhen oder diese Mitgliedschaftsbedingungen zu ändern. Dies teilen wir Ihnen rechtzeitig vorher mit, verbunden mit Ihrem Recht, die Mitgliedschaft in diesem Fall mit einer Frist von drei Wochen außerordentlich zu kündigen. Darauf weisen wir Sie in diesem Fall auch noch einmal ausdrücklich hin.

Fragen und Kundenservice
Für Fragen steht Ihnen unser Clubteam gerne Montags bis Freitags von 13 – 17 Uhr zur Verfügung: Telefon + 49 (0) 71 61 / 608-213; E-Mail: club@maerklin.com

Hinweise zum Datenschutz
Ihre personenbezogenen Daten, die Sie uns mit Ihrem Antrag zur Verfügung stellen, werden nach den Bestimmungen des Bundesdatenschutzgesetzes gespeichert. Sofern Sie uns nicht ausdrücklich Ihre Einwilligung in den Erhalt von Werbung erteilen, verwenden wir Ihre Daten nur für die Verwaltung Ihrer Mitgliedschaft im LGB Club.
Sie sind berechtigt, jederzeit Auskunft über Ihre bei uns gespeicherten personenbezogenen Daten zu erhalten und deren Verwendung jederzeit mit Wirkung für die Zukunft zu widerrufen, und Sie können nach Maßgabe der gesetzlichen Bestimmungen Ihre personenbezogenen Daten berichtigen, sperren oder löschen lassen. Bitte wenden Sie sich hierfür direkt an uns:
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen oder per E-Mail an: club@maerklin.com

Your LGB Club Membership
Thank you very much for your interest in the LGB Club! We are happy to welcome you!
Nearby you will find a registration form. We kindly ask you to take notice of the following information and the terms and conditions governing the membership relationship between you and us, Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany:

Membership Fee
The membership fee amounts to EUR 89,95 / CHF 109,95 / US $ 109.00 at the moment for every membership year (depending on where you have your permanent residence). You may specify your payment method in the form. We offer payment of the membership fee via SEPA Direct Debit Scheme, credit slip, bank transfer or credit card.

Beginning and termination of your membership
Your membership (and thereby your personal club year) begins with receipt of your membership fee by us. You will then receive all future club benefits for the term of one year. The membership prolongs automatically for another club year if you do not terminate your membership with six weeks notice.
We reserve our right to raise the membership fee or to change these terms and conditions. We will inform you in due time, combined with the right to extraordinarily terminate your membership with three weeks notice. We will advise you expilicitly again in such case.

Questions and Customer Sercice
For any questions, please do not hesitate to contact our Club Team from Monday to Friday from 1:00 p.m. – 5:00 p.m., Tel: + 49 (0) 71 61 / 608-213; E-Mail: club@maerklin.com

Privacy Terms
Your personal data you provide us with in your application will be saved compliant with the stipulations set forth in the German Privacy Act. If you did not agree explicitly to receive advertising via email we will use your data only for administration purposes within the LGB Club.
You are entitled to demand information about your personal data stored by us and to revoke the use of your data in future and you may let correct, block or delete your personal data. Please refer directly to us:
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany or via email to: club@maerklin.com

ANTWORT / *REPLY*

LGB Club
Postfach 9 60
73009 Göppingen
Deutschland / *Germany*

Widerrufsrecht

Sie haben das Recht, binnen vierzehn Tagen ohne Angabe von Gründen diesen Vertrag zu widerrufen.
Die Widerrufsfrist beträgt vierzehn Tage ab dem Tag des Vertragsschlusses.
Um Ihr Widerrufsrecht auszuüben, müssen Sie uns, Gebr. Märklin & Cie GmbH, LGB Club, Stuttgarter Straße 55 – 57, 73033 Göppingen, Deutschland, Fax: +49 (0) 71 61 / 608-308, Tel: +49 (0) 71 61 / 608-213; Mail: club@lmaerklin.com, mittels einer eindeutigen Erklärung (z. B. ein mit der Post versandter Brief, Telefax oder E-Mail) über Ihren Entschluss, diesen Vertrag zu widerrufen, informieren. Sie können dafür das beigefügte Muster-Widerrufsformular verwenden, das jedoch nicht vorgeschrieben ist.
Zur Wahrung der Widerrufsfrist reicht es aus, dass Sie die Mitteilung über die Ausübung des Widerrufsrechts vor Ablauf der Widerrufsfrist absenden.

Folgen des Widerrufs

Wenn Sie diesen Vertrag widerrufen, haben wir Ihnen alle Zahlungen, die wir von Ihnen erhalten haben, einschließlich der Lieferkosten (mit Ausnahme der zusätzlichen Kosten, die sich daraus ergeben, dass Sie eine andere Art der Lieferung als die von uns angebotene, günstigste Standardlieferung gewählt haben), unverzüglich und spätestens binnen vierzehn Tagen ab dem Tag zurückzuzahlen, an dem die Mitteilung über Ihren Widerruf dieses Vertrags bei uns eingegangen ist. Für diese Rückzahlung verwenden wir dasselbe Zahlungsmittel, das Sie bei der ursprünglichen Transaktion eingesetzt haben, es sei denn, mit Ihnen wurde ausdrücklich etwas anderes vereinbart; in keinem Fall werden Ihnen wegen dieser Rückzahlung Entgelte berechnet.
Haben Sie verlangt, dass die Dienstleistungen während der Widerrufsfrist beginnen soll, so haben Sie uns einen angemessenen Betrag zu zahlen, der dem Anteil der bis zu dem Zeitpunkt, zu dem Sie uns von der Ausübung des Widerrufsrechts hinsichtlich dieses Vertrags unterrichten, bereits erbrachten Dienstleistungen im Vergleich zum Gesamtumfang der im Vertrag vorgesehenen Dienstleistungen entspricht.

Musterwiderrufsformular

(Wenn Sie den Vertrag widerrufen wollen, können Sie folgende oder eine ähnliche eindeutige Formulierung verwenden):

- Gebr. Märklin & Cie GmbH, LGB Club, Stuttgarter Straße 55 – 57, 73033 Göppingen, Deutschland, Fax: +49 (0) 71 61 / 608-308, Mail: club@maerklin.com
- Hiermit widerrufe(n) ich/wir (*) den von mir/uns (*) abgeschlossenen Vertrag über den Kauf der folgenden Waren (*)/ die Erbringung der folgenden Dienstleistung (*)
- Bestellt am (*)/erhalten am (*)
- Name des/der Verbraucher(s)
- Anschrift des/der Verbraucher(s)
- Unterschrift des/der Verbraucher(s) (nur bei Mitteilung auf Papier)
- Datum

(*) Unzutreffendes streichen

Right of withdrawal

You have the right to withdraw from this contract within 14 days without giving any reason.
The withdrawal period will expire after 14 days from the day of the conclusion of the contract.
To exercise the right of withdrawal, you must inform us, Gebr. Märklin & Cie. GmbH, LGB Club, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany, Fax: +49 (0) 71 61 / 608-308, Tel: +49 (0) 71 61 / 608-213; Mail: club@maerklin.com, of your decision to withdraw from this contract by an unequivocal statement (e.g. a letter sent by post, fax or e-mail). You may use the attached model withdrawal form, but it is not obligatory.
To meet the withdrawal deadline, it is sufficient for you to send your communication concerning your exercise of the right of withdrawal before the withdrawal period has expired.

Effects of withdrawal

If you withdraw from this contract, we shall reimburse to you all payments received from you, including the costs of delivery (with the exception of the supplementary costs resulting from your choice of a type of delivery other than the least expensive type of standard delivery offered by us), without undue delay and in any event not later than 14 days from the day on which we are informed about your decision to withdraw from this contract. We will carry out such reimbursement using the same means of payment as you used for the initial transaction, unless you have expressly agreed otherwise; in any event, you will not incur any fees as a result of such reimbursement.
If you requested to begin the performance of services during the withdrawal period, you shall pay us an amount which is in proportion to what has been provided until you have communicated us your withdrawal from this contract, in comparison with the full coverage of the contract.

Model withdrawal form

(Please use the following or similar explicit wording, if you wish to withdraw from the contract):

- *Gebr. Märklin & Cie. GmbH, LGB Club, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany, Fax: +49 (0) 71 61 / 608-308, E-Mail: club@maerklin.com*
- *I/We (*) hereby give notice that I/We (*) withdraw from my/our (*) contract of sale of the following goods (*)/for the provision of the following service (*),*
- *Ordered on (*)/received on (*),*
- *Name of consumer(s),*
- *Address of consumer(s),*
- *Signature of consumer(s) (only if this form is notified on paper),*
- *Date*

(*) Delete as appropriate.

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 89.95 / CHF 109.95 / US $ 109.00 (as of 2023) you'll receive the following club services:

The LGB Depesche 4 Times a Year
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 highquality, personalized certifi cate of authenticity to your address following delivery. Collect all these models, which change every year.

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

Annual Chronicle
Experience the high points of the LGB model railroad year in moving images as an exclusive Club download.

Catalog
Club members receive the main catalog available every year at their specialty dealer.

Early information
about the Märklin new items – in advance by a download link and as a printed version in a Club mailing.

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 you are more than our premium customer, you also receive a bundle of advantages at the over 100 partners currently working with us. Among them are the Hans-Peter Porsche Dream Factory in Anger, or the DB Museum (Nürnberg, Koblenz, Halle). Moreover, your personal membership card can be used to place orders for all the exclusive products offered to club members.

Free Shipping in the Online Shop
Our Online Shop gives members free shipping within Germany.

Club Trips*
On the Club trips offered through fantastic scenery and to extraordinary destinations, you will experience your hobby in a special way. Club members are given a discount.
* depending on availability

Small welcoming gift
for each new member – get ready to be surprised.

Birthday Coupon
Club members receive a coupon by mail on their birthday, which can be redeemed in the Online Shop.

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@maerklin.com
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 in the LGB Club.

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

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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

Sound

Lighting included

Smoke generator

Smoke generator. Controlable feature.

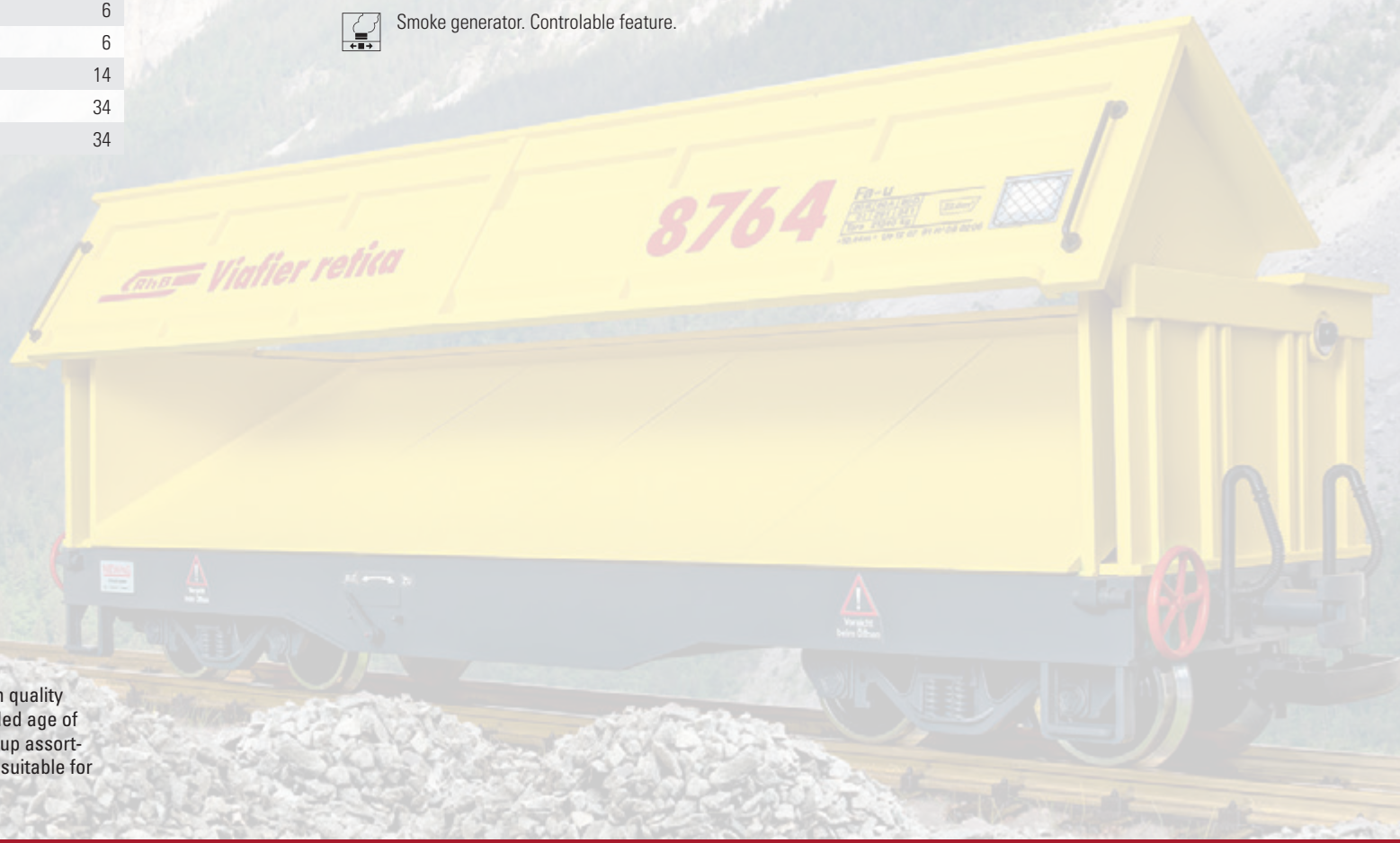
Pulsed smoke generator

Traction tires

LGB Club model

I – VI

Era I	1835 – 1920
Era II	1920 – 1945
Era III	1945 – 1968
Era IV	1968 – 1990
Era V	1990 – 2006
Era VI	2006 – to the present



Important Note!
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383 062 – 01 2023

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