

New Items 2025





Introduction & Contents



Dear LGB Fans,

We want to welcome you to our New Items this year with a roll of thunder.

An American locomotive legend is making its entry into the garden season for 2025. What Ephraim Shay came up with was already a master achievement. A locomotive drive system that was simply so ingenious to service and repair, and that did not require large maintenance shops or large repair crews. Just the right thing for the nearly seemingly endless American forests at the time. And now you can enjoy this form of power transmission from standing cylinders to cardan shafts and bevel gears as completely new tooling done in heavy metal construction in three different variations.

No less interesting are our other new items such as road number 99 1561-2 that had the honor or misfortune to pull farewell runs on different narrow gauge lines or our VT 137 powered rail car with a prototypical look and authentic sound or our completely new tooling for the SOEG baggage car that is also used in public commuter passenger service (ÖPNV) with steam motive power.

The LGB new items for 2025 are going up into the Swiss mountains with compact power to the "Newest One" of the DFB. After a long overhaul road number HG 4/4 708 was able to do a final brake test on September 9, 2024, and is now waiting for the axle load tests to be done this spring.

Our finely detailed model in heavy metal construction will always let you call an authentic symbol of the upcoming maiden trip as your own.

In addition to these selected model new items, many other locomotives, and cars for use on your garden railroad layout await you in this new items brochure.

We hope you have a lot of fun browsing and that you have a wonderful garden season with LGB.

Your LGB Team

	Page
German State Railroad (DR)	2 – 3
Saxon Oberlausitz Railroad Company (SOEG)	4
Austrian Federal Railroads (ÖBB)	5
Dampfbahn Furka-Bergstrecke (DFB)	6 – 7
Rhaetian Railroad (RhB)	8 – 15
USA	16 – 22
Christmas 2025	23 – 25
Special Car	26
Museum Car for 2025	27
LGB Club model 2025	28 – 29
LGB Club	30 – 32
Item Numbers/Symbols	33

Dare to take a first look on page 26, because there is a true worker of the steel and iron industry. Equipped with a decoder, it enables a lot of play possibilities mostly in the garden.



German State Railroad (DR)



26847 DR Steam Locomotive, No. 99 1561-2

Road number 99 1561-2 had its honor or misfortune to go through farewell tours on different narrow gauge lines in Saxony. For example, it provided motive power for the last train on June 2, 1973, on the line Wilkau Haßlau – Kirchberg.

The most popular farewell appearance for road number 99 1561-2 was probably on September 30, 1984, for on that day it ended passenger service on the German State Railroad scheduled route No. 422, the legendary Preßnitz Valley Railroad Wolkenstein – Jöhstadt. Since these farewell tours were accompanied in many instances photographically by railroad fans, they attracted a lot of attention and fame.

This locomotive shows the typical condition at the end of the (Saxon) narrow gauge railroads shortly before the abandonment of these lines. For example, "souvenir hunters" have robbed the locomotive of its locomotive signs on the ends. For that reason, a black piece of sheet metal had a new sign "crafted" with a number stencil, a brush, and white paint. The overhaul date was done free-hand on the locomotive without a stencil. All these unique, individual lettering details make this class IV K something rather special and are of course realized on the model! This means that the authenticity of the degenerate charm of the end of the Saxon narrow gauge railroads can truly be experienced and reproduced on any LGB layout.

Buffer capacitor to bridge over short areas without current

The photo of road number 99 1561-2 on September 30, 1984, in front of the locomotive shed at Wolkenstein shown on the back cover page of this catalog shows the locomotive in exactly the condition reproduced by this LGB new item.

The model has a multiple station stop announcement with the stations of the last passenger train run on the Preßnitz Valley Railroad to enable attendance on September 30, 1984, in a scale of 1:22.5. Also included are two stickers with the occasion written on this day on the locomotive using chalk. These stickers can be cemented to the water tanks on the LGB model.

Currently, road number 99 1561-2 is stored non-operational at "Wild Robert", the Döllnitz Railroad, in the maintenance facility at Mügeln.

All the wheelsets are driven by two powerful ball bearing high-efficiency motors. Traction tires. The locomotive has an mfx/DCC decoder with many sound and light functions, headlights that change over with the direction of travel, cab lighting, and a smoke unit with steam exhaust synchronized with the wheels.

Length over the buffers 48 cm / 18-7/8".

- Extensive light and sound functions
- Running sounds will also work in analog operation
- Smoke generator with steam exhaust synchronized with the wheels
- Era IV model
- Energy storage included





The Nordhausen-Wernigerode Railroad Company (NWE) ordered a four-axle diesel powered rail car in 1932 from the Wismar Powered Rail Car and Car Builder, Inc. to simplify and rationalize its passenger service. This unit had a 400 horsepower MAN diesel motor and was placed into service as road number T 1. The NWE was very satisfied with this unit and its maximum speed of up to 60 km/h / 37 mph thus resulted in two more powered rail cars of this type being bought. These units came starting in 1935 to the NWE route network as road numbers T2 and T3. They had a somewhat different superstructure. They had baggage areas instead of a passenger area and were equipped with a 520 horsepower motor to haul heavier loads.

After the founding of the GDR in 1949, the NWE was confiscated and integrated in the newly established German State Railroad (DR). The motive power was reclassified in the numbering plan valid on the DR and it lost the original red paint scheme, since they were repainted in the paint scheme valid for diesel powered rail cars on the German State Railroad, in beige-red.

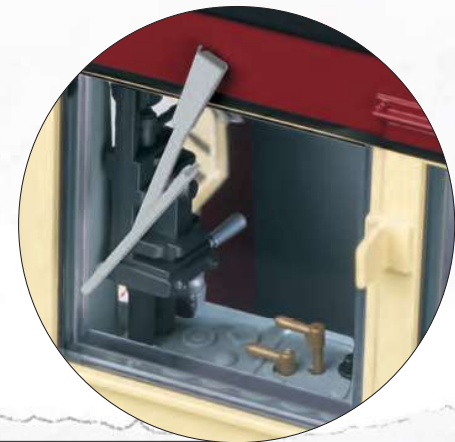
Our LGB model reproduces the former NWE T3 that continued on the DR as VT 137 566. This powered rail car was used on the DR as a route maintenance vehicle as well as a freight hauling powered rail car.



26391 DR Class VT 137 Powered Rail Car

DR class VT 137 566 diesel-powered rail car in Era III. This is a model of a diesel-powered rail car. Four wheelsets are driven by two powerful motors. This means this powered rail car has very high pulling power and can, like its big prototype, pull several cars. This unit has an mfx/DCC decoder with many light and sound functions. The car has interior lighting and cab lighting which can be controlled in digital operation. Length over the buffers 64 cm / 25-3/16".

- Cab lighting
- Interior lighting
- Energy storage included



Authentic cab details and lighting included

Buffer capacitor to bridge over short areas without current



Saxon Oberlausitz Railroad Company (SOEG)

Four-axle baggage car originally built for the German Reichsbahn Company as a so-called "standard luggage car", which was taken over by the German Reichsbahn (DR) of the GDR after the Second World War and was initially used in its original form. It was given the generic name "KD 4" by the DR. In the GDR, all narrow-gauge railways belonged to the DR, including the Weißeritztalbahn. The wagon master responsible for this railway was of the opinion that the storage space available in these luggage wagons would not be sufficient for the load to be transported. He therefore sought to modernize some of the baggage carts at the Perleberg repair shop. As part of this, in which only the chassis and the roof were continued to be used, the cars were given new car bodies with only one end platform. The new, internal generic name was now: KD 4 mod.

When the cars were put back into service, the train crews were very unhappy because they – provided that the car was placed in the middle of the train between passenger cars – could no longer go from the baggage car to the next passenger car. This meant that these "single platform" baggage cars had to be placed at the end or the beginning of the train, which repeatedly caused problems in train operations.

After the reunification of Germany and the privatization of many narrow gauge railways it turned out that several updated baggage cars of the Döllnitz Railroad, the Saxon Steam Railroad Company, Inc. (SDG), as well as the Saxon Oberlausitz Railroad Company (SOEG) were updated further or operationally improved in that they were reequipped with their second platform, naturally now on the new car bodies.



VI

36380 SOEG Baggage Car

This is a baggage car for the Zittau Narrow Gauge Railroad as it currently looks in use on the SOEG.

This is new tooling for a baggage car on the Zittau Narrow Gauge Railroad. The car has a prototypical paint scheme and lettering. It also has metal solid wheelsets. Length over the buffers 57.5 cm / 22-5/8".

- Finely detailed modelling of the prototype
- Goes with the existing SOEG passenger cars

New tooling



Austrian Federal Railroads (ÖBB)



23594 ÖBB Diesel Locomotive, No. 2092.04

This is ÖBB diesel locomotive, No. 2092.04, in an Era IV version as a unit for the former Heeresfeld Railroad class HF130C, which was assigned to the motive power location (Zfst.) Zell am See for the narrow-gauge line there to Krimml in Pinzgau.

The paint scheme and lettering are prototypical for Era IV. All of the wheelsets are driven by a powerful motor. In addition, the model has traction tires as well as an mfx/DCC sound decoder with many light and sound functions. The cab doors can be opened. Length over the buffers 29 cm / 11-3/8".

This locomotive goes with the other ÖBB units already previously released that are used on the Pinzgau Local Railroad, such as the no. 34621 passenger car, the no. 43621 stake car, or the no. 49184 roller car.

Running sounds will also work in analog operation



Reissue



20753 DR Steam Locomotive, Road Number 99 5016

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 wheelsets are driven by a powerful motor. Traction tires. The locomotive has an mfx/DCC sound decoder with many functions, a smoke unit, and headlights that can be controlled in digital operation. The running sounds will also work in analog operation. Length over the buffers 24 cm / 9-7/16".

Headlights, smoke, and many sound functions in digital operation included.

Always available



Furka Mountain Line Steam Railroad (DFB)



© Dampfbahn Furka-Bergstrecke (DFB)

The class HG 4/4, No. 708 is part of those locomotives with an exciting life. It was built in 1930 at SLM in Winterthur. Then it came to the French railroad company of that time Compagnie Générale de Colonies Paris, to Indochina, the current Vietnam. Wartime disagreements dampened the fire in its boiler. Its fate appeared sealed. Yet the enthusiasts of the association "Furka Mountain Line Steam Railroad" in Switzerland remembered this rack railroad locomotive, and it was deemed worthy to

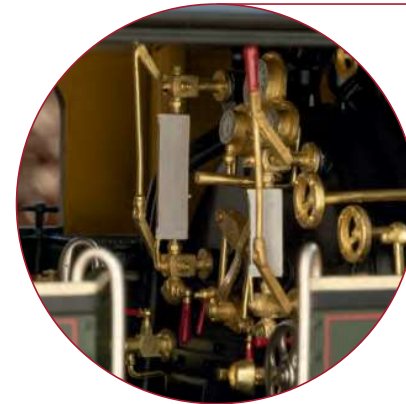
purchase this locomotive for the Furka Mountain Line. In 1990, they were successful in bringing back this unit as well as its sister HG 4/4 704.

No. 704 has been active for a number of years. It was restored in the steam locomotive shops in Uzwil. No. 708 was also completely overhauled there by 2023 and in the summer of 2024 was put into service on the DFB. Starting in the summer season of 2025 it will run on this spectacular mountain line.

*The current Museum locomotive as a high-end metal version
Steam exhaust at the vacuum brakes and whistle as well as cylinder steam and steam exhaust at the smokestack synchronized with the wheels*



The firebox in the cab is modelled with high detailing





26370 Class HG 4/4 Rack Railroad Steam Locomotive
 Model of the DFB (Furka Mountain Line Steam Railroad)
 class HG 4/4 rack railroad steam locomotive no. 708.

This is a finely detailed model of heavy metal construction with many separately applied details. The mechanism has a high-performance motor, all driving wheels powered using side rods. Real rack railroad operation is possible with the LGB 10210 racks. The doors to the cab and the smoke box can be opened. The paint scheme and lettering

are prototypical for Era VI, just as the locomotive currently looks. The locomotive has an mfx/DCC decoder with many light and sound functions such as headlights, cab lighting, running sounds, a whistle activated by reed switches, and much more. The running sounds will also work in analog operation. There is a built-in smoke generator with steam exhaust synchronized to the wheels as well as cylinder steam, steam at the exhaust of the vacuum brakes, and steam exhaust at the whistle, when the latter is activated. Length over the buffers 40 cm / 15-3/4".



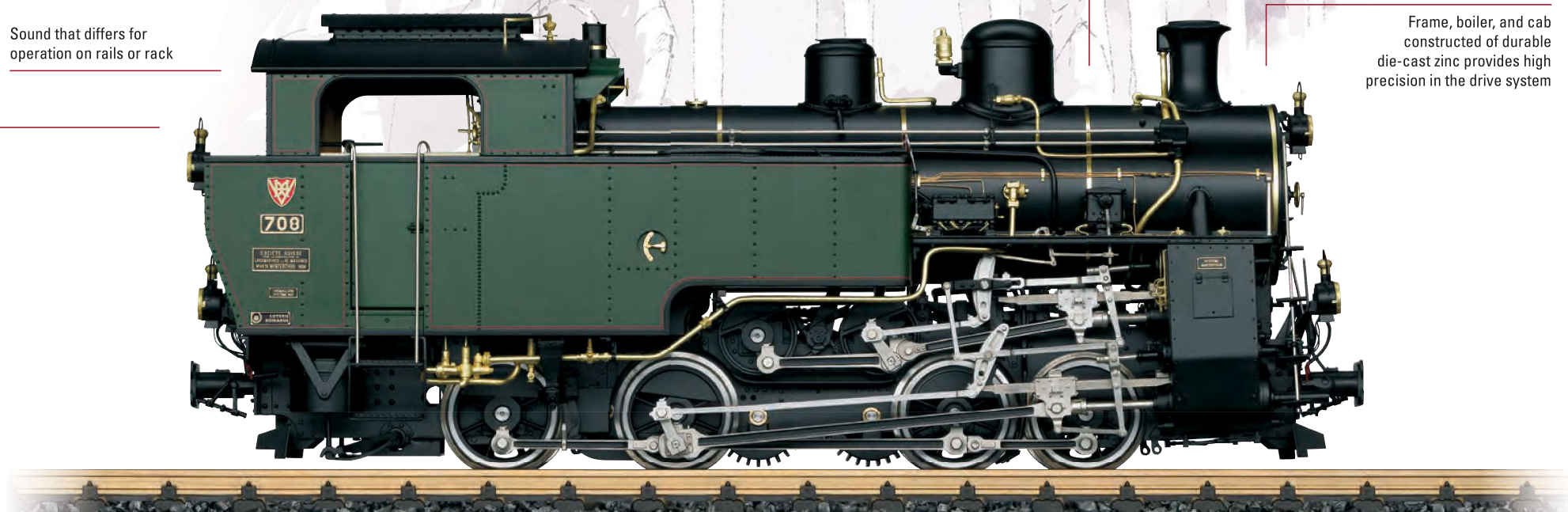
Synchronized with the wheels in time:
Side rod on driving wheel

Interior drive system can be controlled digitally

Movable display during rack operation included

Sound that differs for operation on rails or rack

Frame, boiler, and cab constructed of durable die-cast zinc provides high precision in the drive system



Automatic switching of rack rail system when operating on the rack

Rhaetian Railroad (RhB)



24451 RhB Class Ge 2/4 Electric Locomotive

As early as 1913 the RhB purchased 7 units of the class Ge 2/4 small electric locomotive. This locomotive was so to speak a half Ge 4/6 as far as propulsion and electrical equipment were concerned. The 8.70 meter / 28 foot 6 inch long and 37 metric ton heavy locomotives had a performance of 210 kilowatts / 285 horsepower and reached a maximum speed of 45 km/h / 28 mph. The requirements set for these locomotives were a bit too much for them, problems kept cropping up mostly in the area of the electrical equipment. Between 1943 and 1946 three units were converted to switch engines with a central cab and they were rostered as road numbers 211 – 213. Two more locomotives were thoroughly modernized. They were given a new traction motor, additional resistance brakes – a pantograph was removed for these resistance brakes so that these two locomotives, road numbers 221 and 222, developed almost double the performance as the original version, namely 428 kilowatts or 582 horsepower. At the same time the weight was lowered to 30 metric tons, and the maximum speed climbed to 55 km/h / 34 mph. In 1998, road number 221 was scrapped, road number 222 continued as a museum locomotive and it can be encountered on the entire core network of the RhB on special runs.

This is a model of the RhB class Ge 2/4 electric locomotive, road number 222, in the version as it presently exists as an historic locomotive. The roof has a pantograph and resistance brakes. The pantograph has a mechanism and can be raised and lowered in digital operation. The paint scheme and lettering is prototypical for Era VI. Both driving wheelsets are driven by a powerful, ball bearing motor, and there are traction tires. The locomotive is equipped with an mfx/DCC decoder with many sound and light functions such as headlights / marker lights that change over with the direction of travel, cab lighting, and much more. Length over the buffers 38 cm / 14-15/16".

Buffer capacitor to bridge over short areas without current

- Powerful, ball bearing motor
- mfx/DCC digital decoder
- Pantograph can be raised and lowered in digital operation
- Era VI paint scheme and lettering
- Many prototypical details
- Energy storage included





© Andreas Schumann



30342

30341

43814

24451

Rhaetian Railroad (RhB)



31525 RhB Express Train Passenger Car, 1st Class

This is a model of an RhB passenger car, 1st class, as it looked in Era IV. These so-called steel cars left their mark for many years on the image of RhB passenger trains. The car has factory-installed LED interior lighting. Length over the buffers 66 cm / 26".



31526 RhB Express Train Passenger Car, 2nd Class

This is a model of an RhB passenger car, 2nd class. The paint scheme and lettering are prototypical for Era IV. The car has many separately applied details. It also has a complete finely detailed interior. The car has factory-installed LED interior lighting. Length over the buffers 66 cm / 26".



IV 

31527 RhB Express Train Passenger Car, 2nd Class

This is a model of an RhB passenger car, 2nd class. The paint scheme and lettering are prototypical for Era IV. The car has factory-installed LED interior lighting. Length over the buffers 66 cm / 26".



IV 

31528 RhB Dining Car

This dining car is available for providing meals and refreshments to passengers on the RhB. The model is prototypically painted and lettered for Era IV. The car has interior details and doors that can be opened. Length over the buffers 66 cm / 26".



Rhaetian Railroad (RhB)

IV

41843 RhB Baggage Car

This is a model of an RhB two-axle baggage car. The paint scheme and lettering are prototypical for Era IV. The car has metal wheelsets and doors that can be opened. Length over the buffers 44 cm / 17-5/16".

- Metal solid wheelsets



VI

48576 Sliding Wall Boxcar

The four-axle sliding wall boxcars are indispensable for the operations of the Rhaetian Railroad. A big advantage of these cars is that they are easy and fast to load. Entire pallets can be loaded as a rule with a forklift. Many of the cars are designed to carry advertising such as the car with the number Haik 5130 that is decorated with Märklin brands.

This is a model of a Rhaetian Railroad (RhB) four-axle sliding wall boxcar. The paint scheme and lettering are prototypical for Era VI with advertising for the Märklin brands. The sliding doors can be opened and closed like the prototype. The car has metal solid wheelsets. Length over the buffers 62 cm / 24-3/8".



VI

45887 RhB "coop"® Container Transport Cars

These are RhB container transport cars in the current Era VI version. Additional container transport cars with the typical advertising of the "coop"® retail chain appear with these two models. This is a set with two cars with the themes of apples and grapes. The cars have new prototypical car numbers.

Length over the buffers per car 41 cm / 16-1/8"

- Different themes
- Doors that can be opened
- Metal solid wheelsets
- Both cars individually packaged



Rhaetian Railroad (RhB)

VI

45888 RhB "coop"® Container Transport Cars

These are RhB container transport cars in the current Era VI version. Additional container transport cars with the typical advertising of the "coop"® retail chain appear with these two models. This is a set with two cars with the themes of tomatoes and mushrooms. The cars have new prototypical car numbers.

Length over the buffers per car 41 cm / 16-1/8".

- Different themes
- Doors that can be opened
- Metal solid wheelsets
- Both cars individually packaged





VI

45889 RhB "coop" Container Transport Cars

These are RhB container transport cars in the current Era VI version. Additional container transport cars with the typical advertising of the coop® retail chain appear with these two models. This is a set with two cars with the themes of radishes and pears. The cars have new prototypical car numbers.

Length over the buffers per car 41 cm / 16-1/8".

- Different themes
- Doors that can be opened
- Metal solid wheelsets
- Both cars individually packaged



© WHM Mediensdienst RhB



USA – Steam Giants for America’s Forests

In this country it would have been inconceivable: In the middle of a dark forest a train is steaming on a steep route with many curves. The train has lumber transport cars going up the slopes and the rolling thunder of this laboring steam unit breaks through the stillness of an almost untouched natural landscape. In the USA, the land of unlimited possibilities, such a scenario was an everyday event more than a half century ago in the immense forest regions which fed the constantly growing hunger for wood in the age

of industrialization. In order to open up the forests better, the sawmill owner Ephraim Shay developed a gear drive steam locomotive around 1873 with which he could run his forest railroad with no problem in difficult landscape on often temporarily laid track. There was no question of high speeds, but these units were intended to haul large loads on steep grades and sharp curves. Starting in 1880 the big LIMA Locomotive Works continued the construction of these units and their development. The basic principle

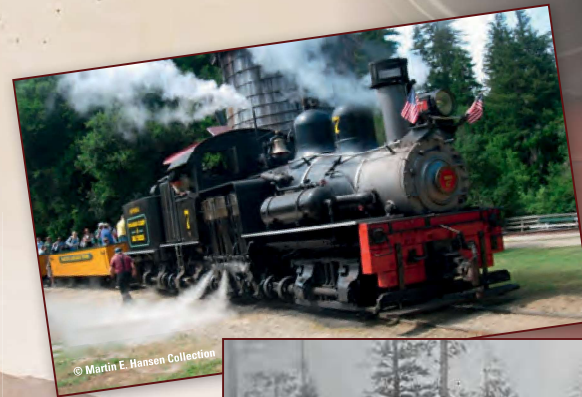
remained in practice: The vertically arranged steam units installed on the right side drove all axles using a gear drive and thereby provided optimal pulling power whereby the boiler had to be mounted offset to provide an even weight distribution. The maximum speed was limited to approximately 25 km/h / 16 mph due to the small gear reduction. The Shays turned out very well and became a myth among the iron horses not only due to their unusual technology but also because of their massive appearance. In the

end a proud 2,770 Shay locomotives were built by 1945. At least 115 Shays have been preserved and numerous locomotives can still be experienced under steam. Three mighty three-truck Shays (with three power frames) are now rolling into the LGB program and tell of a wild time in America’s forests. Their real life prototype still thrills thousands of visitors from all over the world in the authentic forest railroad environment.





Shay locomotives are ingeniously designed for use on isolated forest railroads. Ephraim Shay invented a steam motor locomotive to reach a high gear reduction and thereby a best possible power transmission for steeply graded rail lines. He arranged the cylinders vertically on the right side of the locomotive. There he guided the power from the steam machine via crankshafts to cardan shafts whose gears drove the beveled gears on the trucks. Another advantage of this design was the uncomplicated maintenance. All the running gear parts were easily accessed and could be repaired or replaced without large locomotive shops and without large crews. The characteristic look of the Shays was based on the "offset" to the left of the boiler to guarantee a balanced weight distribution.



© Martin E. Hansen Collection



© Martin E. Hansen Collection



Martin E. Hansen Collection



Roaring Camp & Big Trees RR



26701 RC & BT RR Shay Steam Locomotive No. 7

Locomotive No. 7 of the Roaring Camp & Big Trees Railroad is a class C Shay from 1911. It ran during its active forest railroad career on various timber companies in California. Since 1986 it has been the star on the Roaring Camp & Big Trees RR, an approximately five kilometer / 3 mile long line laid at some cost in the Henry Cowell Redwoods State Park 100 kilometers / 63 miles south of San Francisco. The model has heavy metal construction with many separately applied details. It is equipped with an mfx/DCC decoder with many light and sound functions. The model has a built-in smoke generator. Length over the step boards 67 cm / 26-3/8".

- Many separately applied fine details
- Extensive light and sound functions
- Smoke box door can be opened
- Smoke generator
- Firebox flickering
- Detailed modelling of the prototype
- Running sounds will also work in analog operation

Completely new tooling
High end model in detailed metal construction

Striking drive system included



Prototypical spark arrestor and steaming synchronized with the unit's motion

Side windows as sliding windows



Prototypical drive system using a crankshaft on cardan shafts and rack gears



Cab modelled in multiple colors, also details such as warnings, signs, and lettering

Removable roof

Power storage unit installed at the factory

Smoke generator

Mounting locations for flags included with the locomotive

Smoke box door can be opened

Delivered from the factory with link & pin coupler installed



West Side Lumber RR



26702 WSLC RR Shay Steam Locomotive No. 7



© Martin E. Hansen Collection

The current Locomotive No. 7 of the Roaring Camp & Big Trees Railroad worked for years as Locomotive No. 7 with eight other Shays for the Westside Lumber Company in California which operated the last narrow gauge American forest railroad until 1962.

The model has heavy metal construction with many separately applied details. It is equipped with an mfx/DCC decoder with many light and sound functions. The model has a built-in smoke generator.

Length over the step boards 67 cm / 26-3/8".

- Many separately applied fine details
- Extensive light and sound functions
- Smoke box door can be opened
- Firebox flickering
- Running sounds will also work in analog operation



All three Shay variations have a mounted bell that swings when the bell sound is activated

High end model in high quality metal construction

Injector relocated into the cab

Prototypical without exhaust from the air pump

Prototypical modelling of the air tank



Madera Sugar Pine RR

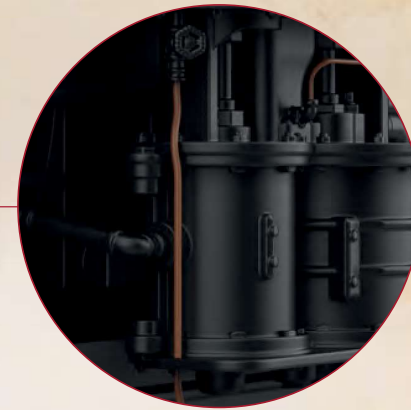


26703 MSP RR Shay Steam Locomotive No. 5

Locomotive No. 5 was built in 1912 for the Madera Sugar Pine Railroad in California. It belongs like the oil-fired Westside Lumber Locomotive No. 7 to the Shay class C, but it was wood-fired and had a massive Kobel smokestack. The railroad was abandoned in 1931, and Locomotive No. 5 was sold for spare parts. Similar three-truck Shays can still be admired under steam at the Yosemite Mountain Sugar Pine Railroad. This approximately 6 kilometer / 4 mile long tourist railroad was formed starting in 1967 from a partial line segment of the former Madera Sugar Pine Railroad. The model has heavy metal construction with many separately applied details. It is equipped with an mfx/DCC decoder with many light and sound functions. The model has a built-in smoke generator. Length over the step boards 67 cm / 26-3/8".

- High end model with heavy metal construction
- Many separately applied fine details
- Extensive light and sound functions
- Smoke box door can be opened
- Smoke generator
- Running sounds will also work in analog operation

The copper lines of the prototypes were installed in the model just like the originals



Prototypical without a generator

All Shay variations include authentic firebox flickering

Kobel smokestack modelled

Kerosene lamp included as a headlight

Prototypical design of the front

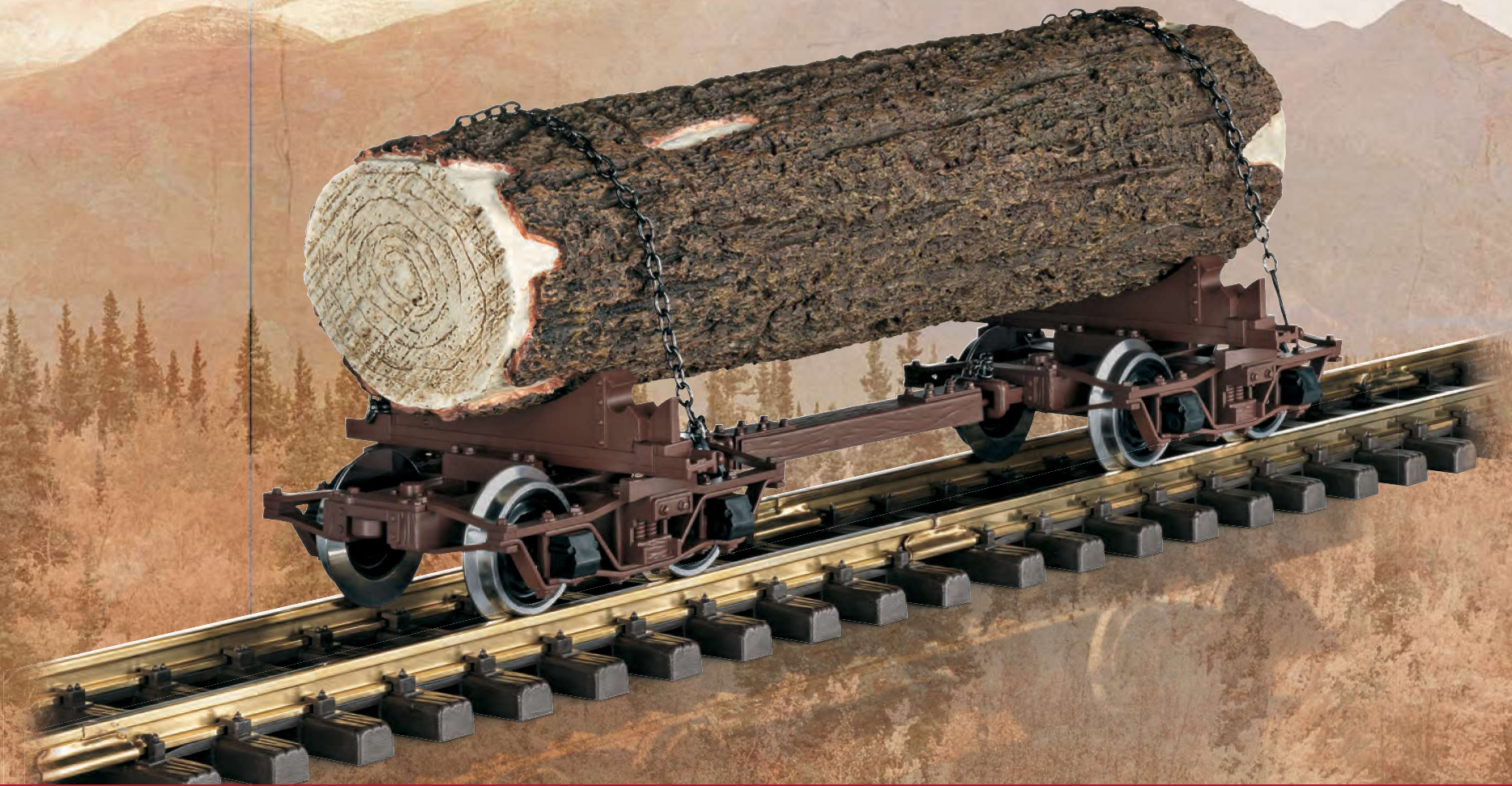




46775 Log Transport Car

This is a log transport car for American forest railroads.
It goes with the Shay locomotives.

This is a model of a log transport car. It has metal solid
wheelsets. It is loaded with a log that is restrained by
chains. The car has metal solid wheelsets.



Christmas 2025



36025 Christmas Car for 2025

The Christmas Car for 2025 is extensively imprinted with a marvelous theme. This model naturally also has doors that can be opened, and it is a seamless addition to the previous series of LGB Christmas Cars. This car has solid metal wheelsets.

Length over the buffers 30 cm / 11-13/16".

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

Something special for under the Christmas tree can also be found in the Märklin new items for 2025.

<https://www.maerklin.de/de/weihnachten/weihnachtszeit>



12509



36071 (2014)

36072 (2015)

36073 (2016)

36017 (2017)

36018 (2018)

36019 (2019)

36020 (2020)

36021 (2021)

36022 (2022)

36023 (2023)

36024 (2024)

36025 (2025)

20215 23

Christmas 2025



23132 CHLOE Steam Locomotive

This is a model of the field railroad locomotive "CHLOE". It is finely detailed with a Christmas paint scheme and lettering. Both driving wheelsets are driven by a powerful motor with ball bearings. The headlight is lighted. A figure of a Santa Claus as a locomotive engineer is included. Length over the buffers 28 cm / 11".



Christmas motif on the steam dome and tender included

Reissues



30432 Passenger Car

This is a model of a passenger car in a Christmas design. The seatbacks can be flipped like in the prototype so that the passengers are always sitting facing the direction of travel. The car has metal wheelsets. Length 19 cm / 7-1/2".





Special Car

VI mfx dcc

40561 Slag Car

Such cars are used in steel plants for the transport of slag, but also for liquid crude iron. Their massive and heavy construction is a clue to the use of these cars. In most cases these cars are grimy from their special use. Such cars as a rule are used only within the steel plant. They are not seen on the tracks of the state railroads.

This is a model of a slag car as used in many steel plants to transport slag or also molten steel. The paint scheme and lettering are correct for its use, including appropriate weathering. The hopper can be emptied digitally. Length over the buffers 32 cm / 12-5/8".

- The hopper can be emptied digitally
- Current pickup using ball bearing wheelsets
- Traces of weathering included
- Universally usable
- Many options for operations, chiefly in a garden

*mfx/DCC decoder included
along with the function "dump bucket"*



Museum Car for 2025



VI

41025 "Pressnitz Valley Railroad" LGB Museum Car for 2025

This passenger car still in operation on many Saxon narrow gauge railways is used on the Pressnitz Valley Railroad as a buffet car. This car can be seen on the rail line with the anniversary logo "25 Jahre wieder nach Steinbach" ("25 Years back to Steinbach") on special occasions on the Pressnitz Valley Railroad. This passenger car is the prototype of our LGB museum car for 2025.

This is a model of a 4-axle passenger car from this year's partner the Pressnitz Valley Railroad. The paint scheme and lettering are prototypical for Era VI with the reference to the anniversary "25 Jahre wieder nach Steinbach" ("25 Years back to Steinbach"). The doors on the platforms can be opened, and there is complete interior details. The car has metal wheelsets. Length over the buffers 58 cm / 22-13/16".

- Goes with the anniversary "25 Jahre wieder nach Steinbach" ("25 Years back to Steinbach")
- Fine detailing
- Metal wheelsets
- Also runs in this version in the prototype

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



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for the entire family.**



HOURS OF OPERATION

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Gefördert durch ...





Xak 96501 Messwagen

Rhätische Bahn

Rhätische Bahn (RhB) – LGB Club model 2025



Radio networks are currently indispensable in rail-road operations. The RhB uses its own radio test car to find suitable sender locations for testing functions of radio networks and radio amplifiers when renewing them. To this end an in-house shortened standard design car was converted in 2017 to a radio test car. Externally, this Xak 96501 car can be recognized by its antennas on the roof for the different radio systems. This Club model for 2025 models prototypically the current test car for the Rhaetian Railroad in Era VI including the conversions such as the antennas on the roof.



30681 RhB Radio Test Car

The Xak 96501 test car of the RhB is the result of converting a previous former EW I standard design passenger car, briefly 2nd class, at the beginning of 2017. The radio intensity can be measured on the RhB network with this radio test car. When renewing or making changes in radio networks, the use of this test car is necessary to test the function or make tests.

This is a model of an RhB Xak 96501 test car. The paint scheme and lettering are prototypical for Era VI. Complete interior details and interior lighting included. The doors can be opened. Current pickup uses ball bearing wheelsets. The car has metal wheelsets. Length over the buffers 62 cm / 24-3/8".

- Interior details
- Interior lighting
- Special paint scheme
- Doors that can be opened
- Metal wheelsets

Exclusively for Club members.



Additional details and insights into our current Club model can be found in the special brochure.

*Become a Club member and reserve
this impressive special car for your garden railroad
Order deadline: February 28, 2025*

**Bestellschluss:
28.02.2025**



Your Club Moment.

Pure Fascination.

The finely detailed Club model for 2025 in a prototypical paint scheme and lettering will have a particular attraction for you. Beyond this you will experience many other moments full of emotion as an LGB Club member: You will be impressed by the exclusive Club mailings, the Internet Club area, and exciting news. You will be delighted about the Club community and the many benefits with the Club card. Become a proud Club member right now: club.lgb.de

Your Club Advantages

X The LGB Depesche 4 Times a Year

In 64 pages you will learn everything from and about the world of LGB: Quite practical suggestions all about layout construction, background stories about current LGB models and their prototypes, exclusive columns from garden railroad 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 G Gauge fans.

X Exclusive Club Model

Your membership in the LGB Club authorizes you to acquire an exclusive Club model developed and produced only for you as a Club member. A personalized and valuable certificate will be sent directly at home to you after this model has been delivered. Collect the models that change each year.

X Exclusive Club Present

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

X Annual Chronicle

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

X Catalog

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

X Early information

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

X Club Card

Your personal Club card newly designed every year opens up the world of model railroading to you in a special way. For as a member you are not only our premium customer, but you also receive an **abundance of advantages** from our currently over **120 cooperative partners**.

In addition, your personal membership card enables you to order exclusive products offered for everyone in the Club.

X Free shipping in the Online Shop

Our Online Shop gives members free shipping within Germany.

X Club Trips*

You will experience your hobby in a special way on the Club trips offered through fantastic landscapes and to extraordinary destinations. Club members receive a discount.

* Depending on availability

X A Small Welcome Gift

for each new member – get ready to be surprised.

X Birthday Coupons

Club members receive a coupon by email for our Online Shop on their birthday and a one-time free entrance to the Märkleinum.

Becoming a LGB Club member is quite easy:

Online under club.lgb.de

LGB Club
Postfach 9 60
73009 Göppingen
Germany

Telephone: +49 (0) 71 61/608 - 213
Telefax: +49 (0) 71 61/608 - 308
E-mail: club@maerklin.com
Internet: www.lgb.de

The Club Team is available for you personally as follows:
Monday-Friday from 1 PM to 5 PM

Services such as the Club model and catalog are available exclusively at your specialty dealer. These offers are not binding; the right to make alterations is reserved. Subject to availability.

powered by:



Register now
and reserve the
Club benefits!

Join now...

Yes, I wish to become a member of the LGB Club under the terms and conditions stated below

*Mr. *Mrs./Ms.

Title *Date of birth (DD/MM/YYYY)

*Last Name, First Name (please print)

*Street, Number

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

*Postal Code/Zip Code *City/State/Province

*Country

Telephone

@ E-mail

Language requested

DE EN FR NL

LGB Depesche requested in

German or English

Date Signature

I am paying my one year membership fee of EUR 89.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2025) as follows:

by **direct debit** as follows:
(only possible in DE, AT, BE, NL)

I hereby grant authorization until revoked, to debit my checking account for the above membership fee.

IBAN

BIC

Bank branch

Name and address of the account holder (if different from the address given above)

*Last Name, First Name (please print)

** Street, Number



*Postal Code/Zip Code *City/State/Province

If my account cannot cover this amount, the bank is under no obligation to honor it.

Date Signature

Bank transfer (after receipt of invoice)

Payment by

  **credit card**

is only possible for online-applications.



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 explicitly again in such case.

Questions and Customer Service

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

As part of my club membership, I would also like to receive information about LGB products, events and other activities by email (you may revoke this consent at any time).

Please use my information only to manage my membership. I do not want any further contact for marketing or promotional purposes. I am aware that I will no longer receive any information by mail, for example the immediate presentation of new products.

**REPLAY
LGB Club
Postfach 9 60
73009 Göppingen
Germany**



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.

Item Numbers/Symbols



Item no.	Page
20753	5
23132	24
23594	5
24451	8
26370	7
26391	3
26701	18
26702	20
26703	21
26847	2
30432	24
30681	29
31525	10

Item no.	Page
31526	10
31527	11
31528	11
36025	23
36380	4
40561	26
41025	27
41843	12
45887	13
45888	14
45889	15
46775	22
48576	12



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



DCC decoder



Sound



Lighting included



Smoke generator



Smoke generator. Controlable feature.



Buffer capacitor to bridge over short areas without current



Pulsed smoke generator



Traction tires



LGB Club model



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!

The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older. We recommend the Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.



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Märklin fulfills the requirements for a quality management system according to the ISO 9001 Standard. This is regularly checked and certified by the TÜV Süd testing organization. You thereby have the assurance of buying a quality product of a certified firm.