New Items 2023

Trix H0. The Fascination of the Original.

TRIX
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Dear Trix Fans,

We are pleased to present the Trix H0 new items for 2023. We are particularly proud of our class 103 in the Orient red paint scheme of the Nineties (cover page). The finely constructed trucks and the artistically applied muted weathering will make it an eye-catcher on your layout. Finally, it will become a prototypical highlight as soon as you change the direction of travel and the locomotive engineer pops up in the locomotive cab at the front.

Let's take a look at the image opposite the class 103. The class 44 locomotive shown there is a special item. Heavy freight locomotives were only very seldom encountered with the tenders created for the class 50/52 locomotives. The class 44 units could haul trains with a total load of 1,200 metric tons on level territory and on steep grades with 600 metric tons. Due to their pulling power, these steam locomotives were designated as "Jumbo", and they were used with great success almost everywhere in Germany as well as in many other European countries.

The Vectron "Dual Mode" is completely newtooling and is another highlight, which we have designed with numerous prototypical details and a buffer height adhering to the NEM. Naturally, this model allows a clear view through the ventilation grill into the engine room!

The residents of your layout moreover can travel elegantly in a completely new set of the EDELWEISS PARLOR CAR EXPRESS. When assembled together, it reaches an impressive length of over 150 centimeters / 59 inches. This luxury train invites every railroad romantic to dream.

Even many more models await you in addition to these great new items, which we would like to offer in the form as depicted for the first time for your layout. We hope you have a lot of fun browsing through these models.

Your Trix H0 Team

TRIX
H0

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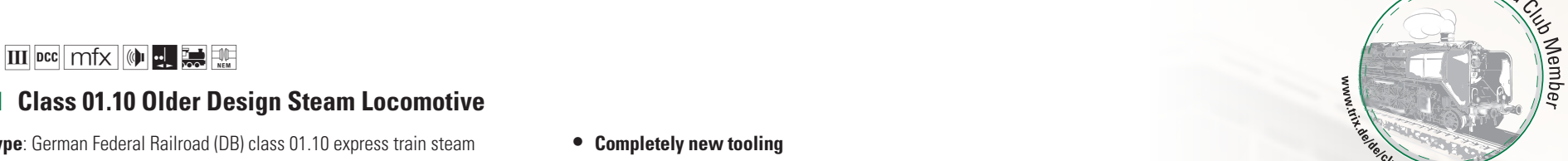
Important Note!
The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older.
We recommend our Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.

Trix Club Model for 2023

25011 Class 01.10 Older Design Steam Locomotive

Prototype: German Federal Railroad (DB) class 01.10 express train steam locomotive with an older design boiler and a type 2´3 T38 coal tender. Black/red basic paint scheme. Version without streamlining. Striking crosswise mounted feedwater heater on the smoke box. Dual headlights. Witte smoke deflectors and inductive magnet on one side. 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 with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed smoke unit, with speed-dependent dynamic smoke exhaust. Dual headlights, which change over with the direction of travel, will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and running gear lights can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket and a guide mechanism on the tender. The buffer height on the locomotive and tender adheres to the NEM. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included.
Length over the buffers 27.7 cm / 10-7/8".

- **Completely new tooling**
- **Class 01.10 with an older design boiler and a striking feedwater heater for the first time in the Trix program**
- **Especially intricate metal construction**
- **A variety of separately applied details**
- **Factory-installed smoke unit and speed-dependent dynamic smoke exhaust**
- **Cab lighting, firebox flickering, and running gear lights controlled digitally**
- **RailCom-capable DCC/mfx digital decoder included.**
- **Buffer height adheres to the NEM**



Order deadline February 28, 2023

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 65 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

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of the firm Lenz Elektronik, Inc.

After several years of rudimentary train service, the new German Federal Railroad undertook in 1949 the first steps of offering high-quality train service again. Express trains were planned running at least at speeds of 100 to 120 kilometers per hour / 60 to 75 miles per hour. Higher speeds were not possible until the Sixties due to the roadbed and the available locomotive roster. The 54 remaining three-cylinder class 01.10 express steam locomotives were suddenly very much in demand with the introduction of a higher quality express train service. They were only ten years old and were modern locomotives in terms of their design. The DB thus had the streamlining removed from all of the 01.10 units and overhauled for express train service. The reasons for the complete removal of the streamlining on the boiler was the fact that the streamlining was very damaged and was superfluous, because they were no longer run at the high speeds for which these units had been designed. All of the class 01.10 locomotives were now given boiler cladding. Sheet metal cladding was built around the older design boiler and held in place with boiler bands. It was easy to recognize locomotives from the front with the older design boiler without streamlining: On a streamlined locomotive, the entire boiler superstructure was hidden under the streamlined shell. The feedwater heater sitting crosswise above the smoke box was thus recessed deeper in the smoke box and the smoke box door was flattened accordingly at the top.

Digital functions under DCC and mfx
Headlight(s)
Smoke generator
Steam locomotive op. sounds
Locomotive whistle
Engineer's cab lighting
Running gear lights
Coal being shoveled and firebox flickering
Whistle for switching maneuver
Direct control
Sound of squealing brakes off
Letting off Steam
Sound of coal being shoveled
Tipping grate
Air Pump
Conductor's Whistle
Water Pump
Injectors
Replenishing water
Replenishing coal
Replenishing sand
Sanding
Sound of Couplers Engaging
Rail Joints
Safety Valve
"Switcher Double ""A"" Light"
Switching range + switching light
Generator Sounds
Special sound function

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

One of the features of the overhaul at Henschel:
The smokebox access step does not extend up to the boiler.

The mechanism for the automatic load-proportional braking system is mounted on the supports for the former streamlining.

In the past, the streamlining covered the horizontally mounted Knorr feedwater heater as well as the flattened smoke box door.

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This model can be found in the Märklin H0 assortment under item number 39760 exclusively for Club members.

Exclusively for Trix Club Members.

23629 | 25011 |

The car set to go with our Trix Club model can be found on the following page

Car Set for Our Trix Club Model

Order deadline February 28, 2023

23629 Standard Design 1928 to 1930 Express Train Passenger Car Set

Prototype: 6 different German Federal Railroad (DB) standard design express train passenger cars from 1928 to 1930 (Application Group 29). 1 type Pw4ü-29 baggage car. 2 type C4ü-28 express train passenger cars, 3rd class. 1 type WR4ü DSG dining car. 1 type AB4ü-28 express train passenger car, i1st/2nd class. 1 type ABC4ü-29 express train passenger car, 1st/2nd/3rd class. Train route: Mönchengladbach-Düsseldorf-Essen-Dortmund-Hamm-Soest-Paderborn-Kassel-Bebra-Erfurt-Leipzig. Day coaches and baggage car in bottle green basic paint scheme. Dining car in ruby red. The cars look as they did around 1951.

Model: The cars have detailed construction and are full-scale length. The minimum radius for operation is 360 mm / 14-3/16". The trucks are type Görlitz II heavy. The ends of the cars have separately applied ladders and grab irons. The passenger cars and dining car have multi-color interior details. All the cars have factory-installed LED interior lighting, with warm white LEDs. The express train passenger car, 1st/2nd/3rd class at one end has marker lights. The normal new close coupler heads for lower buffer heights are used at both ends of the car consist. The buffer height on all cars adheres to the NEM.

Total length over the buffers 151 cm / 59-7/16".

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This model can be found in the Märklin H0 assortment under item number 42529 exclusively for Club members.

Marker lights factory-installed at one end

mhi märklin Händler-Initiative

Exclusively for Trix Club Members.

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 65 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

The short roof walks are also completely newly modelled

All cars include detailed interiors and built in interior lighting

- **Completely new tooling for the standard design express train passenger cars from 1928 to 1930 (Application Group 29)**
- **Train route: Mönchengladbach-Düsseldorf-Essen-Dortmund-Hamm-Soest-Paderborn-Kassel-Bebra-Erfurt-Leipzig**
- **All the cars include factory-installed LED interior lighting**
- **Multi-color interior details**
- **Separately applied ladders at the car ends**
- **Separately applied grab irons at the entry doors and dummy receptacles for electric heating lines**
- **Buffer height adheres to the NEM**

23629 | 25011 |

Created for Heavy Trains

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25745 Class 44 Steam Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 44 heavy freight steam locomotive with a type 2´2´T30 tub-style tender. Black/red basic paint scheme. Witte smoke deflectors, dual headlights, smoke box with central locking, without an inductive magnet. Locomotive road number 44 1143. 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 with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and flickering at the ash pan can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket and a guide mechanism on the rear of the tender and on the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods, brake hoses, and imitation prototype couplers are included. Length over the buffers 26 cm / 10-1/4".

- **Version with a tub-style tender for the first time**
- **Tooling changes include a new smoke box door and central locking**
- **Dual headlights**
- **RailCom-capable DCC/mfx digital decoder and a variety of operation and sound functions included**
- **Cab lighting, firebox flickering, and flickering at the ash pan can be controlled in digital operation**
- **Partially open bar frame with mostly clear view between the running gear and the boiler**
- **High-efficiency propulsion with a flywheel, mounted in the boiler**

First time from Trix!
A class 44 with a tub-style tender

Order deadline April 30, 2023

Exclusively for Trix Club Members.

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 65 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

TRIX
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Digital functions under DCC and mfx
Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Coal being shoveled and firebox flickering
Special light function
Letting off Steam
Sound of coal being shoveled
Tipping grate
Air Pump
Conductor's Whistle
Water Pump
Injectors
Replenishing water
Replenishing coal
Replenishing sand
Sanding
Sound of Couplers Engaging
Rail Joints
Safety Valve
"Switcher Double ""A"" Light"
Switching range + switching light
Generator Sounds
Control function

märklin

This model can be found in the Märklin H0 assortment under item number 39745.

The ideal add-on from the Märklin assortment

48820 **Type G 10 Boxcar** – Use the DC wheelset E700270 for the exchange

46662 **Freight Car Set** – Use the DC wheelset E700580 for the exchange

Trix H0 – New Items 2023

The ideal way to get started

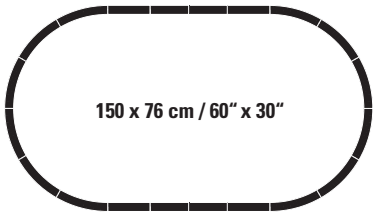
III DCC mfx

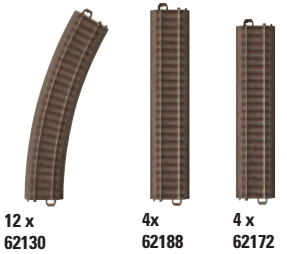
21531 "Era III Freight Train" Digital Starter Set

Prototype: German State Railroad (DR/GDR) class 74 tank locomotive, type Omu Association design gondola, a type Gr Association design boxcar of the German State Railroad (DR/GDR), and a German Federal Railroad (DB) type Rlmms 58 stake car in temporary use in the GDR.
Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers with guide mechanisms. Train length approximately 51 cm / 20-1/16".
Additional contents: 12 no. 62130 curved track, 4 no. 62188 straight track, 4 no. 62172 straight track. The set includes a track connector box, a 36 VA / 230 volt switched mode power pack, and a Mobile Station. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the Trix C Track extension sets and with the entire Trix C Track program.

- **The ideal way to get started in the digital world of Trix H0**
- **Automatic registration in the Mobile Station with a built-in digital decoder**
- **Easy to set up C Track layout**

Digital functions under DCC and mfx
Headlight(s)
Direct control





Track extension sets can be found in the Trix H0 assortment under item numbers 62900, 62902, and 62903.

Additional track and accessories can be found in the current Trix H0 full-line catalog.

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Industrious Switching Locomotive

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25940 Class 94.5-17 Steam Locomotive

Prototype: German Federal Railroad (DB) class 94.5-17 (former Prussian T16.1) steam tank locomotive, with bell and pre-warmer on the top of the boiler, with radio antenna for switching, older design buffers, and buffer plate warning stripe. Road number 94 539. The locomotive looks as it did around 1960/61.

Model: The locomotive has a digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator, which can be installed, will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. Protective piston rod sleeves and brake hoses are included.

Length over the buffers 14.6 cm / 5-3/4".

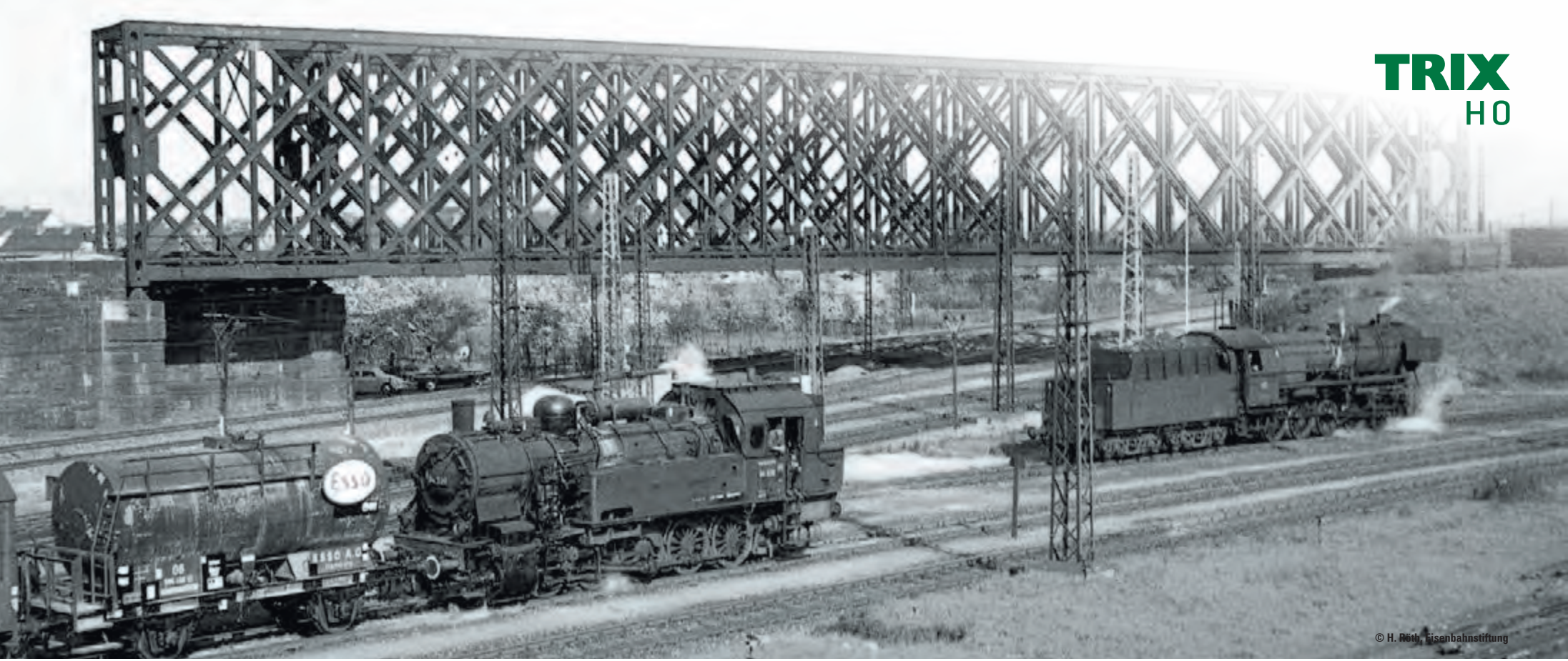
- **RailCom-capable decoder and extensive operation and sound functions included**
- **Switching antenna included on cab roof**

Digital functions under DCC and mfx
Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Bell
Whistle for switching maneuver
Air Pump
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Rail Joints
Cab Radio
Replenishing coal
Replenishing water
Replenishing sand
Sanding
Coupler sounds
Conductor's Whistle
Safety Valve
"Switcher Double ""A"" Light"
Switching range + switching light
Generator Sounds
Special sound function

märklin

This model can be found in the Märklin H0 assortment under item number 38940.

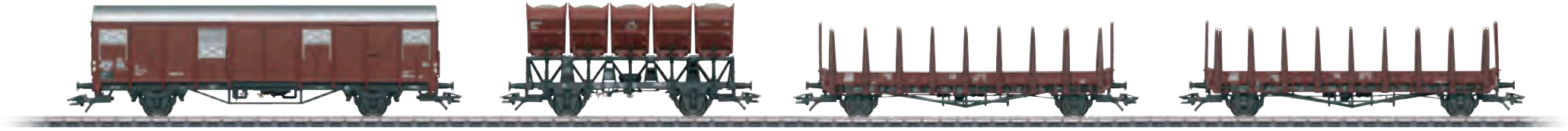
48820 (Märklin) | 46662 (Märklin) | 25940



© H. Roth, Eisenbahnstiftung

The ideal add-on from the Märklin assortment

48820 **Type G 10 Boxcar** – Use the DC wheelset E700270 for the exchange



46662 **Freight Car Set** – Use the DC wheelset E700580 for the exchange

Pioneer in Electric Commuter Service

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25853 Class ET 85 Powered Rail Car

Prototype: German Federal Railroad (DB) class ET 85 electric powered rail car with a class ES 85 control car. Version with marker light lanterns mounted above, in a crimson paint scheme. Road numbers ET 85 21 and ES 85 20. Based in Munich. The units look as they did starting in 1958.
Model: The class ET 85 car is a powered unit and includes a digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. Four axles powered. Traction tires. Triple headlights and dual red marker lights on the outer ends of both cars change over with the direction of travel and can be controlled digitally. Both units are permanently coupled together using a multiple-conductor coupling. The interior lighting in the class ET 85 powered car and the class ES 85 control car will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The headlights and marker lights on Power Car End 1 and Control Car End 2 can be turned off separately in digital operation. The cab lighting on the outer cabs can be controlled separately in digital operation. The construction of the frames and bodies is very detailed. The car bodies and car floors are constructed of metal. The interior details are done in multiple parts and multiple colors. Brake lines and two close coupler heads are included with this model.
Total length over the buffers approximately 46.8 cm / 18-7/16".

Control and power car are connected using a multi-conductor coupling

Cab lighting can be controlled separately in digital operation

Our pioneer is also impressive to see in the dark

Running gear constructed in detail

- **Completely new tooling**
- **Car bodies and car floors constructed of metal**
- **Factory-installed LED interior lighting**
- **Power car and cab control car in different and very detailed construction**
- **Custom interior details and done in several colors**
- **DCC/mfx digital decoder included**
- **Cab lighting can be controlled digitally**

The class ET 85 as completely new tooling

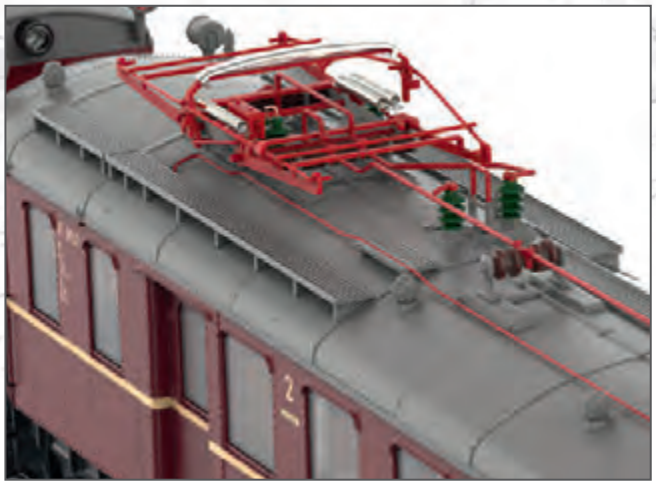
© Flodur44, Wikipedia

Digital functions under DCC and mfx
Headlight(s)
Electric locomotive op. sounds
Locomotive whistle
Interior lights
Direct control
Interior lighting
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Sound of squealing brakes off
Interior lights
Engineer's cab lighting
Engineer's cab lighting
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Sanding
Doors Closing
Switching maneuver
Pantograph Sounds

märklin

This model can be found in the Märklin H0 assortment under item number 39853.

The class ET 85 as new tooling is presented modelled closely according to the prototype and rich in detail.



A view inside the class ET 85 is always worthwhile. Even the hat and luggage racks are extremely well modelled.

The ends are likewise convincing, here with the marker lights on.

Taiga Drum or Simply Just “The Pistol”

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25200 Class 120 Diesel Locomotive

Prototype: German State Railroad (DR/GDR) class 120 diesel locomotive, also known under the nickname “Taigatrommel” / “Taiga Drum”. The locomotive looks as it did starting in 1976. Road number 120 052.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. Two axles powered in each truck using cardan shafts. Traction tires. The 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 End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the “Double ‚A‘ Light” function is on. The cab lighting changes over with the direction of travel and can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied side grab irons. The end skirting can be swapped for close skirting.
Length over the buffers approximately 20.2 cm / 7-15/16“.

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Locomotive frame and body constructed mostly of metal**
- **Separately applied metal side grab irons**
- **Cab lighting can be controlled digitally**
- **Engine room lighting can be controlled digitally**
- **DCC/mfx digital decoder and a variety of light and sound functions included**
- **Extensively designed trucks**
- **Prototypical sound**

Digital functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
Low Pitch Horn
Engineer’s cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Engine room lighting
High Pitch Horn
Blower motors
Compressor
Letting off Air
SIFA warning sound
Low Pitch Horn
Switching maneuver
Sanding
Operating sounds
Replenishing diesel fuel
Sound of Couplers Engaging
Sound of uncoupling

märklin

This model can be found in the Märklin H0 assortment under item number 39200.

Very striking sound

The front of the locomotive with the new buffer height adhering to the NEM is shown effectively

The trucks on the Taiga Drum are shown especially detailed

Oil Train

TRIX H0

IV

24145 Standard Design Tank Car Set

Prototype: Five German State Railroad (DR/GDR) Uerdingen design four-axle standard design lightweight tank cars for petroleum oil.
Older type with pressed sheet metal trucks and a brakeman's platform.
The cars look as they did starting in 1972.
Model: The cars have special smooth running trucks. The ladder and catwalk are separately applied. All the cars have different car numbers and are individually packaged and marked. All the cars have weathered areas.
Length over the buffers per car approximately 14.2 cm / 5-5/8"
Total length over the buffers approximately 71 cm / 27-15/16".
AC wheelset per car E36667900.
Trix Express wheelset per car E33339010.

- **Five different "Standard Design Tank Cars"**
- **Authentic weathered areas**
- **Ideal for unit trains**

märklin

This model can be found in the Märklin H0 assortment under item number 46538.

The ideal add-on for impressive unit train from the Märklin assortment

46538 Standard Design Tank Car Set – Use the DC wheelset E32376004 for the exchange

Parade Locomotive in Orient Red

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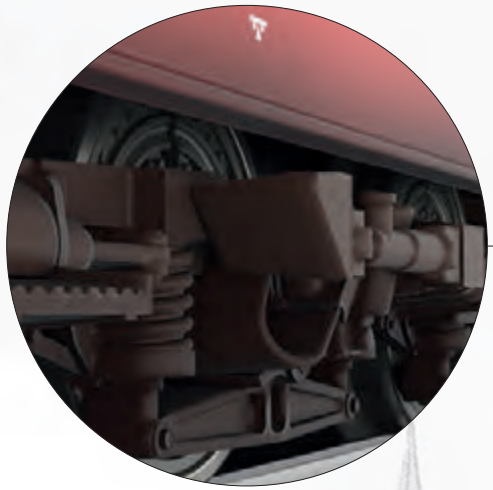
22929 Class 103 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103 electric locomotive. Version with "short" cabs, single-arm pantographs, and buffer cladding. Orient red basic paint scheme. Road number 103 144-2. The locomotive looks as it did starting 1989.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered through cardan shafts. Traction tires. The 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 End 2 and 1 can be turned off separately in digital operation. The cab lighting changes over with the direction of travel and can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered digitally. The locomotive engineer figure in both cabs can move and be controlled digitally. The locomotive has separately applied control wheel imitations, grab irons, windshield wipers, UIC sockets, and roof conductors. The buffer height adheres to the NEM. The locomotive is lightly weathered. Brake lines, steps, and prototype couplers that can be mounted on the locomotive are included.
Length over the buffers approximately 22.4 cm / 8-13/16".

- **Pantographs can be raised and lowered digitally**
- **Cab lighting and engine room lighting can be controlled digitally**
- **Locomotive engineer figure in both cabs can move**
- **Separately applied control wheel imitations**
- **Locomotive frame and body constructed of metal**
- **Prototypical tooling changes in the roof area**
- **Buffer height adheres to the NEM**
- **Lightly weathered**
- **RailCom-capable decoder with extensive light and sound functions included**

23201 | 23202 | 23200 | 22929



At first glance not immediately seen, our extremely clean modelling of the drive mechanisms

Locomotive engineer figure in both cabs can move

The pantographs on the orient red class 103 can be raised and lowered digitally

Digital functions under DCC and mfx
Headlight(s)
Pantograph control
Electric locomotive op. sounds
Special Function
Pantograph control
Direct control
Locomotive whistle
Locomotive engineer
Engineer's cab lighting
Sound of squealing brakes off
Interior lights
Rear Headlights off
Whistle for switching maneuver
Switching range + switching light
Front Headlights off
Blower motors
Compressor
Letting off Air
SIFA warning sound
Conductor's Whistle
Procedure function

märklin

This model can be found in the Märklin H0 assortment under item number 39152.

In the Bistro Café

Different design InterRegio cars of the German Federal Railroad (DB) in light gray / distant blue basic paint scheme with pastel blue decorative striping. Train route: IR 2670 from Konstanz to Kassel. The cars look as they did in 1993.

Applicable to this models: The cars are completely new tooling for the InterRegio car family. They have multiple color interior details. All the cars have factory-installed LED interior lighting. Each car has a built-in buffer capacitor to bridge short-term spots without current. There are red transparent marker light inserts at the ends of the cars. The underbodies are specific to the car types and include many separately applied details. The buffer height adheres to the NEM. The cars have type MD 366/367 trucks with and without separately applied generators. The vents on the car bodies are separately applied. There are imprinted car route signs on the cars. The cars are individually packaged in a master package.
The minimum radius for operation is 360 mm / 14-3/16".

- **Completely new tooling for the InterRegio car family**
- **Multiple color interior details**
- **Factory-installed LED interior lighting with buffer capacitors**
- **Buffer height adheres to the NEM**
- **Many separately applied details**

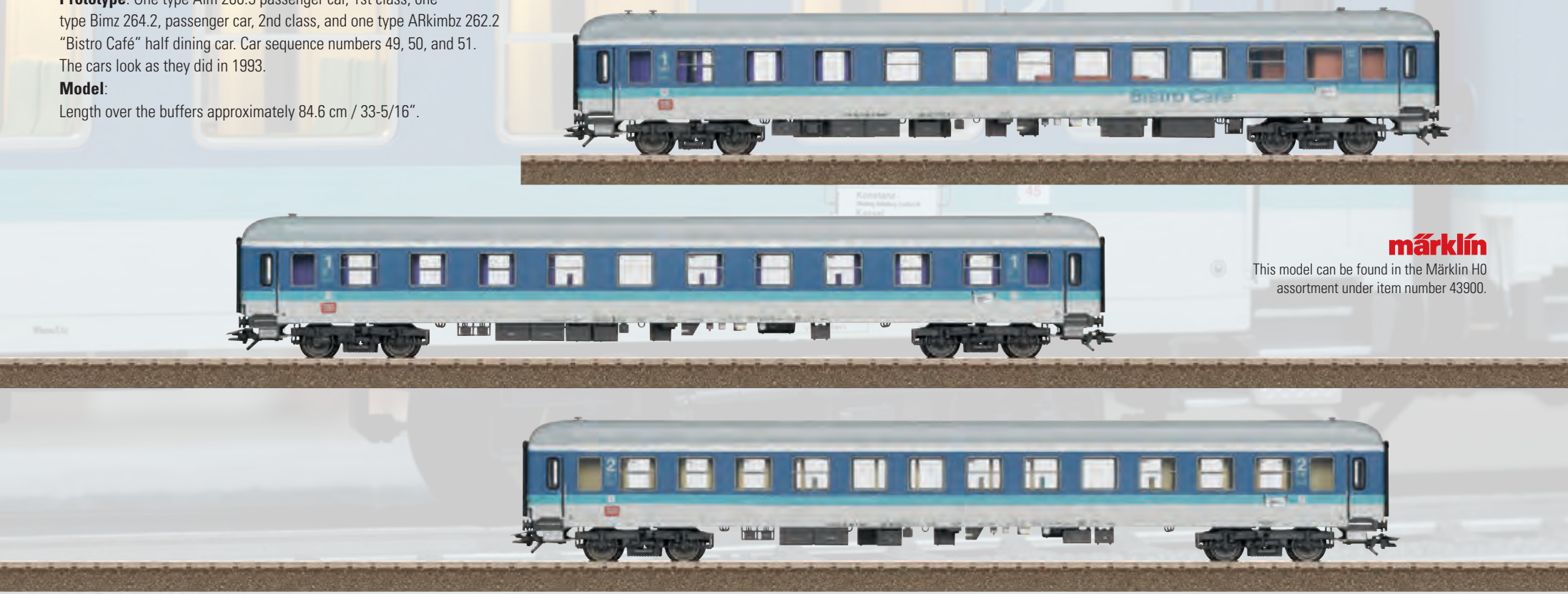
Multiple color interior details

V

23200 InterRegio Passenger Car Set

Prototype: One type Aim 260.5 passenger car, 1st class, one type Bimz 264.2, passenger car, 2nd class, and one type ARkimbz 262.2 "Bistro Café" half dining car. Car sequence numbers 49, 50, and 51. The cars look as they did in 1993.

Model:
Length over the buffers approximately 84.6 cm / 33-5/16".



märklin

This model can be found in the Märklin H0 assortment under item number 43900.

23201 InterRegio Passenger Car Set

Factory-installed marker lights

Prototype: One type Bimz 264.7 passenger car, 2nd class, and one type Bimdz 268.2 passenger car with a bicycle compartment, 2nd class.
Car sequence numbers 44 and 45. The cars look as they did in 1993.
Model: These cars have multiple color interior details including modelling of the bicycle rack in the bicycle compartment. One car has factory-installed marker lights. The cars have type MD 366 trucks without separately applied generators.
Length over the buffers approximately 56.4 cm / 22-3/16".

- **Factory-installed marker lights**
- **Bicycle rack modelled in the bicycle compartment**

märklin
This model can be found in the Märklin H0 assortment under item number 43901.

23202 InterRegio Passenger Car

Prototype: German Federal Railroad (DB) type InterRegio passenger cars.
One type Bim 263.5 passenger car, 2nd class.
Car sequence number 48. The car looks as it did in 1993.
Model: The cars has type MD 366 trucks with a separately applied generator.
Length over the buffers 28.2 cm / 11-1/8".

märklin
This model can be found in the Märklin H0 assortment under item number 43902.

The popular class 218

RailCom is a registered trademark of the firm Lenz Elektronik, Inc.

25499 Class 218 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 218 diesel locomotive. Traffic red basic paint scheme. Road number 218 499-2. The locomotive looks as it did starting in 2011.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted. All four axles powered. Traction tires. The 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 End 2 and 1 can be turned off separately in digital operation. The cab lighting changes over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The buffer beams are detailed and include snowplows typical for this class.

Length over the buffers 18.9 cm / 7-7/16".

- **Newly created sound project for the class 218**
- **Equipped with striking snowplows on both ends of the locomotive**
- **Prototypical roof version for the class 218.4 with large cooling fans**
- **Cab lighting can be controlled digitally**
- **Locomotive frame and body constructed of metal**
- **Centrally mounted motor, all four axles powered**
- **Extensive light and sound functions**
- **RailCom-capable decoder included**

Prototypical roof version for the class 218.4 with large cooling fans

The class 218 with new sound

Equipped with striking snowplows

TRIX
H0

Digital functions under DCC and mfx
Headlight(s)
Engineer's cab lighting
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Rear Headlights off
Whistle for switching maneuver
Switching range + switching light
Front Headlights off
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Sanding
Horn
Doors Closing
Operating sounds
Warning announcement
Replenishing diesel fuel
Sound of Couplers Engaging
Sound of uncoupling

märklin

This model can be found in the Märklin H0 assortment under item number 39216.

The ideal add-on from the Märklin assortment

43806 **Passenger Car, 2nd Class** – Use the DC wheelset E700580 for the exchange

43816 **Passenger Car, 1st/2nd Class** – Use the DC wheelset E700580 for the exchange

Modern Commuter Service

RailCom is a registered trademark of the firm Lenz Elektronik, Inc.

25714 Class 648.2 Diesel Powered Commuter Rail Car

Prototype: German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter rail car. Traffic red basic paint scheme. Version with low entries. Used in the service area Koblenz, Germany. Train destination display "RE25 Gießen" included. Diesel powered commuter car road numbers 648 206-0 and 648 706-9. The train looks as it did around 2016.
Model: The train has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, located in the Jakobs truck. 2 axles powered. Traction tires. The 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 Powered Rail Car Ends 2 and 1 can be turned off separately in digital operation. The train has factory-installed interior lighting. Maintenance-free warm white and red LEDs are used for the headlights, marker lights, and interior lighting. Yellow LEDs are used as in the prototype for the train destination displays. The headlights, train destination displays, interior lights, and dual red marker lights will work in conventional operation and can be controlled digitally. The frame and body have detailed construction. There is an open view through the cars, a closed diaphragm, and a guide mechanism on the Jakobs truck between the train halves. The ends of the train have a representation of the center buffer couplers. Total length approximately 48.1 cm / 18-15/16".

- **Factory-installed LED interior lighting**
- **RailCom-capable DCC/mfx digital decoder included and light and sound functions included**
- **Lighted train destination displays "RE25 Gießen"**

märklin

This model can be found in the Märklin H0 assortment under item number 37714.

Digital functions under DCC and mfx
Headlight(s)
Interior lights
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Station Announcements
Headlight(s): Cab1 End
Doors Closing
Conductor's Whistle
Train announcement
Train announcement
Train announcement
Train announcement
Letting off Air
Replenishing diesel fuel

Prototypical train destination signs also at the entry

Diesel power on six axles

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TRIX H0

25300 Class 77 Diesel Locomotive

Prototype: Type JT42CWRM diesel electric freight locomotive, better known as Class 77. DB Cargo, Inc. diesel locomotive. The locomotive looks as it did in 2021.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered using cardan shafts. Traction tires. The 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 End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "Double ‚A' Light" function is on. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Other light functions such as special switching signs, and emergency stoplights can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers approximately 24.7 cm / 9-3/4".

- **Cab lighting can be controlled digitally**
- **Control desk lighting can be controlled digitally**
- **Factory-installed smoke generator with dynamic smoke exhaust**
- **DCC/mfx digital decoder**

märklin

This model can be found in the Märklin H0 assortment under item number 39070.

Digital functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Low Pitch Horn
Headlight(s): Cab1 End
Engineer's cab lighting
Blower motors
Control desk lighting
Compressor
Letting off Air
"Switcher Double ""A"" Light"
Switching maneuver
Sanding
Low Pitch Horn
High Pitch Horn
Switching range + switching light
Sound of Couplers Engaging
Replenishing diesel fuel
Sound of uncoupling
SIFA warning sound
Warning announcement
Opening cab door

With dynamic smoke exhaust

The lighting for the control desks and the cabs can be controlled in digital operation

The Vectron now as a switching master too

RailCom is a registered trademark of the firm Lenz Elektronik, Inc.

25290 Class 249 Dual Power Locomotive

Prototype: DB Cargo, Inc. class 249 dual power locomotive (Vectron Dual Mode light). From the Vectron product family from Siemens. Road number 249 002. The locomotive looks as it did in May of 2022.
Model: The locomotive has a digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The 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 End 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. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses and switching coupler for mounting on the locomotive included separately.
Length over the buffers approximately 23.6 cm / 9-1/4".

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Frame and body constructed mostly of metal**
- **Numerous separately applied details**
- **Cab lighting can be controlled digitally**
- **Engine room lighting can be controlled digitally**
- **DCC/mfx digital decoder and extensive sound functions included**

A view into the engine room just like the prototype

The Vectron with additional switching platform and imitation of the automatic switching coupler

märklin

This model can be found in the Märklin H0 assortment under item number 39290.

After the successful introduction of the Vectron Dual Mode, German freight railroading also emerged. In September of 2020, still before the German Federal Railroad Bureau had officially declared permission, there was activity. At DB Cargo, the purchasing agents were getting serious. There was a big first order at Siemens Mobility with a master agreement about the delivery of up to 400 hybrid locomotives. Initially, the freight sector of the DB gave a binding order for 100 units of the class 249. Here it was about a kind of "248 light" with somewhat less output. The level of investment for the master agreement is over a billion Euros according to an announcement of this railroad unit. With such an extensive order, particular attention is paid to the wishes of the customer. The locomotives are delivered "with specific adjustments for DB Cargo's planned range of uses". The fixed order of 100 locomotives is to be delivered as early as 2023. DB Cargo is looking forward to these new units, because they fit in well with the strategy of being "large, green, and efficient". According to DB Cargo, the environmental friendliness of the rails is being underpinned in this manner, which would account for the numbers, because the savings potential for the hybrid locomotives from the current order is annually around 8 million liters / 2.11 million gallons of fuel and 17,000 metric tons of CO2. The maintenance costs could be less than for pure diesel locomotives.

One of the first Vectron Dual Mode light locomotives built for DB Cargo was available for viewing at the "InnoTrans 2022" show in Berlin: The new class designation 249 was also therefore chosen, because numerous changes had resulted compared to the units already delivered. The 249 was thus equipped with a forward mounted brakeman's platform and switching couplers that could be folded up. This means the locomotive is a bit longer and now measures 20,500 millimeters / 67 feet 3 inches over the buffers compared to the class 248 with 19,980 millimeters / 65 feet 6 inches. The output on the diesel motor has been reduced to 1,120 kilowatts / 1,502 horsepower, while the electrical output was increased slightly and is now 2,200 kilowatts / 2,949 horsepower. The diesel tank is now smaller, which has led to a reduction in the axle load to 21 metric tons, thus allowing this locomotive to be used on branch lines. Thanks to radio long-distance control, the class 249 is perfectly usable in switching work, because the engineer can navigate his locomotive externally.

Read more at:
https://www.trix.de/products/25290

Digital functions under DCC and mfx
Headlight(s)
Electric locomotive op. sounds
Diesel locomotive op. sounds
Low Pitch Horn
Direct control
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Engineer's cab lighting
Long distance headlights
Engine room lighting
Blower motors
Blower motors
Horn
Switching maneuver
Compressor
Letting off Air
Sanding
Opening cab door
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Sound of Couplers Engaging
Sound of uncoupling
Switching range + switching light
Sound of Couplers Engaging
Sound of uncoupling
Replenishing diesel fuel
Sound of railroad crossing gates closing
Sound of railroad crossing gates opening

Tradition Meets Modern

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25291

Prototype: Railssytems RP, Inc. class 248 dual power locomotive (Vectron Dual Mode). From the Vectron product family from Siemens. Road number 248 002. The locomotive looks as it did in 2021

Model: The locomotive has a digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The 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 End 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. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses are included, which can be mounted on the locomotive.
Length over the buffers approximately 23 cm / 9-1/16".

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Frame and body constructed mostly of metal**
- **Numerous separately applied details**
- **Cab lighting can be controlled digitally**
- **Engine room lighting can be controlled digitally**
- **DCC/mfx digital decoder and extensive sound functions included**

A view into the engine room just like the prototype

Digital functions under DCC and mfx
Headlight(s)
Electric locomotive op. sounds
Diesel locomotive op. sounds
Low Pitch Horn
Direct control
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Engineer's cab lighting
Long distance headlights
Engine room lighting
Blower motors
Blower motors
Horn
Switching maneuver
Compressor
Letting off Air
Sanding
Opening cab door
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Switching range + switching light
Sound of Couplers Engaging
Sound of uncoupling
Replenishing diesel fuel
Station Announcements
Sound of railroad crossing gates closing
Sound of railroad crossing gates opening

Both sides of the locomotive have different designs

märklin

This model can be found in the Märklin H0 assortment under item number 39291.

Left side of locomotive

Right side of locomotive

Schweiz

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TRIX H0

25423 Class Re 4/4 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 4/4 (later the class Re 4/4 I) electric locomotive from the first production series. Fir green basic paint scheme. Original version with crossover doors and crossover plates on the ends. Road number 10011. The locomotive looks as it did around 1958

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and 1 white marker light (Swiss headlight / marker light code) 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. The locomotive has the "double ‚A' light" function. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has separately applied roof walkways. It also has separately applied metal grab irons. The end crossover plates and grab irons are represented.
Length over the buffers 17.1 cm / 6-3/4".

- **Swiss headlight / marker light changeover**
- **Original version with end crossover doors and footplates**
- **Two different locomotive sides**
- **RailCom-capable DCC/mfx digital decoder included.**

Digital functions under DCC and mfx
Headlight(s)
Conductor's Whistle
Electric locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Blower motors
Compressor
Main Relay
Letting off Air
Stat. Announce. – Swiss
Pantograph Sounds
Switching maneuver
Doors Closing
Sanding
Sound of Couplers Engaging

märklin

This model can be found in the Märklin H0 assortment under item number 39423.

Switzerland

VI DCC mfx

25100 Class Re 421 Double Electric Locomotive Set

Prototype: 2 class Re 421 electric locomotives in different paint schemes. 1 electric locomotive in a TEE paint scheme of crimson/beige with road number 421 393-0 and 1 electric locomotive in a Rheingold paint scheme of cobalt blue / beige with road number 421 387-2. Locomotives privately owned by International Rolling Stock Investment, Inc. (IRSI), operated by TR Trains Rail, Inc. The locomotives look as they did around 2020.
Model: The following applies to both locomotives: digital decoders and extensive light and sound functions are included. The locomotives have controlled, high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered with cardan shafts. Traction tires. The triple headlights and one white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The light code can be switched to a red marker light when the locomotive is running "light". The headlights at Locomotive End 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 as a red emergency stop light. The locomotives' long-distance headlights, cab lighting, and engine room lighting can each be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotives have separately applied metal grab irons on the sides and ends. The couplers can be replaced by end skirting included with the locomotive.
Length over the buffers 17.1 cm / 6-3/4".
Both locomotives are individually packaged and identified. There is also a master package.

- **DCC/mfx digital decoder and extensive operation and sound functions included**
- **Both locomotives individually packaged**

Digital functions under DCC and mfx
Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Sound of squealing brakes off
Engine room lighting
Engineer's cab lighting
Long distance headlights
Engineer's cab lighting
Direct control
Headlights locomotive end 2 off
Headlights locomotive end 1 off
Blower motors
Letting off Air
Pantograph Sounds
Sanding
Doors Closing
Compressor
Stat. Announce. – Swiss
Sound of Couplers Engaging
Conductor's Whistle
Main Relay
Whistle for switching maneuver
Switching maneuver

märklin

This model can be found in the Märklin H0 assortment under item number 37300.

VI DCC mfx

22881 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs, as the Swiss Federal Railways (SBB) class Am 840, used for the freight area SBB Cargo. Fire red / ultramarine blue basic paint scheme with basalt gray frame. Locomotive road number Am 840 002-0. The locomotive looks as it did in Era VI.
Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The 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, the "double ‚A' light" function is on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the locomotive are included. End covers are included and can be mounted on the buffer beam.
Length over the buffers 20 cm / 7-7/8".

- **Frame and parts of the body constructed of metal**
- **Cab lighting can be controlled separately in digital operation**
- **Double "A" light can be controlled**
- **Digital decoder and extensive operation and sound functions included**

Digital functions under DCC and mfx
Headlight(s)
Engineer's cab lighting
Diesel locomotive op. sounds
Warning Sound
Engineer's cab lighting
Sound of squealing brakes off
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Direct control
Sanding
Sound of Couplers Engaging
Blower motors
Letting off Air
Buffer to buffer
Replenishing diesel fuel
Conductor's Whistle
Switching maneuver
"Switcher Double ""A"" Light"

märklin

This model can be found in the Märklin H0 assortment under item number 37295.

The ideal add-on from the Märklin assortment

47100 Type Res Low Side Car – Use the DC wheelset E700580 for the exchange

47100 (Märklin)	47100 (Märklin)	47100 (Märklin)	47100 (Märklin)	22881

Switzerland

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22624 Class 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) (SBB/CFF/FFS) class Re 460 electric locomotive. Neutral fire red basic paint scheme. Locomotive name: “Hohle Gasse”. Version with end signets in relief.
Road number: 460 067-2. The locomotive looks as it did starting in 2021.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered. Traction tires. The triple headlights and a white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. You can switch between the Swiss headlight / marker light code and a white headlight / red marker light code. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. Long-distance headlights can be controlled digitally. The cab lighting can be controlled digitally. Warning lights and running authorization lights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are intricate, single-arm pantographs. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 21.3 cm / 8-3/8“.

- **Version with end signets in relief**
- **Intricate, single-arm pantographs**
- **Four axles powered**
- **Cab lighting**
- **European and Swiss headlight / marker light changeover**

Version with end signets in relief

märklin

This model can be found in the Märklin H0 assortment under item number 39463.

TRIX
H0

Digital functions under DCC and mfx
Headlight(s)
Electric locomotive op. sounds
Horn
Long distance headlights
Direct control
Engineer's cab lighting
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Blower motors
Conductor's Whistle
Light Function
Compressor
Light Function
Letting off Air
Sanding
Switching range + switching light
Train announcement
Light Function
Doors Closing
Light Function
Stat. Announce. – Swiss
Stat. Announce. – Ital.
Stat. Announce. – Swiss
Stat. Announce. – Ital.
Train announcement
Train announcement
Train announcement
Stat. Announce. – Fren.

The ideal add-on from the Märklin assortment

42154 Mark IV Type A Express Train Passenger Car Set – Use the DC wheelset E700580 for the exchange

42153 Mark IV Type B Express Train Passenger Car Set – Use the DC wheelset E700580 for the exchange

42154 (Märklin) | 42153 (Märklin) | 22624

Austria

25888 Class 44 Steam Locomotive

Prototype: Austrian Federal Railways (BBÖ) class 44 heavy steam freight locomotive, with a type 2´2´T34 standard design coal tender. Black basic paint scheme. Standard design Wagner smoke deflectors, German State Railroad lamps, pilot truck wheel set with spoked wheels, with smoke box central locking, and without inductive magnets. Road number 44 542. The locomotive looks as it did around 1949.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the coal tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and the flickering in the ash pan can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket and a guide mechanism on the tender and on the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods, brake hoses, and imitation couplers are included as detail parts. Length over the buffers 26 cm / 10-1/4".

- **Tooling changes**
- **Version with Wagner smoke deflectors**
- **Air compressor and feedwater pump moved to the running board**
- **Prototypical tooling changes to the running board**
- **Running boards run to the smoke box door and diagonally down to the buffer beam**
- **German State Railroad lamps included as dual headlights on the locomotive and tender**
- **Cab lighting, firebox flickering, and flickering in the ash pan can be controlled digitally**
- **Partially open bar frame with mostly clear view between the running gear and the boiler**
- **High-efficiency propulsion with a flywheel, mounted in the boiler**
- **RailCom-capable DCC/mfx digital decoder included**

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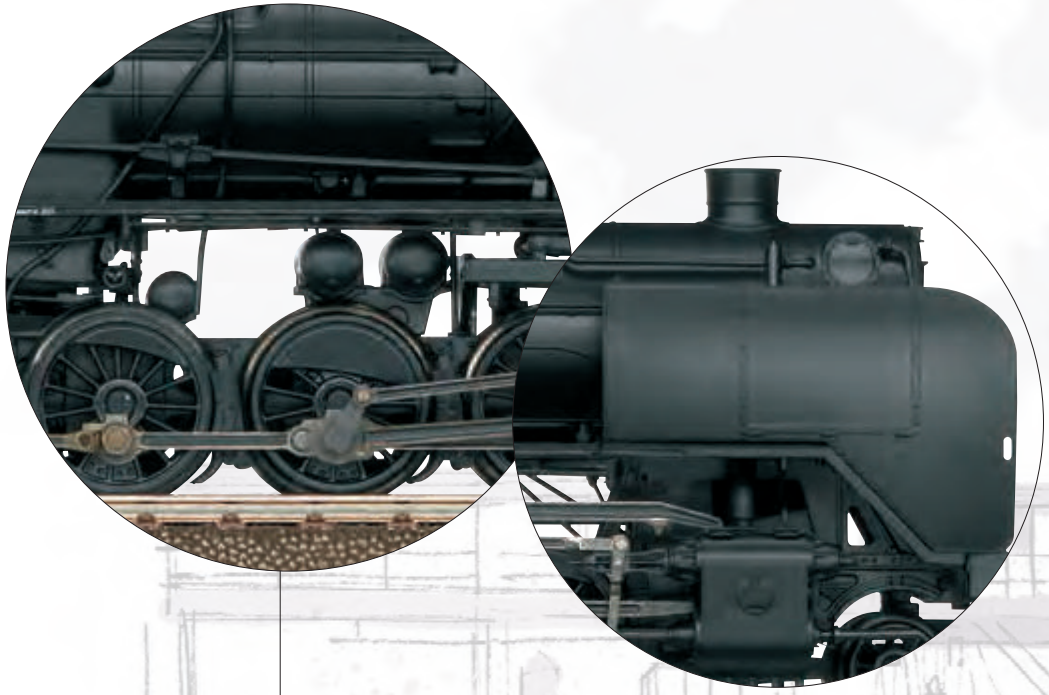
Digital functions under DCC and mfx
Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Flickering Light in Fire Box
Air Pump
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Replenishing coal
Replenishing water
Replenishing sand
Sanding
"Switcher Double ""A"" Light"
Switching maneuver
Generator Sounds
On/off function
Special light function
Rail Joints
Safety Valve
Sound of Couplers Engaging

This model can be found in the Märklin H0 assortment under item number 39888.



The ideal add-on from the Märklin assortment

46755 **Old-Timer Tank Car Set** – Use the DC wheelset E700580 for the exchange

| 46755 (Märklin) | 46755 (Märklin) | 25888 |

The Golden Period of Travel

25241 EST Class 13 Express Train Steam Locomotive

Prototype: French East Railroad (EST) class 13 (241-A) heavy express train steam locomotive with a tender. Black basic paint scheme with a black frame. Version as a locomotive for the "EDELWEISS" express train passenger car set. Changes to the smoke deflectors specific to the type. Dual headlights with kerosene lamps, with one lamp above and one lamp below. Road number EST 241 004. The locomotive looks as it did around 1931.

Model: The locomotive has a digital decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The model has a factory-installed 72270 smoke unit. The dual headlights on the locomotive and tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. There is also cab lighting that can be controlled digitally. Maintenance-free warm white LEDs are used for lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a close coupler in an NEM pocket with a guide mechanism. The minimum radius for operation is 437.5 mm / 17-1/4". Brake hoses, heating lines, and imitation prototype couplers are included. There is also a frame without a wheel cutout for the trailing truck, which can be swapped with the factory-installed trailing truck for display case use for example.
Length over the buffers 30.4 cm / 12".

- **Tooling changes for the version as the French East Railroad (EST) class 13**
- **Very detailed realization of the model**
- **Cab lighting can be controlled digitally**
- **Equipped with a factory-installed smoke unit**
- **RailCom-capable DCC/mfx digital decoder included**

märklin

This model can be found in the Märklin H0 assortment under item number 39244.

RailCom is a registered trademark
of the firm Lenz Elektronik, Inc.

The mighty class 241 A steam locomotive appeared on France's rails at the start of the Thirties. In the "golden" period of travel before World War II, it pulled heavy express trains between Paris and the Atlantic harbors of Cherbourg and Le Havre as well as between Paris and Basle. The latter assignment also included the famous Arlberg Orient Express. After the end of the war, it ran until 1965 mainly between Paris and Strasbourg as well as Paris and Basle. The class 241 A 1 remains preserved at the Mulhouse Railroad Museum as well as in Switzerland as road number 241 A 65, the largest operational steam locomotive in Europe.

Digital functions under DCC and mfx
Headlight(s)
Smoke generator
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Light Function1
Letting off Steam
Sound of coal being shoveled
Tipping grate
Air Pump
Water Pump
Injectors
Rail Joints
Replenishing water
Replenishing coal
Replenishing sand
Sanding
Conductor's Whistle
Safety Valve
"Switcher Double ""A"" Light"
Switching range + switching light
Sound of Couplers Engaging

Read more at:
https://www.maerklin.de/products/39244

Like the locomotive, the tender is equipped with dual headlights

26470 | 25241 |

EDELWEISS PARLOR CAR EXPRESS

Compagnie Internationale des Wagons-Lits CIWL – A grand name from the heyday of railroading. This firm founded in the second half of the 19th century by the Belgian entrepreneur Georges Nagelmackers quickly became the epitome of luxurious travel. Shortly before World War I, numerous CIWL deluxe trains steamed on regular schedules throughout Europe. They had melodious names such as Orient Express, Calais Mediterranean Express, or South Express. They were mostly sleeping car trains offering luxurious sleeping compartments featuring all kinds of comfort.

In the Golden Twenties, the market for first class travel recovered very quickly and starting in 1925 the CIWL introduced the first deluxe trains for daily service, which caused a stir from the beginning as parlor car expresses. The CIWL bought new, extremely luxurious open seating cars or parlor cars for these train routes, some cars equipped with galleys. One each car with and without a galley formed a "Couplage". There were also trains with a "Triplage" (two cars, 2nd class without a galley, and one car, 1st class with a galley). Meals were served at your seat, and exclusive porcelain china and silver place settings contributed to the special ambiance. However, there were no special dining cars. The new parlor cars sparkled with more than just excellent inner values. Their outer appearance also radiated an impressive elegance.

Its route of Amsterdam – Brussels – Strasbourg – Basle – Zürich/ Lucerne was no less attractive. Usually, the newest and most powerful steam locomotives of that time were used as motive power, such as the legendary class 241 A of the French East Railroad (EST).

The itinerary of the EDELWEISS PARLOR CAR EXPRESS to Basle was 31 kilometers / 19 miles longer than the Rheingold train and it had to overcome the northern foothills of the Vosges between Namur and Luxembourg as well as between Metz and Strasbourg. The EDELWEISS with a running time of 10 hours and 8 minutes was almost as fast (Rheingold 9 hours 46 minutes). At that time, not many steam-powered trains achieved an average speed of 80 kilometers per hour / 50 miles per hour.

In the Thirties, the EDELWEISS PARLOR CAR EXPRESS was one of the most successful CIWL trains. The outbreak of World War II then abruptly ended the era of the sparkling deluxe trains – including the EDELWEISS.

After the war, the train was introduced again and in the first years, it even ran parlor cars again. In 1957, the EDELWEISS then experienced a resurrection as a deluxe train. It was taken into the new European TEE network, and it was run with the brand new, Dutch-Swiss 1st class powered rail cars as the class RAm, which was the prototype of various sought-after Märklin models. But, that is another story.

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II

26470 "EDELWEISS" Parlor Car Set

Prototype: Six different parlor cars painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) as EDELWEISS PARLOR CAR EXPRESS. Two type DD3 baggage cars, one type VPC "Côte d´Azur" parlor car with a galley, one type VP "Côte d´Azur" parlor car without a galley, one type VPC "Étoile du Nord" parlor car with a galley, and one type VP "Étoile du Nord" parlor car without a galley. Train route Amsterdam – The Hague – Rotterdam – Brussels – Luxembourg – Strasbourg – Basle – Lucerne– Zürich.
The cars look as they did in 1937.

The model description for the car set and the other cars can be found on the following pages.

An impressive complete set with over 150 cm / 59" length as EDELWEISS PARLOR CAR EXPRESS

All cars as prototypical new tooling and including interior lighting

All cars are intricately built, imprinted as cleanly as possible, and feature very detailed construction.

Type DD3 baggage car

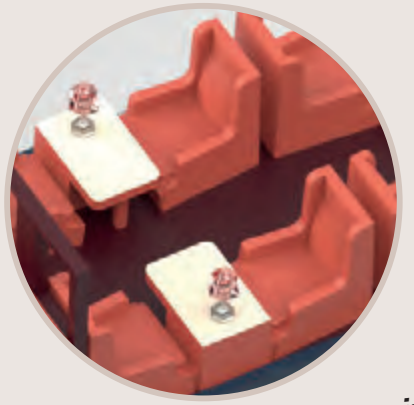
VPC Type "Côte d´Azur" parlor car with a galley

EDELWEISS PARLOR CAR EXPRESS

Model: All the cars have factory-installed LED interior lighting and factory-installed operating, current-conducting close couplers. The parlor cars have lighted table lamps. One baggage car includes marker lights. Each car has a built-in buffer capacitor to bridge short-term spots without current. The interior lighting works in conjunction with the baggage car with marker lights. All the cars have different construction and include many separately applied details. There are also separately applied metal grab irons. The interior details for the parlor cars are custom modelled and come in multiple colors. The buffer height adheres to the NEM. Four main air lines are included for each car. Extended and retracted diaphragms are included. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers for the baggage carapproximately 23.9 cm / 9-3/8". Length over the buffers for the parlor car approximately 26.9 cm / 10-5/8". Total length over the buffers approximately 156.5 cm / 61-5/8".

Highlights:

- **Completely new tooling**
- **Factory-installed LED interior lighting including buffer capacitors**
- **Parlor cars include lighted table lamps**
- **One baggage car includes marker lights**
- **Current-conducting close couplers**
- **All the cars have different and very detailed construction**
- **Interior details for the parlor cars are custom modelled and come in multiple colors**
- **Buffer height adheres to the NEM**



The interior details of the parlor cars are individually designed and done in multiple colors

VP Type "Côte d´Azur" parlor car without a galley

VPC Type "Étoile du Nord" parlor car with a galley

märklin

Dieses Modell finden Sie im Märklin H0-Sortiment unter der Artikelnummer 42470.

TRIX
HO

Parlor cars include lighted table lamps

VP Type “Étoile du Nord” parlor car without a galley

Type DD3 baggage car

Baggage car includes prototypical marker lights

All cars feature different and very detailed construction

Netherlands

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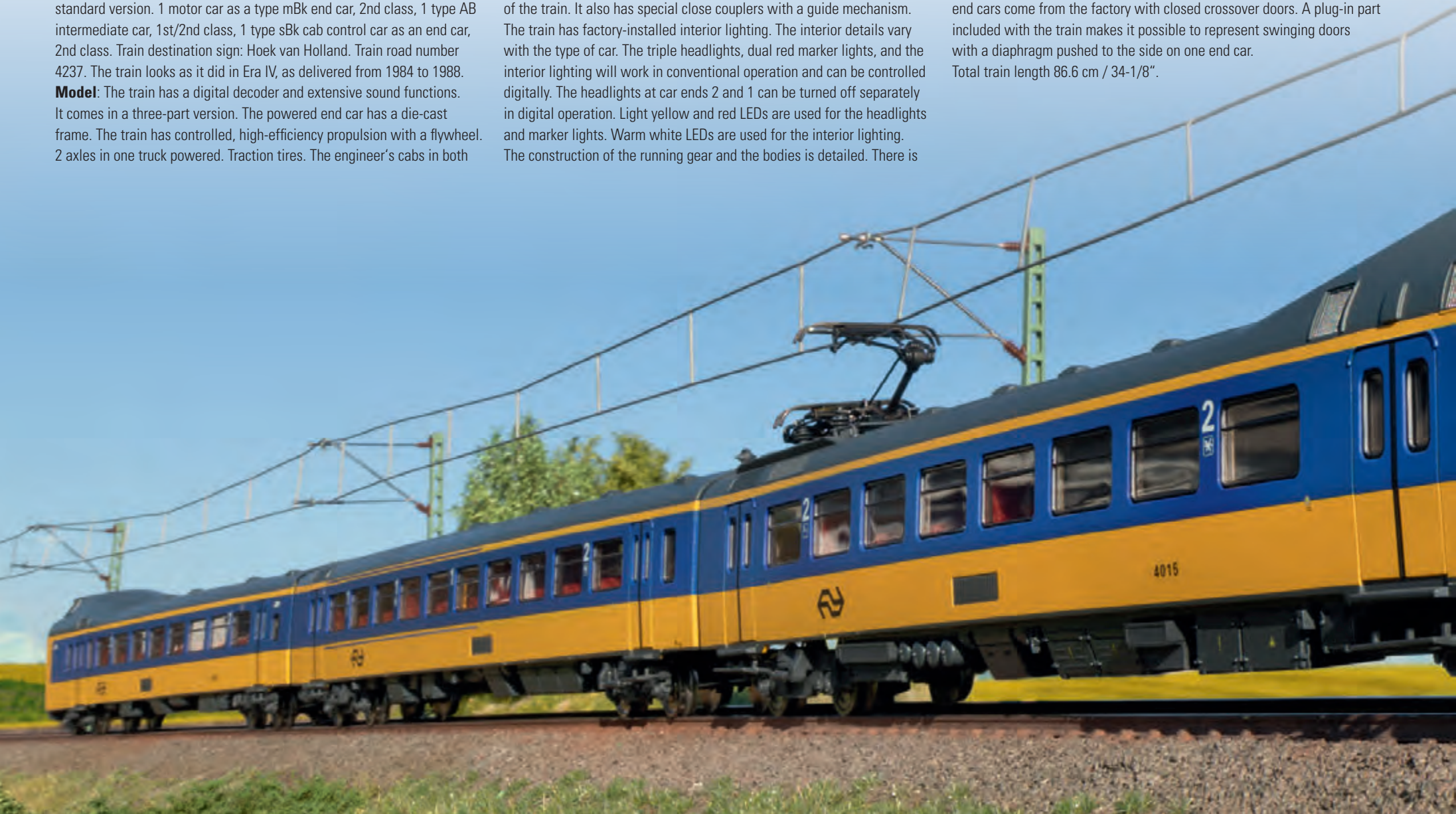
25425 Class ICM-1 “Koploper” Electric Rail Car Train

Prototype: Dutch State Railways (NS) class ICM-1 three-part “Koploper” Intercity electric rail car train. Yellow/blue basic paint scheme in the standard version. 1 motor car as a type mBk end car, 2nd class, 1 type AB intermediate car, 1st/2nd class, 1 type sBk cab control car as an end car, 2nd class. Train destination sign: Hoek van Holland. Train road number 4237. The train looks as it did in Era IV, as delivered from 1984 to 1988.
Model: The train has a digital decoder and extensive sound functions. It comes in a three-part version. The powered end car has a die-cast frame. The train has controlled, high-efficiency propulsion with a flywheel. 2 axles in one truck powered. Traction tires. The engineer’s cabs in both end cars have interior details. The train has power pickup in the end car at the front of the train; the power pickup changes with the direction of the train. It also has special close couplers with a guide mechanism. The train has factory-installed interior lighting. The interior details vary with the type of car. The triple headlights, dual red marker lights, and the interior lighting will work in conventional operation and can be controlled digitally. The headlights at car ends 2 and 1 can be turned off separately in digital operation. Light yellow and red LEDs are used for the headlights and marker lights. Warm white LEDs are used for the interior lighting. The construction of the running gear and the bodies is detailed. There is a representation of the “Scharfenberg” coupler with a cover on the end cars. A rigid drawbar coupling is included for multiple unit operation. The end cars come from the factory with closed crossover doors. A plug-in part included with the train makes it possible to represent swinging doors with a diaphragm pushed to the side on one end car.
Total train length 86.6 cm / 34-1/8“.



TRIX
H0

Factory-installed LED interior lighting

RailCom-capable DCC/mfx digital decoder included

Various Dutch station and train announcements included

Train destination signs: Hoek van Holland

märklin

This model can be found in the Märklin H0 assortment under item number 39425.

Digital functions under DCC and mfx
Headlight(s)
Interior lighting
Locomotive operating sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Stat. Announce. – Dutch
Headlight(s): Cab1 End
Doors Closing
Conductor's Whistle
Pantograph Sounds
Train announcement
Train announcement
Letting off Air
Switching maneuver
Train announcement
Rail Joints

Netherlands

IV DCC mfx

22396 Class ICM-1 "Koploper" Electric Rail Car Train

Prototype: Dutch State Railways (NS) "Koploper" three-part electric rail car train as class ICM-1 Intercity powered rail car train. Version in a KLM paint design. 1 motor car as a type mBk end car, 2nd class, 1 type AB intermediate car, 1st/2nd class, 1 type sBk cab control car as an end car, 2nd class. Road number 4011. The train looks as it did around 1986/87
Model: The train has a digital decoder and extensive sound functions. It comes in a 3-part version. The powered end car has a die-cast frame. The train has controlled, high-efficiency propulsion with a flywheel. 2 axles in one truck powered. Traction tires. The engineer's cabs in both end cars have interior details. The train has power pickup in the end car at the front of the train; the power pickup changes with the direction of the train. It also has special close couplers with a guide mechanism. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The headlights at car ends 2 and 1 can be turned off separately in digital operation. Prototypical light yellow and red LEDs are used for the headlights and marker lights. Warm white LEDs are used for the interior lighting. The construction of the running gear and the bodies is detailed. There is a representation of the "Scharfenberg" coupler with a cover on the end cars. A rigid drawbar coupling is included for multiple unit operation. The end cars come from the factory with closed crossover doors. A plug-in part included with the train makes it possible to represent swinging doors with a diaphragm pushed to the side on one end car. Total train length 86.6 cm / 34-1/8".

- **Factory-installed interior lighting**
- **RailCom-capable DCC/mfx digital decoder and extensive operation and sound functions included**
- **Train destination sign: Amsterdam CS, Schiphol**

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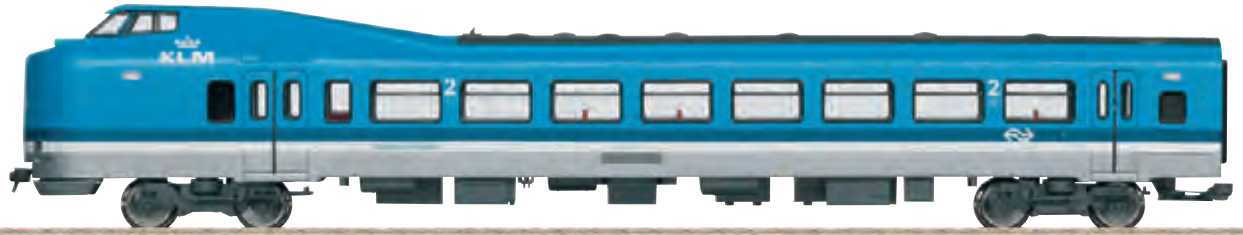
Digital functions under DCC and mfx
Headlight(s)
Interior lighting
Locomotive operating sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Stat. Announce. – Dutch
Headlight(s): Cab1 End
Doors Closing
Conductor's Whistle
Pantograph Sounds
Rail Joints
Train announcement
Letting off Air
Switching maneuver



Advance notice:
Can be ordered starting with the summer new items for 2023

märklin

This model can be found in the Märklin H0 assortment under item number 37424.

Belgium

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TRIX H0

22678 Class 52 Diesel Locomotive

Prototype: Belgian State Railways (SNCB/NMBS) class 52 diesel locomotive. Version with four lamps at the ends, electric brakes, and a heating boiler. Green paint scheme with yellow stripes. Road number 5209.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The dual 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 End 2 and 1 can be turned off separately in digital operation. The cab lighting can be controlled digitally and changes over with the direction of travel. The switching range can be controlled digitally along with the switching lights. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details in relief.
Length over the buffers 21.7 cm / 8-1/2".

- **Buffer height adheres to the NEM**
- **Cab lighting can be controlled digitally**
- **DCC/mfx digital decoder included**
- **Separately applied metal grab irons**

Digital functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
Horn
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Stat. Announce. – Fren.
Blower motors
Station Announcements
Conductor's Whistle
Compressor
Letting off Air
Sanding
Switching maneuver
"Switcher Double ""A"" Light"
Replenishing diesel fuel
Surrounding sounds

märklin

This model can be found in the Märklin H0 assortment under item number 39679.

The ideal add-on from the Märklin assortment

47119 Container Car Set – Use the DC wheelset E700580 for the exchange

Denmark

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22788 Class MY Diesel Locomotive

Prototype: Danish State Railways (DSB) class MY diesel locomotive. NOHAB general-purpose locomotive in a white and red paint scheme. Road number 1105. The locomotive looks as it did at the end of the Nineties.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The 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 End 2 and 1 can be turned off separately in digital operation. The cab lighting can be controlled separately in digital operation. The switching lights can be controlled. The blinking lights can be controlled digitally on the left and right. The blinking lights on the sides of the locomotive can be used to signal a train is ready to depart. Maintenance-free, warm white and red LEDs are used for the lighting. There are separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief. Length over the buffers 21.7 cm / 8-1/2".

- **Buffer height adheres to the NEM**
- **Alternating blinking lights used to signal a train is ready to depart can be controlled digitally**
- **Cab lighting can be controlled digitally**
- **DCC/mfx digital decoder included**
- **Separately applied metal grab irons**

The NOHAB alternating blinking lights can be controlled digitally

Digital functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
Horn
Light Function
Direct control
Light Function
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Engineer's cab lighting
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Switching maneuver
"Switcher Double ""A"" Light"
Station Announcements
Operating sounds
Coupler sounds
Grade crossing
Replenishing diesel fuel

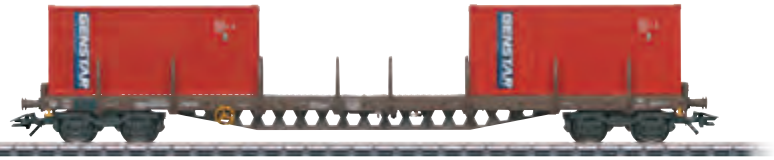
märklin

This model can be found in the Märklin H0 assortment under item number 39630.

The first time this way from Trix

Impressive, massive front with buffer height adhering to the NEM

The ideal add-on from the Märklin assortment



47157 Type Rs Container Cars – Use the DC wheelset E700580 for the exchange

47114 DSB Sliding Tarp Car Set – Use the DC wheelset E700580 for the exchange

Sweden

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25281 Class Rc 5 Electric Locomotive

Prototype: Swedish State Railways (SJ) class Rc 5 electric locomotive. Version in an orange basic paint scheme with double arm pantographs. The locomotive looks as it did starting in 1990.
Model: The locomotive has a digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The four headlights and a single red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting can be controlled digitally. When the headlights are off at both ends, then a switching light is on at both ends. Numerous various light signals can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are separately applied plastic and metal grab irons. The buffer height adheres to the NEM. Rearview mirrors are mounted on the locomotive. Brake lines, imitation prototype couplers, and a closed rail clearance device are included.
Length over the buffers 17.7 cm / 7".

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Frame and body constructed mostly of metal**
- **Numerous separately applied details**
- **Cab lighting can be controlled digitally**
- **Numerous various light signals can be controlled digitally**
- **Digital decoder and extensive sound functions included**

The truck mounts on the trucks are constructed of a cast alloy in order to be able to represent the springs and the anti-roll dampers with greater 3-dimensional prototypical realism in their appearance and so that more detailed depth of the model can be achieved.

© W. Brutzer

TRIX
H0

Digital functions under DCC and mfx
Headlight(s)
Light Function
Electric locomotive op. sounds
Horn
Direct control
Engineer's cab lighting
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Light Function1
Conductor's Whistle
Light Function 2
Blower motors
Compressor
Letting off Air
Sanding
Light Function 3
Special light function
Blower motors
Operating sounds
Windshield wiper sounds
SIFA warning sound
Opening cab door
Switching maneuver
Pantograph Sounds
Switching range + switching light
Station Announcements
Grade crossing
Coupler sounds

The ideal add-on from the Märklin assortment

märklin

This model can be found in the Märklin H0 assortment under item number 39281.

43787 Passenger Car Set – Use the DC wheelset E700580 for the exchange

43787 (Märklin)	25281

USA

The USA American firm of General Electric has a rich tradition and for decades, it has been one of the world's largest builders of railroad vehicles. In 2005, GE introduced a new locomotive type designed to fulfill stricter emissions standards. This class, called the EVOLUTION series, is focused in its looks on the six-axle DASH locomotives, which have been built for decades. However, GE developed a completely new, 12-cylinder diesel motor with an output of 4,400 horsepower for the drive.

The most successful variation of the EVOLUTION series is the ES44AC, in which 44 stands for the output and AC (Alternating Current) describes its equipment consisting of alternating current traction motors. Over the course of time, GE has sold over 2,500 locomotives of this version, 1,168 of them alone to the Union Pacific Railroad, which uses these reliable work-horses on their entire network. This means the ES44AC has been built in the largest numbers in the USA.

- **Completely new tooling**
- **Factory-installed smoke generator with dynamic smoke exhaust**
- **Many controllable light and sound functions**
- **Cab lighting can be controlled digitally**
- **Lighted number boards can be controlled digitally**
- **Long-distance headlights can be controlled**
- **Centrally mounted motor, four axles powered using cardan shafts**
- **Operation possible with knuckle couplers and normal close couplers**
- **RailCom-capable decoder included**

© Ian E. Abbott

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of the firm Lenz Elektronik, Inc.

25440 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Union Pacific Railroad (UP). Yellow basic paint scheme. Road number 7495. The locomotive looks as it currently does in real life.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. Two axles powered in each truck using cardan shafts. Traction tires. The locomotive has four headlights on the front and two lamps on the rear of the locomotive positioned next to each other. These lights change over with the direction of travel, will work in conventional operation, and can be turned off in pairs in digital operation.

The cab lighting, number board lighting, long-distance headlights, and the blinking function of the headlights can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust and it can be controlled digitally. It also has many separately applied details. The NEM pockets can be fixed in place using shims included with the locomotive for operation with knuckle couplers. A pilot with a small cutout for the front, brake hoses, and two shims for the NEM pocket are included.
Length over the couplers approximately 27 cm / 10-5/8".

märklin

This model can be found in the Märklin H0 assortment under item number 38440.

Digital functions under DCC and mfx
Headlight(s)
Smoke generator
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Switching maneuver
Whistle for switching maneuver
Number Board Lights
Long distance headlights
Light Function
Front Headlights off
Cab Radio
Front Headlights off
Blower motors
Horn
Sound of Couplers Engaging
Sound of uncoupling
Special sound function
Rear Headlights off
Doors Closing
Letting off Air
Sanding
Compressor
Replenishing diesel fuel
Procedure function

Dynamic smoke exhaust included

The additional separatelyapplied parts provide a massive appearance

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RailCom is a registered trademark of the firm Lenz Elektronik, Inc.

märklin

This model can be found in the Märklin H0 assortment under item number 38441.

25441 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Union Pacific Railroad (UP). Yellow basic paint scheme. Road number 7912. The locomotive looks as it currently does in real life.

The complete description for this model can be found on page 51.

Impressively modelled from all angles

The NEM pockets can be fixed in place using shims included with the locomotive for operation with knuckle couplers

Dynamic smoke exhaust included

Products bearing "Union Pacific" are made under trademark license from the Union Pacific Railroad Company.

VI

24903 Union Pacific Hopper Car Set

Prototype: Six coal transport cars, so-called hopper cars, painted and lettered for the Union Pacific Railroad (UP). Version with five unloading hatches on the car body. The cars look as they currently do in real life.
Model: These cars are completely new tooling and feature detailed construction with different car numbers. The trucks are detailed and include special wheelsets. All the cars have hand wheels on the ends and load inserts with real scale-sized coal. The NEM pockets can be fixed in place with shims for operation with knuckle couplers. These shims are included with this set. All the cars are individually packaged and there is a master package. Length over the couplers per car approximately 19 cm / 7-1/2". AC wheelset E320551 (NEM), E320389 (RP25).

- **Completely new tooling**
- **All the cars include load inserts of coal**
- **Operation with knuckle couplers and normal close couplers is possible**
- **Ideal for unit trains**
- **All the cars are individually packaged and there is a master package**

An add-on hopper car set with twelve more cars with other car numbers can be found in the Märklin H0 assortment under item number 45665 with information about the necessary exchange wheelsets.

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Toy Fair Locomotive

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TRIX H0

25322 Class 232 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 232 heavy diesel locomotive. Fictitious TEE paint scheme crimson/ivory. For use in high quality TEE passenger service. Locomotive road number 232 001-8. The locomotive looks as did at the start of the Seventies.
Model: The locomotive has a digital decoder and extensive sound and light functions. It also has 2 speakers for optimal locomotive sound reproduction. The locomotive has controlled, high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered by means of cardan shafts. Traction tires. The 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. The locomotive has the double "A" light function. The cab and engine room lighting can each be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has 4 ventilation fans, each powered by a motor, and controlled digitally in pairs. Different speeds can be set for the ventilation fans. The locomotive has separately applied metal grab irons on the sides and ends. The buffer beams are detailed. Main airlines, heating lines, and coupling hoses are included for installing on the locomotive.
Length over the buffers 26.4 cm / 10-3/8".

- **Largest and most powerful German Federal Railroad diesel locomotive**
- **Locomotive frame and body constructed mostly of metal**
- **Spinning ventilation fans controlled digitally in pairs**
- **Cab and engine room lighting controlled digitally**
- **RailCom-capable DCC/mfx digital decoder included**

märklin

This model can be found in the Märklin H0 assortment under item number 39322.

TEE passenger cars to go with this locomotive can be found in the current Märklin H0 assortment with information about the required DC wheelsets.

Digital functions under DCC and mfx
Headlight(s)
Special light function
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Engineer's cab lighting
Blower Drive
Blower Drive
Blower motors
Letting off Air
Replenishing diesel fuel
Sanding
Buffer to buffer
Sound of Couplers Engaging
Sound of uncoupling
Conductor's Whistle
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Switching maneuver
Switching range + switching light
Station Announcements
Brake Compressor
Opening cab door
Doors Closing

III NEM

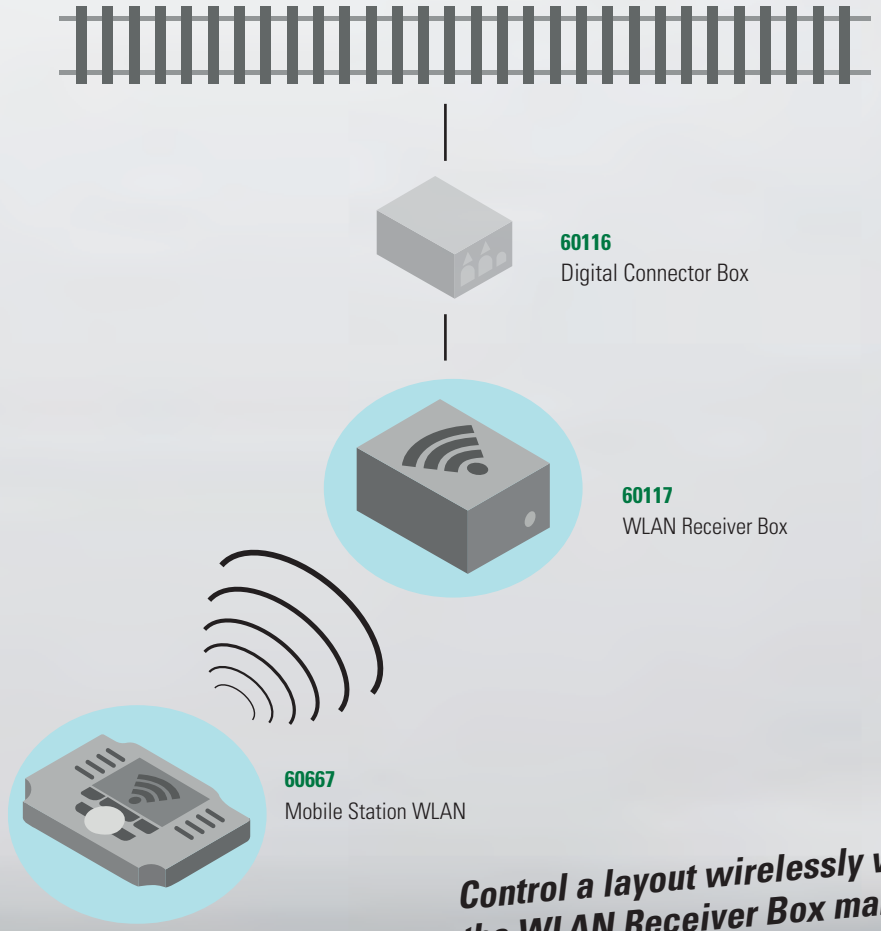
31167 Type K15 Double Unit Hinged Hatches Gondola

Prototype: German Federal Railroad (DB) type K15 double unit hinged hatches gondola. Used to transport freight sensitive to moisture.
Model: The cars have a close coupler mechanism. The hinged hatches can be opened. Both cars are connected by a plug-in coupling.
Length over the buffers 15.3 cm / 6".

E700580 Trix DC wheelset.
E700150 Märklin AC wheelset.

© Foto: BD Mainz, Slg. W. Löckel, Eisenbahnstiftung

The New Wireless Freedom with the Popular Mobile Station



60116
Digital Connector Box

60117
WLAN Receiver Box

60667
Mobile Station WLAN

Unlimited Operating Fun

Model railroading has fascinated people for generations. The greatest fascination has been when these small locomotives and cars can be observed on their paths up close and undisturbed. Formerly, there was the control transformer, heavy and permanently mounted at the control panel. You had the choice – observe the models up close or control their movement.

With the Mobile Station, this was reversed as its name says: mobility. With it, you can assume the close-up perspective of an H0 passenger and keep the locomotive being observed safely under control. The cable does however set limits, which limits the radius of movement to about one meter or 39 inches.

Unlimited freedom now begins with the new Mobile Station WLAN: You are right there on the spot when you move the locomotive at the end station on the back edge of the layout, and you accompany your trains close-up on their paths across your layout. You do any possible maintenance and switching work in the staging yard without tightly stretched wiring, in short: Enjoy your model railroad wirelessly and keep the familiar operation with a Mobile Station: WLAN makes it possible everywhere at, on, under, behind, next to, … your layout.

Control a layout wirelessly with the Mobile Station – the WLAN Receiver Box makes it possible

60117 WLAN Receiver Box

This is a WLAN and Infrared adapter for operation at the Digital Connector Box (60114, 60116) or a Central Station (60216, 60226, as well as 60213-60215). This unit allows you to couple the MS WLAN (60667) or the Start-Up infrared controllers.
Simultaneous operation of up to four MS WLAN units (item number 60667) at one 60117 WLAN Receiver Box.

Simple configuration using a WEB application or the Central Station (60216, 60226). WLAN Station or access point mode. Connection to an existing WLAN is thereby possible.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

60667 Mobile Station WLAN

Note: A CS2 or CS3 with a WLAN connection or the 60117 WLAN Receiver Box is required as a receiver for the Mobile Station WLAN.

Digital Hand Controller Unit.
40 locomotives can be controlled with direct access.
Automatic registration of mfx locomotives.
Built-in locomotive database for selecting older Märklin/Trix/LGB locomotives. Manual registration of MM and DCC locomotives using digital addresses is possible. Up to 32 locomotive functions can be switched, and there is a display of the function status. Self-explanatory function pictograms for mfx locomotives and database locomotives. Up to 320 solenoid items can be switched. Lighted Stop button to signal the Stop status. Backlit b/w full graphics display.
Dimensions 160 x 100 x 42 mm / 6-5/16" x 3-15/16" x 1-5/8".

There is a wireless connection with the WLAN Receiver Box (60117) or the Central Station (60216, 60226, as well as 60213-60215), when they are in a WLAN-capable network.

When you are operating the Mobile Station WLAN connected to the Central Station, you can access the complete locomotive list and the solenoid items with the addresses 1 to 320.
Up to four MS WLAN units can be connected to a WLAN Receiver Box (item number 60117).
Four AAA batteries are required to operate this device. They are not included with this unit.

Highlights:

- **Simple, easy operation**
- **Backlit graphics display with self-explanatory pictograms**
- **Up to 32 auxiliary functions can be controlled**
- **320 solenoid items can be controlled**
- **Easy connection to the WLAN Receiver Box and the Central Station**
- **Built-in Märklin digital locomotive database**

Museum Car 2023

III NEM

24723 Trix H0 Museum Car for 2023

Prototype: Type Tbes-t-66 two-axle sliding roof / sliding wall car, with advertising lettering on the sides. Version with convex sliding walls. Brownish-red sliding walls and sliding roof. Privately owned car for the firm Andreas Stihl Machinery Company, Waiblingen-Neustadt, Germany, used on the German Federal Railroad (DB). 1 Opel Rekord P2 Caravan automobile as a company car for the firm Stihl. The units look as they did around 1962.

Model: The railroad car has ladders at the ends and operating platforms. It also has a 2-part sliding roof constructed of metal, which can be opened. Length over the buffers 16 cm / 6-5/16".
A Brekina model of an Opel Rekord P2 Caravan is included.
AC wheelset E700150. There is attractive packaging in a metal tin.

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

- **Brekina model of an Opel Rekord P2 Caravan is included**
- **2-part sliding roof constructed of metal, which can be opened**
- **Attractive packaging in a metal tin**
- **Trix H0 Museum Car for 2023**

It's also available:

in Märklin 1 Gauge

in Märklin H0

in Minitrix N

in Märklin Z

märklin

Another sliding roof / sliding wall car with a different car number can be found under Märklin item number 48123 with information about the required exchange wheelsets.

Image 1:1

Pure adventure

for the entire family.

märklín eum

HOURS OF OPERATION

Tuesday–Sunday; 10 AM – 6 PM

Current special hours of operation at www.maerklineum.com

Reuschstraße 6
73033 Göppingen

Gefördert durch ...

Kreissparkasse Göppingen

The Trix Club – When a Hobby Becomes a Passion.

TRIX CLUB

Did you already know? At Trix, there is the exclusive club of all fans of Trix model trains. An association with many advantages for the club member. You will receive from us exclusive information, benefits, products not available to everyone, and much more. Get information here in detail about the advantages awaiting you and register right now.

Your Club advantages:

✗ *The Märklin Magazin 6 times a year*

The leading magazine for model railroaders! You'll find everything about your hobby here: Detailed information on layout construction, product and other technical information straight from the source, exciting reports on models, tips for forthcoming events, and lots more. The Märklin Magazin subscription price of 36 Euros is included in the club membership dues. Existing subscriptions can be carried over.

✗ *The Trix Club News 6 Times a Year*

On 24 pages and this six times a year you will find everything about "Your Gauge and Your Club". Behind-the-scene articles and looking over the shoulder of the people in production making your models for an in-depth look at the world of Trix.

✗ *Exclusive Club Models*

Club models exclusively developed and produced are available only if you are a club member.

✗ *Club Car of the Year, free of charge*

Look forward to the attraction of Car of the Year only available to club members. Choose between Trix H0, Minitrix or Trix Express.

✗ *Annual Chronicle*

Experience the high points of the Trix model railroad year in moving images as an exclusive Club download.

✗ *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 with a new design every year opens up the world of model railroading as a hobby in a special way for you. Because as a member you are more than our premium customer, you also receive **a bundle of advantages at the over 100 partners currently working with us**. Among them are the Hans-Peter Porsche Dream Factory in Anger, or the DB Museum (Nürnberg, Koblenz, Halle). In addition, your personal membership card can be used to order all exclusive products offered 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**

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.

✗ *Club Newsletter*

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

Club Car of the Year 2023, free of charge

Trix H0

It's quite easy to become a member in the Trix Club:

Either on-line under Club at trix.de or fill out the registration form on Page 63 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@maerklin.com
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 2023. Subject to change.

Status: 1/2023

Club Cars for 2023

IV NEM

24823 Trix H0 Gauge Annual Club Car for 2023

Prototype: German State Railroad (DR/GDR) type Hkr-t (former type Ghs Oppeln) two-axle boxcar as a baggage and express freight car. Reddish-brown basic paint scheme. The car looks as it did starting in 1977.
Model: The car features intricate construction of the frame and body.
The truss rods are separately applied.
Length over the buffers 10.4 cm / 4-1/8". AC wheelset E700150.
Trix Express wheelset E258259.

This item is being produced in a one-time series in 2023 only for members of the Trix Club.

IV NEM

33923 Trix Express Club Car for 2023

Prototype: German State Railroad (DR/GDR) type Hkr-t (former type Ghs Oppeln) two-axle boxcar as a baggage and express freight car. Reddish-brown basic paint scheme. The car looks as it did starting in 1977.
Model: The car features intricate construction of the frame and body.
The truss rods are separately applied.
Length over the buffers 10.4 cm / 4-1/8". AC wheelset E700150.
DC wheelset E700580.

This item is being produced in a one-time series in 2023 only for members of the Trix Club.

Members Recruit Members

TRIX CLUB

Your friendship pays!

We will thank you with a great reward for a newly recruited member in the Trix Club.

This is how it happens:
You are already a member in the Trix Club and want to recruit a new member?
Simply register in the Club area at www.trix.de and enter all of the information completely.

Reserve your exclusive reward!

Our thank-you for a newly recruited member:

Reward 1

- An exclusively produced Minitrix special car, imprinted with an historic catalog cover
- Only available for participants in this promotion

Reward 2

- Exclusively produced H0 special car, imprinted with a design borrowed from the theme of the Märklin catalog cover for 1932
- Only available for participants in this promotion

Reward 3

- Coupon worth 30 Euros
- Can be redeemed at your MHI specialty dealer
- Not limited to any minimum purchase value

Trix Club · Registration Form

☒ Yes, I want to become a member of the Trix Club

☐ Mr. ☐ Mrs./Ms.

Title

*Last Name, First Name (please print)

* Street, Number

*Additional address information (Apt. No. etc.)

*Postal Code/Zip Code *City/State/Province

*Country

Telephone *Date of birth (DD/MM/YYYY)

@ E-mail address

Language requested

☐ German ☐ English
☐ French ☐ Dutch

Club News requested in

☐ German ☐ English

I would like to receive my annual car either in

☐ **Minitrix** or ☐ **Trix H0** or ☐ **Trix Express**
(All three are not possible – even for an extra charge)

I receive my Märklin Magazin as a direct subscription from the Märklin publishing office

☐ **Yes,** my Subscription No. ☐ **no**

Fields marked with * must be completed.

Date Signature

I am paying my one year membership fee of EUR 89.95/CHF 109.95/$ 109.00 U.S. Funds (as of 2023):

(D) (AT) (BE) (NL)

☐ by means of the following direct debit authorization:

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)

*Last Name, First Name (please print)

*Street, Number

*Postal Code/ZIP Code *City/State/Province

(All Countries)

☐ Bank transfer (after receipt of invoice)

Payment can only be done with online registration.

Date Signature

Your Trix Club Membership
Thank you very much for your interest in the Trix Club! We are happy to welcome you! Please find the application form overleaf. We kindly ask you to take notice of the following information and the terms and conditions governing the membership relationship between you and us,
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany:

Membership Fee
The membership fee amounts to EUR 89,95 / CHF 109,95 / US $ 109.00 at the moment for every membership year (depending on where you have your permanent residence). You may specify your payment method in the form. We offer payment of the membership fee via SEPA Direct Debit Scheme, credit slip, bank transfer or credit card.

Beginning and termination of your membership
Your membership (and thereby your personal club year) begins with receipt of your membership fee by us. You will then receive all future club benefits for the term of one year.
The membership prolongs automatically for another club year if you do not terminate your membership with six weeks notice.
We reserve our right to raise the membership fee or to change these terms and conditions. We will inform you in due time, combined with the right to extraordinarily terminate your membership with three weeks notice. We will advise you expilicitly again in such case.

Questions and Customer Sercice
For any questions, please do not hesitate to contact our Club Team from Monday to Friday from 1:00 p.m. – 5:00 p.m., Tel: + 49 (0) 71 61 / 608-213;
E-Mail: club@maerklin.com

Privacy Terms
Your personal data you provide us with in your application will be saved compliant with the stipulations set forth in the German Privacy Act. If you did not agree explicitly to receive advertising via email we will use your data only for administration purposes within the Trix Club.
You are entitled to demand information about your personal data stored by us and to revoke the use of your data in future and you may let correct, block or delete your personal data. Please refer directly to us:
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany or via email to: club@maerklin.com

☐ As part of my club membership, I would also like to receive information about Trix products, events and other activities by email (you may revoke this consent at any time).

☐ Please use my information only to manage my membership. I do not want any further contact for marketing or promotional purposes. I am aware that I will no longer receive any information by mail, such as the 2-monthly club-exclusive online newsletter, the reminder service for the order deadline of a club model or even the immediate presentation of new products.

How did you hear about the Club?

☐ Retailer
☐ Friends/acquaintances
☐ I received an advertisement.
☐ Model railroad exhibition/event
☐ Märklineum
☐ Website
☐ Newsletter
☐ Catalog/New model brochure
☐ Märklin Magazin
☐ Another model railroad magazine
☐ Social media (Facebook etc.)
☐ Product flier
☐ Flier with online shop order
☐ Campaign

Date Signature

NH 2023

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany

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

Register right now online at club.trix.de

TRIX CLUB

Club Car of the Year 2023, free of charge

Trix H0

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

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@maerklin.com
Internet	www.trix.de

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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.
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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.trix.de for a product in question. You do this by going across the symbol field with your mouse.

Helpful information all about Trix H0, the repair service, general notes, and service contact information can be found at https://www.trix.de

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TRIX

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Stuttgarter Straße 55-57
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Germany

www.trix.de

Service:
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E-mail: digital@marklin.com

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Some of the images are hand samples, retouched images, and renderings.
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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