

As early as 1956, the firm Henschel began at its own cost design and construction in cooperation with the DB's central office in Munich of what is still the largest and most powerful diesel hydraulic locomotive in Europe. Henschel was able to reach back to valuable experience with export locomotives in the development of this giant. Apart from that, with road number V 320 001 use was made of the proven technique to install two 1,900 horsepower motors in this big unit from the newly built V 160. However, the three-axle trucks were completely new. In view of the maximum speed of 160 km/h / 100 mph, the wheelsets were given the unusually large diameter of 1,100 mm / 43-5/16". A switching device activated, when the locomotive was stopped, allowed the assignment of the combination of high speed (160 km/h / 100 mph) with lower pulling power (express trains) or low speed (100 km/h / 63 mph) with higher pulling power (freight trains). The modern, angular design of its ends pointed the way for all future DB diesel locomotives. The proud 23 meter / 75 foot 5-1/2 inch length, the fat fuel tanks on the underside of the frame, and an impressive number of adjustable ventilation grills gave it a reptilian elegance behind which the two motor layouts hummed.

With its 122 metric tons of iron and steel distributed over six wheelsets, it could definitely be described as a monster – but a really beautiful monster!

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors.

märklin
INSIDER CLUB

369922

The Giant of the Allgäu Line

Z Club Model 2022

**Exclusively for Märklin Insider Club members
Item 88320**



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88320 Diesel Locomotive, Road Number V 320 001

Prototype: German Federal Railroad (DB) class V 320 diesel locomotive in crimson paint scheme of Era IIIb. The locomotive looks as it did around 1965.

Model: This locomotive is completely new tooling. The frame is constructed of metal and the body is made of plastic. Both trucks are powered. The locomotive has a motor with a bell-shaped armature. Triple warm white LED headlights change over with the direction of travel to dual red LEDs. The engine room is lighted and has imitation details. There is cab lighting. The level of detailing is high and includes an extensive, fine paint scheme and lettering. The locomotive has good pulling power due to its high weight. There are separately applied grab irons. Length over the buffers approximately 105 mm / 3-5/8".

The 88320 diesel locomotive is being produced in a one-time series exclusively for Insider Club members.

Motor with a bell-shaped armature



Original size

Separately applied grab irons

Completely new tooling

LED headlights



Order form in the next club mailing