

# Summer New Items 2017





# German Federal Railroad (DB)

DB Class E 10.12 Electric Locomotive as Rheingold Interim Locomotive

In 1960, the DB decided to update the "Rheingold" and its corresponding "Rheinfeil" with an exclusive and highly comfortable pool of cars. A brand new "Rheingold" was running between Amsterdam and Basle at the start of the summer schedule on May 27, 1962. Due to the progress in electrification in the German area, the train could run from Basle to Duisburg with electric locomotives. The DB had decided on a modified version of the already proven E 10 with a new streamlined body ("Bügelalten" / "Pants Crease" E 10). Since the first of these units would not be available until the fall of 1962, the DB managed with six units of the standard design with

its boxy body. As with all standard design locomotives, these locomotives had a bridge frame and box framework of steel shapes of welded construction on which the sheet metal sheathing was welded. The sheathing formed a self-supporting unit with its bridge-style beams and roof design. The four traction motors produced 3,620 kilowatts / 4,852 horsepower and the SSW rubber ring spring drive served as the propulsion system. Only their gearboxes were modified for a maximum speed of 160 km/h / 100 mph and they were then designated as the subclass E 10.12. With a paint scheme adapted to the two-color "Rheingold" scheme in cobalt blue / beige, road numbers E 10 1239-1244 took a special place in the DB motive power pool. Yet these lasted only a short time because with delivery of the final Rheingold locomo-

tives between September 1962 and February 1963 the interim units were converted back to regular locomotives with the road numbers E 10 239-244. Since the "Rheinfeil" was running with new "Rheingold" cars starting with the summer schedule of 1963, there were once again five units painted cobalt blue / beige and modified for 160 km/h / 100 mph with road numbers E 10 250 to 254 stationed in Nürnberg. Between September 1963 and January 1964, these units were also converted back to the regular version. Over the years, the box-style former Rheingold locomotives (starting in 1968 the class 110) also had to undergo countless conversions and paint variations. To mention a couple, there was the conversion of the vents and the removal of the roof gutters. Road number 110 250 was even converted in November of 1994

to 139 250 (retired on September 22, 2010). The units were taken out of service between 2000 and 2011, the last one being road number 110 243 on May 30, 2011. Road number 110 239 was already retired on July 5, 2006 and was taken over shortly thereafter by the Wuppertal "Locomotive Club 103" with the goal of restoring it to its condition when delivered as a Rheingold locomotive. Finally, the extensive restoration work was completed in the summer of 2008 and with a new cobalt blue / beige paint scheme done by the Dessau maintenance facility this locomotive has since been operational as road number E 10 1239 for special runs.





### 21751 DB Electric Locomotive E 10, Era III

This is a model of the class E 10 electric locomotive in the paint scheme of the Rheingold long distance express train of 1962. The paint scheme and lettering are prototypical for Era III. The locomotive has individual separately applied locomotive number plates made of etched metal as well as buffer plate warning stripes. Both trucks are each driven by a powerful ball bearing motor. The locomotive has a built-in mfx/DCC decoder with many light and sound functions. It also has inset windows and traction tires. There is an engineer in one cab. Length over the buffers 60 cm / 23-5/8".

**One-time series in 2017.**

**Express train passenger cars to go with this locomotive are available under item numbers 31310 and 31311.**

**The running sounds will also work in analog operation.**



31311

31310

31311

31310

21751

# German Federal Railroad (DB)



## 31310 DB "Rheingold" Express Train Passenger Car

This is a model of a DB four-axle express train passenger car painted and lettered for the Rheingold Express in 1962. The paint scheme and lettering are prototypical for Era III. The car has built-in interior details and interior lighting. The current pickup is done with ball bearing wheel sets. The doors can be opened. The car has metal wheel sets. Length over the buffers 80 cm / 31-1/2".

The class E 10 is the locomotive to go with this car and is available under item number 21751. Another car with a different car number to go with this car is available under item number 31311.

Train route sign Dortmund – Basle SBB

*Figures included*







### 31311 DB "Rheingold" Express Train Passenger Car

This is a model of a DB four-axle express train passenger car painted and lettered for the Rheingold Express in 1962. The paint scheme and lettering are prototypical for Era III. The car has a different car number from that for 31310. The car has built-in interior details and interior lighting. The current pickup is done with ball bearing wheel sets. The doors can be opened. The car has metal wheel sets. Length over the buffers 80 cm / 31-1/2".



*Figures included*



# Saxon Oberlausitz Railroad Company (SOEG)



## 23591 SOEG Diesel Locomotive, Road Number Köf 6001

This is a model of the SOEG diesel locomotive, road number Köf 6001, used on the Zittau Narrow Gauge Railroad. The paint scheme and lettering are prototypical for Era VI. Both wheel sets are driven by a powerful Bühler motor. Traction tires. The locomotive is equipped with an mfx/DCC 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 SOEG locomotives and cars that have already been offered such as the 26842 IVk or the 30320 baggage car.**

**The running sounds will also work in analog operation.**





VI 15+

**40268 Saxon Conductor's Car, Car Number 1495K**

This is a model of the Saxon conductor's car, car number 1495K, as it is used presently as a museum car on different narrow gauge railroads in Saxony. The paint scheme and lettering are prototypical for Era VI. The doors can be opened, and the car has interior details. The car has metal wheel sets.

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

**One-time series for the presentation of the Saxon Train on the SOEG.**

**The locomotive and other cars of the Saxon Train to go with this car are available under item numbers 21980, 35091, 35092, 35094, and 40269.**

The doors can be opened



VI 15+

**40269 Saxon Freight Car, Car Number 1531K**

This is a model of Saxon freight car, car number 1531K, as it is used presently as a museum car on different narrow gauge railroads in Saxony. The paint scheme and lettering are prototypical for Era VI. The doors can be opened, and the car has interior details. The car has metal wheel sets.

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

**One-time series for the presentation of the Saxon Train on the SOEG.**

**The locomotive and other cars of the Saxon Train to go with this car are available under item numbers 21980, 35091, 35092, 35094, and 40268.**



40268

40269

35094

35092

35091

21980



# Rhaetian Railroad (RhB)

RhB Electric Locomotive, Road Number Ge 4/4 III 651 (Glacier on Tour).

The twelve class Ge 4/4 III electric locomotives with their three-phase motors and GTO inverters are the most powerful units on the Rhaetian Railroad (RhB). Many units in this group serve as advertising mediums, yet road number Ge 4/4 III 651 with the name "Fideris" is out of the ordinary. Extensively decorated with chrome sheets, it advertises as "Glacier on Tour" for the "slowest express train in the world" – the Glacier Express. It started for the first

time on June 25, 1930 at 7:30 AM in Zermatt and finally reached the Engadine location of St. Moritz via Visp, Brig, Andermatt, Disentis/Mustér, and Chur after just eleven hours. The three Swiss railroad companies RhB, Furka-Oberalp Railroad (FO), and Visp-Zermatt Railroad (VZ) wanted to link up with this train to the tradition of popular luxury trains before World War I. This succeeded and the Glacier Express still crosses the 291 kilometer / 182 miles meter gauge line regularly in the cantons of Grisons, Uri, and Wallis.



Pantographs can be raised and lowered by a motor



## 21428 RhB Class Ge 4/4 III "Glacier on Tour" Electric Locomotive

This is a model of the RhB class Ge 4/4 III electric locomotive in the special version "Glacier on Tour". The paint scheme and lettering are prototypical for Era VI. The body parts are genuinely chromed-plated. All 4 wheel sets are driven by two powerful Bühler motors. The locomotive is equipped with an mfx/DCC decoder with many light and sound functions. The pantographs are powered by servomotors.

Length over the buffers 65 cm / 25-5/8".

- Body genuinely chromed-plated.

**One-time series, limited worldwide to 333 pieces, with a certificate.**

**This locomotive is the right motive power to go with the Glacier Express panorama cars such as item numbers 33666, 33667, or 33668.**

**The running sounds will also work in analog operation.**





VI 15+

**45924 RhB Stake Car**

This is a model of an RhB type Sp-w stake car. The paint scheme and lettering are prototypical for VI. The car does not have a brakeman's platform but does have a side

mounted hand brake wheel. The car is loaded with three bundles of logs. Length over the buffers 66 cm / 26".



VI 15+

**40895 RhB Container Transport Car with Waste Removal Hopper**

This is a model of an RhB two-axle transport car with a removable waste removal hopper. The paint scheme and lettering are prototypical for Era VI. The hopper is realistically weathered. The car has metal wheel sets. Length over the buffers 41 cm / 16-1/8".

- Unit trains loaded with these hoppers are used to remove waste during construction of the new Albula tunnel. The ideal motive power for this is 28441.



40895

40895

40895

40895

40895

28441

# Northern Pacific Railway (NP)



## 42937 NP Boxcar

This is a model of an NP (Northern Pacific Railway) boxcar. The paint and lettering are prototypical for Era V. The car has many separately applied details, and the sliding doors on the sides can be opened. The car has metal wheel sets. Length over the couplers 57 cm / 22-7/16".

Another NP boxcar with a different car number is available under item number 42938.

This new item is also available with another car number as variant:



## 42938 NP Boxcar



*Metal wheel sets*





# White Pass & Yukon Railroad



VI  15+

## 36809 WP&YRR Passenger Car

This is a model of a typical American old-timer passenger car painted and lettered for the White Pass & Yukon Railroad, as it is still used presently in museum trains. The model's paint scheme and lettering are prototypical. A marker sign is mounted on end of the car, as the car would have on the end of the train in the prototype. The doors can be opened and the car has a complete interior. The car has metal wheel sets.  
Length 49 cm / 19-1/4".

**This car goes with the White Pass & Yukon Railroad cars that have already been delivered.**



Separately applied end-of-train sign included



36809

36816

36807

40756

36846

48675

25554

11



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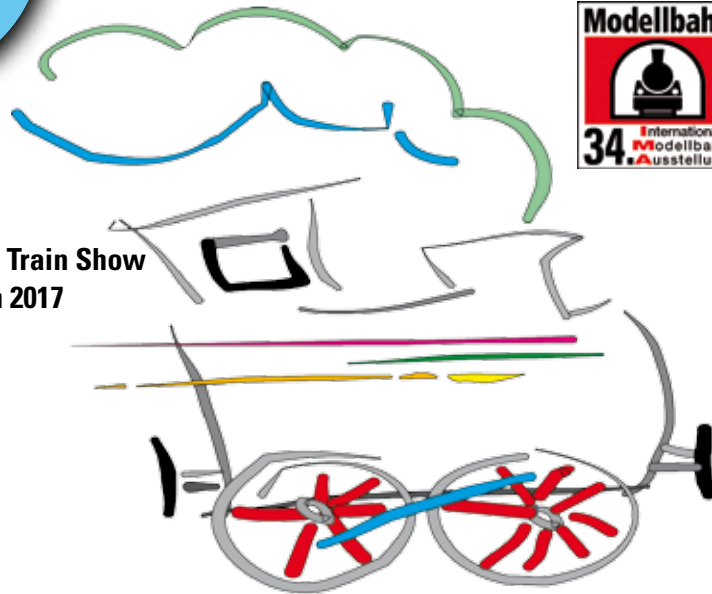
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 Everything about big and little trains, play and fun – 3 days long!



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