

märklin

A Locomotive that Made History



New tooling for the class 38.10-40 – A Locomotive that Made History



39380 Class 38 Steam Locomotive

A Locomotive with a Unique History

This class 38.10-40 with builder number 3676 and built in 1921 achieved many years of service to enter the history of German railroad technology in 1951 as the legendary experimental locomotive, road number 78 1001.

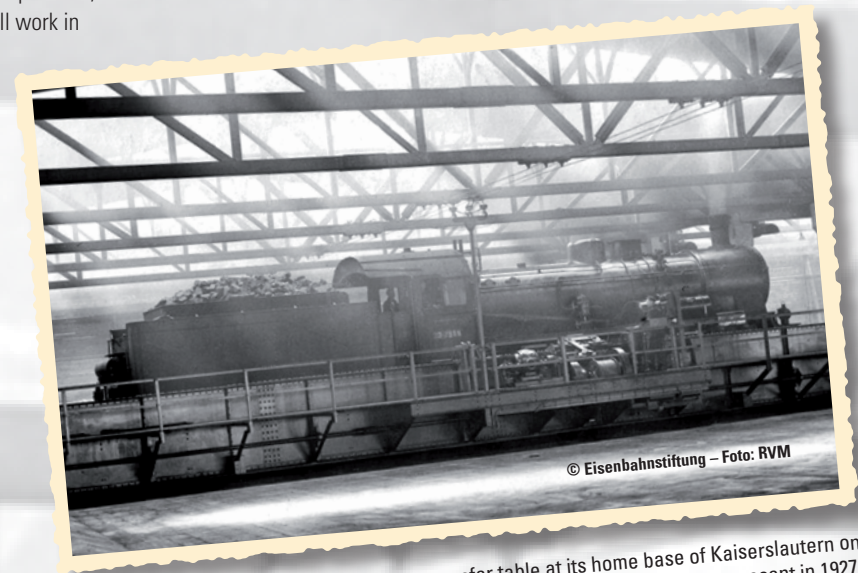
Road number 38 2919 is being presented **as new tooling** for the class 38 at the end of its service life in 1950 based in Regensburg. It is being modelled **for the first time as a Märklin H0 model**. The front of the locomotive is prototypically on target with the DRB lanterns typical for early Era III and small Wagner smoke deflectors. The arrangement of the boiler fittings with the steam dome, sand box, and feed water purifier is modelled as **exactly as possible from the prototype**. This also applies to the fine spoked wheelsets on the locomotive and tender. The mostly metal construction provides very good running characteristics for the model and its impressive pulling power is thanks to a powerful motor mounted in the boiler.

Even if the P 8 with over 3,900 units is one of the most successful locomotives in railroad history and resulted in many railroad models, **this class 38 is a must on every model railroad layout** because it has its own quite exciting history.

Prototype: German Federal Railroad (DB) class 38.10-40 steam locomotive with a tender. Former Prussian P8. Version with two boiler domes, small Wagner smoke deflectors, and a box-style tender. Road number 38 2919. The locomotive looks as it did around 1949/50.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The smoke unit contact will work in

conventional operation and can be controlled digitally. The 72270 smoke unit can be installed in the locomotive. The flickering of the fire can be controlled digitally. In addition, the cab lighting can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a current-conducting close coupler on the tender that can be controlled digitally. The minimum radius of operation is 360 mm / 14-3/16". Protective piston rod sleeves, brake hoses, and prototype couplers are included. Length over the buffers 21.3 cm / 8-3/8".



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Road number 38 2919 on the transfer table at its home base of Kaiserslautern on March 28, 1927. It is clear to see that smoke deflectors were still not present in 1927.



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One of the striking features is the boiler fittings with a steam dome, sand box, and feed water purifier



Small Wagner smoke deflectors

To go with early Era III, the model still has two typical German State Railroad lanterns front and rear

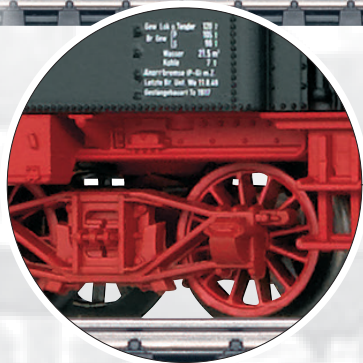
Steam lines, lines, whistle, generator, safety valves, etc. separately applied

Cab lighting and flickering light in the firebox

Open Prussian design class P8 cab with a ventilation cupola

Type 2'2' T21,5 tender with arch bar trucks with spoked wheels

Operating, current-conducting coupler, can be controlled digitally



The spoked wheels in the arch bar trucks on the type 2'2'T21,5 tender merit special attention

Motor includes a flywheel in the boiler. Drive mechanism by means of a worm / spur gear drive in the running gear on the first driving wheelset

Finely spoked wheelsets with the correct diameter, also the pilot wheels. Small flanges

Prototypical sanding pipes

Smoke box door includes central locking device and number board beneath the center

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Highlights:

- New tooling.
- Well-balanced running characteristics thanks to metal construction.
- Numerous options for digital operation.
- Built-in smoke unit contact, works in analog operation.
- Very good pulling power.
- Very good running characteristics.
- Boiler, wheels, valve gear, frame, tender floor, and tender water tank constructed of metal.
- Current-conducting close coupler on the tender.



Knorr design simple
feed pump on the left running board

*New tooling including a feed water cleaner
in front of the sand dome*

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Water Pump
Smoke generator contact						Air Pump
Steam locomotive op. sounds						Replenishing fuel
Locomotive whistle						Replenishing fuel
Current-conducting coupler						Switching maneuver
Engineer's cab lighting						Generator Sounds
Flickering Light in Fire Box						Light Function
Whistle for switching maneuver						Rail Joints
Direct control						Safety Valve
Sound of squealing brakes off						Coupler sounds
Sound of coal being shoveled						Coupler sounds
Conductor's Whistle						
Tipping grate						
Injectors						
Letting off Steam						
Sanding						



The "rebuild cars" to go with this locomotive



43195 Passenger Cars

Prototype: German Federal Railroad (DB) type C3yg "Rebuild Car", 3rd class, and type CPw3yg "Rebuild Car", 3rd class with a baggage compartment, each car with three wheelsets. Permanently coupled double cars. Bottle green paint scheme.

Model: The cars have factory-installed LED interior lighting. They also have a current-conducting plug-in

coupler in the NEM coupler pockets between the car halves. There are operating current-conducting couplers at the outer ends of the cars. A locomotive or car with a current-conducting coupler is needed to supply power to the cars. Length over the buffers approximately 30.5 cm / 12".

All cars have built-in interior lighting and current-conducting couplers



43174 Passenger Cars

Prototype: German Federal Railroad (DB) type BC3yg "Rebuild Car", 2nd/3rd class, and type C3yg "Rebuild Car", 3rd class, each car with three wheelsets. Permanently coupled double cars. Bottle green paint scheme.

Model: All other information can be found in the model description for 43195.



43185 Passenger Cars

Prototype: Two German Federal Railroad (DB) type C3yg "Rebuild Cars", 3rd class, each car with three wheelsets. Permanently coupled double cars. Bottle green paint scheme.

Model: All other information can be found in the model description for 43195.



43174

43185

43195

39380