

Summer New Items 2023



MINITRIX



märklin
INTERNATIONALE
MODELLBAHN
AUSSTELLUNG
September 15 to 17, 2023 in Göppingen

Mark your calendar!
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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Märklin fulfills the requirements for a quality management system according to the ISO 9001 Standard. This is regularly checked and certified by the TÜV Süd testing organization. You thereby have the assurance of buying a quality product of a certified firm.



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>



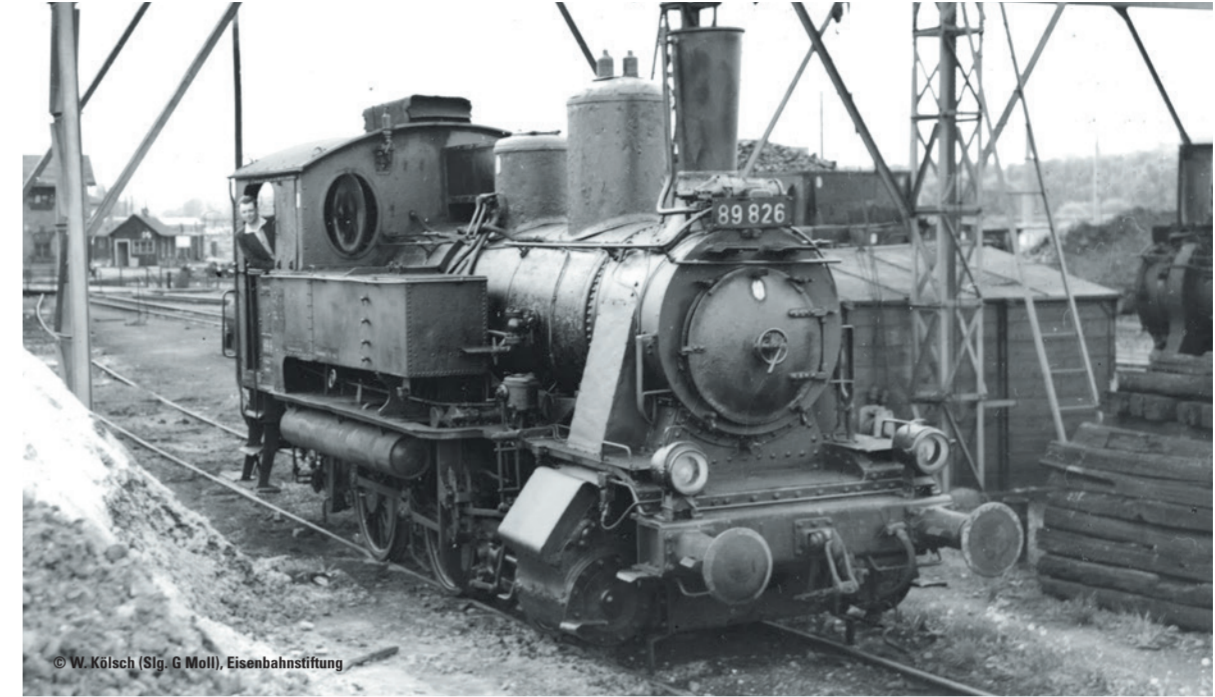
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Work Starts 3:27 AM



16898 Class 89.8 Steam Locomotive
Prototype: German Federal Railroad tank locomotive, road number 89 826 (former K.Bay.Sts.B. class R 3/3), 0-6-0T wheel arrangement, built starting in 1898. The locomotive looks as it did starting in 1959 (Nürnberg District / Ansbach home base).
Model: The locomotive has a built-in digital decoder for operation with mfx and DCC. 3 axles powered, warm white LED headlights that change over with the direction of travel, can be controlled digitally, and will work in analog operation. The locomotive body and frame are constructed of die-cast zinc.
Length over the buffers 60 mm / 2-3/8".

One-time series.



Digital functions under DCC and mfx	
Headlight(s)	
„Switcher Double “A” Light“	
Rear Headlights off	
Front Headlights off	
Direct control	

Die-cast zinc body



EXKLUSIV 2/2023

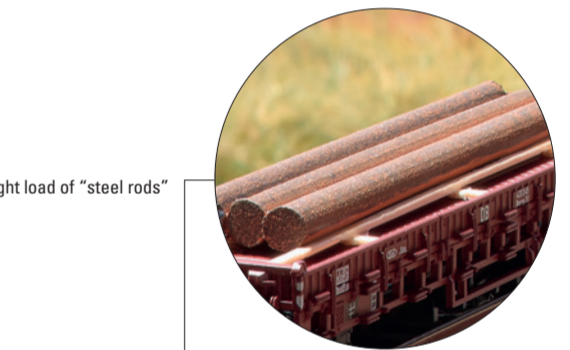


18722 Freight Car Set
Prototype: 1 type Rmrso 31 low side car, 1 two-axle tank car, 1 type Kds 56 silo car, and 1 type Ktmvms 69 side dump car. All of the cars were used on the German Federal Railroad.
Model: The cars have close coupler mechanisms. The low side car has a freight load of „steel rods“, and the side dump car has marker discs.
Total length over the buffers 248 mm / 9-3/4".

One-time series.



The side dump car has marker discs



Freight load of "steel rods"



18722

16898

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MDI). 5 years warranty on all MDI/Exclusive items and club items (Märklin Insider and Trix Club). The warranty terms and a current explanation of the symbols can be found on the Internet at www.trix.de



15466 "Side Dump Car" Freight Car Set
Prototype: 3 German Federal Railroad (DB) type Fcs 090 dump cars.
Use: For moisture-sensitive freight.
Model: The cars have different car numbers (from the car numbers for the first 3 cars in item number 15536). They also have close coupler mechanisms and loads of coal.
Total length over the buffers 180 mm / 7-1/8".

• Loads of coal



18905 Side Dump Car
Prototype: German Federal Railroad (DB) type Fcs 092 dump car.
Use: For moisture-sensitive freight.
Model: The car has a freight load insert (real scale-sized coal) and is authentically weathered. The car also has a close coupler mechanism, (car number corresponds to car 4 or 5 from item number 15536).
Length over the buffers 60 mm / 2-3/8".

• Loads of coal



66339 "Coal Storage" Building Kit
Prototype: Eckartshausen Coal Storage.
Model: This kit consists of colored architectural quality cardstock, laser cut. It is equipped with the finest, laser cut details. Complete assembly instructions are included.
Dimensions: Approximately 96 mm x 3-3/4" x 50 mm x 1-2" x 51 mm x 2" (L x W x H) H = ridge height.



King Steam and the German Economic Miracle

After the founding of the German Federal Republic, the new German Federal Railroad experienced an impressive period of prosperity during the Economic Miracle in the Fifties and Sixties. Even though the development of modern diesel and electric locomotives was already beginning at that time, steam locomotives were still indispensable for many years. At the end of 1958 there were still around 9,000 steam locomotives performing over 60% of all motive power mileage. Passenger service was not the only thing to flourish. Freight transport by rail experienced an unforeseen boom. Almost every city had a freight office and there were sidings everywhere for freight customers. Small, often remote railroad stations could be reached as freight rate points. Route abandonment was hardly a topic of discussion. The maintenance-intensive steam locomotives at that time were maintained mostly in three shifts at numerous existing railroad maintenance facilities. It was this way at Ansbach in Bavaria, where 370 workers still cared for

19 steam locomotives and 19 combustion powered units in 1961. Even veterans from the Bavarian provincial railroad era such as the class 89.8 (Bavarian class R 3/3) performed switching work at the station and ran on branch lines to Bechhofen and Windsbach. The powerful but slow class R 3/3 seldom went out on the road, usually serving connections in the city. Now and then they had to replace the swift class Pt 2/3 and the service often began as early as 3:27 AM with the local freight train 8967 to Bechhofen with a running time of two hours for around 32 kilometers / 20 miles. At that time such a load consisted mostly of colorfully assembled freight cars of different types. The trip back went with a passenger train of old two-axle cars and the rest of the day the elderly Bavarian was occupied with switching work and transfer runs. Such locomotives and trains were still part of everyday steam life all over West Germany until the start of the Sixties and formed a small but fine detail in the legendary Economic Miracle Period. This new MINITRIX set is thus a decorative piece on any Era III layout.

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