



New US Models for 2015



Los Angeles Streetcar

The "Pacific Electric Railway" (PE) – often known as the "Red Car System" – once formed the largest electric interurban network in America. In the greater Los Angeles area, the PE operated a system of electric rail lines that was over 1,600 kilometers / 1,000 miles. At its peak, it linked the center of Los Angeles with Pasadena, Alhambra, El Monte, Glendora, Pomona, and Monrovia in the north, with San Bernardino, Riverside, and Redlands in the east, with Hollywood, Burbank/ Glendale, the San Fernando Valley, Beverly Hills, Santa Monica, Manhattan Beach / Hermosa Beach in the west, and with Long Beach, Newport Beach, Huntington Beach, San Pedro, and Redondo Beach in the south. The origins of the "Red Car Systems" date back to 1895, when the first electric interurban from Los Angeles to Pasadena was opened. In 1901, railroad and real estate magnate

Henry E. Huntington came upon the scene, founded the Pacific Electric Railway, took over the earlier lines, and quickly expanded the network. An ulterior motive in this was a good connection between his real estate properties on the periphery and the urban center. A "railroad war" began at almost the same time with the Southern Pacific Railroad (SP), which wanted to avoid parallel lines. As early as 1914, the center of Los Angeles saw more than 1,600 arriving and departing PE trains daily from all points of the compass. The system reached its peak in the mid-Twenties, and then began a slow decline, interrupted only by the traffic boom in World War II. In the postwar years, there were changes to bus operations in one fell swoop and in 1961 the last line to Long Beach ceased operations. Just thirty years later Los Angeles saw the renewal of the Long Beach line with an

urban light rail line known as the "Blue Line". The new underground "Red Line" to North Hollywood was the rebirth of PE lines going west and since then there have been other new light rail lines on former PE right-of-way. The largest collection of more than 35 PE cars that is well worth seeing harkens back to the former PE at the "Orange Empire Railway Museum" in Perris, California, among them such famous units as the classic "Hollywood Cars" from the Twenties and the "Blimps", which ran right up to the end. In San Pedro, there is also a tourist line in the form of the "Port of Los Angeles Waterfront Red Car Line" on former PE right-of-way. The two PE replica powered cars 500 and 501 as well as the original PE 1058 run here.



20381 Los Angeles Streetcar

This streetcar was once used all over the USA in countless cities. The model is painted and lettered prototypically in the colors of the famous red cars of the Pacific Electric in Los Angeles.

All of the wheel sets are driven by two powerful Bühler motors. The car has an interface connector for the 55028 decoder. The car has interior lights and headlights that change over with the direction of travel. The doors can be opened and the steps fold out. Length 55 cm / 21-5/8".



Opening and Closing Just Like the Original



Philadelphia Streetcar



20382 Philadelphia Streetcar

Model of a typical American streetcar in the paint scheme for Philadelphia. The model is prototypically painted and lettered. All of the wheel sets are driven by two powerful Bühler motors. The car has an interface connector for the 55028 decoder. The car has interior lights and headlights that change over with the direction of travel. The doors can be opened and the steps fold out. Length 55 cm / 21-5/8".



my PHILADELPHIA



USRA Mikado



27872 USRA Mikado Steam Locomotive with Sound

Prototype: The 2-8-2 "Mikado" was generally one of the most successful steam locomotives built. The first Mikados were built in 1897 by Baldwin in the USA for the narrow gauge railroads in Japan. In World War I, this wheel arrangement was taken on as a standard by the United States Railroad Administration, and more than 1,000 "Mikes" were built for numerous American railroads and different railroads all over the world. These locomotives were used with great success, mostly in freight service. Many of these locomotives were in service right up to the end of the steam era in the Fifties. A clear sign of a successful design.

Model: This detailed, weatherproof model has an extremely wide array of features. It has a factory-installed MTS decoder for analog and digital. The roof hatches on the cab can be opened. The firebox door can be opened and there is a flickering light from the firebox. The locomotive has a four-position selector switch for the mode of operation. It has an encapsulated gear drive with a powerful Bühler motor. The locomotive has an articulated drive system (The locomotive will even run on the sharp radius "R1" for curved track.). Four axles are powered, with two traction tires. The locomotive has twelve electrical pickups. It also has digital, electronic steam locomotive sounds synchronized with the motion

of the wheels. The sounds of a bell, whistle, brakes, air pump, and feed water pump are also present. The locomotive has a built-in volume control. The sound functions can be remote controlled (with the multi-train control system). The locomotive has a voltage limiting system. It also has a built-in smoke generator. The headlights change over automatically with the direction of travel. The locomotive has a general-purpose electrical socket with a safety feature. Five different sets of lettering (in addition to Union Pacific) for different railroads (New York Central, Pennsylvania, Santa Fe, Southern Pacific) are included to have different railroad names. Length 93 cm / 36-5/8".





5 sets of high quality lettering

Examples of how to place lettering included with the 27872 steam locomotive.



Lake George and Boulder Railroad



I - V  15+

45651 Lake George and Boulder Railroad Caboose

The caboose was typical for an American freight train – a car for the crew such as the conductor and the brakeman. This model of such a caboose is painted and lettered for the Lake George and Boulder Railroad. Length 30 cm / 11-13/16”.



White Pass & Yukon Railroad

VI 

36816 WP&YR Combine

Model of a typical American old-timer passenger car with a baggage compartment painted and lettered for the White Pass & Yukon Route. The model is prototypically painted and lettered. The doors can be opened, and the car also has complete interior details. The car has metal wheel sets.
Length 49 cm / 19-5/16".

This model is the ideal add-on for the 36807 passenger car.



VI 

36807 WP&YR Passenger Car

Model of a typical American old-timer passenger car painted and lettered for the White Pass & Yukon Route. The model is prototypically painted and lettered. The doors can be opened, and the car has complete interior details. The car has metal wheels.
Length 49 cm / 19-5/16".

A complete WP&YR train can be modelled with this car together with the 36816, 36846, and 40756 cars.



VI 15+

36846 WP&YR Baggage Car

Model of a typical American old-timer baggage car painted and lettered for the White Pass & Yukon Route. The model is prototypically painted and lettered. The doors can be opened, and the car has complete interior details. The car has metal wheel sets. Length 49 cm / 19-5/16".

This model is the ideal add-on for the 36807 and 36816 cars.



lighted



VI 15+

40756 WP&YR Caboose

Model of a typical American drivers caboose painted and lettered for the White Pass & Yukon Route. This model is prototypically painted and lettered. The doors can be opened, and the caboose has complete interior details. It also has interior lighting and separately applied marker lights. The caboose has metal wheel sets, two of them with ball bearings for flicker-free power pickup. Length 49 cm / 19-5/16".

This car is ideal as an add-on for the 36807, 36816, and 36846 cars. With its lighted marker lights, it is a must-have feature for every train.



40756

36807

36816

36846

25554

USA

The Caboose

A caboose was a fixed feature at the end of every freight train in North America for more than a century. Like the red schoolhouse and the red barn, the red caboose developed into an American icon. Yet soon after the disappearance of the steam locomotive, the caboose also became superfluous and so today it merely still keeps memories of the gold era of railroading alive. Actually, there are conflicting versions of how the caboose came by its name. A favorite story refers to a derivation of the word "Kabusis", a small room or hut. More concrete however is the origin of the first railroad

caboose, which can be traced back to the 1840s. Nat Williams, a train conductor of the small Auburn & Syracuse Railroad in the north of New York State, decided one day to convert the empty boxcar at the end of his train into a "rolling office". Williams sat there on a wooden crate and used a barrel as a desk. In addition, he stored flags, lanterns, chains, and other tools in this first caboose.

By contrast, the origin of the unique cupola on the top of a caboose is attributed to T. B. Watson, a train conductor on the Chicago & North Western Railroad. In 1863, Watson had to use a boxcar unexpectedly as

a caboose as the end of his train. This car had a hole in the roof. Watson came upon the idea of placing a pair of handy crates on top of each other and standing on them so that his head and shoulders protruded from the hole. This gave him a marvelous view over the entire train. After returning to his home station, Watson related his positive experiences to a chief mechanic. The latter suggested providing a caboose in the process of being built with a "lookout" and thus was born the first caboose with a cupola.

By the mid-Twenties there were about 34,000 cabooses running on the American railroads. In addition to the

work area for the conductor, they often had bunk beds for sleeping, stoves for cooking, toilets, as well as electric heating, refrigerators, and radio communications starting in the Fifties. In addition, the cars were used as storage space for tools and all kinds of materials. In the beginning, most railroads painted their cabooses in a gleaming red color. Yet after World War II, cabooses began to turn up in many different colors, many of them similar to the paint schemes for the new diesel locomotives of the different railroads.



42793 Caboose

Model of a steelsided caboose as it was used with all freight trains in the Fifties and Sixties. This model is finely detailed and has complete interior details. The doors on the caboose can be opened. The model has metal wheel sets, 2 of them with ball bearings for electrical pickup for the interior lighting and the lighted marker lights. A sheet of stickers with names and

car numbers for the railroads Union Pacific, Santa Fe, Southern Pacific, Pennsylvania Railroad, and New York Central is included with this caboose so that the car can be appropriately lettered for your railroad. Length 49 cm / 19-5/16".

The right add-on for the 27872 Mikado.

5 sets of high quality lettering

Examples of how to place lettering included with the 42793 caboose.



Stainz



I - V   15 +

20214 Wolfgang Richter Stainz

"Stainz" steam locomotive is the LGB company colors.

This model comes with a powerful buehler motor.

Length over the buffers 24.5 cm / 9-5/8".

- Model in the LGB company colors in memory of the founder of LGB, Wolfgang Richter. One-time series in 2015.

W. Richter





36072 Christmas Passenger Car for 2015

The Christmas passenger car for 2015 has an extensively imprinted, wonderful theme. The model has interior details and of course, the doors can be opened. It seamlessly continues the previous series of LGB Christmas cars. The car has metal solid wheels. Length over the buffers 30 cm / 11-13/16".



Christmas Train



72304 Christmas Train

This starter set includes an old-timer steam locomotive and two passenger cars in a Christmas design. Both wheel sets on the locomotive are driven by a powerful Bühler motor. The front headlight on the locomotive

works, and the locomotive has a built-in smoke unit. In addition, the set has 12 sections of curved track, a transformer with a locomotive controller with the necessary hookup wires. Length over the buffers 85 cm / 33-1/2".

Exclusively for the USA, transformer for 120 volts.





72351 Christmas Streetcar Starter Set

This starter set includes an old-timer streetcar in a Christmas design. Both wheel sets on the streetcar are driven by a powerful Bühler motor. The headlights are driven by the direction of travel. In addition, the set

has 12 sections of curved track, a transformer with a locomotive controller, and the necessary hookup wires. Length over the buffers 35 cm / 13-3/4".

Exclusively for the USA, transformer for 120 volts.

Christmas
2015



Starter Sets



72327 "LGB" Passenger Train

This starter set includes an old-timer steam locomotive and two passenger cars painted and lettered for the Lake George and Boulder Railroad, LGB for short. Both wheel sets on the locomotive are driven by a powerful Bühler

motor. The front headlight on the locomotive works. In addition, the set has 12 sections of curved track, a transformer with a locomotive controller, and the necessary hookup wires. Length over the buffers 85 cm / 33-1/2".

Exclusively for the USA, transformer for 120 volts.



72426 "LGB" Freight Train

This starter set includes an old-timer steam locomotive and two freight cars painted and lettered for the Lake George and Boulder Railroad, LGB for short. Both wheel sets on the locomotive are driven by a powerful Bühler

motor. The front headlight on the locomotive works. In addition, the set has 12 sections of curved track, a transformer with a locomotive controller, and the necessary hookup wires. Length over the buffers 85 cm / 33-1/2".

Exclusively for the USA, transformer for 120 volts.





Symbols



Smoke generator



Equipped with onboard MTS decoder



Lighting included



Era I 1835 – 1920
 Era II 1920 – 1945
 Era III 1945 – 1970
 Era IV 1970 – 1990
 Era V 1990 – 2006
 Era VI 2006 – to the present

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Age Information and Warnings.



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



For adults only.



Museum Car for 2015



40023 Museum Car for 2015

Era IV DB type Res 4-axle gondola. The car is loaded with a real wooden crate lettered for the

firm Bühler-Motoren, Nürnberg, Germany. The crate is removable. The car has metal wheel sets. Length over the buffers 41.5 cm / 16-3/8"

One-time series in 2015. Available only at the Märklin Museum in Göppingen, Germany.



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