New Items 2024

Minitrix. The Fascination of the Original.

MINITRIX

E

Our Club model for 2024 awaits you on page 6 in the brochure.

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Dear Minitrix Fans,

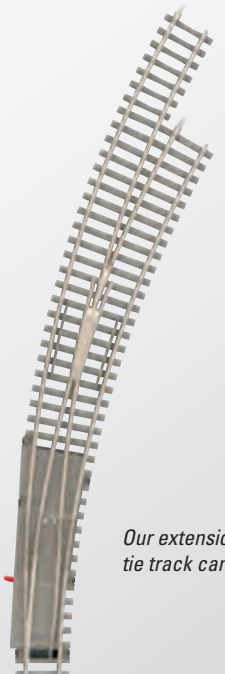
Welcome to the new items for 2024 in N Gauge.
In addition to the complete presentation of our Club model, the German Crocodile in the version around 1980, these new items are also reporting on two other anniversaries, for it was in 1974 when the German Federal Railroad first presented the ocean blue / ivory paint scheme and in the same year the well-known class 111 rolled into view. These two big anniversaries inspired much of the new tooling in these new items.
If we go a little farther back into the past, another theme of the rails greets us, coke coal transport in the Sixties. Primarily as fuel in the blast furnaces and foundries or as a reducing agent in the iron and steel industry, we are bringing out a large set consisting of two prototypical individual sets for your layout.
Another highlight is certainly the first presentation of the type Wrtm 134 tourism dining car for N Gauge. In its scale execution it is surely the long-awaited add-on for many passenger trains.

A glance at accessories is certainly worthwhile, because in addition to two ingeniously designed building kits there is also the expansion of the concrete tie track system. Take a look at it right now.

Whether it is regional service, international long-distance service, or heavy freight service – these new items give you a wide assortment of locomotives, trains, and cars across railroad eras for use on your layout.

We hope you have a lot of fun browsing in the scale of 1:160.

Your Minitrix Team



Our extension sets for the new concrete tie track can be found on page 46.

Important Note!
The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older.
We recommend our Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.

EXKLUSIV

1/2024

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One-Time Series for 2024

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 railroader, 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

mhi
märklin Händler-Initiative

Impressive and an Absolute Cult – Our V 100

The class V 100 diesel locomotives were developed in the Fifties initially as a replacement for the class 64 and 86 steam locomotives, and they were planned for light service on main lines and mixed use on branch lines. The V 80 served as a prototype, but the new locomotive was to be clearly more affordable. In cooperation with the railroad's BZA central office in Munich, MaK in Kiel was given the contract to develop the locomotive. In the late fall of 1958, Mak delivered five advance locomotives, road numbers V 100 001-005 (later V 100 1001-1005, starting in 1968: 211 001-005) with 1,100 horsepower motors as well as road number V 100 006 (later V 100 2001, starting in 1968: 212 001), which was given a 1,350 horsepower motor. In 1961/62, came the order of 20 advance locomotives of the class V 100.20 with the more powerful 1,350 horsepower motor as a "lightweight main line locomotive". Between 1963 and 1966 German locomotive builders delivered two series with a total of 360 units of this more powerful variant. In 1965, ten units (V 100 2332-2341) were developed on the side from the last series for use on the steeply graded line Rastatt – Freudenstadt, and they were equipped with hydrodynamic brakes. Characteristic for the V 100 was its squared off shape, which was clearly borrowed from the V 60. The motor performance was transmitted using an elastic coupling and a cardan shaft to the hydraulic Voith transmission, which allowed the locomotive to run by means of a stepped drive at main line speeds (max. speed 100 km/h / 63 mph) or at switching speeds (max. speed 65 km/h / 40 mph). The trucks were a new design of welded pipe construction, on which the wheelset steering was mounted using Silent blocs. There was good access externally using a hood-shaped sliding door to the machine equipment in for the front, longer hood area. These units ran as general-purpose locomotives pulling lightweight and mediumweight passenger, limited stop fast trains, and freight trains on main and branch lines. In 1968, the class V 100.20 was given the computer-generated class designation 212, the locomotives for steep grades ran as the class 213. Starting in the mid-Nineties, they were used considerably less. Their storage at the freight service division of the DB AG (railion) took place in December of 2004. Retired locomotives for the most part were not scrapped. Most of them were sold by locomotive dealers. Many are still used by track laying firms in France and Italy. German private railroads and foreign state railways were and still are thankful recipients of the V 100.20 (212). Even the DB cannot do without these proven units entirely. Twelve remotored units run today in service at DB Vehicle Service, Inc. and six 212/213 units can be found at the DB Construction Group, Inc. Fifteen units are available converted to the class 714 of the DB Network Emergency Technology unit and serve as motive power for rescue trains used chiefly for emergency service on new construction rail lines.

16124 Class V 100.20 Diesel Locomotive
Prototype: German Federal Railroad (DB) diesel locomotive, road number V 100 2027. Version in Era III crimson.
Use: Passenger and freight trains.
Model: The locomotive has a digital decoder and a smoke unit 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 can be turned off. There are separately applied grab irons.
Length over the buffers 75 mm / 2-15/16.

- **Metal body and frame**
- **Warm white LEDs for lighting**
- **Cab lighting**
- **Digital sound with many functions**

One-time series.

The V 100 in an advanced modeler's version and with light soot weathering on the roof

Die-cast zinc body

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
Bell
Special sound function
Sanding
Doors Closing
Horn
Replenishing fuel
SIFA warning sound
Horn blast 1
Doors Closing
Station Announcements
Station Announcements
Station Announcements
Diesel Heating Engine
Rail Joints
Sound of Couplers Engaging
Headlight(s)

III NEM

18724 "Commuter Service around Hamburg" Car Set
Prototype: German Federal Railroad (DB) 1 type AB-21 standard design compartment car, 1st/2nd class, 2 type Bd-21b standard design compartment cars, 2nd class, 1 type Pwi-23 baggage car.
The cars look as they did around 1960.
Model: All the cars have close coupler mechanisms.
Total length over the buffers 350 mm / 13-3/4".

One-time series.

märklin Händler-Initiative

18724 | 16124

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club).
See page 49 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

The Club Model for 2024

The 18 class E 93 units led a rather inconspicuous existence in Swabia for a good many years. Here it is easy to overlook that the E 93 was a pioneering new development designed especially for the requirements of the Württemberg main line Stuttgart – Ulm, which was operated electrically starting June 1, 1933. Especially the mastery of the Geislingen Grade with appropriate loads had to be taken into account by its designers. The E 93 with its half high hoods based on the prototype of Swiss electric locomotives thus formed the first German "Crocodile" and the ancestor of an entire generation of six-axle electric locomotive without pilot trucks for heavy freight service. During its procurement it made sense to test the design principles of the class E 44 – close-coupled trucks without pilot trucks, bridge frames, and axle-hung drive – on a six-axle freight locomotive too. Great value was laid on cost reduction in the design of the E 93. The electrical equipment was radically simplified compared to predecessors, and welding technology was used mostly on the mechanical part of the locomotive's design. The three-axle trucks had to be designed carefully to ensure good running on curves. The flanges on the middle driving wheelsets were reduced by 10 mm to minimize wear on the rails. Furthermore, the equalization beams in conjunction with the close coupling between the trucks was supposed to inhibit relief of the rear wheelsets during startup.

In 1933, AEG delivered the first two units as road numbers E 93 01-02 to the Kornwestheim District. They turned in excellent results with the planned operations program, which had foreseen the hauling of 1,600 metric ton trains on 5% grades at 60 km/h / 37 mph. With a pusher locomotive 1,200 metric tons could still be hauled over the Geislingen Grade. Two additional units did not follow until 1935 (road numbers E 93 03-04). Road numbers E 93 05-18 appeared in 1937/39 with the maximum speed lifted to 70 km/h / 44 mph. Then came the more powerful E 94 as its successor. All 18 units survived the war somewhat damaged and were overhauled. In the first postwar years the Ulm District was home for most of the E 93 units for long runs between Kornwestheim and Munich. By the early part of 1951 they racked up in some cases over 13,000 km / 8,125 miles per month. By May of 1951 almost all the locomotives ended up back at the Kornwestheim District. In addition to pusher service on the Geislingen Grade, the E 93 (starting in 1968: 193) units did mostly freight train service around the Stuttgart "Church Tower". Road number 193 010 was the first to leave service in January of 1977. This chapter was closed with the retirement of road numbers 193 004 and 006 in January of 1985. In addition to the DB Museum locomotive, road number 193 007 (Museum at the Koblenz-Lützel Maintenance Facility) road number 193 008 (SVG Railroad Adventure World in Horb) and road number 193 012 (privately owned in Ettlingen) remain preserved.

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16931 Class 193 Electric Locomotive
Prototype: German Federal Railroad (DB) heavy freight locomotive, road number 193 008-0 as it looked around 1980. C-C wheel arrangement built starting in 1937 for the German State Railroad Company (DRG). Chrome oxide green paint scheme. Nicknamed "German Crocodile".
Use: Heavy freight trains and commuter passenger trains.

Model: The bodies for the hoods are made of metal-impregnated plastic for improved pulling power. The locomotive has a built-in digital decoder and sound generator for operation with mfx and DCC. The motor has a flywheel. 6 axles powered. Traction tires. Headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the lighting. These lights and the cab lighting can be controlled digitally.
Length over the buffers 111 mm / 4-3/8".

- **Body hoods made of metal-impregnated plastic**
- **Digital sound with many functions**
- **LED headlights / marker lights**

One-time series for Trix Club members.

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
Station Announcements
Front Headlights off
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Whistle for switching maneuver
Special Function
Sanding
Doors Closing
Doors Closing
Blower motors
Compressor
Special sound function
Special sound function
Opening cab door
Special sound function
Marker light(s)
Rail Joints
Sound of Couplers Engaging
Special sound function
Headlight(s)

Additional details and inside views of our current Club model can be found in a special brochure.

18088	18092	15536	18097	16931

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club).
See page 49 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

Digital Starter Set

11161 "Freight Train" Digital Starter Set

Prototype: Railsystems RP, Inc. (RP) general-purpose locomotive, road number 218 402-6. Diesel hydraulic locomotive with roof version to go with the type MTU 12V 956 TB 11 motor. Parallel exhaust gas hoods included and a Behr cooling installation in a V shape. The locomotive looks as it did in the summer of 2022, one container transport car, and one ermewa type Rils sliding tarp car.

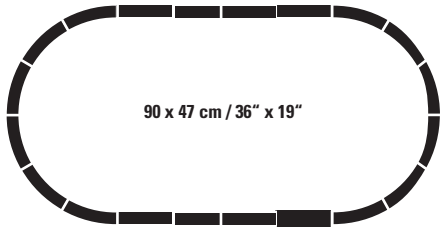
Model: The locomotive frame is constructed of die-cast metal. There is a built-in digital decoder and a sound generator for operation with mfx and DCC. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. There are warm white LEDs for lighting, and cab lighting can be controlled digitally. The cars have close coupler mechanisms. There is a Mobile Station, a track connector box, a 230 volt / 36 VA switched mode power pack, and an oval of track with curved track for Radius 2. Required space: 90 x 47 cm / 36" x 19".

Total length over the buffers for the train approximately 348 mm / 13-11/16".

- **Locomotive equipped with an mfx/DCC decoder**
- **Sound**
- **Concrete Ties**

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

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
Long distance headlights
Doors Closing
Special sound function
Replenishing fuel




7 x
14504


12 x
14522

Locomotive equipped with an mfx/DCC decoder

Welcome to Minitrix “my Hobby”

11150 “InterCity” Starter Set with a Class 120
Prototype: German Railroad, Inc. (DB AG) passenger train: German Railroad, Inc. (DB AG) class 120 electric locomotive and 2 passenger cars, 2nd class.
Model: The locomotive has a digital interface. It also has a 5-pole motor with a flywheel. 4 axles powered. The headlights and marker lights are LEDs, and they change over with the direction of travel. The locomotive has a close coupler mechanism. The cars have close coupler mechanisms, and the 66616 LED lighting kit can be installed in them. Total train length 450 mm / 17-11/16“.

There is a locomotive controller with a switched mode power pack and connecting hardware. There is an oval of track with new sections of track with concrete ties. The curved track is Radius 2.
Required space: 90 x 47 cm / 36” x 19“.

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

Reissue with concrete tie track

MINITRIX my HOBBY

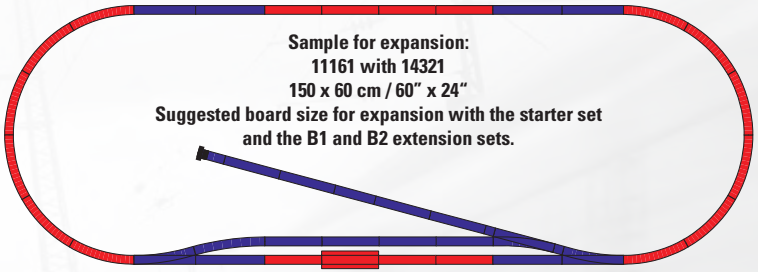
Starter Sets Track Extension Sets Concrete Tie Track

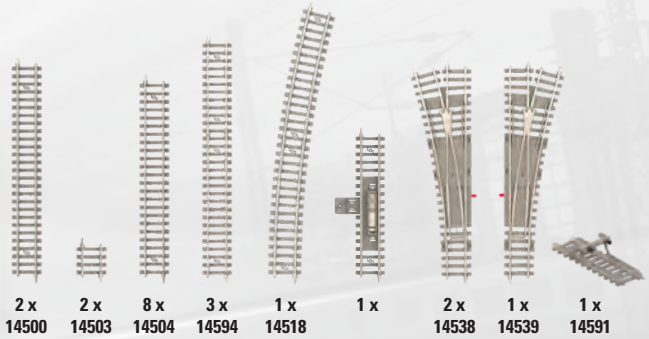
14321 B1 Track Extension Set

The track pattern for the current starter sets can be expanded with the B1 Track Extension Set. This can be done smoothly with the entire Minitrix concrete tie track program. The 14534/14535 electric mechanism can be installed in all the turnouts.

Contents:

2 x 14500 straight track 112.6 mm / 4-7/16".
2 x 14503 straight track 17.5 mm / 11/16".
8 x 14504 straight track 104.2 mm / 4-1/8".
3 x 14594 straight track 126.3 mm / 4-15/16".
1 x 14518 curved track R5 – 15°.
1 x manual uncoupler track
(not available separately).
2 x 14538 left turnout R4 – 15° with a polarized frog.
1 x 14539 right turnout R4 – 15° with a polarized frog.
1 x 14591 track bumper 50.0 mm / 1-15/16".



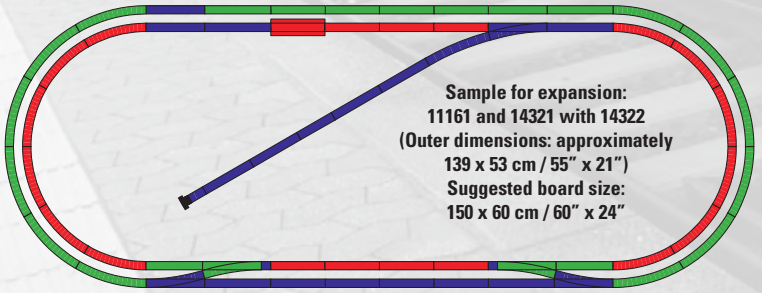


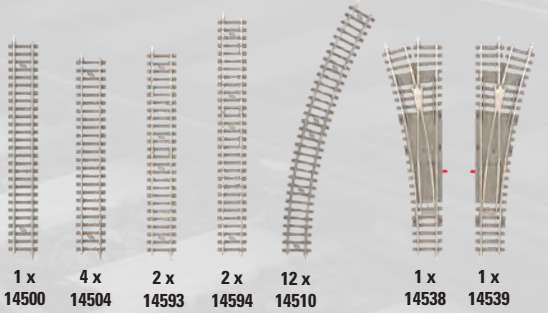
14322 B2 Track Extension Set

The track pattern for the current starter sets, which have already been expanded with the B1 track extension set, can be expanded with the B2 Track Extension Set. This can be done smoothly with the entire Minitrix concrete tie track program. The 14534/14535 electric mechanism can be installed in all the turnouts.

Contents:

1 x 14500 straight track 112.6 mm / 4-7/16".
4 x 14504 straight track 104.2 mm / 4-1/8".
2 x 14593 straight track 108.4 mm / 4-1/4".
2 x 14594 straight track 126.3 mm / 4-15/16".
12 x 14510 curved track R2a – 30°.
1 x 14538 left turnout R4 – 15° with a polarized frog.
1 x 14539 right turnout R4 – 15° with a polarized frog.





Welcome to Minitrix “my Hobby”

The prototype series locomotives of the famous V160 / class 216 family of locomotives had a pronounced hood whose rounded voluptuousness reminded people of a famous movie star of that time. For that reason this locomotive was popularly nicknamed “Lollo”.

IV DCC mfx

16166 Class 216 Diesel Locomotive
Prototype: German Federal Railroad (DB) preproduction series diesel locomotive, road number 216 006-7. Nicknamed “Lollo”. B-B wheel arrangement. Built starting in 1960.
Use: Passenger and freight trains.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with mfx and DCC. It also has a 5-pole motor. 4 axles powered. Traction tires. The locomotive has headlights.
Length over the buffers 100 mm / 3-15/16“.

MINITRIX my HOBBY

Digital functions under DCC and mfx
Headlight(s)
High Pitch Horn
Diesel locomotive op. sounds
Low Pitch Horn
Direct control
Sound of squealing brakes off
Station Announcements
Train announcement
Doors Closing
Station Announcements
Conductor’s Whistle
Compressor
Blower motors
Letting off Air
Horn
Special sound function
Sanding
Doors Closing
Conductor’s Whistle
Replenishing fuel
Sound of uncoupling
Rail Joints
Special sound function

The “Lollo” for the first time with sound and LED headlights

IV NEM

18097 Hobby Type Gs 210 Freight Car
Prototype: German Federal Railroad (DB) type Gs 210. European standard type with a length of 10.58 meters / 34 feet 5 inches. Sheet walls and ventilation openings included.
Model: The car has a close coupler mechanism.
Length over the buffers 67 mm / 2-5/8“.

Welcome to Minitrix “my Hobby”

VI NEM

18055 Hobby Type DABz Bi-Level Car
Prototype: German Railroad, Inc. (DB AG) type DABz, 1st/2nd class. Built starting in 1993.
Use: Regional express trains.
Model: The car has a close coupler mechanism. Length over the buffers 167 mm / 6-9/16".

The ideal add-on for the 18056 and 18057 cars

18056 Hobby – Type DBz Bi-Level Car

18057 Hobby – Type DBpbzfa 765.5 Bi-Level Cab Control Car

France

MINITRIX my HOBBY

V NEM

18098 Hobby "MILLET" Tank Car
Prototype: Two-axle tank car painted and lettered for "MILLET", used on the French Stat Railways (Société Nationale des Chemins de Fer Français / SNCF).
Model: The car has a separately applied platform, catwalk, and ladder. It also has a detailed, partially open frame. The car's construction is simplified. Length over the buffers 55 mm / 2-1/8".

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Freight belongs on the railroad!

For decades that was not a slogan, but rather a matter of course. The railroad management and also large private firms built special freight cars early on for individual types of transported materials. At the end of the 19th century Bavaria was not alone in having numerous special designs – such as for milk and beer, but also for sewage, for ammonia water, tar, or for spirits such as ethanol and alcohol as they were designated at the time in general conversation. The Royal Bavarian State Railways had 45 special cars built by 1912 for the last hazardous materials mentioned. These cars were equipped with a flat basin-style tank. These cars had two platforms. One side was a pump station with emptying nozzles and a handpump to allow loading of the freight in question without special equipment. These cars with brakes were equipped on the other side with a handbrake on a manual spindle or with a Bavarian design brakeman's cab. These cars were used as leased cars or as purely privately owned cars. Their use was by no means limited to Bavaria. They also ran in "cross-border" service with other provincial railroads and even into neighboring countries. These were very rugged cars and a number of them even survived World War II.

I NEM

15464 "Spirits Cars" Freight Car Set
Prototype: 3 privately owned spirits cars (1 with a brakeman's cab), used on the Royal Bavarian State Railroad (K.Bay.Sts.B.).
Model: The cars have close coupler mechanisms. Total length over the buffers 165 mm / 6-1/2".

- **New tooling**

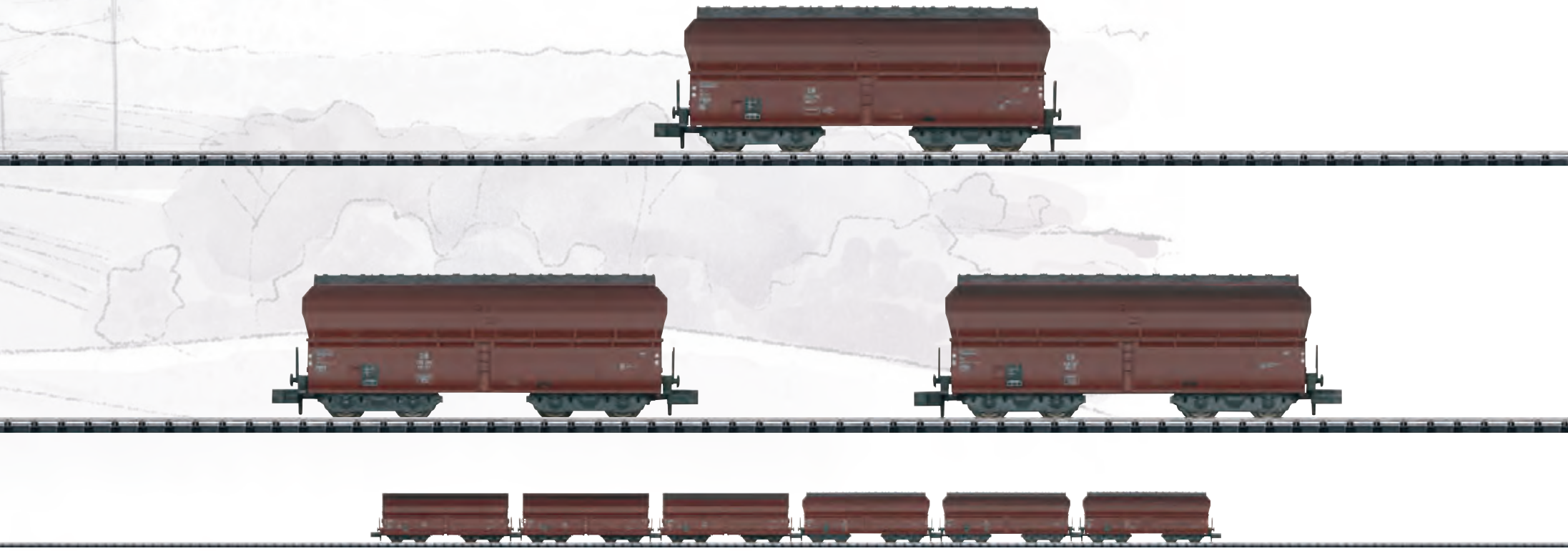
New tooling for the spirits car for your N Gauge

III NEM

18268 "Coke Transport" Freight Car Set Part 1
Prototype: Three German Federal Railroad (DB) type Kkt 57 four-axle dump cars. Version with two unloading hatches per long side and end brakeman's platform. Cars include type Minden-Dorstfeld trucks. Used to transport moisture-sensitive and non- moisture-sensitive freight. The cars look as they did in the Sixties.
Model: All the cars include different car numbers, brakeman's platforms, and close coupler mechanisms. Total length over the buffers 213 mm / 8-3/8".

The type Kkt 57 side dump car after 15 years back in the program

Finely detailed, separately applied hatches included above the filler hopper



18270 | 18268

Fuel for the Blast ovens and Foundries

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III NEM

18270 "Coke Transport" Freight Car Set Part 2
Prototype: Three German Federal Railroad (DB) type Kkt-62 four-axle dump cars. Version with two unloading hatches per long side and end brakeman's platform. Cars include type Minden-Dorstfeld trucks. Used to transport moisture-sensitive and non-moisture-sensitive freight, here coke. The cars look as they did in the Sixties.
Model: The dump cars feature detailed construction, and all the cars include different car numbers, brakeman's platforms, and close coupler mechanisms.
Total length over the buffers 213 mm / 8-3/8".

The type Kkt 62 with detailed construction

18270 18268

The DB in the Eighties: The Allgäu-Zollern-Railroad

The Seventies and Eighties are a colorful era: on the German Federal Railroad and of course on the Minitrix model railroad. At that time new colors and unusual designs were intended to give fresh air to the rails – and not only for long-distance service. In the South of Germany, the "Allgäu-Zoller Railroad" was writing railroad and transportation history which can be brought to life again with new Minitrix models on your home layout or in a display case. Around 1976 the DB wanted to abandon the Württemberg Allgäu Line Aulendorf – Kisslegg and also the Zoller Line Tübingen – Sigmaringen (– Aulendorf) was on trial. The two regions quickly recognized the value of their railroad and in cooperation with the DB came up with a concept to make these routes more attractive. In the absence of new locomotives and cars the plan was to use proven but already relatively old "rebuild passenger cars (type yg) with green stripes, "Allgäu-Zollern-Bahn" ("Allgäu-Zoller Line") in large lettering, and with the coats-of-arms for communities and towns on the two lines. These trains had mostly class 215 diesel locomotives as motive power. Although there was no great increase in comfort, the connection entered the consciousness of the population, and the abandonment was averted.

IV DCC mfx NEM

16254 Class 215 Diesel Locomotive

Prototype: German Federal Railroad (DB) road diesel locomotive, road number 215 064-7, as it looked around 1985. Diesel hydraulic locomotive with steam heating generator.

Model: The locomotive has a built-in digital decoder and a smoke unit for operation with mfx and DCC. The motor has 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 lighting, and there is cab lighting that can be controlled digitally. The locomotive has a close coupler mechanism. The headlights and marker light change over with the direction of travel in analog operation. There are separately applied grab irons. Length over the buffers 102 mm / 4".

- **Grab irons separately applied**
- **Cab lighting**
- **Digital sound with many functions**

The class 215 for the first time from Minitrix in this paint scheme

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
SIFA warning sound
Sanding
Doors Closing
Station Announcements
Train announcement
Train announcement

Train route: E3489 Tübingen–Sigmaringen–Aulendorf–Memmingen

IV LED NEM

18454 Type AByg 503 Passenger Car
Prototype: German Federal Railroad (DB) type AByg 503 four-axle "Rebuild" car, 1st/2nd class. Version around 1984 in chrome oxide green paint scheme with the coats-of-arms of Aichstetten, Bisingen, Hechingen and Marstetten-Aitrach for use on the Allgäu-Zollern Line.
Model: The car has a close coupler mechanism and Minden-Deutz Light design trucks. Interior lighting can be installed in this car.
Length over the buffers 122 mm / 4-13/16".

The lighting kit to go with this car:
66638 LED Lighting Kit.

IV LED NEM

18453 Type Byg 515 Passenger Car
Prototype: German Federal Railroad (DB) type Byg 515 four-axle "Rebuild" car, 2nd class. Version around 1984 in chrome oxide green paint scheme for use on the Allgäu-Zollern Line.
Model: The car has a close coupler mechanism and Minden-Deutz Light design trucks. Interior lighting can be installed in this car.
Length over the buffers 122 mm / 4-13/16".

The lighting kit to go with this car:
66638 LED Lighting Kit.

IV LED NEM

18455 Type BDyg 532 Passenger Car
Prototype: German Federal Railroad (DB) type BDyg 532 four-axle "Rebuild" car, 2nd class with a baggage area. Version around 1984 in chrome oxide green paint scheme for use on the Allgäu-Zollern Line.
Model: The car has a close coupler mechanism and Minden-Deutz Light design trucks. Interior lighting can be installed in this car.
Length over the buffers 122 mm / 4-13/16".

The lighting kit to go with this car:
66638 LED Lighting Kit.

18455 | 18453 | 18454 | 16254

50 Years of the Class 111

IV DCC mfx LED NEM

16721 Class 111 Electric Locomotive

Prototype: German Federal Railroad (DB) electric locomotive, road number 111 102-0. B-B wheel arrangement. Built starting in 1974.

Model: This locomotive is new tooling. The body and frame are constructed of die-cast zinc. The locomotive has a built-in digital decoder and a sound generator for operation with mfx and DCC. There is a motor with 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 lights. They and the cab lighting can be controlled digitally. There is a close coupler mechanism.

Length over the buffers 104 mm / 4-1/8".

- **New tooling**
- **Body constructed of die-cast zinc**
- **Digital sound with many functions**
- **Cab lighting**

Digital functions under DCC and mfx
Headlight(s)
Horn
Electric locomotive op. sounds
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Rear Headlights off
Special light function
Front Headlights off
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Horn
Special Function
Sanding
Doors Closing
Station Announcements
Station Announcements
Station Announcements
Station Announcements
Station Announcements
Main Relay
Station Announcements
Train announcement
SIFA warning sound
Sound of uncoupling
Special sound function

Completely new tooling with a body constructed of die-cast zinc

Convincingly prototypical:
The ends of the class 111 with its cabs

Cab lighting

Digital sound with many functions

Headlights and marker lights that change over with the direction of travel

The image shows the first model as a rendering

15639 | 18485 | 15639 | 18569 | 16721

© W. Bügel, Eisenbahnstiftung

Ideal add-on for express trains

IV LED NEM

18485 Type WRtm 134 Express Train Dining Car
Prototype: German Federal Railroad (DB) type WRtm 134 express train dining car. Basic paint scheme: ocean blue / ivory. The car looks as it did around 1985.
Model: This car is new tooling. It has a close coupler mechanism, and a lighting kit can be installed in it.
Length over the buffers 172 mm / 6-3/4".

- **Scale version**

Interior lighting kit for this car:
66612 LED Lighting Kit.

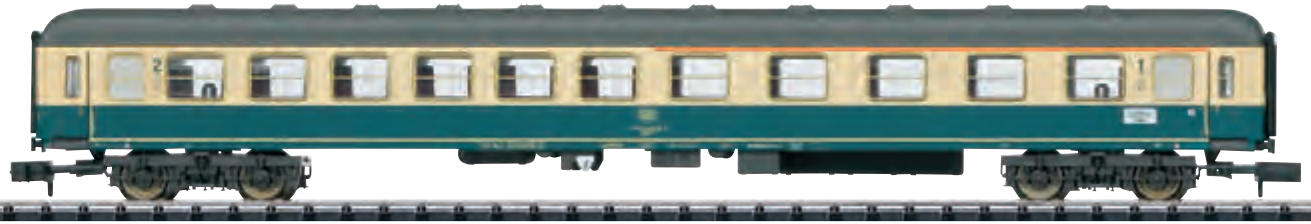
New tooling for the Tourism dining car Type WRtm 134 for the first time in N Gauge

IV LED NEM

15639 "Express Train" Passenger Car Set
Prototype: 3 German Federal Railroad (DB) express train passenger cars consisting of 1 type 1 ABm compartment car, 1st/2nd class, and 2 type Bm compartment cars, 2nd class.
Model: The cars have close coupler mechanisms. Lighting kits can be installed in them.
Total length over the buffers 495 mm / 19-1/2".

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

Reissue with New Car Numbers



15639 | 18485 | 15639 | 18569 | 16721

In Freight Service

IV NEM

18955 Type Tal 963 Hopper Car
Prototype: German Federal Railroad (DB) type Tal 963 (Kkt-62) four-axle hopper car. Version with two unloading hatches per side and a brakeman's platform at one end. The car has Minden-Dorstfeld design trucks. Used to transport moisture-sensitive and moisture-non-sensitive freight. The car looks as it did in the Eighties.

Model: This hopper car has detailed construction including a brakeman's platform, a set wheel on the end, and a close coupler mechanism.
Length over the buffers 71 mm / 2-3/4".

V NEM

18415 Type Tamns 893 Sliding Roof Car
Prototype: German Railroad, Inc. (DB AG) type Tamns 893 sliding roof car.
Model: The car has a close coupler mechanism.
Length over the buffers 98 mm / 3-7/8".

VI NEM

15992 Type Tamns 893 Gondola with Sliding Roof
Prototype: German Railroad, Inc. (DB AG) type Tamns 893 gondola with a sliding roof, based on the type EANOS 052 gondola.
Model: This is a reissue with a new car number (31 80 080 6 134-9). The car has close coupler mechanisms.
Length over the buffers 98 mm / 3-7/8".

Reissues with new car numbers

In Heavy Freight Service

16157 Class 150 Electric Locomotive
Prototype: German Federal Railroad (DB) heavy freight locomotive, road number 150 071-9. Classic ocean blue / ivory paint scheme. Largest class of the standard electric locomotives from the new construction program of the Fifties. Converted version with rectangular Klatte individual vents, double lamps, and fixed engine room windows. Various grab irons on the ends. The locomotive looks as it did around 1978.
Use: Heavy freight trains and commuter passenger trains.

Model: The locomotive body is made of metal-impregnated plastic for improved pulling power. 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 headlights and marker lights change over with the direction of travel and there are warm white LEDs. There is cab 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. There are separately applied grab irons.
Length over the buffers 122 mm / 4-13/16".

- **Body made of metal-impregnated plastic**
- **Many sound functions**
- **Warm white LEDs for lighting**
- **Cab lighting**
- **Headlights and marker lights can be turned off**

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
Locomotive whistle
Front Headlights off
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Train radio
Special Function
Sanding
Doors Closing
Doors Closing
Station Announcements
Station Announcements
Train announcement
Train announcement
Main Relay
Opening cab door
Rail Joints
SIFA warning sound
Sound of Couplers Engaging
Special Function

Body made of metal-impregnated plastic and many sound functions

50 Years of the Class 111

Clever mieten – Geld sparen / Lease Clever – Save Money
Using this slogan, "DB Gebrauchtzug" / "DB Used Train", a subsidiary of DB AG, is trying to gain customers. While in the past rolling stock and locomotives no longer needed was scrapped rather than offer it to other firms, a new situation has fortunately resulted here. DB Gebrauchtzug keeps locomotives and cars, for freight service too, no longer needed in the DB company, and offers them for sale or also for lease. The time period plays no role here. You can lease a locomotive for a few days or also for several years. All the locomotives get a general inspection, and the maintenance is also taken over by DB Gebrauchtzug. An interesting thing is that the locomotives at DB Gebrauchtzug are constantly given especially striking paint schemes. A class 111 and a class 218 were thus painted in the thoroughly colorful shades of the Tourism train. A special eye-catcher is moreover road number 111 212 that has been in the classic TEE colors since February of 2022 and answers to the name "Loreley". Since it can run at speeds up to 160 km/h / 100 mph, it can be used for various purposes. This locomotive was retired on May 3, 1984, and it is used to pull special trains, but it is also constantly pulling colorful substitute trains in regional service when the service firms in question have problems with their own rolling stock and locomotives. That is often an irritation for travelers, for railroad fans on the other hand reason for joy, because the unusual trains provide attractive photo subjects. The model railroader also able to use road number 111 212 for all sorts of purposes is also happy.

VI DCC mfx LED NEM

16722 Class 111 Electric Locomotive
Prototype: German Railroad, Inc. (DB AG) electric locomotive, road number 111 212-7. B-B wheel arrangement. Built starting in 1974. The locomotive looks as it currently did in 2023.
Use: Freight and passenger trains.

Model: This locomotive is new tooling. The body and frame are constructed of die-cast zinc. The locomotive has a built-in digital decoder and a sound generator for operation with mfx and DCC. There is a motor with 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 lights. They and the cab lighting can be controlled digitally. There is a close coupler mechanism.
Length over the buffers 104 mm / 4-1/8".

- **New tooling**
- **Body constructed of die-cast zinc**
- **Digital sound with many functions**
- **Cab lighting**

Digital functions under DCC and mfx
Headlight(s)
Horn
Electric locomotive op. sounds
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Rear Headlights off
Special light function
Front Headlights off
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Horn
Special Function
Sanding
Doors Closing
Train announcement
Train announcement
Station Announcements
Train announcement
Station Announcements
Main Relay
Train announcement
Train announcement
SIFA warning sound
Sound of uncoupling
Special sound function

New tooling

Body constructed of die-cast zinc

Digital decoder and a sound generator included

Cab lighting

The body and frame are constructed of die-cast zinc

© C. Ballsieper

Veteran of the German State Railroad (DR)

16521 Class 52.80 Steam Locomotive

Prototype: German State Railroad (DR) steam locomotive, road number 52 8154-8 (2-10-0 wheel arrangement), with a type 2´2´ T 30 tub-style tender. The locomotive looks as did around 1987.

Use: Heavy freight trains and commuter passenger trains.

Model: The locomotive and tender are constructed of die-cast metal. There is a motor with a bell-shaped armature and a flywheel built into the boiler. 5 axles powered using side rods. Traction tires. The locomotive has a built-in mfx/DCC digital decoder and a sound generator. The locomotive and tender are close coupled. Dual headlights, running gear lights, and cab lighting are warm white LEDs. The triple headlights will work in analog operation. There is an NEM coupler pocket on the end of the tender.

Length over the buffers 145 mm / 5-11/16".

- **Metal construction**
- **Motor with a bell-shaped armature and a flywheel**
- **Steam locomotive sound**
- **Running gear 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)
Sound of coal being shoveled
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 water
Replenishing coal
Replenishing sand
Operating Sounds 1
Operating Sounds 2
Safety Valve
Generator Sounds
Coupler sounds
Special sound function

Still currently in use

For the first time with sound and many functions, such as running gear lights

The class 52.80 came out of the class 52 wartime locomotive as part of the GDR's German State Railroad reconstruction program. Starting in 1960 new design boilers with mixing preheaters from the class 50.35 were installed in 200 units at German State Railroad repair facilities. These "Reko" locomotives turned in good results well into the Eighties and were the backbone of steam operation in the GDR. After the end of the steam locomotive period (on the DR 1987) several units also remained preserved and are still in use on museum railways.

RailAdventure

VI DCC mfx LED NEM

16346 Class 103.1 Electric Locomotive

Prototype: RailAdventure, Inc. Munich electric locomotive, road number 103 222-6, as it looked around 2018. Basic paint scheme in agate gray / traffic gray. C-C wheel arrangement, built starting in 1970.

Model: The body is made of metal-impregnated plastic for improved pulling power. 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 pantographs can be raised and lowered digitally. The headlights and marker lights change over with the direction of travel and use warm white LEDs. There is cab lighting and engine room lighting, which can be controlled digitally. The locomotive has a close coupler mechanism. There are separately applied grab irons. The headlights and marker lights change over with the direction of travel in analog operation. The anniversary logo "150 Years of German Railroading" is included as a decal. Length over the buffers 126 mm / 4-15/16".

- **Technology variation**
- **Body made of metal-impregnated plastic**
- **Pantographs which can be raised and lowered digitally**
- **Digital sound with many functions**
- **Lighting with warm white LEDs**

Body made of metal-impregnated plastic

Pantographs can be raised and lowered

Digital functions under DCC and mfx
Headlight(s)
Locomotive whistle
Electric locomotive op. sounds
Pantograph control
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Light Function
Headlight(s): Cab1 End
Station Announcements
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Engineer's cab lighting
Special Function
Sanding
Doors Closing
Locomotive whistle
Station Announcements
SIFA warning sound
Station Announcements
Station Announcements
Station Announcements
Train announcement
Buffer to buffer
Sound of Couplers Engaging
Rail Joints
Special sound function

VI LED NEM

18429 "LUXON" Vista Dome Car

Prototype: Railadventure railroad transportation firm type SRmz (former AD4üm-62) express train vista dome car "LUXON". Lowered glass dome area with 8 side windows. The car looks as it did in 2021.

Model: The car has a close coupler mechanism. It also includes built-in LED interior lighting.
Length over the buffers 165 mm / 6-1/2".

Dome car with interior lighting

18429 | 16346


railadventure

IV NEM

18972 Tank Car
Prototype: German State Railroad (DR) standard design tank car for petroleum oil, Uerdingen design. Older design with pressed sheet metal trucks and a brakeman's platform. The car looks as it did starting in 1972.
Model: The car has a close coupler mechanism and includes weathered areas.
Length over the buffers 78 mm / 3-1/16".

- **Authentic weathered areas**

Authentically weathered

IV NEM

18431 Type Rgs 3910 Flat Ca
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: This is a reissue with a new car number (31 50 391 9 802-5). 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".

Reissues with new car numbers

VI NEM

18488 Type Bduu 497.2 Passenger Car
Prototype: Train Rental, Inc. (TRI) type Bduu 497.2 commuter car. The car looks as it did around 2023.
Model: This car is new tooling. It has a close coupler mechanism, and a lighting kit can be installed in it.
Length over the buffers 165 mm / 6-1/2".

Interior lighting kit for this car:
66616 LED Lighting Kit.

A prototypical train can be made by combining this car with the class 111 locomotive, item number 16722 as well as the 18289 and 18489 passenger cars.

New tooling
Perfect add-on for the previous TRI cars

The Star of the IMA for 2023

MINITRIX

16240 Class 248 Electric Locomotive

Prototype: Alpha Trains Luxembourg S.à r.l class 248 dual power locomotive (Vectron Dual Mode), leased to LEONHARD WEISS, Inc. and Company, Göppingen, Germany. From the Siemens Vectron product family. Road number 248 040. The locomotive looks as it did in 2023.

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. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, then the double A light function is on at both ends. Long-distance headlights can be controlled separately in digital operation. Cab lighting can be controlled digitally. Special switching lights and lights for running against traffic can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses for installation on the locomotive are included separately. Length over the buffers 124.8 mm / 4-7/8".

- **Locomotive body and frame are constructed of die-cast zinc**
- **Numerous light functions can be controlled digitally**
- **Digital decoder with extensive operation and sound functions**

Digital functions under DCC and mfx
Headlight(s)
Low Pitch Horn
Electric locomotive op. sounds
Diesel locomotive op. sounds
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Long distance headlights
Headlight(s): Cab1 End
High Pitch Horn
Blower motors
Compressor
Blower motors
Letting off Air
Engineer's cab lighting
Special sound function
Horn
Opening cab door
Operating sounds
Train control warning sound
SIFA warning sound
Sanding
Warning announcement
SIFA warning sound
Station Announcements
Conductor's Whistle
Doors Closing
Headlight(s)
Special sound function

Locomotive body and frame are constructed of die-cast zinc

© Leonhard Weiss

Switzerland

IV DCC mfx

16883 Class Re 4/4 II Electric Locomotive
Prototype: Swiss Federal Railways (SBB) electric locomotive, road number 11141 (Re 4/4 II). B-B wheel arrangement. Built starting in 1966 for the SBB. The locomotive looks as it did starting in December of 1974.
Basic paint scheme in blood orange / gravel gray, with round lamps, and a single double-arm pantograph.
Use: Swiss Express.

Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC and Selextrix. There is a motor with 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 lights (marker lights can be switched over and turned off). They and the cab lighting can be controlled digitally. Length over the buffers 93 mm / 3-5/8".

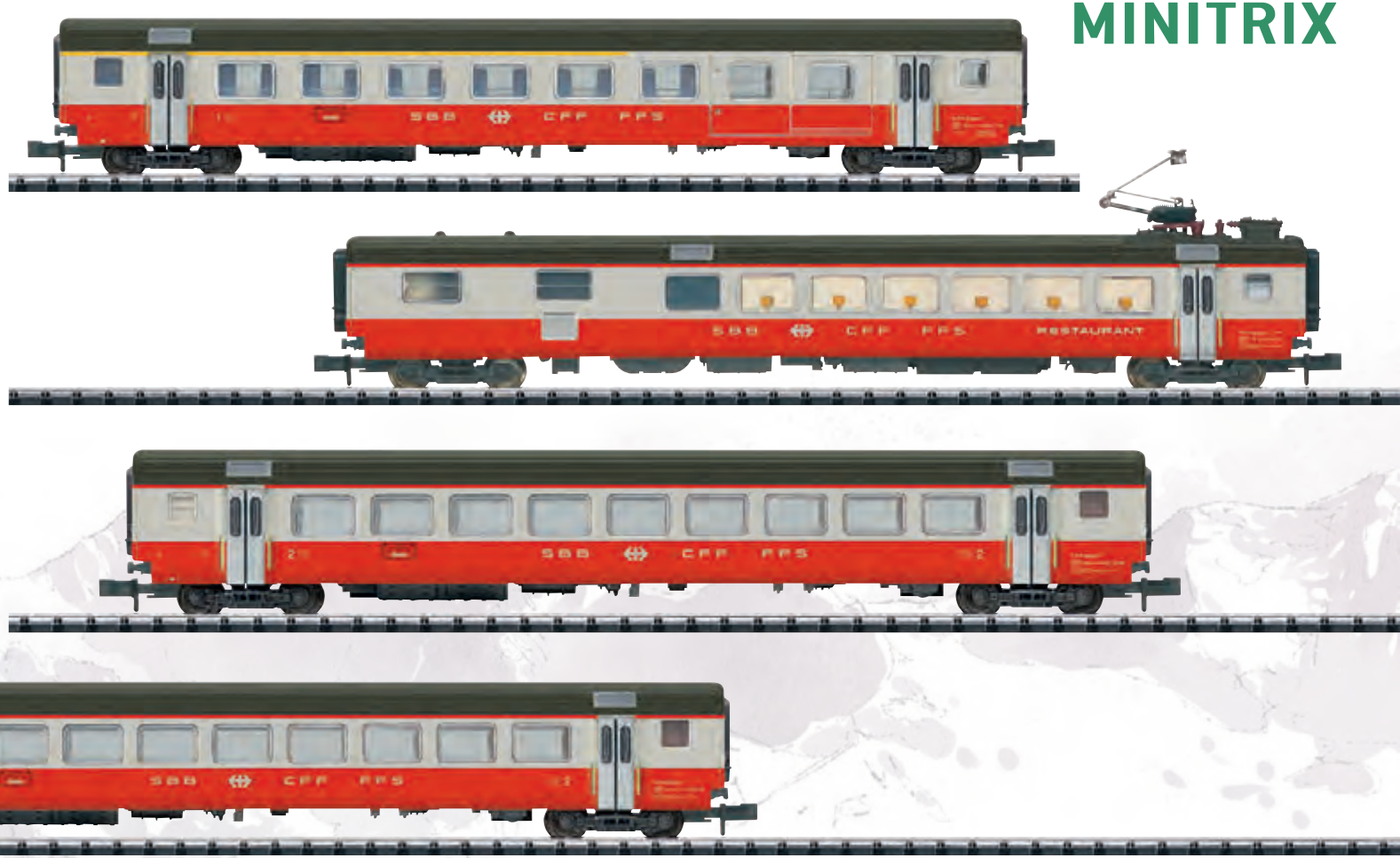
- **Sound**
- **Cab lighting**

Digital functions under DCC and mfx
Headlight(s)
Engineer's cab lighting
Electric locomotive op. sounds
Locomotive whistle
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
Main Relay
Long distance headlights
Special sound function
Stat. Announce. – Swiss
Sanding
Special light function
Special light function

IV NEM

18720 "Swiss Express" Express Train Car Set Part 1
Prototype: 4 different Swiss Federal Railways (SBB) EW III express train cars in the Swiss Express paint scheme consisting of 1 each 1st class with a baggage area (AD), 1 each express train dining car (WR), and 2 each 2nd class (B). The cars look as they did around 1975.
Model: The cars have close coupler mechanisms. Interior lighting can be installed in the cars.
Total length over the buffers 616 mm / 24-1/4".

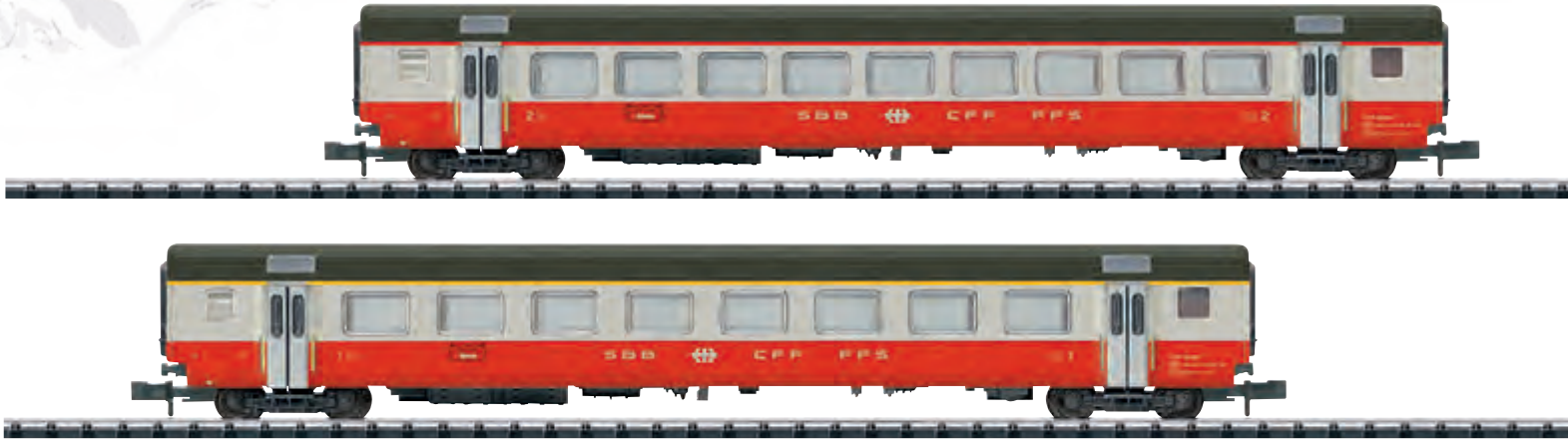
The lighting kit to go with these cars:
66616 LED Lighting Kit.



IV NEM

18721 "Swiss Express" Express Train Car Set Part 2
Prototype: 2 different Swiss Federal Railways (SBB) EW III express train cars in the Swiss Express paint scheme consisting of 1 each 1st class (A), and 1 each 2nd class (B). The cars look as they did around 1975.
Model: The cars have close coupler mechanisms. Interior lighting can be installed in the cars.
Total length over the buffers 308 mm / 12-1/8".

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



Switzerland

VI NEM

15494 "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 containers look as they did around 2017.
Model: The car frame is constructed of die-case metal and the trucks are type Y 25. The car has a close coupler mechanism and is loaded with 2 refrigerated containers. Length over the buffers 123 mm / 4-7/8".

Container transport car with a coop® "Edellieschen" / "Impatiens" container

15469 | 15470 | 15491 | 15492 | 15493 | 15494

France

VI DCC mfx

16707 Class BB 67400 Diesel Locomotive
Prototype: French State Railways (SNCF), road number BB 667575. Diesel electric propulsion. Built starting in 1967. Updated version in the infra paint scheme.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with mfx and DCC. There is a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive has a close coupler mechanism.
Length over the buffers 107 mm / 4-3/16".

Sound included

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
Stat. Announce. – Fren.
Conductor's Whistle
Compressor
Blower motors
Letting off Air
Horn
Special sound function
Headlight(s)
Sound of Couplers Engaging
Rail Joints
Sanding

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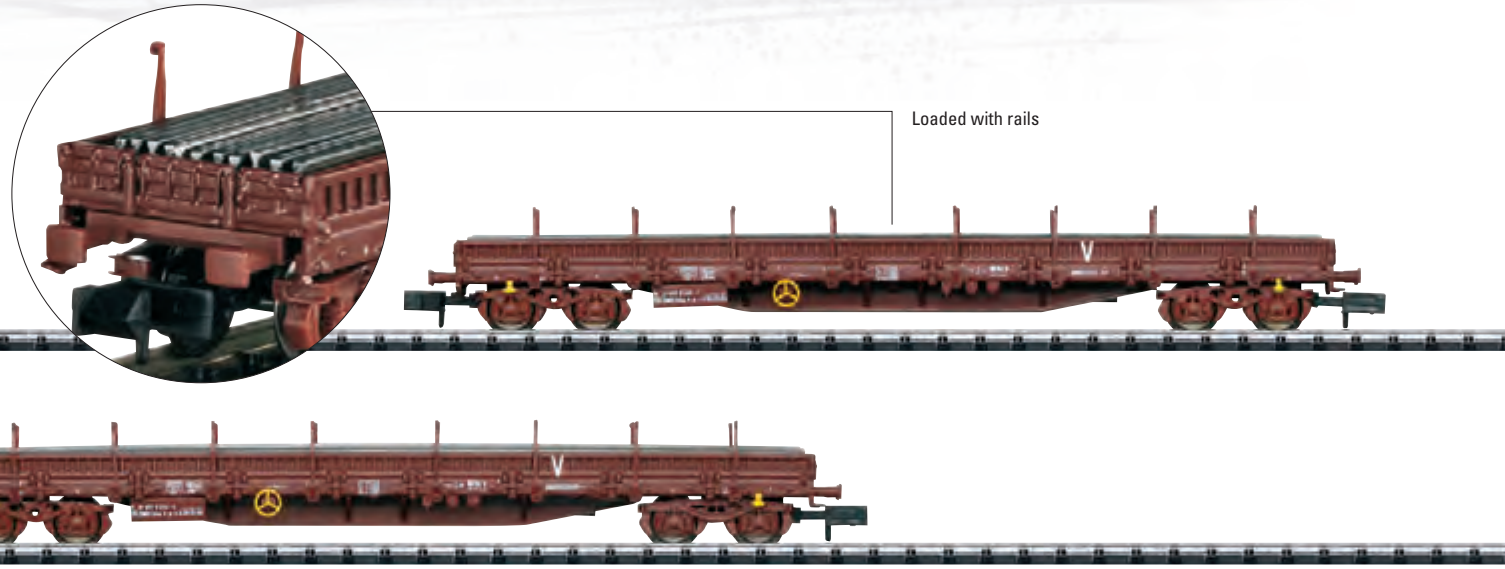
VI NEM

18290 "Construction Train" Freight Car Set
Prototype: 2 SNCF (INFRA) four-axle type Uas flat cars with stakes. One car has 2 different trucks according to a prototype photo. Both cars are loaded with rails. The cars look as they did around 2012.
Model: Car 1 has cast type Y 25 trucks; Car 2 has cast and welded type Y 25 trucks. Both cars have close coupler mechanisms and are loaded with rails.
Total length over the buffers 248 mm / 9-3/4".



Belgium

VI DCC mfx LED NEM

16877 Class 186 Electric Locomotive
Prototype: Railpool, Inc. electric locomotive, road number 186 252-3, leased to LINEAS.
Version with 4 pantographs.
Use: Freight service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with mfx and DCC. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive has a close coupler mechanism. The headlights and marker lights, cab lights, long distance headlights, and many other light and sound functions can be controlled digitally.
Length over the buffers 118 mm / 4-5/8".

- **Warm white LEDs for the lighting**
- **Cab lighting**
- **Sound**

mfx/DCC digital decoder and sound included

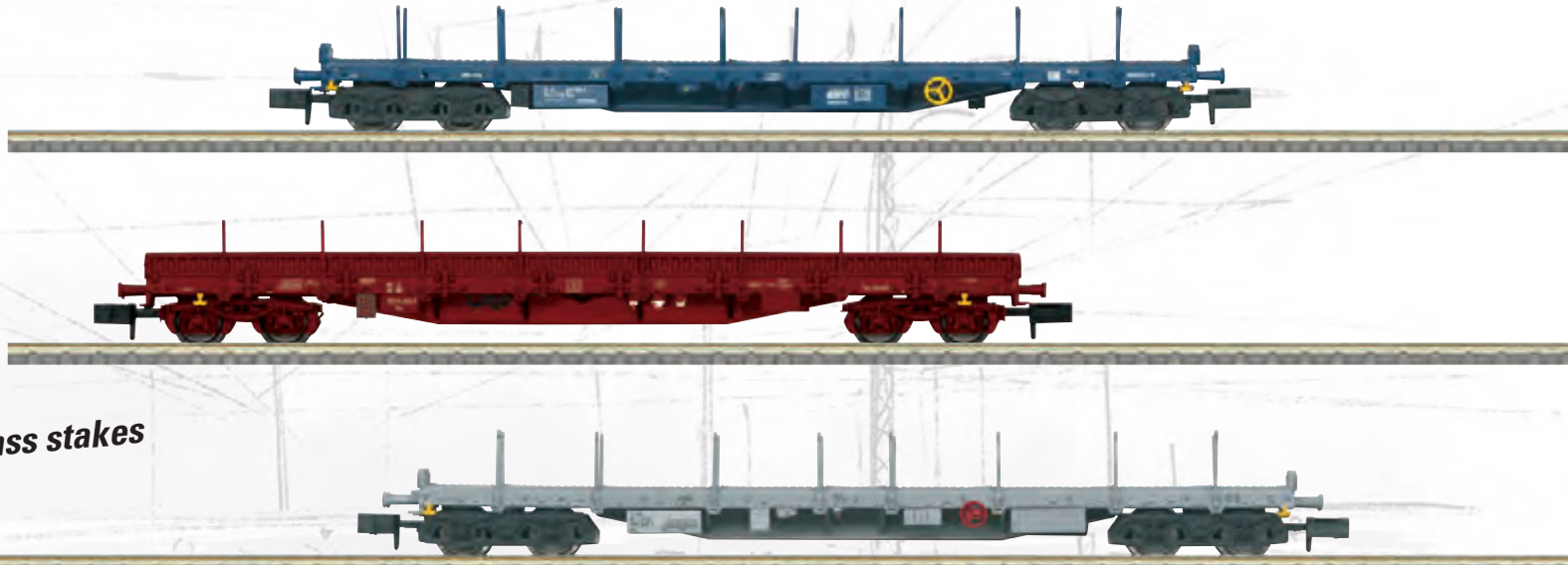
Digital functions under DCC and mfx
Headlight(s)
Low Pitch Horn
Electric locomotive op. sounds
Long distance headlights
Direct control
Sound of squealing brakes off
Rear Headlights off
Engineer's cab lighting
Front Headlights off
High Pitch Horn
Conductor's Whistle
Brake Compressor
Blower motors
Letting off Air
Horn
Special sound function
Sanding
Horn blast 1
Horn blast 2
Sound of Couplers Engaging
Marker light(s)
Light Function – Swiss oncoming train light
Train control warning sound
SIFA warning sound
Warning announcement
Warning announcement

At home in the BENELUX

MINITRIX

VI NEM

18723 Type Rnss Flat Car Set
Prototype: 3 Luxembourg State Railroad (CFL) type Rnss four-axle flat cars with stakes. 1 Belgian State Railroad (SNCB), B-Cargo type Res stake car. 1 Luxembourg State Railroad (CFL) type Rns stake car, leased from AAE.
Model: The cars have type Y 25 trucks, include a close coupler mechanism, weathering, and are packaged individually.
Total length over the buffers 372 mm / 14-5/8".



All the cars include type Rnss stakes

Netherlands

VI NEM

18266 "Millet" Tank Car Set
Prototype: Three 4-axle chemical tank cars for the firm Millet. Registered in the Netherlands. The cars look as they currently do in real life.
Model: The cars have detailed, partially open frames. The trucks are type Y25. The cars have separately applied work platforms. They also have separately applied brakeman's platforms.
Total length over the buffers 240 mm / 9-7/16".

They also have separately applied brakeman's platforms

In operation all over Europe

Spain

VI NEM

18267 "TRANSFESA" Tank Car Set

Prototype: Three 4-axle chemical tank cars for the firm TRANSFESA, used on the Spanish State Railroad (RENFE). The cars look as they did around 2000.

Model: The cars have detailed, partially open frames. The trucks are type Y25. The cars have separately applied work platforms. They also have separately applied brakeman's platforms.

Total length over the buffers 240 mm / 9-7/16".


TRANSFESA

USA – A Giant on the Rails

16990 Class 4000 Steam Locomotive

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy freight steam locomotive. Version of the locomotive with road number 4013. The locomotive looks as it did around 1950.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 8 axles powered. Traction tires. The locomotive has a smoke unit. The headlights change over with the direction of travel. They and the smoke unit will work in conventional operation and can be controlled digitally. The cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has articulated running gear to allow operation on smaller curves. The locomotive has Boxpok wheels. The minimum radius for operation is R2a (261.8 mm / 10-5/16").
Length over the couplers approximately 25.3 cm / 9-15/16".

Notes for operation: This locomotive can be used on curved track with a radius of 261.8 mm / 10-5/16" or larger, but we recommend larger radius curves. Due to the overhang of the long boiler, signals, catenary masts, bridge railings, tunnel portals, etc. must be mounted to provide sufficient clearance on curves. The track must be well mounted for the high weight of the locomotive. The turntable and transfer table can be traversed by the locomotive but not turned or moved.

Prototypical smoke exhaust using two smoke stacks

Digital functions under DCC and mfx
Headlight(s)
Locomotive whistle
Steam locomotive op. sounds
Smoke generator
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Locomotive whistle
Bell
Operating sounds
Air Pump
Injectors
Auxiliary Blower
Letting off Steam
Special sound function
Cab Radio
Coupler sounds
Bell
Replenishing fuel
Replenishing fuel
Headlight(s)
Switching maneuver
Rail Joints
Locomotive whistle

The Big Boy is shown impressive rich in details

The temporary signal tower "Hnf" at the Hanau Main Station is the car body of a former type MCi passenger car installed on a built up base. Temporary signal towers remained – although only intended as a short term solution – in use in some cases well into the Sixties.

III IV

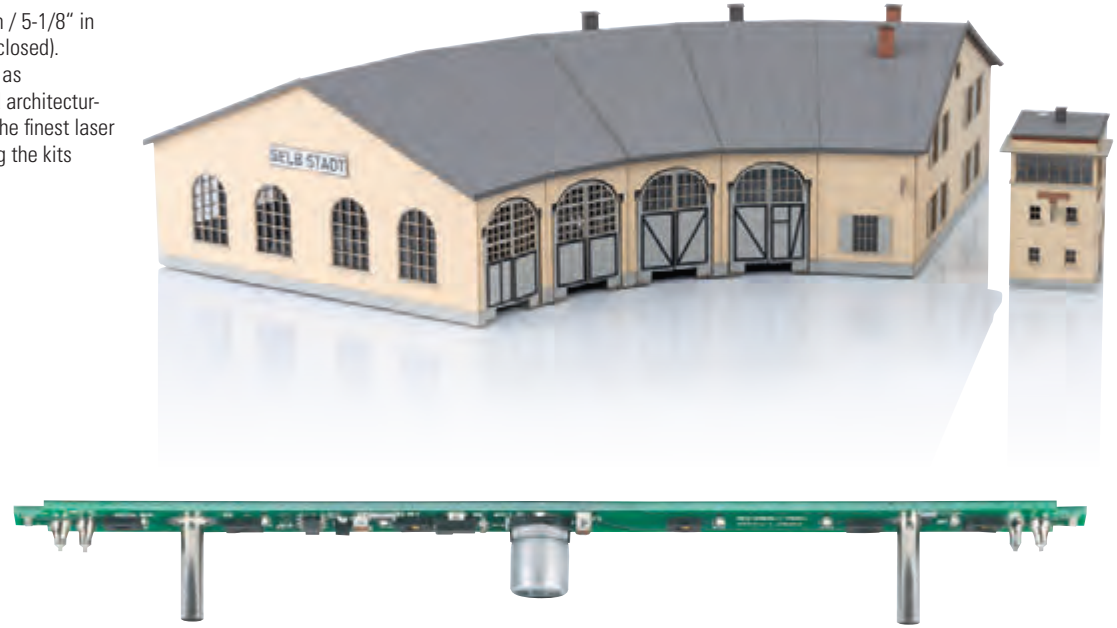
66338 "Hanau Temporary Signal Tower" Kit
Prototype: Temporary signal tower in Hanau.
Model: This is a building kit made of colored architectural-quality cardstock, laser-cut. The model has the finest laser-engraved details. Complete instructions for building the kit are included.
Dimensions: Approximately 91 mm / 3-9/16" x 22 mm / 7/8" x 41 mm / 1-5/8" (L x B x H) H = ridge height.

II III IV V VI

66341 Building Kit for "Selb" Locomotive Roundhouse and "Selb City"
Signal Tower "Selb" roundhouse locomotive shed building kit. This is a 4-stall locomotive shed that can be built to mirror each other. The track center spacing goes with the 66570 turntable (15 degree spacing).
This shed goes for locomotives up to 130 mm / 5-1/8" in length over the couplers (with the stall door closed).
Also included is the "Selb City" signal tower as a building kit. These kits are made of colored architectural-quality cardstock, laser cut. They feature the finest laser cut details. Complete instructions for building the kits are included.

- **Variable construction**
- **Foundation for steam and diesel locomotives**
- **Goes with the 66570 turntable**

Rectangular dimensions (L x W x H) for the locomotive shed: 325 mm / 12-13/16" x 161 mm / 6-3/8" x 75 mm / 2-15/16".
Signal tower dimensions (L x B x H): 40 mm / 1-9/16" x 36 mm / 1-3/8" x 55 mm / 2-1/8".



LED

66638 LED Lighting Kit
This lighting kit is for 4-axle Minitrix "Rebuild Cars". It consists of an LED lighting strip (warm white) with built-in red LEDs for the optional marker lights. The LED lighting strip is equipped with an electrolytic capacitor for power buffering (protection against flickering).
Minitrix "Rebuild Cars" come factory-equipped with correct wheel pickups.

- **Low current draw**
- **Protection against flickering**
- **Red marker lights**

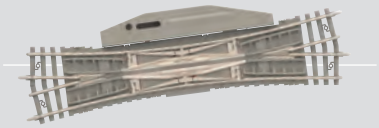
New Track with Concrete Ties

Track with concrete ties has become a standard all over Europe – and this should apply to model railroading too. N Gauge now gets track with concrete ties and rails conforming to NEM Code 60.

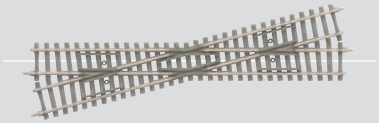
Minitrix solid rails with a rail profile conforming to NEM Code 60

Solid rails made from a special rust-free alloy

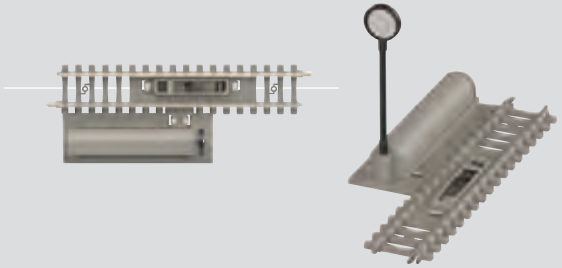
14560 Minitrix Electric Double Slip Switch with Concrete Ties – 15° Length 129.8 mm / 5-1/8"
Minitrix straight track with a length of 129.8 mm / 5-1/8". Curved branch = R4 – 15° + 2 x 14903. Removable turnout mechanism with the linkage for a turnout lantern and with an end power shutoff function.



14573 Minitrix Crossing – 15° with Concrete Ties Length 129.8 mm / 5-1/8"
The 15° Crossing is designed in such a way that the two tracks crossing each other are completely isolated electrically from each other. This crossing can therefore be used anywhere, even on reverse loops and where two lines cross each other and are powered from two different circuits.



14569 Minitrix Uncoupler Track with Concrete Ties Length 76.3 mm / 3"
Minitrix uncoupler track with a length of 76.3 mm / 3". This track allows you to uncouple locomotives and cars by remote control. The electric solenoid mechanism is activated with the Märklin 72710 or 72720 control box.

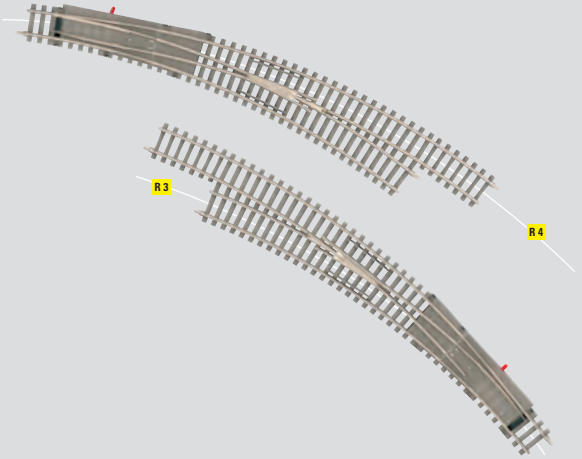


Material and track profile offer reliable contact for transmitting current to wheels

14547 Minitrix Left Turnout with Concrete Ties

14548 Minitrix Right Turnout with Concrete Ties
Minitrix R3/R4 right curved turnout with a polarized frog and a curve angle of 30°.
The resulting track layout has a considerably closer spacing. Despite this, the space required is still not all that large even on smaller layouts. An electric mechanism can be installed on this turnout.

Curved turnouts for the R3 and R4 Radius curves. Turnout curve is 30°. An electric mechanism can be installed in the turnout.



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club).
See page 49 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

Annual Club Cars for 2024

TRIX CLUB

Register in the Club by **March 31, 2024,** and still get the special model free

I NEM

18924 Trix Club Minitrix Car for 2024
Prototype: General Electricity Company, Oberschöneweide near Berlin type G 02 boxcar with a standard brakeman's cab. Royal Prussian Railroad Administration (KPEV). The car looks as it did around 1900.
Model: The car has a close coupler mechanism. Length over the buffers 60 mm / 2-3/8".

One-time series in 2024 only for members of the Trix Club.

Museum Car for 2024

MINITRIX

III NEM

18224 Minitrix Museum Car for 2024
Prototype: Type Glmhs Leipzig privately owned boxcar for the firm Carl Zeiss, used on the German Federal Railroad (DB).
Model: The car has a close coupler mechanism. It also includes promotional lettering for the firm Carl Zeiss. Length over the buffers 75 mm / 2-15/16".

- **Minitrix Museum car for 2024.**

One-time series. Available only at the Märklineum Store, Göppingen, Germany.

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Your Club Advantages:

✗ ***The Märklin Magazin 6 times a year***
The leading magazine for model railroaders! You will find everything in it about your hobby: Complete instructions about building a layout, product and technical information firsthand, exciting prototype articles, current event tips and much more.
The Club membership dues includes 36 Euros for the Märklin Magazin subscription price. Existing Märklin Magazin subscriptions can be transfered.

✗ ***The Trix Club News 6 Times a Year***
You will learn everything about "your brand and your Club" in 24 pages and six times a year. Background articles, a look at production "over the shoulders" of the manufacturers of trains provides a deep insight into the world of Trix.

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Club models, exclusively developed and produced, can be acquired only by you as a Club member.

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Look forward to the attractive annual car available only for Club members, either in Trix H0, Minitrix, or Trix Express.

✗ ***Annual Chronicle***
Experience the high points of the Trix model train year in moving images as an exclusive Club film.

✗ ***Catalog***
Club members receive the main catalog available every year at their specialty dealer.

✗ ***Early information***
about the Trix new items – in advance by a download link and as a printed version in a Club mailing.

✗ ***Club Card***
Your personal Club card newly designed every year opens up the world of model railroading to you in a special way. For as a member you are not only our premium customer, but you also receive an **abundance of advantages** from our currently over **100 cooperative partners.**
In addition, your personal membership card enables you to order exclusive products offered for everyone in the Club.

✗ ***Discounts at seminars***
Club members profit from reduced prices when booking our Seminars and Workshops offered in house.

✗ ***Free shipping in the Online Shop***
Our Online Shop gives members free shipping within Germany.

✗ ***Club Trips****
You will experience your hobby in a special way on the Club trips offered through fantastic landscapes and to extraordinary destinations. Club members receive a discount.

* Depending on availability

✗ ***A Small Welcome Gift***
for each new member – get ready to be surprised.

✗ ***Birthday Coupon***
Club members receive a coupon by email for our Online Shop on their birthday and a one-time free entrance to the Märklineum.

✗ ***Club Newsletter***
by email, which offers interesting Club topics and exclusive content six times a year as a supplement to Club mailings (only in a German language version).

Becoming a Trix Club member is quite easy:
Online under Club at www.trix.de

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@maerklin.com**
Internet: **www.trix.de**

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

The services mentioned here refer to 2024. Subject to change.

Status: 1/2024

powered by:
TRIX CLUB
PASSION CONNECTS.

Index to the Item Numbers

MINITRIX

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
This manufacturer's warranty is valid for 24 months from the date at which the product was purchased at an official Märklin specialty dealer, maximum of 60 months from the time the item is removed from the catalog assortment. With MHI products, the duration is 60 months from the purchase date from an official Märklin specialty dealer, maximum of 72 months from the time the item is removed from the catalog assortment. 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

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

Helpful information all about Minitrix, the repair service, general notes, and service contact information can be found at https://www.trix.de/en/products/minitrix

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)

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There is something offered for the entire family – **We look forward to your visit!**

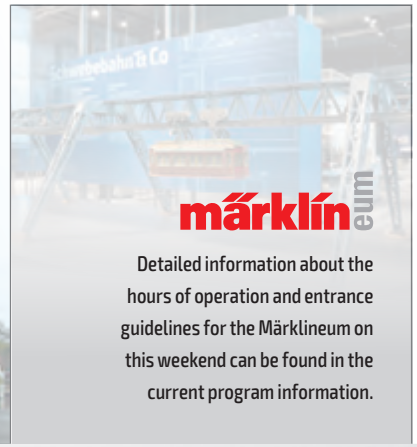
Mark your calendar now!
Current program information: www.maerklin.de

märklin

Open House Day

Admission into the factory from 9:00 AM - 4:00 PM
Current program information: www.maerklin.de

September 13 and 14, 2024
in Göppingen



Detailed information about the hours of operation and entrance guidelines for the Märklineum on this weekend can be found in the current program information.

FR

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MINITRIX

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The regular production models may vary in details from the models shown.
Märklin reserves the right to cancel announced new items in the event of insufficient demand.

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