Fall New Items 2020

TRIX

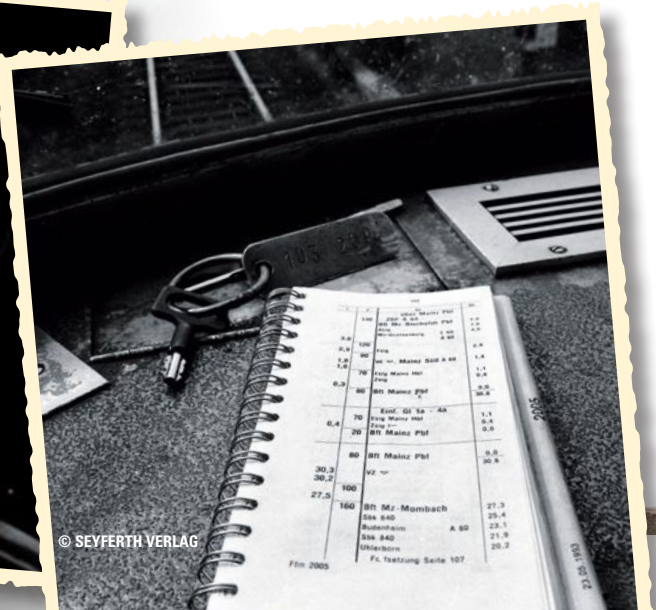
H0

E

Anticipation of 50 Years of the IC

The train classification “InterCity“ first appeared in the winter schedule for 1968/69 where six previous “F-Zug” train pairs were designated as “InterCity”. Out of that developed the idea to transfer this high quality but completely unsystematic train offer into a clear structure of offerings with a regular timing system. The new offering “IC 71 – Germany at Two Hour Intervals” starting on September 26, 1971 now consisted of a fixed system of four lines in a block train system which were served at approximate two-hour intervals und with five junction points by which transfer possibilities were provided for a great deal of surface coverage. The ultimate special feature then (and still currently) of the IC systems is linking the lines with direct transfer possibilities on the same platform. Dortmund and Cologne offered transfer possibilities between Lines 1 and 2, in Mannheim trains on Lines 1 and 3 waited for each other, in Würzburg the trains on Lines 2 and 4, and in Hannover the trains on Lines 3 and 4. In addition, in individual cases there was also a line swap at these system junctions to allow continued offering of highly demanded, transfer-free direct connections from the past.

Read more on page 6



50 Jahre
InterCity
1971–2021

Christmas 2020

Will it remain so harmonious?

The Campaign for Beginners and Returning Beginners.

Experience the whole story starting October 26 at www.maerklin.de/weihnachten20

III DCC mfx NEM 15 +

21528 "Era III Freight Train" Digital Starter Set. 230 Volts

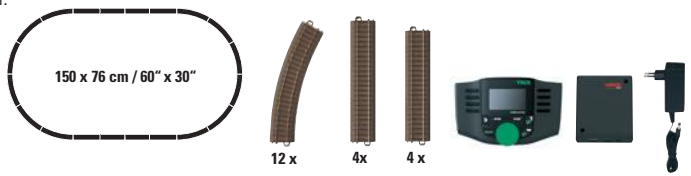
Prototype: German Federal Railroad (DB) class 74 tank locomotive, type Om 12 gondola, type Gr 20 boxcar, and type Rlmms 56 stake car.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The triple 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 51 cm / 20-1/16".

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.**
- **The locomotive has a built-in digital decoder that registers automatically in the Mobile Station.**
- **Easy to set up C Track layout.**



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

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.

Rescue, Salvage, Load

IV DCC mfx LED NEM 15+

23457 Type 058 Steam Crane (Ardelt)

© Eisenbahnstiftung, H. Hangarter

The steam cranes of the firm Ardelt with a lifting capacity of 57 metric tons were undoubtedly one of the most indispensable helps on the rails in the rebuilding years in the new German Federal Republic. Regardless of whether they were used with their impressive power in recovery work, lifting work, or loading work, they always caught the attention of railroad fans. These perfectly adapted cranes guaranteed precise work despite their mass.Now you can use one of these great helpers on your model railroad layout. Thanks to the outstanding combination of extensive electronic features and mechanical refinements, this rotary crane will captivate you with its abundance of detailing and will win you over even in difficult to access or tricky areas of your model railroad layout.

Prototype: German Federal Railroad (DB) type 058 6-axle railroad rotary crane car (Ardelt) with a lifting capacity of 57 metric tons, with a crane tender car (converted from a type Rms Stuttgart car) and a type 631 tool car. Chrome oxide green paint scheme for the steam crane. With the coat-of-arms for the city of Ludwigshafen am Rhein. The cars look as they did around 1977.
Model: The crane car has a digital decoder and sound functions. The crane superstructure with its boom can be rotated 360° on the ring gear. The boom can be raised and lowered by means of a pulley. The main hook made of metal can be raised and lowered by means of a pulley.

The crane cab lighting can be controlled digitally. Two floodlights on the boom can be controlled digitally. LEDs are used for the lighting. The crane car has a built-in smoke unit that can be controlled digitally. 4 support arms can be swung out manually and they can be positioned with spindles on the bases included with the crane car. The smoke stack with a smoke hood can be removed or installed. A counterweight made of metal can be partially removed and placed on the buffer attachment. The crane car has a 6-axle car frame and a crane housing constructed of metal. There is a stake car (converted from a type Rms Stuttgart car) with a guide block as a crane tender car. An Association Design type GI "Dresden" boxcar functions as a type 631 tool car. The minimum radius for operation is 437.5 mm / 17-1/4"!
Total length over the buffers approximately 40 cm / 15-3/4".

This model can be found in an AC version in the Märklin H0 assortment under item number 49571.

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.

- **DCC/mfx digital decoder with extensive sound functions included.**
- **Crane superstructure with its boom can be rotated 360°.**
- **Boom can be raised and lowered by means of a pulley.**
- **Main hook can be raised and lowered by means of a pulley.**
- **Cab lighting.**
- **Two working floodlights.**

Digital Functions under DCC and mfx
Light Function
Smoke generator
Crane operating sounds
Raise/Lower Crane Boom
Rotate Crane Boom
Raiser/Lower Crane Hook
Light in compartment
Surrounding sounds
Surrounding Sounds 1
Surrounding Sounds 2
Surrounding Sounds 3

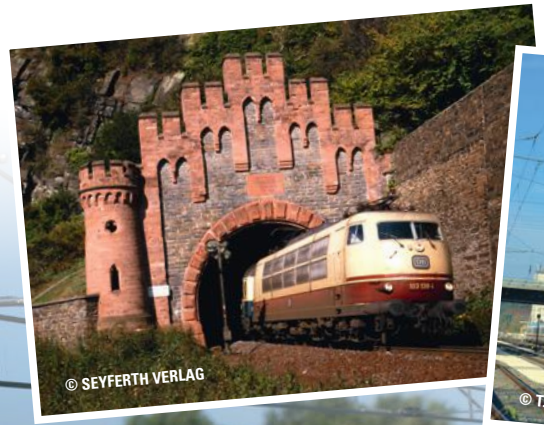
Continuation from Page 2

Yet after several years, it could be foreseen that soon no additional growth in passengers could be achieved solely with the “IC 71” system in the top area of 1st class. As a result, the DB therefore decided at the start of the summer schedule for 1979 to introduce hourly schedules with mixed class trains on May 27 on all four IC lines. The system “IC 79” with the slogan “Every Hour – Every Class” was born. The “Bordrestaurant” dining car formed the central car, which separated the two car classes in a clear fashion for each passenger. The best thing about the new system was the introduction of the regular interval schedule exact down to the minute. There were additional improvements with the “IC 85”.

It now had six new lines and basically new features such as the western introduction of the Ried Line in the Mannheim Main Station with the elimination of a direction and locomotive change, and the IC linking of the Frankfurt Rhine Main Airport as well as the Frankfurt Main Station as an additional IC junction point.
At the beginning of the summer schedule on June 2, 1991 came the most important changes in the IC concept with the adoption of ICE service as well as the extension of IC service into the DR network as a result of the reunification of the two Germanys.

The “IC/ICE 91” system went into operation with the simultaneous introduction of the new construction lines (NBS) Fulda – Hannover and Stuttgart – Mannheim. The expansion of ICE service in the following years then created a division: The fast ICE network with operation primarily over fast routes as well as the operation of the IC network mainly over conventional routes, whereby a large part of the expiring InterRegio services could be taken into the IC network.

The IC cab control car as completely new tooling for the first time this way in the Trix assortment



23030 IC Cab Control Car, 2nd Class

Emerging from a thought of 50 years ago, the InterCity still stands today for traveling by train in Germany. The front of the type Bpmbdzf 296.1 cab control car has become one of its faces without which the concept would be unthinkable. This IC cab control car as it looked in 2003 on its way from Dortmund in the direction of Oberstdorf looks fresh after the modernization of the interior space and is completely new tooling for your model railroad layout.
In addition to many digital functions, cab lighting, and interior lighting, this new IC cab control car will also win you over just like its prototype with a prototypically modelled open seating area and a bicycle storage area.

Prototype: German Railroad, Inc. (DB AG) type Bpmbdzf 296.1 IC cab control car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping, the current IC design. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 5. The car looks as it did in 2003.

Model: The car has a digital decoder. It also has triple headlights and dual red marker lights that are on in conventional operation and that can be controlled digitally. Long-distance headlights can be controlled digitally.
The car has factory-installed LED interior lighting that is on in conventional operation and that can be controlled digitally. The cab lighting can be controlled digitally. The current-conducting close coupler is on in conventional operation and can be controlled digitally. Red transparent marker light inserts are on the end of the car without a cab. The underbody details are specific to the type of car. The trucks are type SIG 72.
Removing a section of skirting on the cab end of the car allows you to install a standard coupler for coupling the car to a locomotive. The car has imprinted car route signs. The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 28.2 cm / 11-1/8".

- **Completely new tooling.**
- **Digital decoder included.**
- **Headlights / marker lights can be controlled digitally.**
- **Long-distance headlights can be controlled digitally separately.**
- **Factory-installed LED interior lighting included, can be controlled digitally.**
- **Cab lighting can be controlled digitally.**
- **Operating, current-conducting close couplers, can be controlled digitally.**
- **Interior lighting for the entire train consist can be controlled digitally from the decoder.**
- **Prototypical car route: Dortmund – Oberstdorf (IC 2013 Allgäu).**

This model can be found in an AC version in the Märklin H0 assortment under item number 43630.

Digital Functions under DCC and mfx
Headlight(s)
Long distance headlights
Interior lights
Engineer's cab lighting
Current-conducting coupler

All of the lighting in the entire car consist can be turned on and off digitally using the decoder

Prototypical interior area

Just like its prototype with headlights / marker lights changing according to the direction of travel

Cab lighting that can be controlled digitally

Coupler potential with a standard pocket behind the skirting

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.

V | LED | NEM | 1:93,5 | 15 +

23060 Type Bvmkz 856 Compartment Car

Prototype: German Railroad, Inc. (DB AG) type Bvmkz 856 compartment car, 2nd class. Pressure-resistant version with SIG diaphragms for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 7. The car looks as it did in 2003.

Model: The car has factory-installed LED interior lighting and current-conducting close coupler. The interior lighting works in conjunction with the IC cab control car and can be turned on and off digitally from a decoder in the cab control car. Red transparent marker light inserts are on the ends of the car. The skirting is designed to be specific to the type of car. The trucks are Fiat type Y 0270 S with anti-roll shock absorbers. Design features of pressure-resistant cars include SIG diaphragms, entry doors, and windows. The car has imprinted car route signs. The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 28.2 cm / 11-1/8".

- **Factory-installed LED interior lighting included.**
- **Operating, current-conducting close couplers.**
- **Interior lighting for the entire train consist can be controlled digitally from the decoder in the cab control car.**
- **Prototypical car route: Dortmund – Oberstdorf (IC 2013 Allgäu).**

This model can be found in an AC version in the Märklin H0 assortment under item number 43660.

V | LED | NEM | 1:93,5 | 15 +

23070 Type Avmz 108.1 Compartment Car

Prototype: German Railroad, Inc. (DB AG) type 108.1 compartment car, 1st class. Pressure-resistant version with SIG diaphragms for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 13. The car looks as it did in 2003.

Model: All additional information can be found under item number 23060.

This model can be found in an AC version in the Märklin H0 assortment under item number 43751.

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.

23070 | 23775 | 23095

V | LED | NEM | 1:93,5 | 15 +

23080 Type Bvmz 185.5 Compartment Car

Prototype: German Railroad, Inc. (DB AG) type Bvmz 185.5 compartment car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 10. The car looks as it did in 2003.

Model: The car is new tooling and has factory-installed LED interior lighting and current-conducting close couplers. The interior lighting works in conjunction with the IC cab control car and can be turned on and off digitally from a decoder in the cab control car. Red transparent marker light inserts are on the ends of the car. The skirting is designed to be specific to the type of car. The trucks are type MD without a generator. The car has imprinted car route signs. The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 28.2 cm / 11-1/8".

- **New tooling.**
- **Factory-installed LED interior lighting included.**
- **Operating, current-conducting close couplers.**
- **Interior lighting for the entire train consist can be controlled digitally from the decoder in the cab control car.**
- **Interior details specific to the car included.**
- **Prototypical car route: Dortmund – Oberstdorf (IC 2013 Allgäu).**

This model can be found in an AC version in the Märklin H0 assortment under item number 43680.

Starting in 1987, the new type Bvmz 185 mixed open seating area / compartment cars were added to the IC car fleet. Inside, these cars had three or two closed compartments at the ends of the cars. By contrast, the middle of the cars had an open compartment arrangement separated by half high glass walls.

Starting in 2002, there was a redesign and the interior was adapted to the renovated type Bpmz cars. Instead of the open compartment, an open seating area emerged and not all type Bvmz 185 cars were equipped with a service compartment.

The interior is prototypically equipped with an open seating area in the middle of the car and a conductor's service area

Just like the big prototype with lightly tinted side windows

The type Bvmz 185.5 as new tooling for the first time in the Trix assortment

As it should be for new tooling.
The car floor is equipped with folding steps

23080 | 23140 | 23141 | 23060 | 23030

50 Jahre
InterCity
1971–2021

V | LED | NEM | 1:93,5 | 15 +

23140 Type Bpmz 295.4 Open Seating Car
Prototype: German Railroad, Inc. (DB AG) type Bpmz 295.4 open seating car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 9. The car looks as it did in 2003.
Model: The car has factory-installed LED interior lighting and current-conducting close couplers. The interior lighting works in conjunction with the IC cab control car and can be turned on and off digitally from a decoder in the cab control car. Red transparent marker light inserts are on the ends of the car. The skirting is designed to be specific to the type of car. The trucks are type MD without a generator. Design features of pressure-resistant cars include SIG diaphragms, entry doors, and windows. The car has imprinted car route signs. The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 28.2 cm / 11-1/8".

- **Factory-installed LED interior lighting included.**
- **Operating, current-conducting close couplers.**
- **Interior lighting for the entire train consist can be controlled digitally from the decoder in the cab control car.**
- **Prototypical car route: Dortmund – Oberstdorf (IC 2013 Allgäu).**

This model can be found in an AC version in the Märklin H0 assortment under item number 43765.

V | LED | NEM | 1:93,5 | 15 +

23141 Type Bpmbz 295.6 Open Seating Car
Prototype: German Railroad, Inc. (DB AG) type Bpmbz 295.6 open seating car, 2nd class. Pressure-resistant version with SIG diaphragms for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 8. The car looks as it did in 2003.

Model: All additional information can be found under item number 23140.

This model can be found in an AC version in the Märklin H0 assortment under item number 43766.

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.

23070 | 23775 | 23095

V LED NEM 1:93,5 15 +

23775 Type Apmz 125.3 Open Seating Car
Prototype: German Railroad, Inc. (DB AG) type Apmz 125.3 open seating car, 1st class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 12. The car looks as it did in 2003.

Model: The trucks are type Minden-Deutz heavy, prototypically including disk brakes, magnetic rail brakes, and anti-roll shock absorbers. All additional information can be found under item number 23140.

This model can be found in an AC version in the Märklin H0 assortment under item number 43775.

V LED NEM 15 +

23095 Type WRmz 137 Dining Car
Prototype: German Railroad, Inc. (DB AG) type WRmz 137 dining car. Pressure-resistant version with SIG diaphragms for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping. Car route: IC 2013 from Dortmund to Oberstdorf. Car position number 11. The car looks as it did in 2003.

Model: The trucks have disk brakes, magnetic rail brakes, and anti-roll shock absorbers.
All additional information can be found under item number 23140.

- **Interior details specific to the car included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 43895.

The "Bordrestaurant" dining car with its mechanically functioning (no power pickup from catenary) pantograph

23080 | 23140 | 23141 | 23060 | 23030

Modern Freight Service

VI NEM 15 +

24139 Type Lgs 580 Container Transport Car Set

Prototype: Container transport car set consisting of two type Lgs 580 2-axle container transport cars. Both cars in a traffic red basic paint scheme. German Railroad, Inc. (DB AG). The transport cars are loaded with 40-foot box containers for different firms. The cars look as they did in Era VI.

Model: The type Lgs 580 transport cars have a representation of corrugated metal as the cover plate on the car body. Separately applied raised retaining brackets are on the brakeman's steps. Separately applied ladders and cable anchors with protective tubes are on the side sills. One car comes with and one without a hand wheel for setting brakes from the ground. The transport cars are loaded with removable 40-foot box containers for different firms. The transport cars have different car numbers and the containers have different registration numbers. Both are lightly weathered. Total length over the buffers approximately 32.6 cm / 12-13/16".
AC wheelset per car E700150.

- **Transport cars include different car numbers and the containers include different registration numbers.**
- **Transport cars and the containers include are lightly weathered.**
- **Ideal cars for container unit trains, such as an add-on to the 47580 container transport car set.**

Type Lgs 580 container transport car as new tooling

47580 (Märklin) | 24139

III DCC mfx NEM 15 +

25130 Class 130 TB Steam Locomotive
Prototype: Société Nationale des Chemins de Fer Français (SNCF) class 130 TB tank locomotive, former class 74. The locomotive looks as it did in 1948.
Model: The locomotive has an mfx 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 locomotive has many separately applied details.
Length over the buffers 12.7 cm / 5".

The car set to go with this locomotive can be found in the Märklin H0 assortment under item number 42042 with information about the required exchange wheelsets.

This model can be found in an AC version in the Märklin H0 assortment under item number 36371.

Digital Functions under DCC and mfx
Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Sound of coal being shoveled
Direct control
Sound of squealing brakes off
Switching maneuver
Letting off Steam
Sound of coal being shoveled
Conductor's Whistle
Air Pump
Whistle for switching maneuver
Conductor
Stat. Announce. – Fren.

mfx decoder and full sound included

42042 (Märklin) | 25130

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.

France

22696 Class 66 Diesel Locomotive

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. SNCF Fret Benelux diesel locomotive. The locomotive looks as it did in 2002.

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 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. 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. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. End skirting is included that can also be installed on the buffer beam.
Length over the buffers approximately 24.7 cm / 9-3/4".

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39064.

Digital Functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Rear Headlights off
Low Pitch Horn
Front Headlights off
Engineer's cab lighting
Blower motors
Light Function1
Compressor
Light Function 2
Light Function 3
Low Pitch Horn
High Pitch Horn
Switching maneuver
Letting off Air
Sanding
Coupler sounds
Replenishing fuel
Coupler sounds

Dynamic smoke exhaust included

47118 (Märklin) | 22696

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.


TRIX
H0
green cargo
T44 369

Sweden

V | DCC | mfx | NEM | 15 +

25945 Class T44 Heavy Diesel Locomotive

Prototype: Class T44 heavy diesel locomotive. Orange / dark blue basic paint scheme. Privately owned locomotive for the Swedish rail line Green Cargo. Road number T44 369. The locomotive looks as it did about 2004.

Model: The locomotive has a digital decoder and extensive operation and sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The 4-light headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Additional light functions can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a representation of the engineer's cab interior. It also has separately applied metal grab irons.

Length over the buffers 17.7 cm / 6-15/16".

- **Digital decoder with extensive sound functions.**
- **Different light functions that can be controlled digitally.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37945.

Digital Functions under DCC and mfx
Headlight(s)
Light Function1
Diesel locomotive op. sounds
Light Function 2
Horn
Sound of squealing brakes off
Telex coupler on the front
Coupler procedure for uncoupling
Telex coupler on the rear
Direct control
Whistle for switching maneuver
Blower motors
Compressor
Letting off Air
Switching maneuver
Replenishing fuel
Sanding
Buffer to buffer
Sound of Couplers Engaging
Rail Joints

New Telex coupler front and rear

47567 (Märklin) | 47567 (Märklin) | 25945

Czech Republic

TRIX
H0

VI NEM 15+

24169 Hinged Roof Car Set

Prototype: Czech Railco A.S. type Tds dump car set consisting of three permanently coupled pairs of cars as in the prototype. The cars look as they did in 2019.

Model: The cars have finely detailed construction with many separately applied details. The chute extensions are also separately applied. The hinged roofs can be moved. The pairs of cars are connected by fixed prototype couplers.

Length over the buffers per car approximately 11.2 cm / 4-3/8";
each pair of cars approximately 22.5 cm / 8-7/8".
AC wheelset E700150.

- **Movable hinged roof covers.**
- **Car type ideal for unit train use.**
- **Very finely detailed construction.**

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.

Accessories

TRIX
HO

CLICK. FITS. RUN.
Small helpers usually have the greatest effect!
This is how it is with our new Trix H0 adapter track developed directly for your layout.
Change to the large and extensive track program from Trix H0 and plan totally new routes. Due to the already existing roadbed and the wide radius track geometry, you can do track sections that work as if done with a compass thanks to the narrow and realistic track spacings.

Change now to the extensive Trix H0 C track assortment!

***FLEISCHMANN is a brand of Modelleisenbahn München, Inc.**

15 +

62922 Trix H0 Adapter Track
This track enables the transition from the FLEISCHMANN* Profi Track System to the Trix C Track.
Length : 180 mm / 7-7/8".

15 +

TRIX
EXPRESS

66660 Trix Express Couplers
Contents: 30 Trix Express coupler heads (short version), packaged in pairs (with and without a loop). For use on locomotives and cars with standard coupler pockets (NEM 362) and a guide mechanism. Compatible with previous Trix Express standard couplers.

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.

märklíneum

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Opening for Fall 2020

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gefördert durch ...
Kreissparkasse Göppingen

On December 2, 2020 – International Model Railroading Day

Model Railroading Day
2. December

A Good Idea Grows Continuously
There is no better time to experience a model railroading day than before Christmas. For generations this time has been set aside for this beautiful hobby. A cooperative group of model railroad associations, manufacturers, clubs, and publishers has been formed at the initiative of Hagen von Ortloff – known from the SWR TV series Railroad Romanticism. All of the players in this group want just one thing: to celebrate in an appropriate manner the most beautiful hobby in the world – model railroading – and to inspire people for this hobby. Many clubs will open their doors around December 2 and all over the world, many model railroads will go into operation. Promotions revolving around the hobby of model railroading will take place all over Germany, even all over Europe.
Be part of it! Experience an unforgettable day with your family.
Get information about promotions and events near you at
www.tag-der-modelleisenbahn.de

VI 15+

märklin HO

44269 International Model Railroading Day on December 2, 2020

Prototype: Refrigerator car as a privately owned car painted and lettered for the International Model Railroading Day on December 2.

Model: Both sides have different designs. The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheelset E700580.

Right car side

Left car side

Age Information and Warnings

15+ **For adults only.**

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