



Summer New Items 2025

German State Railroad (DR)



Since the German State Railroad still needed class 99.73-76 locomotives spread across Saxony, several of these locomotives were updated towards the end of the Sixties. On the one hand they were given a general overhaul, on the other hand – and that was immediately visible – new water tanks and coal bunkers were added which were welded instead of riveted.

These locomotive pulled the main load on many narrow gauge lines with high levels of traffic, including the network of the Zittau Narrow Gauge Railroad from Zittau via Bertsdorf to Jonsdorf and from Bertsdorf to Oybin.

Running sounds also work in analog operation
Buffer capacitor to bridge over short areas without current





21484 DR Steam Locomotive, Road Number 99 1757-6

This is a model of the narrow gauge locomotive, road number 99 1757-6 (a class 99.73-76 locomotive, former Saxon class VII K) of the German State Railroad of the GDR, with prototypical paint scheme and lettered for Era IV. The most striking feature of this era is the introduction of the computer era on the railroad and the altered numbering of the locomotive with so-called self-check digit after the hyphen of the "regular locomotive road number". On our locomotive it is the "-6". Another visible feature of Era IV are the gray white "warning corners" on the window screens of the end windows on the cab.

An interesting historical feature on units of the German State Railroad from the Eighties was the lack of builder's plates. On both class 99.73-76 locomotives, builder plates constructed of brass are usually mounted on both sides in the middle of the cylinder block. Since this raw material was rather in short supply in the GDR, the plates were removed and melted. The holes for the plate screws remained visible as is done on our model too. One of the anecdotes associated with the plates was that "souvenir hunters" or so-called railroad fans took upon themselves the preventive step to save them from being scrapped...

This 51 cm / 20-1/16" model is powered by two powerful, ball bearing mounted motors. The locomotive is equipped with traction tires and an mfx/DCC decoder, which includes many light and sound functions such as headlights that change over with the direction of travel, firebox lights, cab lights, running sounds, a whistle and much more. The built-in smoke generator with steam exhaust synchronized to the wheels and cylinder steam gives the illusion perfectly of a hard-working steel beast. Many separately applied details, cab doors and a smoke box door that can be opened contribute to prototypical authenticity.

- Powered by two ball bearing mounted motors
- Articulated running gear that ensures operation on R1 with a radius of 600 mm / 23-5/8"
- Steam exhaust synchronized to the wheels, in addition to the cylinder steam
- Digitally controlled: running gear and cab lights
- Digitally controlled: flickering of the boiler fire in the firebox
- Smoke box door can be opened with a representation of the interior details and the steam chamber
- Buffer capacitor included



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21484

German State Railroad (DR)

VI

30326 DR Type KD4 Baggage Car

This is a model of a type KD4 baggage car with metal wheelsets as was used on many German State Railroad narrow gauge lines in the past. This car was also on the Zittau network.

The sliding doors can be opened and other details typical of this design and correct for the period such as the truss rods on the car frame and the window frames done in the car body bottle green paint scheme that give this unit the authenticity of the Eighties in addition to a prototypical paint scheme and lettering. The last "blossoming" of narrow gauge railroading in former East Germany. Many of these cars still run on museum railroads with the lettering of that time, the object being to awaken intensively a long since passed railroad history. You can also use this car on your layout in the current Era VI.

Length over the buffers 50 cm / 19-11/16".

This is the perfect baggage car for a passenger train with road number 99 1757-6 on the Zittau network!

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



© W. Bügel, Eisenbahnstiftung

Passenger Service on the Zittau Network

IV

36371 DR Type KD Passenger Car

This is a model of a type KD 2nd class passenger car with metal wheelsets, the so-called older design car, as was used on many German State Railroad narrow gauge lines in the past. This car was also on the Zittau network. The doors can be opened, there are complete interior details and other details typical of this design and correct for the period such as the truss rods on the car frame and the window frames done in the car body bottle green paint scheme that give this unit the authenticity of the Eighties in addition to a prototypical paint scheme and lettering. The last "blossoming" of narrow gauge railroading in former East Germany. Length over the buffers 58 cm / 22-13/16".

Car with riveted steel walls



Many of these cars still run on museum railroads with the lettering of that time, the object being to awaken intensively a long since passed railroad history. You can also use this car on your layout in the current Era VI.



IV

36372 DR Type KB Passenger Car

This is a model of a type KB 2nd class passenger car with metal wheelsets, the so-called "Reko-Wagen" or "Reconstruction Car" from the reconstruction program of the German State Railroad for the narrow gauge locomotive and car generation in the coming years. These cars were used on many German State Railroad narrow gauge lines in the past. This car was also on the Zittau network. The doors can be opened, there are complete interior details and other details typical of this design and correct for the period such as the truss rods on the car frame and the new windows framed in rubber that give this unit the authenticity of the Eighties in addition to a prototypical paint scheme and lettering. The last "blossoming" of narrow gauge railroading in former East Germany. Length over the buffers 58 cm / 22-13/16".



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German State Railroad (DR)



20753 DR Steam Locomotive, Road Number 99 5001



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Road number 99 5001, better known under its nickname "Little Fat One", saw the light of day in the world of rail-roading at the locomotive builder A. Borsig in Berlin-Tegel in 1925 under builder number 11870. It was then first placed into service as road number 11 on the Spremberg City Railroad near Cottbus. When this railroad was abandoned in 1956, this unit found employment under the German State Railroad Management Group at Magdeburg at the railroad operations facility at Wernigerode-Western-tor, that is on the narrow gauge line in the Harz. Its service plan included switching and roller transfer operations between Wernigerode Freight Station and a location in Hasseroide. Here a local brewery was served in addition to a chocolate and paper factory. Later the locomotive was transferred as a local switch engine to Nordhausen-North, the other end point of the Harz Cross Railroad. Its duties were the same as in Wernigerode, only here the industrial operations to be served were located between Nordhausen-North and Niedersachswerfen. In 1967, the locomotive was put into storage but was not scrapped.

***For the 100th Anniversary as a Reissue
with the Original Road Number***

The 24 cm / 9-7/16" model has a prototypical paint scheme and is lettered in the style of Era III. It thus reproduces the locomotive as it looked after completion of an overhaul in October of 1959 at the German State Railroad maintenance facility in Görlitz "DSF", the German-Soviet Friendship. Both wheelsets are driven by a powerful motor. Traction tires. This small unit has an mfx/DCC sound decoder with many functions, a smoke unit, and headlights that can be controlled in digital operation. The running sounds listed at the beginning will also work in analog operation.

*In addition to the famous "Stainz",
the locomotive designated as
"the little Fat One" quickly became
a popular figure and was the highlight
of the content of many starter sets.*

***For many people, this locomotive was the beginning
a lifelong passion as part of a starter set***



**The entire story of this prototype up to and including
its sleeping beauty sleep can be found online at:
<https://www.lgb.de/products/20753>**

III

40556 DR Tank Car

This is a model of a tank car that was in use on many DR narrow gauge lines. The paint scheme and lettering are prototypical for Era III. The tank can be filled at the cover on the top of the tank and can be emptied below at the drain. The technical function and authenticity are just like the prototype.

Length over the buffers 25 cm / 9-7/8".

The tank car can be filled and emptied.
It invites you to play



III

40557 DR High Side Gondola

This is a model of a high side gondola that was in use on many DR narrow gauge lines. The paint scheme and lettering are prototypical for Era III. This freight car can be used to transport freight which is not sensitive to moisture. The same freight as in the prototype – in other quantities of course – can be loaded and then transported in it. Cars of this type were used in the hundreds on various German State Railroad narrow gauge lines.

Length over the buffers 25 cm / 9-7/8".



Matterhorn Gotthard Railroad (MGB)



23105 "Mitarbeiterwerbung" / "Colleague Promotion" Electric Locomotive Number 3 "DOM" (HGe 4/4 II)

The class HGe 4/4 II is a narrow gauge electric locomotive for rack and adhesion operation. A first series of 5 locomotives was purchased starting in 1985 by the Furka-Oberalp Railroad and the SBB for the narrow gauge Brünig Railroad. These locomotives set new standards with a performance of 1,932 kilowatts – that corresponds to about 2,600 horsepower and a maximum speed of 100 km / 63 mph and 40 km/h / 25 mph on rack routes. Since the locomotives turned out so well, additional units were purchased starting in 1990 so that ultimately the SBB and the FO each had 8 and the Brig-Visp-Zermatt Railroad had 5 units on their rosters. These locomotives are still currently in use, on the Matterhorn-Gotthard Railroad of the earlier FO and BVZ, on the Central Railroad of the former SBB-Brünig Railroad. As motive power for the Glacier Express trains on the MGB between Zermatt and Disentis, as well as the automobile shuttle train on the Furka Tunnel between Oberwald and Realp, the locomotives are marvelous performers. In recent years, the MGB has begun to give the locomotives a complete overhaul. In addition to new electronics, the headlights with LED technology and a new paint scheme mark external changes to the locomotives. These locomotives will thus be in service for many more years in the Swiss mountains. MGB Locomotive Number 3 "DOM" has different colleague promotion on both sides that has turned this unit into a real attention getter. This is a model of electric locomotive Number 3 "DOM" (class HGe 4/4 II) on the Matterhorn-Gotthard Railroad (MGB) as it currently looks in service. The paint scheme and the lettering are prototypical for Era VI. There is special paint with two different colleague promotions on the side walls of this unit. All 4 wheelsets and two rack gears are driven by two powerful, ball bearing-mounted motors. The locomotive is equipped with an mfx/DCC decoder with many light and sound functions. The pantographs are powered by servo motors and can be controlled digitally. Length over the buffers 67 cm / 26-3/8".

The running sounds will also work in analog operation



Buffer capacitor to bridge over short areas without current

2 ball bearing mounted motors

Genuine rack railroad operation

Digitally controlled pantographs



Right side of locomotive

Left side of locomotive

Genuine rack railroad operation is possible with the LGB rack, item number 10210, and the rack mounts, item number 10220, to go with it. The maximum grade in rack operation is 12%



VI

47832 RhB Conrad Storz Tank Car

This is a model of an RhB type Za tank car with metal wheelsets, painted and lettered for the firm Conrad Storz AG. The paint and lettering are prototypical for Era VI. The car has a prototypical new tank platform without handrails. The tank can be filled and emptied. Length over the buffers 48 cm / 18-7/8".

New car number 8141



VI

40881 RhB High-Side Gondola, Car No. 8511

This is a model of an RhB two-axle high-side gondola with metal wheelsets, car number 8511. The paint and lettering are prototypical for Era VI. Length over the buffers 40 cm / 15-3/4".

New car number 8511





**28447 RhB Electric Locomotive Number 611
(Class Ge 4/4 II), Era VI**

The class Ge 4/4 II locomotives with their 2,300 horsepower and maximum speed of 90 km/h / 56 mph can be seen pulling all kinds of trains on the Rhaetian Railroad network. As early as 1973 the first locomotive of this series – then in a dark green paint scheme and with round headlights – was delivered to the RhB. The locomotives were updated and converted several times – including rectangular headlights – and almost all are still in use, from commuter trains to the Glacier Express these locomotives can still be experienced. The locomotive with road number 611, was painted again in green as a historic locomotive but it still has rectangular headlights.

***Digitally controlled pantographs
Buffer capacitor to bridge over short areas
without current***

The class Ge 4/4 II 57 cm / 22-7/16" long electric locomotive, road number 611 of the Rhaetian Railroad is in the historic paint scheme of Era IV. All 4 wheelsets are driven by two powerful motors. The locomotive is equipped with an mfx/DCC decoder offering various light and sound functions as well as the servo motor function of the pantographs that can be raised and lowered.



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