

MINITRIX

New Items 2021

Minitrix. The Fascination of the Original.





Dear Minitrix Fans,

Welcome to the Minitrix new items for 2021.

With models and accessories tailor made for 6 eras of railroad history.

For example, our affectionately modelled Palatinate Railroad set from Era I, in which a typically Bavarian class R 4/4 steam locomotive brings a mixed freight train safely to the loading station. Era III is popular with many model railroaders and it is sprinkled with new items. In addition to the famous “Danube Valley Limited Stop Fast Train”, Minitrix is also presenting “the Red Bamberg cars” as new tooling for the first time.

As if created for heavy trains, the mighty class 44 is making its entrance among Club members. Accompanied by a 10-car display of Erz III d freight cars, the main line on your layout will soon be shaking under this massive unit train.

We also know how to celebrate the 50th anniversary of the IC trains.

The plans were big back then when the basic phrase “Germany in Schedules of Every Two Hours” was born 50 years ago. Two first-class full sets are waiting in the new items to this end for you to climb on board.

We have also thought of our fans who like to climb on board in models from the present. The Ulmer Spatz / Ulm Sparrow is greeting us on page 40 as a richly detailed four unit set, directly followed by a very current bicycle express, as it is seen on many idyllic branch lines.

Whether it’s regional service or an international long-distance connection, branch-line freight service or modern container transport service – a broad assortment of locomotives and cars will find use in these new items on your main line or branch line.

Have fun browsing in the scale of 1:160.

Your Minitrix Team



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EXKLUSIV 1/2021

One-Time Series for 2021

The Märklin Dealer Initiative MHI is an association of medium size toy and model train specialty dealers. For over 30 years, the MHI has been active for its member firms – the “brick and mortar” specialty stores.

Close proximity, personal contact, and individual service characterize the approximately 700 specialty dealers with their trained employees. Here a perfectly balanced model railroad environment awaits the enthusiastic model rail-roader, the discerning collector, and the interested younger generation. Should there be no MHI dealer in your area, most dealers have a web shop and would be happy to answer your inquiries. The MHI produces exclusively unique special series in limited editions, which can only be purchased through the specialty dealers of this association. These models feature special paint schemes and imprinting as well as technical innovations.

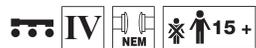
Insider and TRIX Club members will always find competent help at their MHI specialty dealer, who can help them with all questions about the club and about the exclusive club models. He is the partner authorized by Märklin to accept orders and make delivery of these models produced only for club members.

The younger generation will also find the right way to get started at the MHI dealer. The MHI also uses large-scale marketing campaigns to support youth development in addition to special products.

All MHI special products are identified by the pictogram  and include a warranty for 5 years.

Find MHI dealers in your area at:
www.mhi.de

One-Time Series for 2021



The type Kkkllms 440 stake car were used for the most part to haul bulky freight, vehicles, and machines. The first year of delivery for the cars was 1933 (type Rms Stuttgart). The cars were built in large quantities and were in use on the DB for a long time.

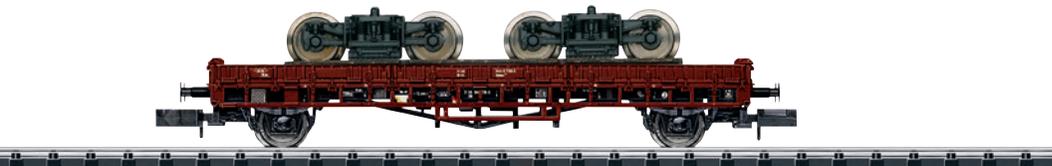
18707 Low Side Car Set

Prototype: German Federal Railroad (DB) 2 each type Kkkllms 440 without brakeman's platforms and 2 each type Kkkllms 440 with brakeman's platforms around 1987. Built starting in 1933 for the German State Railroad.

Use: Transport of freight not sensitive to moisture.

Model: All of the cars have different freight loads. All of the cars have different car numbers and close coupler mechanisms. 2 cars have a platform and 2 cars do not have them.

Total length over the buffers 320 mm / 12-5/8".



18707

16496

EXKLUSIV

1/2021

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exklusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 64 for warranty terms. See Page 63 for an explanation of the symbols and age information.



16496 Class 151 Electric Locomotive



© Joachim Bügel, Eisenbahnstiftung

Prototype: German Federal Railroad (DB) heavy freight locomotive, road number 151 111-2. The locomotive looks as it did around 1978.

Use: Freight and passenger trains.

Model: The locomotive has a built-in digital decoder and a sound generator for operation with mfx and DCC. The motor has a flywheel. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and warm white LEDs are used for the lighting. These lights and the cab lighting can be controlled in digital operation. The locomotive has a close coupler mechanism. The headlights and marker lights change over with the direction of travel and work in analog operation.

Length over the buffers 122 mm / 4-13/16"

- Many sound functions.
- Warm white LEDs for lighting.
- Cab lighting.
- Headlights can be turned off.



*The headlights and marker lights
can be turned off at the ends*

Digital functions under DCC and mfx

Headlight(s)
Locomotive whistle
Electric locomotive op. sounds
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Rear Headlights off
Whistle for switching maneuver
Front Headlights off
Station Announcements
Conductor's Whistle
Compressor
Blower motors
Letting off Air
Operating sounds
Special sound function
Doors Closing
Station Announcements
Cab Radio
Sound of Couplers Engaging
Operating Sounds 1
Sanding





16682 "Crocodile" Class Ce 6/8 III

Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Ce 6/8 III. Design with diagonal side rod drive. Built starting in 1926. World famous electric locomotive type, nicknamed "Crocodile".

Model: The body is made of plastic impregnated with metal for improved pulling power. The locomotive has a built-in digital decoder and sound generator for the formats mfx and DCC. It also has a motor with a bell-shape armature, centrally mounted. 6 axles powered. Traction tires. Warm white LEDs are used for the triple headlights. The locomotive has NEM coupler pockets.

The headlights and marker lights change over with the direction of travel in analog operation. Length over the buffers 125 mm / 4-15/16".

- Body made of plastic impregnated with metal.
- Many sound and control functions.
- Warm white LEDs for headlights.



Body made of plastic impregnated with metal

Design with diagonal side rod drive



Digital functions under DCC and mfx

Headlight(s)
Locomotive whistle
Electric locomotive op. sounds
Whistle for switching maneuver
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Light Function
Headlight(s): Cab1 End
Station Announcements
Conductor's Whistle
Compressor
Blower motors
Letting off Air
Cab Radio
Special sound function
Special sound function
Station Announcements
Pantograph Sounds
Main Relay
Special sound function
Special sound function
Sound of Couplers Engaging
Rail Joints
Sanding
Special light function

The takeover by the Swiss Federal Railways (SBB) of the Gotthard line in 1909 brought radical changes. The most important new thing was the electrification of the Gotthard line now pursued with the highest priority, which included the start of electric operation on the actual ramps from Erstfeld to Biasca as well as the Gotthard tunnel on December 12, 1920. Finally, the line could be run continuously with electric locomotives from Lucerne to Chiasso starting May 28, 1922.

The SBB required a large quantity of new locomotives for this purpose – and with the so-called “Crocodile” was born “the” Gotthard locomotive

for freight trains. Initially, 33 units were delivered between 1919 and 1922 as Ce 6/8 II 14251-14283. Two groups of driving wheels, each with three powered axles and a pilot truck were linked by a close coupling. A short locomotive body was enthroned between the two groups of driving wheels thus guaranteeing marvelous maneuverability through curves. Constantly increasing performance in freight service caused the SBB to purchase 18 more Crocodiles in 1926/27 as Ce 6/8 III 14301-14318. They featured higher performance with 1,809 instead of 1,647 kilowatts / 2,426 instead of 2,209 horsepower. Their drive with two traction motors per group of driving wheels had

been changed a little from their predecessors and was now done by means of the so-called Winterthur diagonal side rod drive with the help of a counter jackshaft. Together with their older siblings, they dominated heavy freight service on the Gotthard in the following decades. In the mid-Fifties their maximum speed was increased from 65 to 75 km/h / 41 to 47 mph and they were thus re-designated logically as Be 6/8 III 13301-13318.

The end of their use on the Gotthard did not come until the baptism of the Ae 6/6 at the end of the Fifties. All of the units initially went from the Erstfeld Depot to the Basle Depot and from there to other

base locations. The “Crocodiles” now made almost all of Switzerland “unsafe” pulling freight trains. At the end of their career, they were only allowed to pull lightweight less-than-carload-lot trains. The last Ce 6/8 III disappeared from the rails in April of 1977. However, two units remain preserved with the road numbers 13302 (MEC Horgen) and 13305 (SBB Historic).



The Club model for 2021

The class 44 was built from 1926 to 1949 and is thereby one of the standard design locomotives built over the longest period of time. A total of almost 2,000 units were built. In Germany the legendary 44"s formed the backbone of heavy freight train service for many years. In addition, they were in use in several European countries. A locomotive with tender ready for service weighed a proud 185 metric tons. The technically challenging three-cylinder running gear transferred the output of 2,000 horsepower to the rails.



EXKLUSIV

1/2021

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16441 Class 44 Steam Locomotive

Prototype: German Federal Railroad (DB) steam locomotive with a tender, road number 44 1143 (2-10-0 design) with a type 2'2' T 30 tub-style tender. The locomotive looks as it did around 1950.

Use: Heavy freight trains.

Model: The locomotive is a tooling variation. The locomotive and tender are constructed of die-cast metal. The locomotive has a motor with a bell-shaped armature and a flywheel, built into the boiler. 5 axles powered through side rods. Traction tires. The locomotive has a built-in mfx/DCC digital decoder and a sound generator. There is a close coupling between the locomotive and tender. Warm white LEDs are used for the dual headlights, running gear lights, and cab lighting. The locomotive has flickering firebox lights by means of processor-controlled LEDs (red/orange). The dual headlights work in analog operation. The tender has an NEM coupler pocket on the end. The smoke box door can be opened. Length over the buffers 141 mm / 5-9/16".

- Tooling variation.
- Metal construction.
- Motor with a bell-shaped armature and a flywheel.
- Running gear lights.
- Flickering firebox lights.

One-time series for Trix Club members.

The ideal type Erz III d hopper cars can be found on page 20 under item number 15458.



The locomotive and tender are constructed of die-cast metal



A model with the typical sound of the class 44 heavy freight locomotive

Digital functions under DCC and mfx

Headlight(s)
Locomotive whistle
Steam locomotive op. sounds
Running gear lights
Direct control
Sound of squealing brakes off
Headlight(s)
Coal being shoveled and firebox flickering
Engineer's cab lighting
Air Pump
Letting off Steam
Feed Pump
Injectors
Sanding
Whistle for switching maneuver
Special sound function
Station Announcements
Dialog
Doors Closing
Conductor's Whistle
Replenishing fuel
Replenishing fuel
Replenishing fuel
Operating Sounds 1
Operating Sounds 2
Operating Sounds 3
Generator Sounds
Coupler sounds
Rail Joints



Welcome to Minitrix "my Hobby"



18092 Type Taes 892 Sliding Roof Car

Prototype: German Federal Railroad (DB) type Taes 892 sliding roof car. Built starting in 1976.

Model: The car has a close coupler mechanism. Length over the buffers 88 mm / 3-1/2".



18090 Hobby Freight Car

Prototype: German Railroad, Inc. (DB AG) type Es 045 high side gondola. European standard type with a length of 10.0 meters / 32 feet 6 inches.

Model: The car has a close coupler mechanism and is a simplified version.

Length over the buffers 63 mm / 2-1/2".





18091 "VTG" Hobby Tank Car

Prototype: "VTG" 2-axle tank car, used on the German Railroad, Inc. (DB AG).

Model: The car has a separately applied platform, catwalk, and ladder. The frame is detailed and partially open. The car is a simplified version. Length over the buffers 55 mm / 2-1/8".



Belgium



18094 Hobby Freight Car

Prototype: Belgian State Railroad (SNCB / NMBS) high side gondola. European standard type with a length of 10.0 meters / 32 feet 6 inches.

Model: The car has a close coupler mechanism and is a simplified version. Length over the buffers 63 mm / 2-1/2".



18092

18092

18092

18092

18092

16156

"Regional Express"

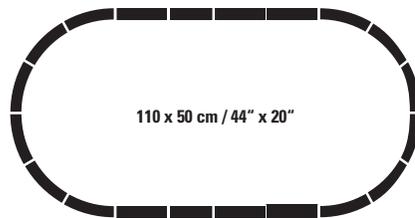


11148 "Regional Express" Digital Starter Set

Prototype: German Railroad, Inc. (DB AG) diesel electric road engine inspired by the class 245, a bi-level car, 1st/2nd class, and a bi-level car, 2nd class. The train looks as it did around 2013.

Model: The locomotive frame is constructed of die-cast metal. The locomotive has an mfx/DCC decoder with a sound generator. It also has a 5-pole motor with a flywheel. The locomotive has a close coupler mechanism. The headlights and marker lights change over with the direction of travel. 4 axles powered. Traction tires. The cars have close coupler mechanisms. Included are a Mobile Station, a track connector box, a 230 volt / 36 VA switched mode power pack, and an oval of track with Radius 2 curved track. Required space: 110 x 50 cm / 44" x 20". Total length over the buffers for the train approximately 452 mm / 17-3/4".

This set can be expanded with the entire Minitrix track program.



Digital functions under DCC and mfx	
Headlight(s)	
Low Pitch Horn	
Diesel locomotive op. sounds	
Engineer's cab lighting	
Direct control	
Sound of squealing brakes off	
Rear Headlights off	
Long distance headlights	
Front Headlights off	
High Pitch Horn	
Station Announcements	
Brake Compressor	
Blower motors	
Doors Closing	
Conductor's Whistle	
Special sound function	

Locomotive includes an mfx/DCC decoder
Sound





When the Palatinate Was Bavarian

Actually, enough pusher locomotives were available for the Bavarian stations with the proven three-coupled axle class "D II" and "R 3/3" (DRG 89.6-8). Yet, their adhesion weight was not sufficient for heavy switching work. The Bavarian State Railways thus purchased nine four-coupled axle pusher locomotives, the class R 4/4, in 1914 and 1915 initially for the Palatine Railways that came under Bavarian administration. These units were bought from the firm of Krauss in Munich. They were derived from the four-coupled axle units that Krauss had delivered between 1904 and 1912 for the Lausitz Railroad, Inc. (LEAG), a subsidiary of the Local Railroad, Inc. of Munich (LAG). The R 4/4 units turned out so well that 33 units of the class R 4/4 were built by Krauss unchanged in 1918/19 for the Bavarian network. In 1924/25, another nine units followed with slight changes.

All of the locomotives had wet steam running gear with four coupled wheel sets. The second and fourth wheel sets had side play of ± 20 mm / $3/4$ " and ± 40 mm / $1-9/16$ " respectively. The "T" shaped water tanks in and above the frame were particularly striking design features as well as the high-mounted boiler above them. All 40 of the units placed in service by 1919 had joint cladding for the steam and sand domes. Only the last nine locomotives built in 1924/25 had changes such as the separate arrangement of the steam dome and sand tanks as well as additional water tanks. While initially the locomotives only had a hand brake, they were subsequently equipped with air brakes, whereby the main air reservoir was placed on the flat part of the side water tanks. The DRG classified seven of the new Palatine R 4/4 units as road numbers 92 2001-2007 in its motive power roster. The two other units remained with the

Saarland Railways. The Bavarian R 4/4 units were taken over by the DRG completely as road numbers 92 2008-2040. The units built later in 1924/25 were given the road numbers 92 2041-2049. Before World War II, the R 4/4 locomotives could be found in Bavaria mostly in Augsburg, Munich, Nürnberg, and Regensburg as well as in the Palatine by 1943. After the end of the war, all 49 units were still in existence but three had to be retired due to damage. The remaining class 92.20 units were based in Bavaria, and by the end of 1954, their ranks began to thin. As early as January 9, 1962, road number 92 2024 as the last unit was taken out of service at the main maintenance facility in Nürnberg. None of these locomotives was preserved for the future.



15284 "Palatinate" Freight Car Set

Prototype: One (1) beer refrigerator car with a brakeman's cab, one (1) tank car, one (1) type Nml boxcar, one (1) type Oq gondola, and one (1) type Gm boxcar, painted and lettered for the Palatinate Railroad and the Royal Bavarian State Railways (K.Bay.Sts.B.).

Model: The cars have close coupler mechanisms. The type Oq gondola has a load insert of coal. Total length over the buffers 285 mm / 11-1/4".





Digital functions under DCC and mfx

Headlight(s)

Direct control



16921 Class R 4/4 Steam Locomotive

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) left Rhine network (until 1909 the Palatine Railways) class R 4/4 steam tank locomotive, 0-8-0T wheel arrangement. The locomotive looks as it did when delivered in 1913.

Use: Freight trains.

Model: The locomotive has a built-in digital decoder for operation with DCC and Selectrix. It also has a 5-pole motor with a flywheel. 4 axles powered. The headlights change over with the direction of travel, will work in analog operation, and can be controlled digitally. Length over the buffers 69 mm / 2-3/4".

- Version with 2 sheathed domes.

Version with joint sheathing of the steam and sand domes



15284

16921

By Steam through the Danube Valley



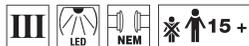
18209 "Limited Stop Fast Passenger Train in the Danube Valley" Car Set

Prototype: 1 type BPw4yg rebuild car, 1 type AB4yse streamlined limited stop fast passenger train car, 1st/2nd class, and 1 type B4ylwe streamlined limited stop fast passenger train car, 2nd class. The cars are painted in a bottle green scheme and lettered for the German Federal Railroad (DB) around 1959.

Model: The cars in this set are new tooling. All of the cars have close coupler mechanisms. The type B4ylwe limited stop fast passenger train car has LED marker lights and German State Railroad standard design trucks of "iron profile construction". The type AB4yse limited stop fast passenger train car standard design trucks of "sheet metal construction". Lighting kits can be installed in the cars. Total length over the buffers 390 mm / 15-3/8".

- New tooling.
- Type B4ylwe includes LED marker lights.

The interior lighting to go with these cars:
66616 LED Lighting Kit.



18409 "Limited Stop Fast Passenger Train in the Danube Valley" Passenger Car

Prototype: Type B4ylwe streamlined limited stop fast passenger train car, 2nd class. The car is painted in a bottle green scheme and lettered for the German Federal Railroad (DB) around 1959.

Model: This car is new tooling. It has a close coupler mechanism. A lighting kit can be installed in the car. Length over the buffers 134 mm / 5-1/4".

The interior lighting to go with this car:
66616 LED Lighting Kit.

New tooling



18209

18409

18209

16184



16184 Steam Locomotive, Road Number 18 495

Prototype: German Federal Railroad (Stuttgart District / based in Ulm) road number 18 495 (class S 3/6, series k, Maffei 1924) with a type 2'2 T 26,4 tender. The locomotive looks as it did around 1959.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a motor with a bell-shaped armature and a flywheel, mounted in the boiler. It also has a built-in digital decoder and sound generator with the formats mfx and DCC. The locomotive and tender are close coupled. 3 axles powered through side rods. Traction tires. Triple headlights consisting of warm white LEDs. Length over the buffers 134 mm / 5-1/4".

- Digital sound with many functions.

A passenger train to go with this locomotive can be made up with item numbers 18209 and 18409.

Digital functions under DCC and mfx
Headlight(s)
Locomotive whistle
Steam locomotive op. sounds
Whistle for switching maneuver
Direct control
Sound of squealing brakes off
Headlight(s)
Sound of coal being shoveled
Generator Sounds
Air Pump
Letting off Steam
Feed Pump
Injectors
Sanding
Station Announcements
Special sound function
Station Announcements
Dialog
Doors Closing
Conductor's Whistle
Replenishing fuel
Replenishing fuel
Replenishing fuel
Operating Sounds 1
Operating Sounds 2
Station Announcements
Sound of Couplers Engaging
Rail Joints



“The Red Bamberg Cars”



15405 “The Red Bamberg Cars” Car Set, Part 1

Prototype: 2 type C4ylb-43/52 streamlined limited stop fast passenger cars and 1 type C4ylf-43/52 streamlined cab control car as they looked around 1954 for the German Federal Railroad (DB) in a crimson paint scheme.

Model: The cars are new tooling. All of the cars have close coupler mechanisms and built-in interior lighting. The cab control car has automatic white headlight / red marker light changeover, which can be controlled in digital operation using the function decoder. These lights also work in analog operation.

Total length over the buffers 402 mm / 15-13/16”.

- New tooling.
- LED headlights / marker lights.
- LED interior lighting.

The Red Bamberg cars, including a cab control car as new Minitrix tooling



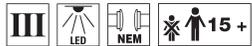
Digital functions under DCC and mfx

Headlight(s)

Interior lights



Images show the first stereolithographic hand samples



15406 “The Red Bamberg Cars” Car Set, Part 2

Prototype: 2 type C4ylb-43/52 streamlined limited stop fast passenger cars as they looked around 1954 for the German Federal Railroad (DB) in a crimson paint scheme.

Model: The cars are new tooling. Both cars have close coupler mechanisms and built-in interior lighting. Total length over the buffers 268 mm / 10-9/16”.

- New tooling.
- LED interior lighting.



Images show the first stereolithographic hand samples





16801 Class V 80 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 80 with diesel hydraulic drive and universal joint shaft power transmission. Bo-Bo wheel arrangement. The locomotive looks as it did around 1954.

Use: Lightweight passenger and freight trains.

Model: The locomotive has a built-in digital decoder and sound generator for operation with mfx and DCC. 4 axles

powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are using for the lighting. The cab lighting can be controlled in digital operation. The locomotive has a close coupler mechanism. The headlights and marker lights will also change over with the direction of travel in analog operation.

Length over the buffers 80 mm / 3-1/8".

- Digital sound with many functions.

*An impressive full set:
The V 80 and the streamlined design limited
stop fast train passenger cars*



Digital functions under DCC and mfx

Headlight(s)
Horn
Diesel locomotive op. sounds
Headlight(s)
Direct control
Sound of squealing brakes off
Rear Headlights off
Bell
Front Headlights off
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Doors Closing
Special sound function
Dialog
Whistle for switching maneuver
Heating equipment
Replenishing fuel
Operating sounds
Station Announcements
Station Announcements
Dialog
Sanding



15405

15406

16801

The Cars for the Club Model for 2021



15458 Display with 10 Type Erz III d Hopper Cars

Prototype: 10 German Federal Railroad (DB) type four-axle Erz III d 00tz 41 design hopper cars. Version with high upper superstructures, two unloading hatches per side, and a brakeman's platform on the end. Used to transport iron ore. Welded, pressed steel standard design trucks, with a welded in beam as reinforcement. The cars look as they did at the start of the Sixties.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have a brakeman's platform and a setting wheel on the end. The hopper cars have load inserts of scale-sized real iron ore. All of the cars have close coupler mechanisms. All of the cars are individually packaged.

Length over the buffers per car 64 mm / 2-1/2".

- Loaded with real iron ore.
- Many different car numbers.
- Ideal for unit trains.
- Cars in the display can be purchased individually.





15458

16441

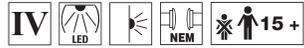
50 Jahre
InterCity
1971–2021





50 Jahre InterCity

1971–2021



18214 "IC 142 Germania" Car Set

Prototype: 1 type Avümz 111 compartment car, 1 type Apümz 121 open seating car, and a type ARümz 211 half dining car as they looked in the summer of 1974 painted and lettered for the German Federal Railroad (DB) with the train route "Hannover – Bielefeld – Hamm – Dortmund – Düsseldorf – Cologne".

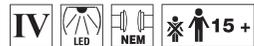
Model: The cars have close coupler mechanisms. The type Avümz 111 has LED marker lights that can be turned off. Lighting kits can be installed in the cars. Total length over the buffers 502 mm / 19-3/4".

- LED marker lights.

The lighting kit to go with these cars:
66616 LED Lighting Kit.



Limited clearance gauge for the dining car in Track Radius 1!



18414 "IC 142 Germania" Express Train Passenger Car

Prototype: 1 type Avümz 111 compartment car as it looked in the summer of 1974 painted and lettered for the German Federal Railroad (DB) with the train route "Hannover – Bielefeld – Hamm – Dortmund – Düsseldorf – Cologne".

Model: The car has a close coupler mechanism. A lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

The lighting kit to go with this car:
66616 LED Lighting Kit.



In order to take up previous luxury, the DB decided in 1960 to build an exclusive and especially comfortable set of cars for the "Rheingold" and the "Rheinpfail" associated with it. Since the new "Rheingold" could now be pulled by electric locomotives due to progressive electrification in the German area from Basle to Duisburg, there also had to be new locomotives. The DB thus decided on a modified version of the recently proven E 10, which in the future was to be given a more streamlined superstructure. Starting in March of 1963, locomotives with a top speed of 160 km/h / 100 mph and with road numbers E 10 1265-1270 were available for the "Rheingold" thanks to a gearing change and Henschel trucks adapted for the purpose, the locomotives naturally in the elegant two-color "Rheingold" paint scheme of

cobalt blue / beige. The more streamlined body with the characteristic "Pants Crease" look on the ends that was used for the first time was also applied starting in 1963 to all of the regular production E 10 locomotives. The six Rheingold E 10.12 units were followed in 1963/64 by another five units, the E 10 1308-1312, also in cobalt blue / beige. After the "Rheingold" and the "Rheinpfail" were changed into TEE trains, the DB applied the crimson/beige TEE paint scheme to the E 10.12 units and their car sets. A last series of these 160 km/h / 100 mph fast units was delivered in 1968 with the new class designation 112 485-504 but with regular production trucks adapted to the higher speed and again in crimson/beige. With the start of the summer schedule for 1968, all of the locomotives were used in premium

passenger service emanating from Frankfurt/Main, particularly TEE and F-Zug long-distance expresses. The new delivery of the regular production class 103 locomotives to the Frankfurt/Main base starting in 1970 meant that the class 112 units were gradually removed from premium service by 1972. The former stars now moved to the Dortmund base where they were still used at least in part to pull premium express trains. Yet various uses in regional and freight service were also now part of the program. Over the course of their years in service, these units kept changing their paint scheme and frequently their class designations too. Road numbers 112 485-504 thus became 114 485-504 in 1988 and starting in 1991 they had the designation 110 485-504 after E 10 units were taken out of service. The remain-

ing class 112 units became the class 113 in 1992. Starting in 2005 the last class 113 units of the DB Regio went to DB Autozug, where the last two former Rheingold/Rheinpfail locomotives (113 268 and 309) were removed from service on June 2, 2014. Both were preserved, were sold to TRI Train Rental, Inc., completely overhauled in the meantime and largely restored to their original condition, however in the crimson/beige TEE paint scheme. In the future, they are to pull among other things the AKE Rheingold Tourism trains. In addition, road numbers 113 311 (former E 10 1311) and 110 488 (former 112 488) are still in existence at the DB Museum in Koblenz and in Rottweil under the care of the "Die Bügelfalte 110 488-4" Association.



16100 Class 112 Electric Locomotive

Prototype: German Federal Railroad (DB) standard design electric locomotive, road number 112 269-6. Express locomotive with aerodynamic ends, including the so-called "Bügelfalte" / "Pants Crease". Basic paint scheme in crimson/ivory. Continuous rain gutter, skirting, and buffer cladding included. The locomotive looks as it did around 1974.

Use: Passenger trains in long-distance service and occasionally in commuter and freight service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with mfx and DCC. The motor has a flywheel. 4 axles powered. Traction tires. The warm white LED headlights and marker lights change over with the direction of travel. They and the cab lighting can be controlled in digital operation. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 103 mm / 4-1/16".

- Digital sound with many functions.



18214

18414

16100

Digital functions under DCC and mfx

Headlight(s)
Locomotive whistle
Electric locomotive op. sounds
Whistle for switching maneuver
Direct control
Sound of squealing brakes off
Rear Headlights off
Station Announcements
Front Headlights off
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Doors Closing
Special Function
Sanding
Headlight(s)
Station Announcements
Station Announcements
Dialog
Conductor – instructions
Special light function
Main Relay
Blower motors
Special sound function
Special sound function
Rail Joints
Sound of Couplers Engaging

Silberlinge / Silver Coins with Advertising



18213 "Silberlinge / Silver Coins with Advertising" Passenger Car Set

Prototype: German Federal Railroad (DB) one type Bn 720 commuter car, 2nd class, one type ABn 703 commuter car, 1st/2nd class, and one type Bnrzb 725 commuter car, 2nd class around 1991. Nickname "Silberling / Silver Coin".

Model: The cars have close coupler mechanisms. Lighting kits can be installed in the cars. Total length over the buffers 495 mm / 19-1/2".

The interior lighting to go with these cars:
66616 LED Lighting Kit.



18413 Passenger Car

Prototype: German Federal Railroad (DB) type Bnb 719 commuter car, 2nd class around 1991. Nickname "Silberling / Silver Coin".

Model: The car has a close coupler mechanisms. A lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

The interior lighting to go with this car:
66616 LED Lighting Kit.





18413

18213

16103

Type "a" Railroad Mail Cars

Type Post mr-a Railroad Mail Car

After the new DB had decided at the start of the Fifties on 26.4 meter / 85 foot 10 inch cars as a standard for passenger cars, the German Federal Postal System also quickly saw the advantages of these long cars. It therefore contracted for a design partnership under the coordination of the car builder Uerdingen to develop 26.4 meter / 85 foot 10 inch railroad mail cars for express trains. In line with the state of the technology, the following requirements were made: Things such as the widening of the sliding doors for container service, increasing the load weight from 20 to 25 metric tons, car bodies fitting in with the appearance of the DB cars, installation of an air heating and dust removal system as well as rubber diaphragms with roll-down doors.

Out of this came railroad mail cars, which blended marvelously externally with the new DB cars. Their car bodies were done with welded steel shape construction using self-supporting unit body construction in which the skirting was a component part of the side sills. Their windows consisted of safety glass with wire reinforcement and were almost flush with the outer wall. Particular emphasis was put on good warmth and noise insulation. Their interior space consisted of a functional three-part division into a letter area, finished mail pouch area, and a package area. The equipment was done with the latest technology such as luggage racks in the ceiling area, package shelves, package racks, letter pigeonhole racks, sorting tables, folding tables, and finished mail pouch tables, pouch holders, letter pouch racks, as well as loading hatches. All of the

outside doors were done as wide, single sliding doors of lightweight metal construction. A remarkable feature was the air heating and dust removal equipment that was installed for the most part below the floor. Enough fluorescent lamps in a lighting intensity not previously reached produced a good level of illumination at all workstations.

In accordance with their intended use, the railroad mail cars were set up to transport all kinds of mail. All kinds of mail (letters, small packages, and packages) were processed before and during the train's run. Naturally, these cars were used mainly at night, since the bulk of the mail was shipped by the senders in the afternoon and evening and it was supposed to reach its destination the next morning. The cars were used in part in special mail trains, but

their use in D express trains and E limited stop trains as well as in other types of German Federal Railroad (DB) trains was also a daily occurrence. The era of railroad mail did not end until 1997, since the German Federal Postal System now favored a fundamental restructuring that included sorting mail in newly created, automated mail distribution centers that were no longer tied to the rails.



18201 "German Federal Postal System" Car Set

Prototype: 2 German Federal Postal System (DBP) type Post mr-a railroad mail cars, in an ocean blue / ivory basic paint scheme.

The cars look as they did in 1980.

Model: Both cars have close coupler mechanisms.

A lighting kit can be installed in them.

Length over the buffers 330 mm / 13".

The interior lighting to go with this car:

66612 LED Lighting Kit.



Strong Motive Power

The class 44 was built from 1926 to 1949 and is thereby one of the standard design locomotives built over the longest period of time. A total of almost 2,000 units were built. In Germany the legendary 44"s formed the backbone of heavy freight train service for many years. In addition, they were in use in several European countries. A locomotive with tender ready for service weighed a proud 185 metric tons. The technically challenging three-cylinder running gear transferred the output of 2,000 horsepower to the rails.



16443 Class 44.9 Steam Locomotive

Prototype: German State Railroad (DR) steam locomotive with a tender, road number 44 9612-1 (2-10-0 design) with a type 2'2' T 24 tub-style tender for powdered coal. The locomotive looks as it did around 1974.

Use: Heavy freight and passenger trains.

Model: The locomotive is a tooling variation. The locomotive and tender are constructed of die-cast metal. The locomotive has a motor with a bell-shaped armature and a flywheel, built into the boiler. 5 axles powered through side rods. Traction tires. The locomotive has a built-in mfx/DCC digital decoder and a sound generator. There is a close coupling between the locomotive and tender. Warm white LEDs are used for the dual headlights, running gear lights, and cab lighting. The locomotive has flickering firebox lights by means of processor-controlled LEDs (red/orange). The dual headlights work in analog operation. The tender has an NEM coupler pocket on the end. The smoke box door can be opened. Length over the buffers 141 mm / 5-9/16".

- Tooling variation with a powdered coal tender.
- Metal construction.
- Motor with a bell-shaped armature and a flywheel.
- Steam locomotive sound.
- Running gear lights.
- Flickering firebox lights.

MINITRIX

Digital functions under DCC and mfx

Headlight(s)
Locomotive whistle
Steam locomotive op. sounds
Running gear lights
Direct control
Sound of squealing brakes off
Headlight(s)
Flickering Light in Fire Box
Engineer's cab lighting
Air Pump
Letting off Steam
Feed Pump
Injectors
Sanding
Whistle for switching maneuver
Special sound function
Station Announcements
Dialog
Doors Closing
Conductor's Whistle
Replenishing fuel
Special sound function
Replenishing fuel
Operating Sounds 1
Operating Sounds 2
Operating Sounds 3
Generator Sounds
Coupler sounds
Rail Joints



On an Inspection Run

The single and dual motor classes VT 95 and VT 98 rail busses were the saviors of the branch lines on the newly established German Federal Railroad. The regular production deliveries of the dual motor variation starting in 1955 included 329 VT 98 powered rail cars, 310 VS 98 control cars, and 320 VB 98 intermediate cars. Yet, starting in 1980 the star of the dual motor rail busses also began to sink. Line abandonments and replacement by locomotive-hauled trains caused a large part of these units to disappear on storage tracks by 1987/88. Yet, several were able to start a second career including intermediate car number 998 115 (former VB 98 115),

which was retired on July 29, 1982 at the maintenance facility in Hof. By November of 1983, it had been converted at the maintenance facility in Wuppertal-Vohwinkel into station car number 65175 for the maintenance facility in Düsseldorf. It was now supposed to act chiefly as a meeting and line inspection car in the Rhine-Ruhr S-Bahn network. The interior had to be changed accordingly. The bench seats were removed and a large discussion table with appropriate seating was installed as well as other conveniences such as a kitchenette, toilet, carpeting, and drapes. The icing on the cake was the S-Bahn paint scheme at

that time in gravel gray / orange. From then on it served as inspection car number 395 (later UIC No. 60 80 99-23 357-9) for the Düsseldorf New Construction Office among other things for inspection of the S-Bahn lines in the Rhine-Ruhr and Rhine-Sieg transport associations. Typically, it was arranged on such runs between two type Kkklms 440 flat cars without brakeman's platforms to provide participants on the run a better overview. It was then usually pulled by class 212 diesel locomotives. It was finally retired in 1999, but shortly after that, it was sold to the Jülich Amateur Railroad Club (EAKJ). In 2002, a private party acquired it and used it with the Cologne-Bonn

Railroad Fans (KBEF). It spent the next few years waiting to be overhauled at the maintenance facility in Gerolstein. Then it went to the Siegen locomotive shops for the South Westphalian Railroad Museum (SEM), where it was overhauled and repainted by the firm "Rail Design Bäcker" also located there. Since then it can be admired there especially at the annual Siegen Locomotive Shops Festival.



15091 "Line Inspection" Car Set



Prototype: 2 x type Kkklms 440 without a brakeman's platform and 1 x type VB 98 as a type 395 line inspection car for the German Federal Railroad (DB) around 1989.

Use: Line inspection on the Düsseldorf S-Bahn.

Model: The low side cars have different car numbers and a close coupler mechanism. The "Type 395 Line Inspection Car" (VB 98) has a die-cast metal frame with a digital function decoder for mfx and DCC. The car also has operating special couplers. Maintenance-free LEDs are used for interior lighting and they can be controlled in digital operation.

Total length over the buffers 235 mm / 9-1/4".



15091

16122



Express Freight



18902 "Express Freight" Freight Car Set

Prototype: 3 German State Railroad (DR/GDR) type Gbqss-z 1742 boxcars (former DR type Gbs 1500). The cars look as they did around 1980.

Use: For moisture sensitive and especially urgent freight.

Model: The cars have different car numbers and close coupler mechanisms.

Total length over the buffers 264 mm / 10-3/8".

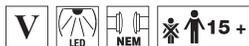




18431 Flat Car

Prototype: German State Railroad (DR/GDR) type Rgs 3910 flat car. European standard car with a length of 19.90 meters / 65 feet 3-1/2 inches in length. Loaded with three 20-foot mail containers.

Model: The car has a close coupler mechanism. A freight load of 20-foot mail containers is included. Length over the buffers 124 mm / 4-7/8".

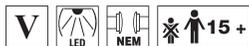


15898 Type Bimz 2339 Express Train Passenger Car

Prototype: German State Railroad (DR) type Bimz 2339 express train passenger car, 2nd class, as IR 2637 Berlin-Lichtenberg – Munich.

Model: The car has close coupler mechanisms. A lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

The lighting kit to go with this car:
66612 LED Lighting Kit.



15899 Type Bimz 2423 Express Train Passenger Car

Prototype: German State Railroad (DR) type Bimz 2423 express train passenger car, 2nd class, as IR 2637 Berlin-Lichtenberg – Munich.

Model: The car has close coupler mechanisms. A lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

The lighting kit to go with this car:
66612 LED Lighting Kit.



50 Jahre
InterCity
1971–2021



16823 Class 218 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) general-purpose locomotive, road number 218 499-2, DB "ZugBus" / "Train Bus" Regional Service Alb-Lake Constance, Inc. (RAB), Ulm. Diesel hydraulic locomotive with roof version to accommodate the MTU 12V 956 TB 11 motor. With parallel exhaust hoods and Behr cooling equipment in a V shape.

Model: The locomotive has tooling changes and a new version of the roof to represent correctly the road number 218 499-2 with a TB 11 motor and Behr cooling equipment in a V shape. It also has a built-in digital decoder and sound generator for operation with mfx and DCC. The motor includes a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the lighting. The cabs have lighting that can be controlled digitally. The locomotive has a close coupler mechanism. The headlights and marker lights change over with the direction of travel in analog operation. The locomotive has separately applied grab irons. The logos "3-Löwen-Takt" and "bwegt" are included. Length over the buffers 102 mm / 4".

- Tooling changes.
- Digital sound with many functions.



Digital functions under DCC and mfx
Headlight(s)
High Pitch Horn
Diesel locomotive op. sounds
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Rear Headlights off
Low Pitch Horn
Front Headlights off
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Horn
Special sound function
Train announcement
Doors Closing
Special sound function
Replenishing fuel
Special sound function
Sanding
Doors Closing
Station Announcements
Train announcement
Train announcement

Used all over Germany



Over the past 40 years, the class 218 has left its mark on the image of the DB like no other diesel locomotive, with the exception of electrified main lines. Double-headed pulling heavy InterCity trains in the Allgäu and on the Marsch line or in regional service pulling shuttle trains – the class 218 units defined to a large extent the image of hauling trains with diesel locomotives. The class 218 locomotives represented the end of the development of the “V 160 Family”. With them, steam heating could be replaced with electric heating with no problem. After the development of a diesel motor with a performance of 2,500 horsepower (1,839 kilowatts), the generator could be used to power both the traction motor and the electric heating, which made an auxiliary diesel motor superfluous. In 1968/69, the DB purchased an initial 12 test locomotives, road numbers 218 001-012, from Krupp with the new motor. After a successful probationary period, the 398 regular production units followed starting in the spring of 1971 as road numbers 218 101-398 and 400-499, with construc-

tion by Krauss-Maffei and Rhein Stahl-Henschel in addition to Krupp. Road number 218 399 previously not rostered formed a “lateral entrant”, because it was road number 215 112 involved in 1975 in an accident, which was restored with electric heating and then rostered as road number 218 399. Naturally, numerous detail improvements were done on the series during the procurement period. Initially, only the 2,500 horsepower motor was installed. The later production runs, over half of the units, were given a more powerful motor with 2,800 horsepower (2,059 kilowatts) performance. Initially, only German motors from MTU were installed, later also motors from the French manufacturer SEMT Pielstick (licensed production KHD). Starting in 1981, exhaust hoods were added on the roof to direct exhaust gas away from catenary and to minimize exhaust gas affecting passengers. Here hoods arranged next to one another identified the MTU twelve-cylinder motors (TB10/TB11), and diagonally arranged hoods identified the sixteen-cylinder motors (Pielstick,

MTU 4000). In recent years, their ranks have thinned out considerably. With a service age of at least 40 years, many units, mostly the older production series, have since been retired. Uses worthy of mention are the bases of Niebüll, Mühlendorf, Kempten, and Ulm. Road number 218 499 has been based at the last location since December of 2008. It came to the DB in June of 1979 and is thereby the last large diesel locomotive purchased by the German Federal Railroad at all. As with its sibling units of the last series (road numbers 218 485-498), a Pielstick diesel motor, type “16 PA 4 V 200”, was initially installed in it and around 1985 diagonally arranged hoods were added. In the course of an overhaul in 1995, the Pielstick motor was replaced by an MTU

motor of the same power (12V 956 TB 11) now with two exhaust hoods arranged in parallel. Here it kept its V-shaped Behr cooling equipment, which is recognizable by the large mesh grill on the roof. Tour de force performances by the Ulm units and thereby also road number 218 499 have been in part up to the present the Intercity train pairs IC 2012/2013 “Allgäu” between Stuttgart and Oberstdorf, IC 2084/2085 “Nebelhorn” between Augsburg and Oberstdorf, as well as occasionally IC 118/119 between (Stuttgart) Ulm and Lindau.



18215

18417

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16823

50 Jahre
InterCity
1971–2021



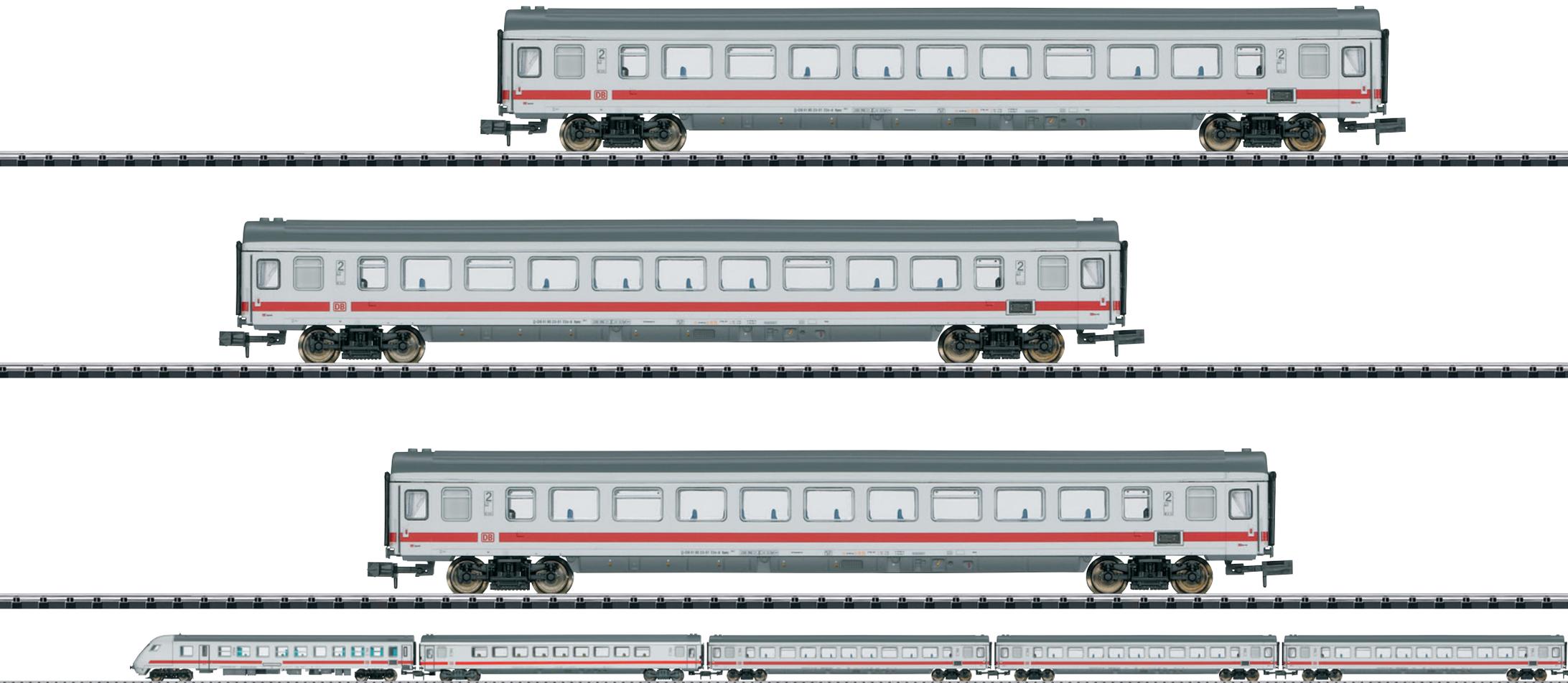
18216 "IC 2013" Passenger Car Set

Prototype: 3 German Railroad, Inc. (DB AG) IC type Bpmz express train open seating cars, 2nd class, (car numbers 7, 8, 9). The cars look as they did around 2004 as IC 2013 with the train route Dortmund – Oberstdorf.

Model: The cars are in the current German Railroad, Inc. design. They have close coupler mechanisms. Lighting kits can be installed in the cars. All of the cars have different car numbers.

Total length over the buffers 495 mm / 19-1/2".

The interior lighting to go with these cars:
66612 LED Lighting Kit.





18215 "IC 2013" Passenger Car Set

Prototype: 3 German Railroad, Inc. (DB AG) IC express train passenger cars consisting of 1 type Bvmz 186.0 compartment / open seating car, 2nd class, 1 type Bpmz. 857.0 1 open seating car, 2nd class, 1 type ARkimbz Bord Bistro car. The cars look as they did around 2004 as IC 2013 with the train route Dortmund – Oberstdorf.

Model: Total length over the buffers 495 mm / 19-1/2".

The interior lighting to go with these cars:

66612 LED Lighting Kit.

*The models are in the current German Railroad, Inc. design,
they have close coupler mechanisms
Lighting kits can be installed in the cars*



18215

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16823



18851 "IC 2013" IC Cab Control Car

Prototype: German Railroad, Inc. (DB AG) type Bimdzf 271.2 IC cab control car, used in the IC 2013 around 2004 from Dortmund to Oberstdorf.

Model: The car has a close coupler mechanism, triple headlights on the cab end with headlight / marker light changeover white/red, with a 14-pin digital interface. A 66611 LED lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

The interior lighting to go with this car:
66611 LED Lighting Kit.

*The models are in the current German Railroad, Inc. design,
 they have close coupler mechanisms
 Lighting kits can be installed in the cars*



18416 "IC 2013" Passenger Car

Prototype: German Railroad, Inc. (DB AG) type Avmz 109 express train passenger car, 1st class, used in the IC 2013 around 2004 from Dortmund to Oberstdorf.

Model: Length over the buffers 165 mm / 6-1/2".

The interior lighting to go with this car:
66612 LED Lighting Kit.



18417 "IC 2013" Passenger Car

Prototype: German Railroad, Inc. (DB AG) type Apmz 125 express train passenger car, 1st class, used in the IC 2013 around 2004 from Dortmund to Oberstdorf.

Model: Length over the buffers 165 mm / 6-1/2".

The interior lighting to go with this car:
66612 LED Lighting Kit.





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16823

Ulmer Spatz / Ulm Sparrow



16984 Class 798 Powered Rail Car

Prototype: DB Regio (DB AG) class 798 (VT 98) rail bus motor car and class 998 (VS 98) control car as the "Ulmer Spatz" / "Ulm Sparrow". The unit looks as it did around 2008. Dual-motor design, built starting in 1955. Used for commuter service (branch lines).

Model: The cars have a frame constructed of die-cast metal. The motor has a flywheel in the powered rail car. Both axles powered. The car has a digital decoder for DCC and conventional operation. The unit has a sound gener-

ator with extensive sound functions. Maintenance-free LEDs are used for the headlights, marker lights, and interior lighting. They work in conventional operation and they can be controlled digitally. The unit has rearview mirrors for single-man operation. The cars have special operating couplers. The motor car can be used alone. Reproduction non-working prototype couplers for installation on the ends of the car are included.

Total length over the buffers 175 mm / 6-7/8".

- Open view through the cars.
- mfx/DCC decoder with analog recognition.
- Sound generator with extensive sound functions.
- Continuous lighting with LEDs.



Digital functions under DCC and mfx

Headlight(s)
Horn
Diesel locomotive op. sounds
Interior lights
Direct control
Sound of squealing brakes off
Rear Headlights off
Conductor's Whistle
Front Headlights off
Station Announcements
Letting off Air
Bell
Doors Closing
Toilet being flushed
Light Function
Special sound function
Replenishing fuel
Procedure function
Light Function 1
Light Function 2
Operating Sounds 1
Station Announcements
Station Announcements
Horn
Horn
Train radio
Sanding
Rail Joints
Sound of Couplers Engaging
Dialog
Special sound function



18903 Class VB 996 and VB 998 Trailer Car Set

Prototype: DB Regio (DB AG) rail bus trailer cars, road number (VB) 996 257 and 998 069 as the "Bicycle Express" and as the "Ulmer Spatz" / "Ulm Sparrow". Built starting in 1955.

Use: In commuter service (branch lines). The cars look as they did around 2008.

Model: These cars go with 16984. The cars have a frame constructed of die-cast metal. They also have an mfx/DCC digital function decoder. Maintenance-free LEDs are used for the interior lighting, which can be controlled digitally. The cars have special operating couplers. Total length over the buffers 174 mm / 6-7/8".

- LED interior lighting.

These intermediate cars go with the 16984 rail bus set.



Digital functions under DCC and mfx

Interior lights



16984

18903

16984

In the spring of 1950, the triumph began for the rail busses on the DB's rails. The builder Waggonfabrik Uerdingen created a vehicle, which became so popular in the following years like hardly any other. The single-motor class VT 95 soon proved too weak for operation on lines with many grades, especially with the trailer car. Therefore, in the future these units were to be equipped with a second motor plant. The specification profile for the regular production of the dual-motor rail busses also foresaw the installation of standard couplers (prototype coupler) and equipment similar to buffers, standard design brakes as well as multiple unit control. Starting in 1955, 329 class VT 98 (starting in 1968: 798) motor cars, 310 class VS 98 (starting in 1968: 998.6) control

cars, and 320 class VB 98 (starting in 1968: 998.0) trailer cars were built in several production runs. Starting in 1980, the star for the dual-motor rail busses began to sink. Line abandonments and the use of locomotive-hauled trains caused a large part of the class 798 to disappear on storage tracks by 1987/88. Then the situation stabilized again on a low level. The last high point was the updating of units 798 652, 653, and 998 896, in which the passenger areas were also freshened up. As the "Chiemgau Railroad" for use between Prien and Aschau, they were even given the new turquoise / gravel gray paint scheme for regional service. The last two powered rail cars were not put into storage until May of 2000. In the middle of 1996, the BSW Leisure Time Group VT 798

was founded in Ulm, from which emerged the Ulm Rail Bus Friends Association in 2002. This group tried with a lot of commitment to preserve "Chiemgau Rail Busses" as museum pieces. After 1½ years of negotiations with the German Railroad, units 798 652, 653, and 998 896 then came from the maintenance facility in Mühlendorf to Ulm. Due to their bad condition after around ten years of use in commuter service, these cars had to be thoroughly overhauled with new seating upholstery, new curtains, new external and internal paintwork, overhauling of the public address system, and many other small repairs. In 1998, the units were also given their characteristic lettering "Ulmer Spatz" ("Ulm Sparrow") on the sides. The trailer cars 996 069, 225, 257, and 300 rounded out

the roster between 1997 and 1999. They were then overhauled as bar, dance, and bicycle cars. On May 23, 1998, the rail bus set was officially christened with the name "Ulmer Spatz" ("Ulm Sparrow") by the mayor of Ulm at that time Ivo Gönner. Starting in 1999, it was used by the DB subsidiary Regional Service Alb-Bodensee, Inc. (RAB) mainly in excursion service from Ulm to the Münsinger Alb area and now and then, it was used further as the "Spätzle Express" to Trochtelfingen to the company station platform for the noodle firm "Alb-Gold". Due to the main maintenance deadline, these uses ended after the 2013 season and since then the units have been in storage.



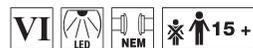
Bicycle Express

Hidden behind the German Federal Railroad's traffic red painted commuter cars are the 26.4 meter / 85 foot 10 inch commuter cars with stainless steel car bodies, which were popularly known as "Silberlinge" / "Silver Coins". At the start of the Nineties, these "n" cars were modernized since they had reached about half of their useful life and no money was available for new cars. As part of an expanded overhaul, these cars were to be more attractively equipped for the passengers. The following were specified as design features: seating, luggage racks, and trash containers, self-contained restroom systems, new materials and colors, as well as a general-purpose area on demand with folding seats and floor space for strollers, wheelchairs, bicycles,

etc. All kinds of design variations were tried out here, which led chiefly to a considerable increase in the variety of types for interior area design. The cars missed the "Corporate Identity" of the time and they had a mint turquoise / pastel turquoise / light gray paint scheme, which initially gave them the nickname "Grünlinge" / "Green Things". Starting in 1996, there was another new paint scheme concept. The modernized "Silberlinge" / "Silver Coins" were now given a traffic red paint scheme with light gray doors and decorative striping. Later, older modernizations were successively adapted to the new paint scheme concept and the cars thus mutated to "Rotlingen" / "Red Things".



The complete history can be found online.



15884 "Bicycle Express" Passenger Car Set

Prototype: Three German Railroad, Inc. (DB AG) commuter cars. 1 type ABnrz 418.4 car, 1st/2nd class, 1 type Bnrz 436 car, 2nd class, and 1 type Dduu 498.1 bicycle car.

Use: Bicycle and regional express trains.

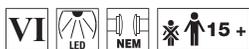
Model: All of the cars have close coupler mechanisms. Lighting kits can be installed in the cars.

Total length over the buffers 495 mm / 19-1/2".

The lighting kit to go with these cars:

66616 LED Lighting Kit.





15986 Passenger Car

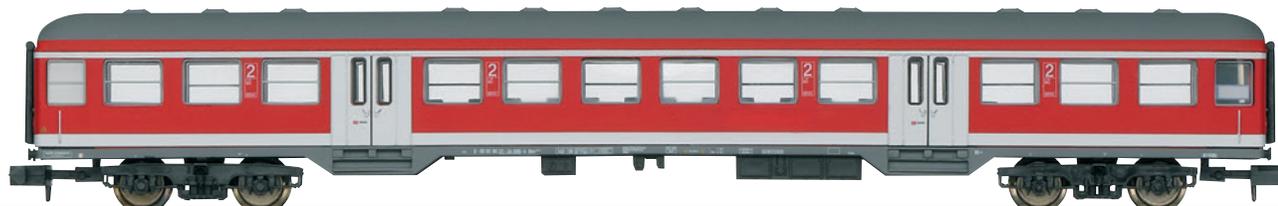
Prototype: German Railroad, Inc. (DB AG) commuter car, 2nd class (type Bnrz 451.4), nicknamed "Rotling" (no English equivalent, also refers to a type of rosé wine).

Model: The car has close coupler mechanisms. A lighting kit can be installed in the car.

Length over the buffers 165 mm / 6-1/2".

The lighting kit to go with this car:

66616 LED Lighting Kit.



18462 Cab Control Car



Prototype: German Railroad, Inc. (DB AG) type Bnrbdzf 480.1 commuter cab control car in a traffic red paint scheme.

Use: Regional trains and regional express trains around 2018.

Model: The car has a close coupler mechanism, triple headlights on the cab end with headlight / marker light changeover 3 x white and 2 x red, with a 14-pin digital interface, and with a lighted train destination sign. A lighting kit can be installed in the car. The paint scheme and lettering are authentic.

Length over the buffers 165 mm / 6-1/2".

The interior lighting to go with this car:

66611 LED Lighting Kit.

New tooling

The image shows the first model as a rendering



18462

15884

16823

Freight Service all over Europe



18801 Sliding Tarp Car Set

Prototype: 2 German Railroad, Inc. (DB AG) type Rils 652 sliding tarp cars with different lettering and 1 type Rilns tarp car for AAE/VTG, leased to Kielholz & Rybicki for Envilog. European standard car with a length of 19.90 meters / 65 feet 3-1/2 inches in length. Version with a single-piece tarp and rectangular buffers.

Model: The cars have close coupler mechanisms. The trucks are type Y 25. The car with the lettering "DB Schenker" has lighted marker lights. Total length over the buffers 372 mm / 14-5/8".

Lighted marker lights



18801

16873

AIXrail Diesel Locomotive, Road Number 225-073

The class 225 came into being starting the middle of 2003, when 67 units of the previous class 215 were sold to DB Cargo and designated as the class 225. As a rule, the steam heating equipment was no longer required and was replaced by preheater and heat retention equipment as well as ballast weight. Yet, the release of more powerful class 218 units made continued existence of the class 225 increasingly difficult and this class thus increasingly disappeared from the rails. Road number 225 073 a very long time as the "Last of the Mohicans". It was finally retired on December 7, 2016 at the Ulm Depot. It was acquired in the spring of 2017 by the railroad company AIXrail out of Aachen to be used in

construction and freight train service. It was quickly painted in the attractive AIXrail color scheme of green and black. Other private railroad companies did not go empty and another 30 locomotives thus found a new home.

A small look back at the history of the class 225 (former 215) should not be missed: From the mid-Sixties on the progressive retirement of steam locomotives led to an increasing demand for powerful diesel locomotives. The latter had to be able to run at higher speeds as well as enable the transfer to electric train heating. MAN had just developed a more powerful motor with 2,500 horsepower but it had still not been tested enough. There was also still

not enough experience with electric train heating on diesel locomotives. The class V 168 (from 1968 on: 215) was conceived as an intermediate solution to cover the urgent need for locomotives. This was version of the V 168 lengthened by around 400 mm / 16 inches, which was then supposed to allow the optional installation of different powerful motors. Steam heat with Vapor-Heating design heating boilers were retained for the time being, but it had to be possible to convert the locomotives to electric heating. In 1968, Krupp delivered ten pre-production units with the road numbers 215 001-010. They served as test beds for the new 2,500 horsepower motor from MAN. With the installation of hydrodynamic

brakes the maximum speed on road number 215 005-010 was increased to 140 km/h / 87.5 mph. One-hundred-forty regular production units of the class 215 followed between 1969 and 1971. With the exception of road number 215 071-093 and the last 20 units, all of the locomotives were equipped with the reliable 1,900 horsepower motor. The exceptions had an improved 2,500 horsepower motor installed in them. The last regular service for the class 215 ended with DB Regio Hessen in April of 2003. Unscheduled use still took place for a couple of months after that with DB Regio Rheinland, and then they were gone.



16253 Class 225 Diesel Locomotive

Prototype: AIXrail, Inc. Railroad Company diesel road engine, road number 225 073-6. Diesel hydraulic locomotive. Exhaust hoods included.

Model: The locomotive has a 14-pin digital interface connector. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and they can be turned off by means of a bridge plug. Warm white LEDs are used for the lighting. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 102 mm / 4".

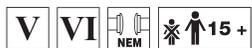
- Separately applied grab irons.
- Warm white LEDs for the lighting.



18801

16253

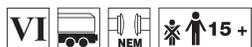
Switzerland



18427 High Capacity Sliding Wall Boxcar

Prototype: Swiss Federal Railways (SBB) type Habbiillns high capacity sliding wall boxcar. In the version as a car for SBB Cargo, Inc., Basle, Switzerland.

Model: The car has a close coupler mechanism. Length over the buffers 145 mm / 5-11/16".



15491 "coop®" Container Transport Car

Prototype: Swiss Federal Railways Cargo Business Area (SBB Cargo) type Sgns four-axle container transport car. Loaded with 2 coop® refrigerated containers. The car and the containers look as they did around 2017.

Model: The car has a die-cast metal frame, type Y 25 trucks, including close coupler mechanisms, and it is loaded with 2 refrigerated containers. Length over the buffers 123 mm / 4-7/8".



SNCF Class 150.X Steam Locomotive

The history of the French steam locomotive class 150.X began in the middle of World War II, since after the occupation of France by Germany the local locomotive builders Batignolles-Châtillon (Nantes), SFCM Cail (Denain), Fives-Lille (Lille), Schneider-Creusot (Le Creusot), and Grafenstaden (Illkirch-Grafenstaden) were pulled into the production of the German classes 44, 50, and 52 needed for the war. After the liberation of France from the occupying German troops, the French locomotive builders delivered the class 44 units ordered by the DRG directly to the French State Railroad (SNCF). This included

road numbers 44 1517-1520, 1701-1720, 1766-1795, 1805-1845, 1859-1905, 1936-1949, and 1956-2025 built between 1944 and 1948. These 226 locomotives were initially rostered by the SNCF as the class 150.X while maintaining their ordinal numbers. Starting in March of 1950, they were rostered in the aforementioned class with the ordinal numbers 150.X.1-226. Furthermore, after the end of the war road numbers 44 819, 838, 928, 929, 941, 942, 962, 1083, 1089, 1110, 1801, and 1803 had to be surrendered to the SNCF, which then – however maintaining their ordinal numbers – also rostered them as the class 150.X. The class 150.X units were the heaviest decapod locomotives

in the French network as well as rare exotic units as three-cylinder locomotives with right hand controls. The focal point of their use was the Lorraine industrial basin with its numerous steel works, coking plants, coalmines, and ore works, where they could prove their worth pulling heavy volume freight trains. Yet, their heyday only lasted until the mid-Fifties, because as early as mid-1954 the encroaching AC electrification with 25 kilovolts / 50 Hertz increasingly limited their use in the Lorraine Basin. Soon part of the class 150.X units were no longer needed. It thus turned out well that the Turkish State Railroad (TCDD) was looking for a powerful locomotive for their lines in the

Taurus Mountains and struck it rich with the class 150.X, which were not even ten years old. Starting in the spring of 1955, 48 units thus landed in Turkey, which rostered them there as 56.701-748. Starting in May of 1960, the class 44 units in France were based in the Depot Audun-le-Roman, west of Thionville on the line to Longuyon, as the last foothold for these heavy three-cylinder units. There road numbers 150.X.29 on July 23, 1965 and 150.X.145 on August 4, 1965 were retired as the last locomotives of their class.



16442 Class 150 X Steam Locomotive

Prototype: French State Railroad (SNCF) class 150 X steam locomotive with a tender (2-10-0 design). The locomotive looks as it did around 1950.

Use: Heavy freight trains.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a motor with a bell-shaped armature and a flywheel, built into the boiler. 5 axles powered through side rods. Traction tires. The locomotive

has a built-in mfx/DCC digital decoder and a sound generator. There is a close coupling between the locomotive and tender. Warm white LEDs are used for the dual headlights, running gear lights, and cab lighting. The locomotive has flickering firebox lights by means of processor-controlled LEDs (red/orange). The dual headlights work in analog operation. The tender has an NEM coupler pocket on the end. The smoke box door can be opened. Length over the buffers 141 mm / 5-9/16".

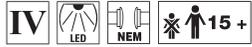
- **Metal construction.**
- **Motor with a bell-shaped armature and a flywheel.**
- **Steam locomotive sound.**
- **Running gear lights.**
- **Flickering firebox lights.**



Digital functions under DCC and mfx

Headlight(s)
Locomotive whistle
Steam locomotive op. sounds
Running gear lights
Direct control
Sound of squealing brakes off
Headlight(s)
Coal being shoveled and firebox flickering
Engineer's cab lighting
Air Pump
Letting off Steam
Feed Pump
Injectors
Sanding
Whistle for switching maneuver
Special sound function
Station Announcements
Dialog
Doors Closing
Conductor's Whistle
Replenishing fuel
Replenishing fuel
Replenishing fuel
Operating Sounds 1
Operating Sounds 2
Operating Sounds 3
Generator Sounds
Coupler sounds
Rail Joints

France



18218 "Le Capitole" Express Train Passenger Car Set

Prototype: 2 type A9 express train cars, 1st class, and 1 type Vru express train dining car painted and lettered for the French State Railways (Société nationale des chemins de fer français / SNCF). In the elegant ruby red design of the "Le Capitole" express train.

Model: The cars have close coupler mechanisms. Lighting kits can be installed in the cars. All of the cars have different car numbers.

Total length over the buffers 459 mm / 18-1/16".

The interior lighting to go with these cars:
66616 LED Lighting Kit.



New tooling



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France



18210 "Croisière" Express Train Passenger Car Set

Prototype: 2 type B9c9x express train slumber coaches, 2nd class with a higher roof design and 1 type Sru club car painted and lettered for the French State Railways (Société nationale des chemins de fer français / SNCF).

Model: All of the cars have close coupler mechanisms. Lighting kits can be installed in the cars. Total length over the buffers 459 mm / 18-1/16".

The interior lighting to go with these cars:

66616 LED Lighting Kit.



18211 "Croisière" Express Train Passenger Car Set

Prototype: 2 type B9c9x express train slumber coaches, 2nd class with a higher roof design painted and lettered for the French State Railways (Société nationale des chemins de fer français / SNCF).

Model: Both of the cars have close coupler mechanisms. Lighting kits can be installed in the cars. Total length over the buffers 306 mm / 12-1/16".

The interior lighting to go with these cars:

66616 LED Lighting Kit.





16008 Class BB 22200 Electric Locomotive

Prototype: French State Railroad (SNCF) class BB 22200 fast general-purpose locomotive. Universal locomotive with the technical equipment as a multiple system locomotive. Version in the "En Voyage" paint scheme and with 2 pantographs.

Model: The locomotive has a digital interface connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism. Length over the buffers 109 mm / 4-5/16".



© Alf van Beem



18211

18210

16008

See Page 63 for an explanation of the symbols and age information.

Netherlands



15511 "Side Dump Car" Freight Car Set

Prototype: 3 type Tds curved slides side dump cars for the firm ARMITA WAGONS, used on the Dutch State Railways (NS). Version with a hinged roof over the load area.

Use: For moisture sensitive freight.

Model: The cars have different car numbers, close coupler mechanisms, and freight loads.

Total length over the buffers 180 mm / 7-1/8".





16009 Class 1600 Electric Locomotive

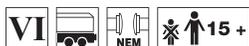
Prototype: Dutch State Railways (NS) class 1600 fast general-purpose locomotive, road number 1652 and the coat-of-arms for the city of "UTRECHT". Built starting in 1976.

Model: The locomotive has a digital interface connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism. The LED headlights and marker lights

change over with the direction of travel. Length over the buffers 109 mm / 4-5/16".



Belgium



18711 Deep Well Flat Car Set

Prototype: 2 different standard design type Sdkmms deep well flat cars painted and lettered for TRW. Loaded with semi-truck rigs for the freight forwarder Speditionen H. Essers from Belgium.

Model: Both cars are loaded with removable semi-truck rigs. The car frames are constructed of die-cast metal, and the cars have close coupler mechanisms. Both cars have different car numbers. Total length over the buffers 204 mm / 8".





Direct sleeping car trains between Budapest and Venice were available as early as the 19th century. Yet after World War II, this was gone for many years. Possibilities to revive former connections did not arise again until the collapse of the communist regimes in the East Block as well as the break-up of Yugoslavia. At the beginning of the Nineties, the thought thus bore fruit to put in a sleeping car connection again between Budapest and Venice. The first EuroNight "Venezia" (EN 440/441) to Venice finally left the Budapest stub end station Keleti on May 29, 1994.

Despite considerable load factors, the EuroNight "Venezia" had to be cancelled at the end of the schedule year 2011. The Hungarian rail subsidiary MÁV-START cited as a reason the considerably increased track usage fees from the Italian railroad management. These fees precluded any continued economical operation. The last "Venezia" thus made its way to Venice on December 9, 2011 and returned to Budapest on December 10, 2011.



18252 "EC Venezia" Car Set Part 1

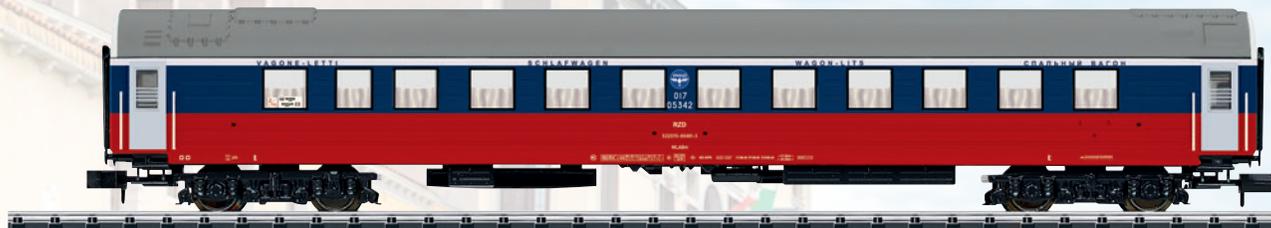
Prototype: 2 Russian Federation (RZD) State Railroad Company type WLABm express train sleeping cars.

Use: High quality long-distance service, here in the EC "Venezia" around 2009.

Model: The cars have close coupler mechanisms.

Lighting kits can be installed in the cars.

Total length over the buffers 306 mm / 12-1/16".



18253 "EC Venezia" Car Set Part 2

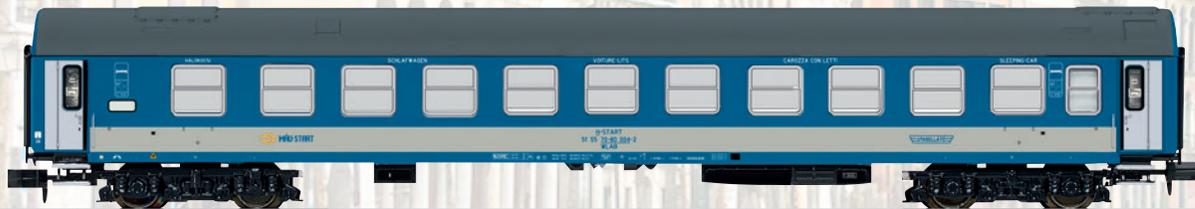
Prototype: 1 type WLAB express train sleeping car and 1 type Bc slumber coach painted and lettered for MÁV-START.

Use: High quality long-distance service, here in the EC "Venezia" around 2009.

Model: The cars have close coupler mechanisms.

Lighting kits can be installed in the cars.

Total length over the buffers 306 mm / 12-1/16".





18254 "EC Venezia" Car Set Part 3

Prototype: 1 type WLABmee express train sleeping car and 1 type Bcm slumber coach painted and lettered for Căile Ferate Române (CFR).

Use: High quality long-distance service, here in the EC "Venezia" around 2009.

Model: The cars have close coupler mechanisms.

Lighting kits can be installed in the cars.

Total length over the buffers 330 mm / 13".



The interior lighting to go with these cars:
66616 LED Lighting Kit.



18255 "EC Venezia" Car Set Part 4

Prototype: 2 type UIC-X (Bm) express train sleeping cars painted and lettered for Italian State Railways (FS).

Use: High quality long-distance service, here in the EC "Venezia" around 2009.

Model: The cars have close coupler mechanisms.

Lighting kits can be installed in the cars.

Total length over the buffers 330 mm / 13".

*All of these car sets can be lengthened prototypically
 with each other for the EuroNight "Venezia"*



Accessories



66612 LED Lighting Kit

This kit is for Minitrix passenger cars with a length over the buffers of 165 mm / 6-1/2" (exceptions are passenger cars based on the "Silberlinge" / "Silver Coins" and with current pickup from one conductor per truck. It consists of an LED light bar (warm white) and pickup springs. The LED light bar has an electrolytic capacitor for power buffering (protection against flickering) and a dimmer (potentiometer).

- Low current draw.
- Protection against flickering.
- Can be dimmed.



66611 LED Lighting Kit for Cab Control Cars

This kit is for Minitrix cab control cars produced starting in 2021. It consists of an LED light bar (warm white). The LED light bar has an electrolytic capacitor for power buffering (protection against flickering) and a dimmer (potentiometer).

- Low current draw.
- Protection against flickering.
- Can be dimmed.



Museum Car for 2021



18221 Minitrix Museum Car for 2021

Prototype: "Leipzig" design type Gmhs boxcar. Privately owned car painted and lettered for the firm Friedr. Dick, Esslingen, Germany, used on the German Federal Railroad (DB). The car looks as it did around 1959.

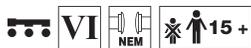
Model: The boxcar has a close coupler mechanisms. Also included is a kitchen knife from the firm Friedr. Dick with Trix engraving and a clear blade protector. Length over the buffers 75 mm / 3-15/16".

- Minitrix Museum Car for 2021.
- Kitchen knife with Trix engraving and a blade protector.

One-time series. Available only in the Märklineum Shop in Göppingen, Germany.



Trix Club Car for 2021



18921 Minitrix Trix Club Car for 2021

Prototype: Type Ucs 909 powdered freight car used on the German Railroad, Inc. (DB AG). Car includes 2 chambers for fine-grained bulk freight, here brake sand for locomotives.

Model: The car has a close coupler mechanism. It also has separately applied lines and steps. Length over the buffers 53 mm / 2-1/16".

One-time series in 2021 only for members of the Trix Club.



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Minitrix



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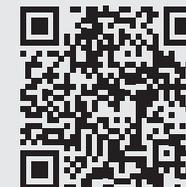
Either on-line under Club at trix.de or fill out the registration form on Page 59 and send it to us by mail.

Trix Club
Postfach 9 60
73009 Göppingen
Germany

Telephone: +49 (0) 71 61/608 - 213
Telefax: +49 (0) 71 61/608 - 308
E-mail: club@trix.de
Internet: www.trix.de

The Club Team is available to help you personally as follows:
Monday-Friday from 1 PM to 5 PM

The services mentioned here refer to 2021. Subject to change.
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Language requested

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Club News requested in

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Yes, my Subscription No. _____ no

Fields marked with * must be completed.

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2021):

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I hereby authorize you, subject to revocation, to debit my checking account to pay for the club membership fee

Account No. _____

Bank Code _____

Bank branch _____

Name and address of the account holder (if different from the address given above)

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Date _____ Signature _____

Date _____ Signature _____



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Our Online Shop gives members free shipping within Germany.

✔ Club Trips*

On the Club trips offered through fantastic scenery and to extraordinary destinations, you will experience your hobby in a special way. Club members are given a discount.

* depending on availability.

✔ Small welcoming gift

for each new member – get ready to be surprised.

✔ Birthday Coupon

Club members receive a coupon by mail on their birthday, which can be redeemed in the Online Shop.

Register right now online at www.trix.de/Club.
Please select registration code NH 2021.

TRIX
CLUB

Club Car of the Year 2021, free of charge

Minitrix



These offers are not binding; the right to make alterations is reserved
Subject to availability

The Club team is available by telephone to members
Monday - Friday from 1:00 PM - 5:00 PM

Mailing Address Trix Club, Postfach 9 60,
73009 Göppingen, Germany

Telephone + 49 / (0) 71 61 / 608-213

Fax + 49 / (0) 71 61 / 608-308

E-mail club@trix.de

Internet www.trix.de



Trix Club Anniversary Cars

Anniversary models reward long years of club membership. We have exclusive models in Minitrix, Trix H0 and Trix Express for all Insiders, who have

been members of the Trix Club without interruption for five, ten, or fifteen years. These models can only be obtained by club members.

5 Years of Membership



15925 Tank Car for Minitrix

Prototype: 2-axle tank car painted and lettered for "Damman & Lewens", used on the German Federal Railroad (DB).

Model: The car has a separately applied platform, catwalk, and ladder. It also has a detailed, partially open frame.

Length over the buffers 55 mm / 2-3/16".

The 15925 tank car is being offered exclusively for Trix Club members, who have reached 5 years of membership.



10 Years of Membership



15220 Track Cleaning Car for Minitrix

Prototype: Type 925 track cleaning car. The car looks as it did around 1980.

Model: Era IV. There is a holder with a Jörger System track cleaning felt pad mounted on the underside of the car. The felt pads can be washed in warm water.

2 replacement felt pads are included. Length over the buffers 88 mm / 3-1/2".

This protective cleaning process is also suitable for nickel silver or brass rails.

The 15220 track cleaning car is being offered exclusively for Trix Club members, who have reached 10 years of membership.



15 Years of Membership



15555 Tank Car for Minitrix

Prototype: Privately owned tank car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a tank car painted and lettered for "Deiglmaier'sche Oelmühlen München-Ost".

Model: The car has spoked wheels and a close coupler mechanism.

Length over the buffers 55 mm / 2-3/16".

The 15555 tank car is being offered exclusively for Trix Club members, who have reached 15 years of membership.



Repair Service

Trix Direct Service

The authorized dealer is your contact for repairs and conversions from analog to digital. We can do conversions in our repair department in Göppingen for dealers without their own service department as well as for consumers. After the model has been examined, you will receive a cost quotation including details of the work to be done and the cost for reliable shipping. If you would personally like to drop off and pick up models in Göppingen, please see our Service Point in the Märkleinum.

Hours of operation at the Service Point

in the Märkleinum, Reuschstraße 6,
Göppingen, Germany:

Monday through Saturday from 10:00 AM to 6:00 PM

Gebr. Märklin & Cie. GmbH

Reparaturservice

Stuttgarter Straße 55-57

D-73033 Göppingen

Telephone: +49 (0) 7161/608-222

Fax: +49 (0) 7161/608-225

E-mail service@maerklin.de

General Notes

General Notes

Trix products adhere to the European Safety Guidelines (EC Standards) for toys. If you are going to enjoy these products with the highest possible level of safety, it is assumed that you will use the individual products in accordance with these guidelines. Instructions for the correct hookup and handling are therefore given in the instruction manuals accompanying the products. These instructions must be followed. We recommend that parents discuss the operating instructions with their children before the products are used for the first time. This will guarantee many years of safe enjoyment with your model railroad.

Manufacturer's Warranty

The firm of Gebr. Märklin & Cie. gives a manufacturer's warranty for different products via the legal guarantee rights available to you vis-à-vis your authorized Märklin dealer as your contractual partner. The extent and terms of this warranty can be found in the instructions or the warranty documentation accompanying the product or they can be found on our regional Internet pages.

Some important items of general importance are summarized below:

Connections for Track Layouts

Use only Trix switched mode power packs for operating our model trains (applies only to Europe; normal transformers are still sold in North America). Use only switched mode power packs from the current product program, since these switched mode power packs conform to the current safety standards and approval guidelines. Pay close attention to the guidelines in the instructions for use. Switched mode power packs are not toys. They are used to supply power to a model railroad layout.

Important Service Information

Deutschland

Service Center

Ersatzteilberatung, Fragen zu Technik,
Produkten und Reparaturaufträgen
(Montag bis Freitag 13.00 – 17.00 Uhr)

Telefon +49 (0) 7161/608-222

Fax +49 (0) 7161/608-225

E-Mail service@maerklin.de

Schweiz, France, Italia

Technische Hotline

Dienstag, Donnerstag und Samstag
von 14.00 – 18.00 Uhr

Ansprechpartner: Alexander Stelzer

Telefon +41 (0) 56/667 3663

Fax +41 (0) 56/667 4664

E-Mail service@maerklin.ch

Hotline technique

les mardi et jeudi de 14h00 à 18h00

Contact : Alexander Stelzer

Téléphone +41 (0) 56/667 3663

Fax +41 (0) 56/667 4664

E-mail service@maerklin.ch

Linea diretta tecnica

Martedì e giovedì dalle ore 14.00 alle 18.00

Interlocutore: Alexander Stelzer

Telefono +41 (0) 56/667 3663

Fax +41 (0) 56/667 4664

E-Mail service@maerklin.ch

In addition to these general notes, you should pay close attention to the instructions for use, which accompany Trix products in order to maintain operating safety.

Niederlande

Technische hotline

Maandag van 14.00 – 16.00 uur

Woensdag van 14.00 – 16.00 uur

Vrijdag van 14.00 – 16.00 uur

Aanspreekpartner: Sybran Wirsma

Telefoon +31 (0)522-78 21 88

E-mail service@marklin.nl

België / Belgique

Technische hotline

Maandag van 20.00 – 22.00 uur

Zondag van 10.00 – 12.00 uur

Aanspreekpartner: Hans Van Den Berge

Telefoon +32 (0) 9 245 47 56

E-mail customerservice@marklin.be

Hotline technique

le lundi de 20h00 à 22h00

le dimanche de 10h00 à 12h00

Contact : Hans Van Den Berge

Téléphone +32 (0) 9 245 47 56

E-mail customerservice@marklin.be

USA

Technical Hotline

Contacts: Curtis Jeung & Rick Sinclair,

Digital Consultants

Hours: 6:00am – 9:00pm PST, Monday through Friday

Telephone 650-569-1318

Repair Service

Our authorized service stations are available for you with information and service.

A detailed address list can be found on our Internet page at:

www.maerklin.de/de/service/kundenservice/reparaturservice

Explanation of Symbols

 DCC decoder.	 Built-in interior lighting.
 Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.	 Built-in LED interior lighting.
 DCC/Selectrix decoder.	 LED interior lighting can be installed.
 14-pin connector.	 Lighting with warm white LED's.
 Sound effects circuit.	 Metal locomotive frame and body.
 Dual headlights that change over with the direction of travel.	 Metal locomotive frame and boiler.
 Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.	 Metal locomotive frame.
 Triple headlights in the front that change over in one direction of travel.	 Metal car frame.
 Triple headlights and a white marker light that change over with the direction of travel.	 Close couplers in standard pocket with pivot point.
 Triple headlights in the front, dual red marker lights in the rear that change over with the direction of travel.	 Close couplers in standard pocket with guide mechanism.
 Built-in marker light(s).	

A current explanation of the pictograms can be found on the Internet at www.maerklin.de for a product in question. You do this by going across the symbol field with your mouse.

 Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MH International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 64 for warranty terms.

- I Era I**
Privately owned and provincial railroads from the startup phase of railroads to about 1925.
- II Era II**
Formation of the large state railroad networks from 1925 to 1945.
- III Era III**
New organization of the European railroads and modernization of the locomotives and rolling stock from 1945 to 1970.
- IV Era IV**
All locomotives and cars lettered according to standard European regulations, the so-called UIC computer lettering, from 1970 to 1990.
- V Era V**
Changes in the color schemes and the origins of the high speed networks since 1990.
- VI Era VI**
Introduction by the UIC since 2006 of new guidelines for lettering. Locomotives are now given a 12-digit UIC number.

Update CS2 4.2

Functionality after update of the CS2 to Version 4.2
(Up to 32 locomotive functions)

Update MS2 3.55

Functionality according to update for MS2 Version 3.55
(Up to 32 locomotive functions)

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.

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Märklin MHI Guarantee conditions

When you buy these Märklin MHI products (these products are identified with the pictogram), the firm Gebr. Märklin & Cie. GmbH will also grant you independent of the legal, national warranty rights available to you in regard to your Märklin MHI specialty dealer as your contracting partner or your rights from product liability a manufacturer's warranty of 60 months from the date of purchase under the terms given below. This allows you independent of the location of the purchase the possibility to claim defects or malfunctions directly from the firm of Märklin as the manufacturer of the product. The Märklin manufacturer's warranty only applies to the technology of the models. Visual defects or incomplete products can be claimed within the framework of the warranty obligations of the seller of the product.

Warranty Conditions

his warranty applies to Märklin assortment products and individual parts that are purchased by a Märklin MHI specialty dealer worldwide. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt. Contents of the Warranty / Exclusions: This warranty includes as selected by the manufacturer correction of any possible defects at no charge or replacement of defective parts at no charge that can be proven to result from design, manufacturing, or material defects, including service performed that is linked to this situation. Other claims outside of the manufacturer's warranty are excluded.

he terms of the warranty do not apply

- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
- Any and all claims arising from the warranty implied or otherwise or replacement for damages are excluded, if other makes of parts not authorized by Märklin have been installed in Märklin products, and have hereby caused malfunctions or damages. The same applies to conversions that were carried out by neither by Märklin nor by repair centers authorized by Märklin. The irrefutable assumption that the aforementioned non-Märklin parts or conversions are the cause for the malfunction or damages works fundamentally in Märklin's favor.
- he warranty period is not extended by repair or replacement of the product covered under warranty. Warranty claims can be submitted directly to the seller or by sending the claimed item/part together with the warranty card or the proof of purchase and a summary of the defects directly to the firm Märklin. In accepting the product for repair, Märklin and the seller assume no liability for data or settings stored on the product by the consumer. Warranty claims sent shipping collect cannot be accepted.

Our address: Gebr. Märklin & Cie. GmbH · Reparatur-Service
 Stuttgarter Straße 55-57 · 73033 Göppingen · Germany
 E-mail: service@maerklin.de · Internet: www.maerklin.de





September 17 to 19, 2021 in Göppingen

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Everything about big and small trains,
Play and fun – 3 days long!

The MEGA family event in Göppingen.
More information at www.maerklin.de

MINITRIX

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If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.

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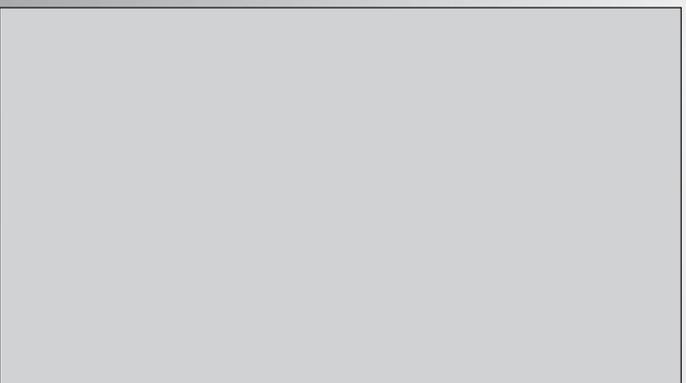
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www.tuev-sued.de/ms-zert

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