



New Items 2022





Introduction & Contents



Dear LGB Fans,

Welcome to the LGB new items for 2022. Join us in greeting impressive new tooling, models with full digital features, and prototypical realization of models.

We are writing the year 1902, when the Class I M locomotives took up their service in Saxony. Their service was so unusual, and the manner in which they were built was so remarkable and unique.

Experience the DR steam locomotives, road numbers 99 161 and 252, as finely detailed LGB high-end models in heavy metal construction.

The T3 diesel powered rail car for the Harz Narrow Gauge Railways has been modelled equally impressively as new LGB tooling including many sound and light functions.

Two powerful Bühler motors provide appropriate pulling power.

Let's also look at Switzerland, when the RhB Crocodile, road number 415, came onstage last September with a special kind of play of colors. This legendary locomotive was provided with a special coating.

This surprise from the RhB was another idea for the centennial anniversary of the Rhaetian Crocodile last year.

Just like the prototype, road number 415 is being presented with these new items in the same play of colors for your layout.

From the USA, the emergency and rescue train for the Norfolk Southern Railroad is coming to your layout. With an extensive paint scheme and digitally controlled water spraying, this train will certainly be a new highlight on your LGB layout.

In addition to these models, many other prototypically modelled locomotives, passenger cars, and freight cars are waiting to be discovered by you on the following 48 pages.

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

Your LGB Team

	Page
German State Railroad (DR)	2 – 3
Royal Saxon State Railways (K.Sächs.Sts.E.B.)	4 – 5
Roller Carriers	6 – 7
Mansfeld Mine Railroad	8
Harz Narrow Gauge Railways (HSB)	9 – 11
Rhaetian Railroad (RhB)	12 – 27
Brünig Steam Railroad BDB	28 – 33
USA	34 – 37
Christmas 2022	38 – 41
Museum Car for 2022	43
LGB Club model 2022	44
LGB Club Registration Form	45 – 46
LGB Club	47
Item Numbers/Symbols	48

German State Railroad (DR)



26254 DR Steam Locomotive, Road Number 99 161

This is a model of the German State Railroad (DR) steam locomotive, road number 99 161. It is a finely detailed model featuring heavy metal construction with many separately applied details. Two powerful motors drive the locomotive and all driving wheelsets are driven by side rods. The doors to the cabs, to the walk-around, at the ends of the sheathing, and the smoke box door can be opened. The hatches on the trucks can be opened. The paint scheme and lettering are prototypical for Era III, or as the locomotive looked in the Fifties and Sixties in use on the Reichenbach Roller Carrier Line. The locomotive has an mfx/DCC sound decoder with many light and sound functions such as headlights, cab lighting, running sounds, a whistle and a bell that can be activated by reed switches, as well as much more. The running sounds will also work in analog operation. The locomotive has built-in smoke units with steam exhaust synchronized with the wheels as well as cylinder steam and steam exhaust at the whistle, when the latter is activated.

Length over the buffers 47 cm / 18-1/2".

- One-time edition for the 120th anniversary of this locomotive

Roller carriers to go with this locomotive are available under item number 48180.

The running sounds will also work in analog operation
120th anniversary of this locomotive



The class I M locomotives of the Saxon State Railways were taken over by the German State Railroad (DR) as road numbers 99 161 to 99 163. The sheathing on the locomotives was removed as early as the Twenties for maintenance reasons. Only the sheathing on the trucks was kept. These locomotives were also given the typical black/red paint scheme of the steam locomotives. Road number 99 163 was lost in World War II. The other two were still in use in Reichenbach on the DR until 1962. In the last years of operation, they were equipped with air brakes and a generator for the likewise new electric lighting. Road number 99 161 was scrapped after the end of operations on the roller carrier line, while road number 99 162 was restored to its original condition with sheathing. This locomotive is still present as a museum piece in the Museum Station in Oberheinsdorf – unfortunately not operational. There is also a small exhibition of the roller carrier railroad there and it is put on display for special occasions.



All of the hatches for the truck covers can be raised as in the prototype



Just like the prototype, on the model the cover must first be opened to have free access to the smoke box door

Royal Saxon State Railways (K.Sächs.Sts.E.B.)



26252 K.Sächs.Sts.E.B. Class IM Steam Locomotive

This is a model of the Royal Saxon State Railways class I M steam locomotive. It is a finely detailed model featuring heavy metal construction with many separately applied details. Two powerful motors drive the locomotive and all driving wheelsets are driven by side rods. The doors to the cabs, to the walk-around, at the ends of the sheathing, and the smoke box door can be opened. The hatches on the trucks can be opened. The paint scheme and lettering are prototypical for Era VI, or as the locomotive presently still looks as a museum locomotive but also as it looked in use in Era I. The locomotive has an mfx/DCC sound decoder with many light and sound functions such as headlights, cab lighting, running sounds, a whistle and a bell that can be activated by reed switches, as well as much more. The running sounds will also work in analog operation. The locomotive has built-in smoke units with steam exhaust synchronized with the wheels as well as cylinder steam and steam exhaust at the whistle, when the latter is activated.

Length over the buffers 47 cm / 18-1/2".

- One-time edition for the 120th anniversary of this locomotive

Roller carriers to go with this locomotive are available under item number 48180.

The running sounds will also work in analog operation
120th anniversary of this locomotive



In 1902, three Fairlie type locomotives were delivered as the class I M. They were planned for the roller carrier line at Reichenbach in the Vogtland region. Their main purpose was to connect many small and medium size industrial companies to the network of the Royal Saxon State Railways. The special feature about this type of locomotive was the double boiler with the firebox in the middle and the two powered trucks. These 10.5 meter / 34 foot 2 inch long and 42 metric ton locomotives were preeminently suited for the network with its many sharp curves. The performance of 330 horsepower and the maximum speed of 30 km/h / 19 mph was sufficient for the locomotive's planned use. An interesting feature was also the locomotives' full sheathing. They thus had a cab in the middle of the locomotive in each direction of travel and a cab at the ends of locomotive – 4 cabs all total. The trucks along with their valve gear and rods also had full sheathing – similar to streetcar line locomotives. On the one hand, this was for the protection of the valve gear and the side/drive rods and on the other hand for the protection of pedestrians, since the tracks were mostly laid in the middle of the streets.

The cab is also very rich in detail with all of its lines and piping, hand wheels for controls, and control displays.



With the bell ringing through the sharp curves. The bells mounted at both ends of the locomotive are prototypically modelled.



Roller Carriers

III

48180 Set of Roller Carriers

Soon after the construction of the first narrow gauge lines, the problem arose that freight had to be reloaded at the transfer stations. A search was thus made for a better solution, and one of these solutions was to reload complete standard gauge cars on so-called roller carriers. A roller carrier is a small narrow gauge wheeled vehicle on which a wheelset of the standard gauge is loaded. Two roller carriers are thus required for a two-axle car. The roller carriers were in some cases equipped with the appropriate braking system of the narrow gauge line (compressed air, suction air, cable brakes), but there were also roller carriers without brakes. As a rule, only freight cars were loaded on roller carriers. It was not customary with passenger cars. Even today, roller carriers are still used to load freight cars – above all in Switzerland.

This is a set consisting of four roller carriers, as they were used on many narrow gauge lines and still are today in some cases. This is completely new tooling. A two-axle car can be loaded on two roller carriers. Cars with a gauge of 64 mm / 2-1/2" as well as standard LGB cars can be loaded. The roller carriers and the cars to be loaded on them are coupled together and to the locomotive or a car with a standard LGB coupler by means of the drawbars included in the set. The roller carriers have metal wheelsets. Length of a roller carrier 10 cm / 3-15/16".

Can be used on many narrow gauge railroads.

Completely new tooling



Two pairs of roller carriers for prototypical coupling with connecting and coupling drawbars



© Fotos: Frank Ludecke, Eisenbahnstiftung



Mansfeld Mine Railroad



20323 MBB Class V 10C Diesel Locomotive



The Babelsberg locomotive builder of the time produced about 500 units of the class V 10C small diesel locomotive, of which about 100 units are still in use on many museum railroads. This is also true of the Mansfeld Mine Railroad, on which road number 33 in its original paint scheme with a light blue locomotive body and red wheels can be seen regularly pulling museum trains.

This is a model of road number 33, a class V 10C diesel locomotive, as the locomotive presently still looks in use on the Mansfeld Mine Railroad. The paint scheme and lettering are prototypical for Era VI. All of the wheelsets are driven by a powerful Bühler motor. Traction tires. The locomotive has 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".

- **Prototypical new running gear with an outboard frame**

*A beautiful model with full digital features
The running sounds will also work in analog operation*





Harz Narrow Gauge Railways (HSB)



26390 Class T3 Diesel Powered Rail Car

In the Thirties of the previous century, the Nordhausen-Wernigerode Railroad, Inc. (NWE) of that period planned to update its roster of powered units. To do this, diesel electric powered rail cars as well as new steam locomotives were to be purchased. After a first powered rail car had been bought as early as 1935, the car builder Wismar delivered an additional two powerful rail cars in 1940. They were built as pure powered baggage rail cars. With a service weight of 32 metric tons, a performance of 516 horsepower, and a maximum speed of 60 km/h / 38 mph, these two powered rail cars were stronger than the powered passenger rail cars and could therefore haul 4 instead of 3 cars.

In 1949, the German State Railroad (DR) took over both powered rail cars as road numbers VT 137 565 and VT 137 566. Until the delivery of new construction steam locomotives at the end of the Fifties, the two powered rail cars shared the main load of the Brocken service with the heavy steam locomotives of the former NWE. After that, these powered rail cars were used in lesser services. Road number VT 137 565 was retired in 1967 and scrapped in 1968 at Wittenberge. Road number VT 137 566 was given the road number 187 025 in 1970 and was stored in the Seventies. The HSB thus took over this powered rail car in 1993. In 1995, it was overhauled and has since been available in its original condition as road number T3 for the NWE for special runs.

During this overhaul, the original motor was replaced by a new Cummins motor with 328 horsepower. Since this powered rail car was only used for special service and no longer as a motive power unit, this performance is sufficient. Spare parts are available at any time for the modern motor.

Currently, repair of this powered rail car has been deferred and restoration is planned.

This is a model of road number T3, a diesel powered rail car, as it is still used currently on the HSB. The red paint scheme and lettering are prototypical for Era VI. Four wheelsets are driven by two powerful ball bearing Bühler motors. This means that this very powerful rail car can pull several cars – like its real life prototype. The model has

an mfx/DCC decoder with many light and sound functions. It also has interior lighting and cab lighting, which can be controlled in digital operation. Length over the buffers 64 cm / 25-3/16”.

New tooling

Modelled for your layout –
The T3 diesel powered rail car
with pulling power and
many sound functions





*The T3 diesel powered rail car as new tooling
with interior details and cab lighting*



In addition to the prototypical lettering and paint scheme, the many details on the new tooling are also worth a look

Rhaetian Railroad (RhB)

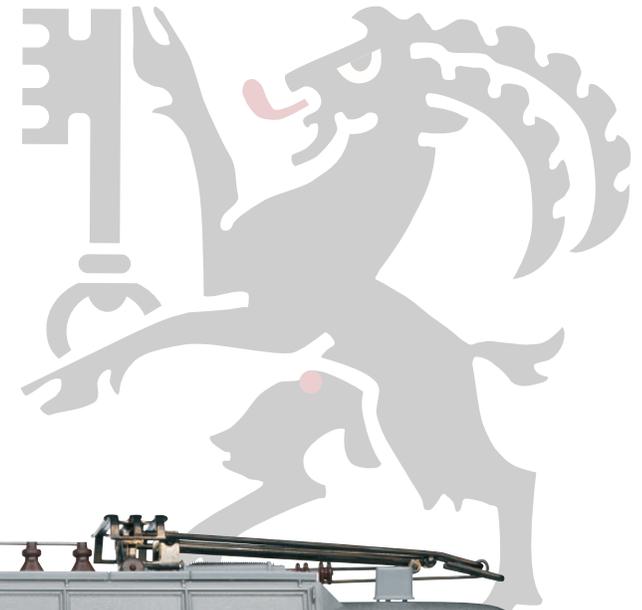


28442 RhB Class Ge 4/4 II Electric Locomotive
On the network of the Rhaetian Railroad it is the class Ge 4/4 II locomotives, which with their 2,300 horsepower and their maximum speed of 90 km/h / 56 mph have no problems pulling all kinds of trains. The first locomotive of this class was delivered to the RhB as early as 1973 – at that time still in the dark green paint scheme and with round headlights. Updated and converted several times – among other things, the locomotives were equipped with rectangular headlights – almost all of them are still in use. From commuter trains up to the Glacier Express, you can still experience these locomotives. Most of the locomotives in this class have a special paint scheme or promotional films applied to them. This model represents the original unit in the normal red paint scheme.

This is the Rhaetian Railroad class Ge 4/4 II electric locomotive, road number 623, in the standard red paint scheme. The paint scheme and lettering are prototypical for Era VI. All 4 wheel sets are 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 57 cm / 22-7/16".

Running sounds also work in analog operation.

First time in the red paint scheme with inset windows, antennas, and rear view mirrors





Rhaetian Railroad (RhB)



26601 Class Ge 6/6 I Electric Locomotive

This is a model of the RhB class Ge 6/6 I electric locomotive, the legendary Crocodile. This is a finely detailed model featuring heavy metal construction with many separately applied details. The locomotive has a special paint and lettering scheme for Era VI, road number 415 as the locomotive still currently exists. The locomotive is driven by two powerful Bühler motors on both trucks. The locomotive has an mfx/DCC decoder with many light and sound functions such as headlights, cab lighting, running sounds, a whistle that can be activated by reed switches, and much more. The running sounds also work in analog operation. The pantographs are powered by servomotors

and can be raised and lowered in digital operation. The couplers can also be activated by remote control in digital operation. The locomotive has many fine details on the superstructures and running gear. The cabs have complete interior details and the cab doors can be opened. 2 rail clearance devices without an opening for the LGB system coupler are included. They can be mounted on the locomotive after the servo motor powered coupler(s) have been removed at one or both ends.

The minimum radius for operation is 600 mm / 23-5/8".
Length over the buffers 60 cm / 23-5/8".

- **One-time series for the anniversary "100 Years of the Rhaetian Crocodile"**
- **Absolutely scale completely new tooling**
- **High-quality metal construction, die-cast metal, and brass**
- **Two powerful Bühler motors**
- **An mfx/DCC sound decoder provides many light and sound functions**
- **Pantographs can be raised and lowered in digital operation**
- **LGB system couplers can be activated in digital operation**
- **Two additional snowplows without a cutout for the LGB system coupler included**
- **Doors that can be opened**
- **Completely set up cabs**
- **Cab windows and engine room windows that can be opened**
- **Sprung buffers**

*One-time series for the anniversary
"100 Years of the Rhaetian Crocodile"
Running sounds also work in analog operation*



It was a play of colors of a special type, when road number 415 known to us all took the stage in Landquart on a September Sunday. Repainted with a special coating, it shimmered from metallic green to violet depending on the way the light fell. The typical Crocodile brown had disappeared.

This surprise from the RhB was another idea for the hundredth anniversary of the Rhaetian Crocodile.

Just like the prototype, road number 415 is being presented with these new items in the same play of colors for your layout.



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© J. Franke



© J. Franke

© J. Franke

Rhaetian Railroad (RhB)



25392 RhB Class ABe 4/4 Powered Rail Car, Road Number 30



Fourteen units of this powered rail car were delivered as early as the opening of the Bernina Railroad between 1908 and 1910. In 1943, the Bernina Railroad was taken over by the Rhaetian Railroad (RhB), including these powered rail cars – they had not yet reached the end of their useful lives. However, their performance left something to be desired. The RhB thus began to update the existing units in its own shops. The most striking thing was the replacement of the “harp” pantographs with a double-arm pantograph and the conversion of the acceleration and braking resistors. The latter were previously installed under the car body and were now up on the roof. The delivery of new powered rail cars pushed these units increasingly into lesser duties.

However, they were not retired – at the grand old age of 100 years – until the new Allegra powered rail cars were delivered in 2010. Yet two powered rail cars – road numbers 30 and 34 – survived. Restored to their original yellow paint scheme, they are still currently used in special train service pulling historic trains.

This is a model of the RhB class ABe 4/4 powered rail car for use on the Bernina Line. The unit is in the yellow paint

scheme of the beginning of the Bernina Railroad, thus as it is still used currently as a museum unit. The paint scheme and lettering are prototypical for Era VI. All four wheelsets are driven by two powerful Bühler motors. The model has an mfx/DCC decoder with many light and sound functions. It also has interior details, the doors can be opened, the model has traction tires, and there is cab lighting. Length over the buffers 64 cm / 25-3/16”.





VI

34252 RhB Observation Car

This is a model Rhaetian Railroad of an open observation car as still currently used on the entire network. The paint scheme and lettering are prototypical for Era VI. The doors can be opened and the car has complete modeling of interior details. The car has metal solid wheelsets. Length over the buffers 34 cm / 13-3/8".

A favorite on any panorama run is the open observation car



VI

30563 RhB Bar Car, Car Number C 114

This is a model of the Rhaetian Railroad bar car, car number C 114, as it currently runs in special train service. The paint scheme and lettering are prototypical for Era VI. The car has complete modeling of interior details. The doors at the ends of the car can be opened. The car has metal solid wheelsets. Length over the buffers 45 cm / 17-3/4".

In the prototype it is one of the showpieces of the historic RhB fleet and is also a meeting point and bar car



45302

34252

30563

25392

VI

45302 RhB Boxcar

This is a model of a Rhaetian Railroad boxcar as is still used for special trains – example, for bicycle transport. The paint and lettering are prototypical for Era VI. The doors can be opened and the car has metal spoked wheelsets. Length over the buffers 30 cm / 11-13/16".

The sliding doors on this historic freight car can be opened after unlocking them, just like the prototype



45302

34252

30563

25392



33673 RhB Panorama Dining Car

Dining cars or service cars were also purchased to go with the famous panorama cars for the Glacier Express. Since service is basically done at one's seat in this train, this car was only equipped with a small bar and the galley, but no dining area. In recent years, these cars have been updated and converted – a window that can be opened has been installed as a new feature. Passengers can thus take photos of the magnificent mountain world – completely unaffected by panes of glass.

This is a model of the service car as currently used in the modern Glacier Express. The paint scheme and lettering are the newest version and are prototypical for Era VI. The interior details are prototypical, there is interior lighting with LEDs, and the doors can be opened. Length over the buffers 68 cm / 26-3/4".

This car can be used to make a complete, prototypical Glacier Express consisting of the 28446 locomotive, the 33670 Excellence Class car, the 33666 first class car, and the 33671 second class car.

New – equipped with LED interior lighting



33670

33666

33673

33671

28446

21

Rhaetian Railroad (RhB)



30679 RhB Express Train Passenger Car, 2nd Class

This is a model of an RhB express train passenger car, 2nd class. The paint and lettering are prototypical for Era VI. The car has complete interior details and interior lighting, and current pickup is done with ball bearing wheelsets. The doors can be opened. The car has metal wheelsets.

Length over the buffers 62 cm / 24-3/8".

Reissue



VI

45256 RhB Cement Silo Car

Seventy units of various production runs of the type Uc powdered freight silo car were built between 1956 and 1964. The transport of cement took on added importance chiefly due to the construction of power plants in the mountains in the Sixties, since large quantities of cement had to be hauled. A loss of 10% had to be taken into account with the previously customary transport in paper sacks. In addition, there was the time-consuming loading procedure. These cars could take on 15 metric tons of powdered freight – with a weight empty of 8.5 metric tons. They were loaded at a silo directly from above using gravity, unloading was done pneumatically, and the 15 metric tons were unloaded in 15 minutes.

This is a model of an RhB cement silo car. The paint and lettering are prototypical for Era VI. The car has metal wheelsets.
Length over the buffers 34 cm / 13-3/8".



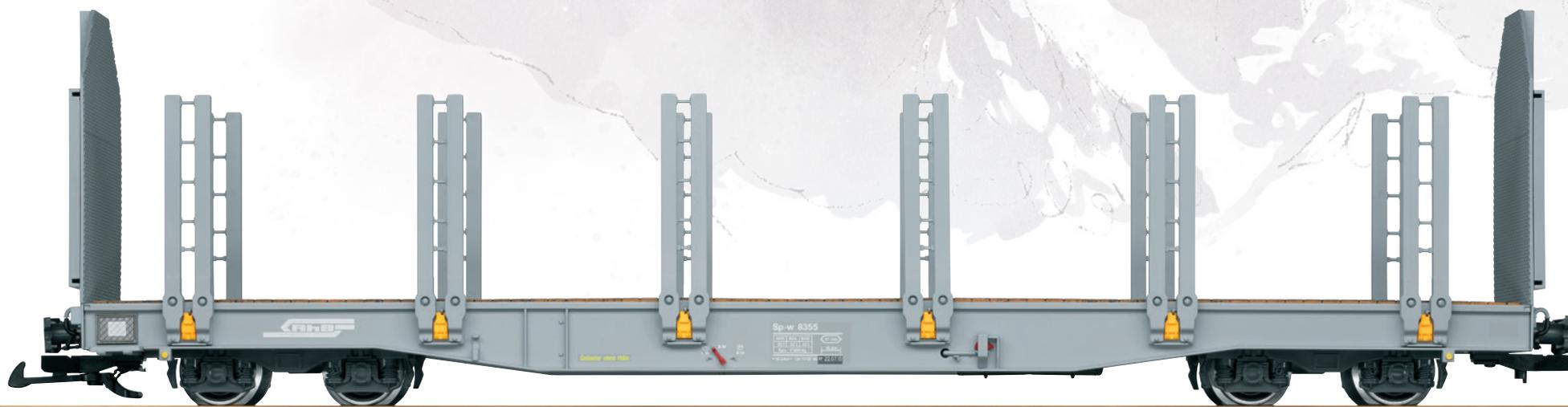
VI

44925 RhB Double Stake Car

These flatcars with heavy double stakes are a customary sight on Rhaetian Railroad freight trains. They are used to transport chiefly heavy loads such as logs, steel beams, or pipe. These cars were built in the Nineties and are 16.54 meters / 53 feet 9 inches long over the buffers, weigh 17.6 metric tons empty, and can be loaded with 22 to 42 metric tons – depending on the type of train. There are separate end walls for special situations, which can be inserted in the stake holders on the buffer beams. The load can be secured front and rear. This is often done when loading very heavy and large diameter pipe.

This is a model of an RhB type Sp-w double stake car. The paint scheme and lettering are prototypical for Era VI. The car has high end walls, which serve to secure the load in the prototype. The car does not have a brakeman's platform but does have a hand brake wheel mounted on the side of the car.

Length over the buffers 66 cm / 26".



VI

46696 RhB Dump Car

There were only open and closed cars in the beginning of railroad freight service, but soon there were special cars for certain types of freight. There are currently still open freight cars with gravity unloading used – so-called dump or self-unloading cars – to transport construction materials such as gravel or sand. Such cars are also used in track construction to distribute ballast over the track. The hatches arranged on the underside are simply opened for unloading, and the load slides out down the chutes. The RhB also uses various versions of such cars.

This is a model of a type Fac dump car for the Rhaetian Railroad. The paint and lettering are prototypical for Era VI. There are four unloading hatches, which can be opened. The car has metal wheelsets. Length over the buffers 55 cm / 21-5/8".



Rhaetian Railroad (RhB)

VI

48572 Sliding Wall Car

The four-axle sliding wall cars are indispensable in the rail operations of the Rhaetian Railroad. A big advantage of these cars is that they are easy and fast to load. As a rule, entire pallets are loaded with a forklift. Many of the cars are adorned with advertising, including car number Haikqq-y 5167, which is painted and lettered with a design for the brewery Feldschlösschen in Rheinfelden.

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

The sliding door can be unlocked by pulling slightly

Reissue



V

34555 RhB Bicycle Car

This is a model of an RhB type D2 two-axle baggage car that is used for bicycles. The paint and lettering are prototypical for Era V. The doors on the ends and the sliding doors on the sides can be opened. The car has metal wheelsets.

Length over the buffers 45 cm / 17-3/4"

*Both car sides include special paintwork
Reissue*

Right car side



Left car side







Hallenberg
Dampflok
32 117 m
3.0m³ WASSER
0.8t KOBLE
REV. 6.4.98

1067

1067

Brünig Steam Railroad BDB



20275 Ballenberg Steam Railroad Class HG 3/3 Steam Locomotive

The Swiss Federal Railways (SBB) purchased two new class HG 3/3 cogwheel locomotives for their Brünig line starting in 1905. They were delivered by SLM Winterthur. After both prototypes had given good results, 17 of these locomotives were placed into service by 1910. Another locomotive was subsequently delivered in 1926. One of the biggest advantages of these 30 metric ton locomotives – in addition to the higher performance of 400 horsepower and the greater maximum speed of 40 km/h / 25 mph in adhesion operation and 13 km/h / 8 mph in cogwheel operation – was the fact that they could also run downgrade

with the smoke box in front. This did away with the need for time-consuming switching and turning of the locomotive at the summit of the pass at Brünig. After electrification of the Brünig Line in 1941, these steam locomotives were no longer needed for regular service. Part of them did however remain operational in reserve, the final units being road numbers 1065, 1067, and 1068. They were finally retired in 1965. Road number 1067 then went to the Ballenberg Steam Railroad, where it has been used since 1972 for nostalgia runs on the Brünig Line, together with the passenger cars, car numbers BC 28, and C 31, and the baggage car, car number F 51. Since January 1, 2022, the name of this museum railroad has been Brünig Steam Railroad BDB.

This is a model of the Brünig Steam Railroad BDB class HG 3/3 cogwheel rack locomotive, road number 1067, from Switzerland. The paint scheme and lettering are prototypical for Era VI, or as the locomotive presently still looks in use. The locomotive is driven by a powerful, ball bearing Bühler motor, and real rack railroad operation is possible. The locomotive has an mfx/DCC sound decoder with many

light and sound functions. It also has a built-in smoke unit with steam exhaust synchronized with the wheels. The locomotive has many separately applied details, prototypical modelling of the valve gear and side rods as well as the cogwheel gear. Length over the buffers 33 cm / 13".

*Real rack railroad operation is possible
with the 10210 / 10220 LGB rack sections*





VI

31331 BDB Passenger Car, Car Number BC 28

This is a model of a Brünic Steam Railroad BDB passenger car, 2nd and 3rd class. The paint scheme and lettering are prototypical for Era VI. The car has complete modeling of interior details. The doors at the ends of the car can be opened. The car has metal spoked wheelsets. Length over the buffers 45 cm / 17-3/4".



VI

31332 BDB Passenger Car, Car Number C 31

This is a model of a Brünic Steam Railroad BDB passenger car, 3rd class. The paint scheme and lettering are prototypical for Era VI. The car has complete modeling of interior details. The doors at the ends of the car can be opened. The car has metal spoked wheelsets. Length over the buffers 45 cm / 17-3/4".



VI**41331 BDB Baggage Car, Car Number F 51**

This is a model of a Brünig Steam Railroad BDB baggage car. The paint scheme and lettering are prototypical for Era VI. The car has complete modeling of interior details. The doors at the ends of the car can be opened. The car has metal spoked wheelsets. Length over the buffers 45 cm / 17-3/4".



San Francisco Streetcar

I-VI mfx DCC   

20384 San Francisco Streetcar, Car Number 130

This is a model of an American four-axle streetcar, as it is currently still in use on the Muni in San Francisco with car number 130. The paint scheme and lettering are prototypical for Era VI. All of the wheelsets are driven by two powerful Bühler ball bearing motors. Traction tires. The streetcar has an mfx/DCC decoder with many digitally controlled light and sound functions. The running sounds will also work in analog operation. The doors can be opened and the step boards fold under. Length 55 cm / 21-5/8".

- First time with a decoder and sound

A sheet of stickers with various destination signs is included





Norfolk & Southern Railroad

VI mfx DCC   



29911 NS Rescue Train

This is a model of a rescue and training train for rescue teams. It is painted and lettered for such a train of the Norfolk Southern Railroad. The train consists of a diesel locomotive and two cars. The diesel locomotive is painted and lettered for the train. The paint scheme and lettering are for Era VI. Both trucks are driven by two powerful Bühler ball bearing motors. The locomotive has a built-in mfx/DCC decoder with many light and sound functions. The running sounds will also work in analog operation.

The train has a tank car painted and lettered for the train. The paint scheme and lettering are for Era VI. The tank can be filled with water. The water can be sprayed with a digitally controlled pump. This function is only possible in digital operation.

The train has a boxcar painted and lettered for the train. The paint scheme and lettering are for Era VI. The doors can be opened.

Length of the entire train 178 cm / 70-1/16".

The running sounds will also work in analog operation.

*Digitally controlled pump
to spray water*





Christmas 2022



36022 Christmas Car for 2022

The Christmas car for 2022 is imprinted with a wonderful theme. Naturally, this model has doors that 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 2022



70308 Christmas Train Starter Set

This starter set contains an old-timer train consisting of a tank locomotive and 2 passenger cars in a Christmas paint scheme. The locomotive has a powerful ball bearing mounted Bühler motor as well as a headlight and a smoke unit. The set also contains a complete circle of track, a power supply, and a locomotive controller. Train length 85 cm / 33-7/16".

This train can be expanded marvelously with the Christmas cars that have come out in the past.

This interesting starter set for a Christmas train is available in the USA in a variation with an American switched mode power pack for 120 volts.



72308 Christmas Train Starter Set 120 volts





1.290 mm / 51"



12 x



1 x



1 x



Pure adventure
for the entire family.

märklineum



 **HOURS OF OPERATION**
Tuesday-Sunday; 10 AM – 6 PM
 Current special hours of operation
at www.maerklineum.com
 Reuschstraße 6
73033 Göppingen

Gefördert durch ...

Kreissparkasse
Göppingen

Museum Car for 2022



VI

41022 "MTV Museum Railroad" LGB Museum Car for 2022

In 2020, the boxcar, car number Gb 2621, of the DFB (Furka Mountain Line Steam Railroad) was given to the MTV (Musée des Tramways à Vapeur), a museum railroad approximately 30 km / 19 miles north of Paris. There this 15 metric ton and around 8 meter / 26 foot long car is to be restored and used again.

As the museum car for 2022, this model shows the steam locomotive, road number 36 – also called "Lulu" – which is also in use by this association. In the near future, this locomotive will surely also be used to pull this freight car.

This is a model of a 2-axle boxcar painted and lettered for this year's partner, the French museum railroad M.T.V. The paint scheme and lettering fit into Era VI. The sliding doors on the sides can be opened and the car has metal wheelsets.

Length over the buffers 39 cm / 15-3/8".

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



LGB Club model 2022



36361 SOEG Passenger Car

This car was the centerpiece of operation on the Zittau Narrow Gauge Railroad up to the change in daily passenger service. Thus chiefly after the turn of the millennium excursion service and historic trains were added. An attempt was made at that time to increase the attractiveness of the railroad with a new paint scheme – green/ivory. More than just the color was new. The cars were also equipped with the sliding windows typical for the Zittau Narrow Gauge Railroad, on which the complete upper half could be opened. This was at the strip, which divided the window into an upper and a lower half, and which is easy to recognize. The paint scheme looked very beautiful on these old cars, but it was then replaced by a completely green paint scheme with large lettering “Zittauer Schmalspurbahn”.

This is a model of a “Reko” (“Rebuild”) passenger car for the Zittau Narrow Gauge Railroad, as it looked in use there. The paint scheme of green/ivory and the lettering are prototypical for Era V. The doors on the platforms can be opened, and the car has complete interior details. It also has metal wheelsets.
Length over the buffers 58 cm / 22-13/16”.

Exclusively for Club members

- Prototypical paint scheme
- Doors on the platforms that can be opened
- Complete interior details
- Metal wheelsets

**Bestellschluss:
28.02.2022**

The typical sliding windows of the Zittau passenger cars are included
Order deadline: February 28, 2022



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

Besonders interessiere ich mich für | I am particularly interested in

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

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

Datum | Date

Unterschrift | Signature

Meinen Jahresbeitrag von EUR 79,95/CHF 109,95/US \$ 109.00 (Stand 2022)

zahle ich wie folgt:

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2022) 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)

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*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

Kreditkarte | **credit card**

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



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

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 79,95 / 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 Mitgliedsbeitrags 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@lgb.de

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@lgb.de

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 79,95 / 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@lgb.de

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@lgb.com

NH 2022

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@lgb.de, 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@lgb.de
- 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@lgb.de, 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@lgb.de
- 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 79.95 / CHF 109.95 / US \$ 109.00 (as of 2022) 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 certificate 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 Miniature Wonderland in Hamburg, 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@lgb.de

Internet: www.lgb.com

or register online at club.lgb.de –

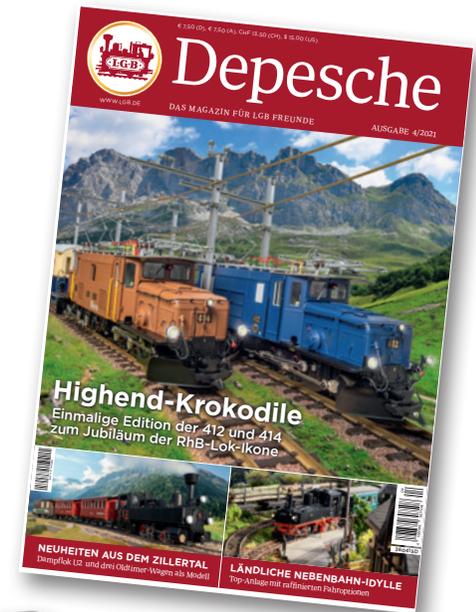
The Club team is available by telephone to members

Monday – Friday from 1:00 PM to 5:00 PM

Central European Time.

We look forward to seeing you in the LGB Club.

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



Item Numbers/Symbols

Item no.	Page	Item no.	Page
20275	30	36361	44
20323	8	41022	43
20384	34	41331	33
25392	16	44925	24
26252	4	45256	23
26254	2	45302	20
26390	10	46696	25
26601	14	48180	6
28442	12	48572	26
29911	36	70308	40
30563	19		
30679	22		
31331	32		
31332	32		
33673	21		
34252	18		
34555	27		
36022	38		

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. Controllable feature.

 Pulsed smoke generator

 Traction tires

CLUB 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!

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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Mark your calendar now!

Current program information: www.maerklin.de



märklin

Open House Day

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

Current program information: www.maerklin.de

September 16 and 17, 2022 in Göppingen



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



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

www.lgb.de

Service:
Telephone: 650-569-1318
E-mail: digital@maerklin.com

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