

New Items 2019

Trix H0. The Fascination of the Original.

TRIX

H0





Dear Trix Fans,

Welcome to the new items for 2019 in 2-rail H0 Gauge.

This is a special year Trix, because we are presenting "Trix 2-Rail H0 New Items for 2019" in its own brochure.

Here we surely have to mention "The Beautiful Lady of Württemberg" in her H0 garb or our "Oil Jumbo", which can soon demonstrate its pulling power as completely new tooling on your layout.

Who does not remember the Eighties, when the color ocean blue dominated traveling? For the first time at Trix H0, center entry cars are arriving at the station platform painted as a lightweight express train.

On the other hand, if you prefer long distance traveling in high-quality crimson, you will be won over by our new short class 103 and you are invited to dream with the right cars from Märklin's new items for the IC 117 Gambrinus.

Freight by rail is the slogan starting in Railroad Era IV und our S-Bahn trains are as regular as clockwork. Just take a look at the clock.

Hauling away excavated dirt and rock for Stuttgart 21 is getting impressive. Here, the considerable quantity would be unthinkable without the loading and unloading wonders in yellow.

For the 100th anniversary of the Crocodile, things are allowed to be more special. We are therefore presenting the popular "Köfferli" / "Little Suitcases" as completely new tooling. We are having it arrive on the Gotthard with impressive sound.

p.s. We are offering many other pieces of information or visual and acoustic highlights with our Märklin AR app. Simply look for this logo!



Some more information just for you:

The question keeps coming up for many customers about wheel set exchanges between Märklin and Trix.

This is really quite simple, because you can request a wheel set exchange from your specialty dealer without any obstacle when buying a car or car set.

We, the entire Trix Team, hope you have a lot of fun browsing.

TRIX



TRIX H0

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Trix Club Model for 2019



22432 Class V 320 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 320 heavy diesel locomotive, for use in high-value passenger service on the Allgäu Line. Based in Kempten. Original version in crimson basic paint scheme. Road number V 320 001. The locomotive looks as it did around 1965.

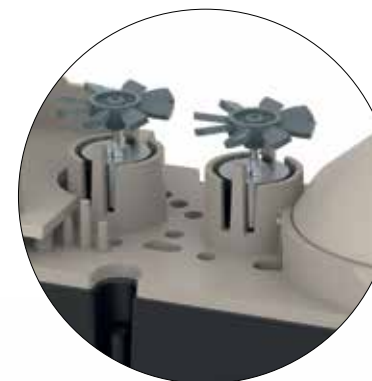
Model: The locomotive has a digital decoder and extensive sound and light functions. It also has 2 speakers for optimal locomotive sound reproduction. The locomotive has controlled, high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered by means of cardan shafts. 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 End 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 air lines, heating lines, and brake hoses are included as separately installed parts.

Length over the buffers 26.4 cm / 10-3/8".

- Completely new tooling.
- First time as a Trix H0 model.
- Locomotive frame and body constructed mostly of metal.
- Spinning ventilation fans controlled digitally in pairs.
- Cab and engine room lighting controlled digitally.

Express train passenger car sets 1 and 2 for the express train D 96 "Isar-Rhône" to go with this locomotive are also being offered under item numbers 23132 and 23133 exclusively only for Trix Club members.

This model can be found in an AC version in the Märklin H0 assortment under item number 39320 exclusively for Insider members.



Spinning ventilation fans controlled digitally in pairs

Completely new tooling



EXCLUSIV

1/2019



23133

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 motors
Blower motors
Letting off Air
Replenishing fuel
Sanding
Buffer to buffer
Sound of Couplers Engaging
Operating sounds
Conductor's Whistle
Station Announcements
Train announcement
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Switching maneuver
"Switcher Double ""A"" Light"
Brake Compressor
Operating Sounds 1
Doors Closing
Surrounding sounds

V 320 001 with D 96 "Isar-Rhône"

As early as 1956, the firm Henschel began at its own cost design and construction in cooperation with the DB's central office in Munich of what is still the largest and most powerful diesel hydraulic locomotive in Europe. Henschel was able to reach back to valuable experience with export locomotives in the development of this giant. Apart from that, with road number V 320 001 use was made of the proven technique to install two 1,900 horsepower motors in this big unit from the newly built V 160. However, the three-axle trucks were completely new. In view of the maximum speed of 160 km/h / 100 mph, the wheelsets were given the unusually large diameter of 1,100 mm / 43-5/16". A switching device activated, when the locomotive was stopped, allowed the assignment of the combination of high speed (160 km/h / 100 mph) with lower pulling power (express trains) or low speed (100 km/h / 63 mph) with higher pulling power (freight trains). The modern, angular design of its ends pointed the way for all future DB diesel locomotives. The proud 23 meter / 75 foot 5-1/2 inch length, the fat fuel tanks on the underside of the frame, and an impressive number of adjustable ventilation grills gave it a reptilian elegance behind which the two

motor layouts hummed. With its 122 metric tons of iron and steel distributed over six wheelsets, it could definitely be described as a monster – but a really beautiful monster!

Due to high capacity utilization at Henschel, road number V 320 001 could not be delivered until 1962. Initially, extended measurement and test runs were done with the unit. Starting in 1963, it went into the DB roster as a lease locomotive and it was initially based at Hamm. In 1965, the class V 320 moved to Kempten and chiefly hauled heavy express trains between Munich and Lindau. There it quickly demonstrated how extremely suitable it was for heavy international express trains and the shop crews were full of praise for its performance reserves. The D 96 "Rhône-Isar" (Munich – Lindau – Zürich – Geneva) with a consist of usually eight cars formed one of its star trains. The DB as well as the SBB ran their latest rolling stock in it. The DB provided three types of the 26.4 meter / 86 foot 7-5/16" cars first bought in 1961/63, namely a type AB4üm-63 (compartment car, 1st/2nd class), two or three type B4üm-63 (compartment car, 2nd class), and a type BRbu4üm-61 half dining car (2nd class). The SBB reciprocated with

its Mark I standard design cars (Mk 1) in lightweight steel construction with two type B cars (2nd class), a type A car (1st class), and a type D baggage car. In 1974, the DB ended the lease agreement with the class V 320 (starting in 1968: class 232) and gave it back to the builder. Henschel ran the unit through a major overhaul and sold it in April of 1976 to the Hersfeld County Railroad, where it was used until 1988. After that, the locomotive came to the Teutoburg Forest Railroad (TWE). After its deadline for maintenance came in 1992, it disappeared to Italy to earn its living in construction train service. This appeared to seal the fate of this highly interesting unit, but in 1999 came its spectacular importation back to Germany by the track construction firm WIEBE. After an extensive overhaul and the installation of new motors, it had been running since March of 2000 on German rails again, now designated as road number 320 001-1 (WIEBE 7), until wheelset bearing damage in 2015 ended its use forever. Since 2017, it has enriched the builder's plant in Kassel (now Bombardier) as a showpiece.



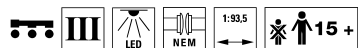
The end view of road number V 320 001 also seems enormous



23132

22432

Car set for Club Model 2019



23132 "D96 Isar-Rhône" Express Train Passenger Car Set 1

Prototype: 5 different type German Federal Railroad (DB) express train passenger cars, for the express train D96 "Isar-Rhône", with the routing Munich – Kempten – Lindau – Zürich – Bern – Geneva. 1 type AB4üm-63 express train compartment car, 1st/2nd class. 3 type B4üm-63 express train compartment cars, 2nd class. 1 type BRbu4üm-61 express train half dining car, 2nd class. All of the cars in chrome oxide green basic paint scheme. The cars look as they did around 1965.

Model: The minimum radius for operation is 360 mm / 14-3/16". The express train passenger cars have type Minden-Deutz trucks. All of the cars have factory-installed interior lighting with warm white LEDs. Each of the express train passenger cars has 10 miniature figures as passengers.

Total length over the buffers 141.8 cm / 55-13/16".

- Express train D96 "Isar-Rhône", with the routing Munich – Kempten – Lindau – Zürich – Bern – Geneva.
- All of the cars include factory-installed LED interior lighting.
- Each express train passenger car has 10 miniature figures as passengers.

Each express train passenger car has 10 miniature figures as passengers.



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23133 "D96 Isar-Rhône" Express Train Passenger Car Set 2

Prototype: 3 different type Swiss Federal Railways (SBB) express train passenger cars, for the express train D96 "Isar-Rhône", with the routing Munich – Kempten – Lindau – Zürich – Bern – Geneva. 2 type B express train lightweight steel cars, 2nd class. 1 type D lightweight steel baggage car. For use in city express trains, with the lettering "Schweiz-München" (Switzerland-Munich). All of the cars in a fir green basic paint scheme. The cars look as they did around 1965.

Model: The minimum radius for operation is 360 mm / 14-3/16". All of the cars have factory-installed interior lighting with warm white LEDs. Each of the two lightweight steel coaches has 10 miniature figures as passengers. Total length over the buffers 73.5 cm / 28-15/16".

- Express train D96 "Isar-Rhône", with the routing Munich – Kempten – Lindau – Zürich – Bern – Geneva.
- All of the cars include factory-installed LED interior lighting.
- Each of the two lightweight steel coaches has 10 miniature figures as passengers.



Uncoupling is done in Lindau



23132

22432

Starter Set



21532 DR "Era III Freight Train" Digital Starter Set. 230 Volts

Prototype: German State Railroad (DR) class 74 tank locomotive, type Omu Association Design gondola, type GR boxcar, Interchange Design, and German Federal Railroad (DB) type Rlmms 58 stake car temporarily used in the GDR.

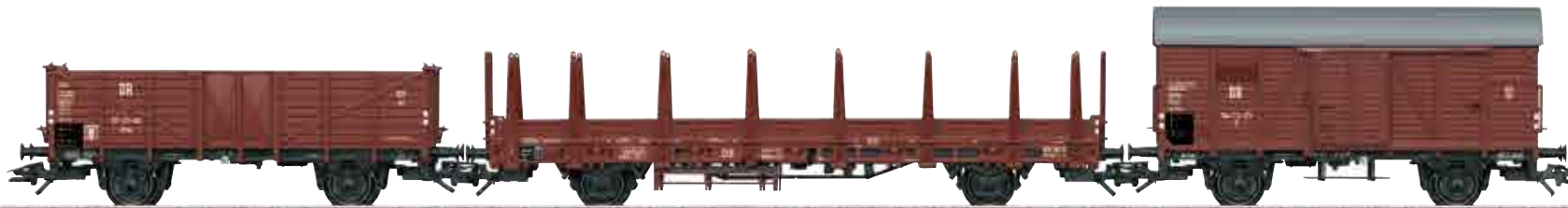
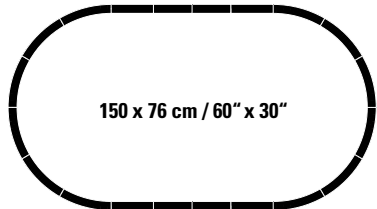
Model: The locomotive has a 21-pin digital interface connector and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers with 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 Trix locomotive controller and an 18 VA / 230 volt switched mode power pack. This set can be expanded with the Trix C Track extension sets and with the entire Trix C Track program.

- Very easy set up thanks to Trix C Track.

You can find the DB version under item number 21530.

A digital starter set can be found under item number 21528.



Bavarian "Glaskasten" / "Glass Box"

TRIX
H0



22721 Class PtL 2/2 Steam Locomotive

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class PtL 2/2 ("Glaskasten" / "Glass Box"). Version with a jackshaft. Road number 4514. The locomotive looks as it did around 1910.

Model: The locomotive has a DCC/mfx digital decoder. It also has a miniature motor in the boiler. 2 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 a buffer capacitor. The inner boiler is constructed of metal. The locomotive has numerous separately applied handrails and grab irons. The boiler attachments and other details are intricately modelled.

Length over the buffers 8.0 cm / 3-1/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 36867.

Passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 42061, 42071, and 42081.

Digital Functions under DCC and mfx

Headlight(s)

Direct control



Motive Power from the Upper Palatinate



22658 Class 64 Steam Locomotive



Prototype: German Federal Railroad (DB) class 64 passenger tank locomotive. Version with riveted water tanks. Road number 64 026. This locomotive was built in 1927 by Henschel. It was stationed from May of 1936 to July of 1963 continuously at Gemünden, where it was also retired on March 10, 1965. The locomotive looks as it did around 1960.

Model: The locomotive has a DCC/mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. A 72270 smoke unit can be installed in the locomotive. Triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. Brake hose detail parts and piston rod protection sleeves are included. Length over the buffers 14.3 cm / 5-5/8".

This locomotive can be found in the Märklin H0 program under item number 39658.

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
Letting off Steam
Sound of coal being shoveled
Grate Shaken
Switching maneuver
Air Pump
Sanding
Rail Joints

DCC/mfx digital decoder and a wide variety of sound functions included
Prototypical cab with simple roof ventilation



The Beautiful Lady in H0 Garb

TRIX
H0



22256 Class 18.1 Steam Locomotive

Prototype: German Federal Railroad (DB) class 18.1 express steam locomotive. Former Württemberg class C. Road number 18 102. The locomotive looks as it did around 1953.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 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. Maintenance-free warm white LEDs are used for the lighting. The smoke unit contact will work in conventional operation and can be controlled digitally. A 72270 smoke unit can be installed in the locomotive. The locomotive is constructed mostly of metal such as the boiler, smoke stack, dome, cab, running boards, and tender. There is a close coupling between the locomotive and tender. Length over the buffers 23.7 cm / 9-5/16".

- Smoke unit contact included.
- Multi-protocol digital decoder.
- Locomotive is constructed mostly of metal such as the boiler, smoke stack, dome, cab, running boards, and tender.

This model can be found in an AC version in the Märklin H0 assortment under item number 37119.

Locomotive is constructed mostly of metal such as the boiler, smoke stack, dome, cab, running boards, and tender

Digital Functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Air Pump
Whistle for switching maneuver
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Sanding
Switching maneuver
Replenishing fuel
Replenishing fuel
Replenishing fuel
Coupler sounds
Generator Sounds



The “Prairie Pony” with a Tender from the Class 50



22433 Class 24 Steam Locomotive

Prototype: German Federal Railroad (DB) class 24 passenger steam locomotive with a type 2'2' T 26 tender from the class 50. In 1948, this locomotive was equipped with the larger tender for use at the Göttingen testing institute. This tender could clearly take on more water than the standard tender could. With its cab's back wall, it could run in reverse at speeds up to 80 km/h / 50 mph. Standard design locomotive with small, originally Wagner smoke deflectors. Locomotive road number 24 061. The locomotive looks as it did around 1950.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor in the boiler. 3 axles powered. Traction tires. The boiler is

constructed of metal. The locomotive comes with a factory-installed 72270 smoke unit. The dual headlights change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler with an NEM pocket and a guide mechanism on the rear of the tender. There is a close coupler in an NEM pocket on the front of the locomotive. The tender comes from the class 50. Length over the buffers 19.4 cm / 7-5/8".

- **Factory-installed smoke unit.**

Digital Functions under DCC and mfx

Headlight(s)
Smoke generator
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Bell
Whistle for switching maneuver
Letting off Steam
Air Pump
Sound of coal being shoveled
Grate Shaken
Injectors
Generator Sounds

Type 2'2' T 26 tender from the class 50 included



Locomotives for branch line service were not initially included in the DRG's standardized type program because the acquisition of new main line locomotives enjoyed a priority. New construction of the classes 24 (with a tender), 64, and 86 branch line units was not decided until later. The first 17 units of the class 24 were delivered in 1928 by Schichau (24 001-010) and Linke-Hofmann (24 031-037). A year later 69 units of these 90 km/h / 56 mph fast and 900 horsepower locomotives were already running in the districts of Stuttgart, Stettin, Schwerin, Regensburg, and Münster. The class 24 was in many ways similar in construction to the class 64 2-6-2T tank locomotive. The boiler placed well to the front due to the more favorable weight distribution was striking.

This caused the smokestack to be offset from the cylinders compared to the other standard design locomotives. The last of the 95 units of the class 24 were not taken until 1940. At the end of the Thirties most of these locomotives went to East Prussia and ran there on long branch lines. This resulted in their nickname "Prairie Pony". It was thus no wonder that after World War II almost half of the class 24 remained outside of the two German states. The later German Federal Railroad had 42 units overhauled.

One conversion after the war attracted particular attention: The Testing Institute (PA) for Locomotives and Powered Railcars in Göttingen was looking for a lightweight passenger locomotive in 1948 for

test runs. The PA struck it rich in Husum with road number 24 061 stored there. During a main overhaul it was given a four-axle type 2'2'T26 tender instead of the usual three-axle tender to extend its operating range. Starting in March of 1949, this locomotive (length over the buffers 19,380 mm / 63 feet 6 inches, weight 107 metric tons) was used for testing and gave marvelous results. Praise was given above all to the locomotive's smooth running which was also due to the four-axle tender. In August of 1953, this unit had to go back into regular service. This one of a kind was retired in November of 1962 at Lübeck. The use of the class 24 locomotives on the DB concentrated in the North and chiefly in the Western part of the country. Rail busses and new diesel locomotives

made life for the locomotives in passenger service increasingly harder with the beginning of the Sixties. As early as 1965 and 1966 the last five units were therefore put into storage at the railroad maintenance facilities in Rahden and Rheydt.

The retirement of road number 24 067 by the railroad maintenance facility in Rheydt on August 19, 1966 effectively ended this chapter on the DB.

The 4-axle type 2'2'T26 was a guarantee in the prototype for smooth operation



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Oil Jumbo



22981 Class 44 Steam Locomotive

Prototype: German Federal Railroad (DB) class 44 heavy steam freight locomotive, with an oil tender based on the type 2'2 T34 tender. Black/red basic paint scheme. Transitional wartime cab with only one window per side, standard design Witte smoke deflectors, pilot truck wheel set with disk or solid wheels, without smoke box central locking, with an inductive magnet on one side. Road number 44 1264. The locomotive looks as it did around 1962/63.

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 oil tender are constructed mostly of metal. The 7226 smoke unit

can be installed in the locomotive. The triple 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 lights can also be controlled digitally. Maintenance-free warm white 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".

- Completely new tooling.
- Partially open bar frame with a mostly clear view between the running gear and the boiler.
- Ideal steam freight locomotive for unit trains with type Erz III d hopper cars.

This model can be found in an AC version in the Märklin H0 assortment under item number 39880.



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
Air Pump
Letting off Steam
Operating Sounds 1
Water Pump
Injectors
Replenishing fuel
Replenishing fuel
Replenishing fuel
Sanding
"Switcher Double "A" Light"
Switching maneuver
Generator Sounds
Operating Sounds 2
Rail Joints
Safety Valve
Sound of Couplers Engaging



22983 Class 44 Steam Locomotive

Prototype: Road number 44 1746. The locomotive looks as it did around 1961.

Model: The locomotive has a 21-pin digital interface.

All additional information can be found under item number 22981.

This model can be found in an AC version in the Märklin H0 assortment under item number 39882, however with an mfx digital decoder.

*Completely new tooling
21-pin digital decoder digital interface
connector included
Different road number from that for 22981*



24129

22981

“Langer Heinrich” / “Long Henry”



24129 “Type Erz III d” Hopper Car Set

Prototype: Twelve (12) German Federal Railroad (DB) type Erz III d four-axle hopper cars from the 00tz 41 design. Version with a high upper hopper, two unloading hatches per side, and end brakeman's platforms. Used to transport iron ore. Standard design welded pressed sheet metal trucks, with girders welded in place as reinforcement. The cars look as they did at the beginning of the Sixties.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and a set wheel at the end. The hopper cars have load inserts and are loaded with real scale-sized iron ore. All of the cars are individually packaged and there is a master package.

Length over the buffers per car 11.5 cm / 4-1/2".

AC wheelset per car E700150.

- Prototypical tooling changes for the version with a high upper hopper as the type Erz III d hopper car from the 00tz 41 design.
- Loaded with real iron ore.
- Many different car numbers.
- Ideal for unit trains.

A type Erz III d hopper car display with twenty-four (24) more car numbers can be found in the Märklin H0 assortment under item number 46210 along with information about the required DC wheelsets.



Märklin 46210



24129

22981

Lightweight Express Train

Starting in 1951, the still new German Federal Railroad purchased a large number of the newly developed 26.4 meter / 86 foot cars – initially as passenger cars for regional and limited fast train service with center and end entries. They were

already welded in all-steel construction, had rubber diaphragms at the ends of the cars, and had Minden-Deutz type trucks for the first time. The basic types were the mixed class AB cars (ABylb 411) as well as the single class B cars (Bylb 421). There was the

type BDylbf 457 as a cab control car, 2nd class with a baggage area, for shuttle trains. At the beginning of the Seventies, the DB board decided on a new color concept of ocean blue / ivory and it did not stop at the “center entry cars”. These cars were repainted

as overhauls came due. In the interim, these cars also fell into the beige / turquoise paint pot at Märklin so that now prototypical train compositions from the Eighties are possible.





22827 Class 212 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. "Ocean Blue" / ivory paint scheme. Road number 212 314-9. The locomotive looks as it did around 1984.

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 cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be

controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included.

Length over the buffers 14.1 cm / 5-9/16".

Passenger cars to go with this locomotive can be found in the Trix H0 assortment under item numbers 23125, 23165, and 23175.

This model can be found in an AC version in the Märklin H0 assortment under item number 39212.

Digital Functions under DCC and mfx

Headlight(s)
Conductor's Whistle
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Doors Closing
Blower motors
Compressor
Letting off Air
Sanding
Switching maneuver
Replenishing fuel
Switching maneuver
Station Announcements
Grade crossing



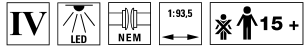
23175

23125

23165

22827

New Item in Ocean Blue / Beige



23165 Passenger Car, 2nd Class

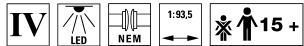
Prototype: German Federal Railroad (DB) passenger car, 2nd class, for so-called lightweight express trains (LS). Type Bylb 421. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. "Ocean Blue" / ivory paint scheme. Based at Hagen Main Station. The car looks as it did in 1984.

Model: The car has factory-installed LED interior lighting and current-conducting couplers. The interior lighting works only in conjunction with the center entry cab control car and can be turned on and off digitally with a decoder in the cab control car. There are red transparent marker light inserts on the ends of the car. The underbody is specific to the type of car. The trucks are type Minden-Deutz

heavy with double brake shoes and type D 62s generators. The minimum radius for operation is 360 mm / 14-3/16". Restroom downpipes and push/pull train control lines are included as separately mounted parts for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8".

- Completely new tooling.
- Factory-installed LED interior lighting.
- Operating current-conducting couplers.
- Interior lighting for the entire car consist can be digitally controlled with a decoder in the cab control car.
- Prototypical train route: Hagen – Brügge (Westphalia.)

This model can be found in an AC version in the Märklin H0 assortment under item number 43165.



23125 Passenger Car, 1st/2nd Class

Prototype: German Federal Railroad (DB) passenger car, 1st/2nd class, for so-called lightweight express trains (LS). Type ABYlb 411. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. "Ocean Blue" / ivory paint scheme. Based at Hagen Main Station. The car looks as it did in 1984.

Model: The car has factory-installed LED interior lighting and current-conducting couplers. The interior lighting works only in conjunction with the center entry cab control car and can be turned on and off digitally with a decoder in the cab control car. A defined order of cars is required to do this. There are red transparent marker light inserts on the ends of the car. The underbody is specific to the type of car. The trucks are type Minden-Deutz heavy

with double brake shoes and type D 62s generators. The minimum radius for operation is 360 mm / 14-3/16". Restroom downpipes and push/pull train control lines are included as separately mounted parts for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8".

- Completely new tooling.
- Factory-installed LED interior lighting.
- Operating current-conducting couplers.
- Interior lighting for the entire car consist can be digitally controlled with a decoder in the cab control car.
- Prototypical train route: Hagen – Brügge (Westphalia.)

This model can be found in an AC version in the Märklin H0 assortment under item number 43125.





23175 Cab Control Car

Prototype: German Federal Railroad (DB) cab control car, 2nd class, for so-called lightweight express trains (LS). Type BDylf 457 with a baggage area without a side corridor. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. "Ocean Blue"/ivory paint scheme. Based at Hagen Main Station. The car looks as it did in 1984.

Model: The car has a digital decoder. It also has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The car has factory-installed LED interior lighting that can be controlled

digitally. The cab lighting can also be controlled digitally. The current-conducting couplers can be controlled digitally. The underbody is specific to the type of car. There are red transparent marker light inserts on the end of the car without a cab. The trucks are type Minden-Deutz heavy with double brake shoes. The truck at the end of the car with a cab has rail clearance devices, a "Sifa" (deadman's control system) relay box, inductive magnets, and a type D 62 generator. The minimum radius for operation is 360 mm / 14-3/16". Restroom downpipes and push/pull train control lines are included as separately mounted parts for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 43335.

- Completely new tooling.
- Digital decoder included.
- Headlights and marker lights, controlled digitally.
- Factory-installed LED interior lighting, controlled digitally.
- Cab lighting, controlled digitally.
- Operating current-conducting couplers, controlled digitally.
- Interior lighting for the entire car consist can be controlled digitally with a decoder in the cab control car.
- Prototypical train route: Hagen – Brügge (Westphalia)



Cab control car includes red/white light changeover

Digital Functions under DCC and mfx

Headlight(s)
Current-conducting coupler
Interior lights
Engineer's cab lighting



23175

23125

23165

22827

With Short Cabs



22933 Class 103.1 Electric Locomotive
Prototype: German Federal Railroad (DB) class 103.1 electric locomotive. Version with “short” cabs, double-arm pantographs, end skirting, and buffer cladding. Paint scheme in crimson/beige. Road number 103 167-3. Based at Munich Main Station. The locomotive looks as it did starting the end of August 1971 to May 1974.
Model: The locomotive has a digital decoder and extensive sound functions. It also has 5-pole 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 con-

trolled digitally. The engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The double-arm pantographs can be controlled digitally. The locomotive has separately applied windshield wipers. It also has separately applied metal grab irons and roof conductors. Closed skirting, brake lines, plugs, and prototype couplers that can be mounted on the locomotive are included. Length over the buffers approximately 22.4 cm / 8-13/16”.

- **New tooling.**
- **Locomotive frame and body constructed of metal.**
- **Multi-protocol decoder.**
- **Extensive light and sound functions.**
- **Pantographs can be controlled digitally.**
- **Cab lighting.**
- **Engine room lighting.**

Passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 43845, 43862, 43863, 43864, and 43894.

This model can be found in an AC version in the Märklin H0 assortment under item number 39150.

Digital Functions under DCC and mfx
Headlight(s)
Pantograph control
Electric locomotive op. sounds
Locomotive whistle
Pantograph control
Engineer's cab lighting
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Direct control
Sound of squealing brakes off
Light Function
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Warning announcement
Grade crossing

Prototypical roof equipment included and as a short class 103



After delivery of four test locomotives of the new class E 03 (starting in 1968: 103.0) regular production was done starting in 1969 for the InterCity service (IC 71) planned to begin in 1971, but with new specifications. The effective load for TEE and IC trains at speeds of 200 km/h / 125 mph increased from 300 to 480 metric tons, and 800 metric ton D-Zug express trains had to be able to run at 160 km/h / 100 mph. The 145 regular production locomotives – now designated as the class 103.1 – had a basic design that followed that of the prototypes with a bridge frame, locomotive body consisting of five segments, and three-axle trucks. The same end shape was taken from the pre-production locomotives. The most striking thing externally was the doubling of the ventilation openings by a second five-part row of vent grills in the lower half of the side walls. This was caused by a larger air intake due to the greater performance of the locomotive. With a main transformer adjusted for maximum performance (continuous tractive effort output of 6,250 kilovolt amps) and type WBM 368/17f lightweight traction motors with a continuous rating of 1,240 kilowatts the result was a full increase in performance of 25.3% compared to the prototypes – an impressive 7,440 kilowatts or 10,116 horsepower. The last thirty units (road numbers 103 216-245) were equipped with a frame lengthened by 700 mm / 27-1/2" with larger cabs in order to realize the increase in size of the cramped cabs requested urgently by locomotive engineers. After being delivered in the years 1970 to 1974 the class 103.1 units immediately took over the new IC trains as well as the prestigious TEE trains that had now been partially integrated into the new IC network.

Initially, the regular production units up to road number 103 215 were equipped with type DBS 54a double arm pantographs and type WB 15 Wanisch contact strips as well as upper arm shock absorbers. Yet this special design done for 200 km/h / 125 mph did not turn out well over time and caused catenary damage to the DB as well as the ÖBB network. The cause was thought to be contact pressure above the permissible 120 kilo-Newton / 26.97 kilo-pound force. The interim solution initially was partial replacement of the defective pantographs with the

standard design type DBS 54 with a standard contact strip designed for a maximum speed of 160 km/h / 100 mph. Conversely, the last 30 units (road numbers 103 216-245) left the builder equipped with the single-arm type SBS 65 pantographs developed to production status in the meantime. Road numbers 103 101-215 were also supposed to be equipped with these single-arm pantographs, but the industry could not deliver such a quantity on such short notice. The DB thus decided on a more unconventional path and starting in 1975/76 had the "old" DBS 54

pantographs and still existing DBS 54a pantographs of the first production locomotives replaced by the SBS 65 single-arm pantographs of the class 111 just being delivered that was only 150 km/h / 94 mph fast. Several class 103 units were also equipped with the subsequently developed SBS 67, whose new design differed from the SBS 65 only in a larger spacing of the contact strips (400 instead of 350 mm / 15-3/4" instead of 13-3/4").



© T. Estler



Märklin 43845

Märklin 43864

Märklin 43894

Märklin 43862

Märklin 43863

22933

Next Stop – Marienplatz



22655 Class 420 S-Bahn Powered Rail Car Train

Prototype: German Federal Railroad (DB) class 420 S-Bahn powered rail car train. The train looks as it did around 1980. Version of the Munich network S-Bahn in a "Gravel Gray" / blue paint scheme.

Model: The train has a DCC/mfx digital decoder and extensive sound functions. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. Four axles on the intermediate car are powered through cardan shafts. The frame for the intermediate car is constructed of die-cast metal. Maintenance-free warm white LEDs are used for the lighting. The train has triple headlights and dual red marker lights that change over with the direction of travel. The end cars have a pickup changeover feature so that the pickups at the front of the train are the ones picking up power. Lighted destination signs along with the headlights / marker lights can be controlled digitally. There is a close coupler guide mechanism and electrical connections

between the cars. The special coupling included with the train allows it to be coupled to other ET 420 units for prototypical operation. The train has factory-installed interior lighting. Different destination signage for the Munich S-Bahn network is included with the train. The bodies for the train are made of highly detailed plastic with many separately applied details such as grab irons, electrical connections, windshield wipers, antennas, whistles, and horns. The train has interior details. The ends of the train have a detailed representation of the Scharfenberg coupler (a dummy coupler). Length over the couplers 77.5 cm / 30-1/2".

*Lighted destination sign
End lighting in the cabs
Munich S-Bahn service*

- **DCC/mfx digital decoder and extensive sound functions included.**
- **Factory-installed interior lighting.**
- **Authentic reproduction for the Munich S-Bahn service.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37508.

Digital Functions under DCC and mfx

Headlight(s)

Interior lights

Operating sounds

Horn

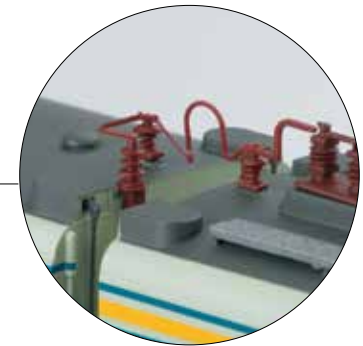
Direct control

Sound of squealing brakes off

Rear Headlights off

Doors Closing

Front Headlights off



Refined and flawlessly realized –
The power supply of the prototype



24214 Type Rlmps Heavy-Duty Flat Car

Prototype: German Federal Railroad (DB) type Rlmps heavy-duty flat car, loaded with an M 48 combat tank for the German Federal Army.

Model: The flat car frame is constructed of metal. Load restraints are included. The model of the military vehicle has an underbody and superstructure constructed of metal. Caterpillar tracks and other separately applied components are made of detailed plastic parts. The turret and the weapon can be moved. The unit has an olive green paint scheme. The unit is lettered with identifying marks. Length approximately 7.7 cm / 3", with the cannon

approximately 11.1 cm / 4-3/8". The model of the military vehicle comes from Schuco. Length over the buffers approximately 12.4 cm / 4-7/8". AC wheelset E700150.

Cars to go with this car can be found in the Märklin H0 assortment under item numbers 48796, 48798, and 48799.



With the "Bubikopf" in a Pastoral Idyll

TRIX
H0



22649 Class 64 Steam Locomotive



Prototype: German State Railroad of the GDR (DR/GDR) class 64 tank locomotive. Version with triple headlights, bell behind the smoke stack, and turbo dynamo. Road number 64 1308-2. The locomotive looks as it did around 1970.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. A 72270 smoke unit can be installed in the locomotive. Triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. Brake hose detail parts and piston rod protection sleeves are included. Length over the buffers 14.3 cm / 5-5/8".

Passenger cars and a baggage car to go with this locomotive can be found in the Trix H0 assortment under item numbers 23307, 23323, and 23305.

New smoke box door included
Additional functions/sounds



Digital Functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Cab Radio
Whistle for switching maneuver
Letting off Steam
Bell
Sound of coal being shoveled
Conductor's Whistle
Grate Shaken
Injectors
Rail Joints
Switching maneuver



Repaired



23323 Passenger Car Set

Prototype: Three East Germany German State Railroad (DR/GDR) compartment cars. Standard design in "Bottle Green". One (1) type Baatr car with a baggage area and two (2) type Baa cars. The cars look as they did around 1970.

Model: All of the cars have different car numbers. Total length over the buffers approximately 47 cm / 18-1/2". AC wheelset E36667900. Trix Express wheelset E33339010.

When combined with the class 64 (item number 22649) and the two individual cars (23305, baggage car with a roof cupola, and 23307, passenger car), the result is a beautiful, contemporary set.



One car as a type Baatr version with a baggage area





23307 Type Baa Passenger Car

Prototype: East Germany German State Railroad (DR/GDR) passenger car, standard design. Former BC-21. Based in Löbau. The car looks as it did in Era IV, around 1970.

Model: This is a GDR compartment car in a "Bottle Green" basic paint scheme.

Length over the buffers 16.0 cm / 3-5/16".

AC wheelset E36667900.



23305 Type Pwgs 9400 Baggage Car

Prototype: East Germany German State Railroad (DR/GDR) type Pwgs 9400 baggage car (former Pwgs-41). Square roof cupola included. The car looks as it did around 1970.

Model: The roof cupola has an opening to the interior of the baggage car. The underbody has separately applied brake rigging.

Length over the buffers 11.9 cm / 4-11/16".

AC wheelset E700150.



23305

23307

23323

22649

Elegant Steam Locomotive

With some luck it was also an elegant steam locomotive from the class 01.5, the swan song of steam locomotive reconstructions by the German State Railroad (DR) of the GDR. A total of 35 units of the class 01 underwent extensive reconstruction at the beginning of the Sixties. Initially, only the installation of a new welded boiler was planned, but the condition of the locomotives selected finally forced extensive conversions that in many parts made new locomotives out of the units. The maintenance facility in Halberstadt delivered the "Reko" boilers, and they were installed at the maintenance facility in Meiningen. During the rebuilding program the boiler was placed higher, continuous dome streamlining adorned the top of the boiler, and the cabs were replaced by a new welded version. The locomotives rebuilt in this way had hardly anything in common with their original look. After the rebuilding program, these units were therefore given the new class designation of 01.5. Beginning with road number 01 519 (rebuilt in 1964) the locomotives were equipped with oil firing, and the remaining units were converted accordingly in 1965/66. Only six locomotives kept grate type firing. Ten locomotives were equipped at times with Boxpok wheels.



22909 Class 01.5 Steam Locomotive

Prototype: Class 01.5 steam express locomotive with an oil tender. GDR German State Railroad (DR/GDR) "Reko" version. Includes Boxpok wheels, type 2'2'T34 standard design tender as an oil tender. Special design Witte smoke deflectors for the class 01.5, continuous dome streamlining, and inductive magnet on one side. Road number 01 0503-1. The locomotive looks as it did in the mid-Seventies.

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 7226 smoke unit can be installed in the locomotive. The triple 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 lights can also be controlled digitally. Maintenance-free warm white 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 minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods and brake hoses are included as detail parts. Length over the buffers 28.2 cm / 11-1/8".

- Especially intricate metal construction.
- Striking Boxpok wheels and continuous dome streamlining.
- Partially open bar frame and many separately applied details.
- Digital decoder and extensive operation and sound functions included.

This model can be found in an AC version in the Märklin H0 assortment under item number 39209.

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	
Operating Sounds 1	
Letting off Steam	
Operating Sounds 2	
Air Pump	
Water Pump	
Injectors	
Sanding	
Replenishing fuel	
Replenishing fuel	
Replenishing fuel	
"Switcher Double ""A"" Light"	
Switching maneuver	
Generator Sounds	
Operating Sounds 3	
Rail Joints	
Operating sounds	
Sound of Couplers Engaging	
Station Announcements	
Station Announcements	
Surrounding sounds	





Unbeatable Trio



24215 Type Zans Tank Car

Prototype: Type Zans four-axle, 95 cubic meter / 25,096 gallon tank car with an uninsulated tank and a ladder on the end. Privately owned car for Ermewa SA, registered in Germany. The car looks as it did around 2004.

Model: The car's trucks are the modern type Y25Lsd1 with double brake shoes. The car has a brakeman's platform and a ladder on the end. The brake rigging, discharge pipes, dome cover, safety bars, and numerous other levers and grab irons are separately applied. The safety bars are constructed of metal.

Length over the buffers approximately 19.6 cm / 7-3/4".
AC wheelset E700150.

- Numerous separately applied levers and grab irons.

This model can be found with another car number in an AC version in the Märklin H0 assortment under item number 47540.



24217 Type Zans Tank Car

Prototype: Type Zans four-axle, 95 cubic meter / 25,096 gallon tank car with an uninsulated tank, a ladder on the end, and a funnel flow tank. Privately owned car for KVG Austria with advertising for "GATX", used on ŽSSK, registered in Slovakia. The car looks as it did in 2010.

Model: The car's trucks are the modern type welded Y25 Lsd1 with double brake shoes. The car has a brakeman's platform and a ladder on the end. The brake rigging, discharge pipes, dome cover, safety bars, and numerous other levers and grab irons are separately applied. The car has rectangular buffers, 6 tank bands, and large address boards.

Length over the buffers approximately 19.6 cm / 7-3/4".
AC wheelset E700150.

- Operator address is still "KVG".
- Car imprinted at the ends.

This model can be found with another car number in an AC version in the Märklin H0 assortment under item number 47542.





24216 Type Zans Tank Car

Prototype: Type Zans four-axle, 95 cubic meter / 25,096 gallon tank car with an uninsulated tank and a ladder on the end. Privately owned car for KVG mbH, registered in Germany. The car looks as it did around 2004.

Model: The car's trucks are the modern type Y25Lsd1 with double brake shoes. The car has a brakeman's platform and a ladder on the end. The brake rigging, discharge pipes, dome cover, safety bars, and numerous other levers and grab irons are separately applied. The safety bars are constructed of metal.

Length over the buffers approximately 19.6 cm / 7-3/4".

AC wheelset E700150.

- Numerous separately applied levers and grab irons.

This model can be found with another car number in an AC version in the Märklin H0 assortment under item number 47541.

All of the cars prototypically imprinted on the ends



The Flagship of Long Distance Service



22971 Class 412/812 Powered Railcar Train



Prototype: German Railroad, Inc. (DB AG) ICE 4 high-speed train as the class 412/812. One (1) EW 1.2-H end car, class 812, 1st class. One (1) RW "Bordrestaurant" dining car, class 812, 1st class. One (1) TW 2.2 service car, class 412, 2nd class. One (1) MW 2-H intermediate car, class 812, 2nd class. One (1) EW 2.2-H end car, class 812, 2nd class. Powered Railcar Train 9005 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The train looks as it currently does in 2018.

Model: This is a 5-part version with a length scale of 1:95. The train has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted in the "Bordrestaurantwagen" dining car. All 4 axles in both trucks powered by means of cardan shafts. Traction tires. The cabs in the end cars have interior details. The power pickup changes with the direction of travel and is always in the end car at the front of the train. The train has special close couplings with guide mechanisms. 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 train has factory-installed interior lighting. The interior lighting is supplied with power from the continuous electrical connections for the entire train. Different color scenarios for the interior lighting can be controlled digitally. There is also cab lighting that can be controlled separately in digital operation. Maintenance-free warm white and different colored LEDs are used for all of the lighting. Both pantographs on the service car can be raised and lowered separately as a digital function. The minimum radius for operation is

437.5 mm / 17-1/4". Running the train on Radius 1 is also an option if you ignore the clearance gauge. Train length 151,5 cm.

- Completely new tooling.
- Factory-installed LED interior lighting.
- Different lighting scenarios for the interior lighting controlled digitally.
- Pantographs on the service car can be raised and lowered separately as a digital function.
- Digital decoder with extensive light and sound functions.
- Five (5) piece basic train can be extended with the three (3) piece add-on set and an additional intermediate car.

The five (5) piece 22971 basic train can be extended with the three (3) piece 23971 add-on set and the additional 23972 intermediate car.

The basic train for the ICE 4 high-speed train can be found in an AC version in the Märklin H0 assortment under item number 39714.

Available starting in the 2nd half of 2020.

Digital Functions under DCC and mfx

Headlight(s)
Interior lighting
Electric locomotive op. sounds
Warning Sound
Direct control
Sound of squealing brakes off
Pantograph control
Interior lights
Pantograph control
Station Announcements
Station Announcements
Long distance headlights
Station Announcements
Conductor's Whistle
Doors Closing
Train announcement
Whistle for switching maneuver
Train announcement
Train announcement
Station Announcements
Pantograph control
Pantograph control
Light Function
Engineer's cab lighting
Engineer's cab lighting



© Matthias Helbig



23971 Add-On Car Set for the ICE 4

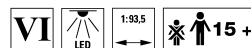
Prototype: Add-on cars for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. One (1) MW 1 intermediate car, class 812, 1st class. One (1) TW 1.2 intermediate car, class 412, 1st class. One (1) MW 2.2-HP intermediate car, class 812, 2nd class. Add-on to the powered railcar train 9005 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The cars look as they currently do in 2018.

Model: This is a three (3) part add-on for the ICE 4 basic train in a length scale of 1:95. It has special close couplings with guide mechanisms. The car set also has factory-installed LED interior lighting. The interior lighting is supplied with power from the continuous electrical connections for the entire train and only works and can only be controlled digitally when the car set is coupled to the basic train. Both pantographs on an intermediate car can be raised and lowered with a decoder as a digital function only when the car is coupled to the basic train. Total length 90,5 cm.

- Factory-installed LED interior lighting.
- Different lighting scenarios for the interior lighting controlled digitally only when the car set is coupled to the basic train.
- Pantographs can be raised and lowered as a digital function only when the car is coupled to the basic train.

This add-on car set for the ICE 4 can be found in an AC version in the Märklin H0 assortment under item number 43724.

Available starting in the 2nd half of 2020.



23972 Add-On Car for the ICE 4

Prototype: Add-on car for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. TW 2.2 intermediate car, class 412, 2nd class. Add-on to the powered railcar train 9005 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The car looks as it currently does in 2018.

Model: This is an add-on for the ICE 4 basic train in a length scale of 1:95. It has special close couplings with guide mechanisms. The car also has factory-installed LED interior lighting. The interior lighting is supplied with power from the continuous electrical connections for the entire train and only works and can only be controlled digitally when the car is coupled to the basic train. A set of decals with three (3) more car numbers for this car type is included. Length over the buffers 30,1 cm.

- Factory-installed LED interior lighting.
- Different lighting scenarios for the interior lighting controlled digitally only when the car is coupled to the basic train.

The 22971 basic train can be extended with the 23971 add-on set and the individual 23972 intermediate car. You can model a full 12-car ICE 4 by adding more individual intermediate cars.

This add-on intermediate car for the ICE 4 can be found in an AC version in the Märklin H0 assortment under item number 43725.

Available starting in the 2nd half of 2020.

TRAXX for Long Distance Service



© M. Löffler

Fresh (Motive Power) Wind on the Five-Part Bi-Level ICs. For the first time the new TRAXX 3 ran as the class 147.5 in the long-distance design for these trains. The 160 km/h / 100 mph fast locomotives are also authorized for use in Switzerland and are doing their first work in Southern Germany between Nürnberg and Munich, and Karlsruhe as well as between Stuttgart and Singen. On the latter route through operation to Zürich is planned for the future.



22651 Class 147.5 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 147.5 electric locomotive for long-distance service. Multiple system locomotive without flex panels, built by Bombardier as a regular production locomotive from the current TRAXX generation P160 AC3. Light gray long-distance service paint scheme with "Traffic Red" decorative stripes, in the current IC design. Road number 147 557-3. The locomotive looks as it did in July of 2018.

Model: This electric locomotive is constructed of metal and includes a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two 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 at both ends are turned off, then the "Double ,A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary). The side surfaces are modelled prototypically. Length over the buffers approximately 21.7 cm / 8-1/2".

- **mfx decoder and a variety of sound functions included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 36638.

This locomotive goes well with the 23248, 23249, 23251, 23252, and 23250 IC2 bi-level cars.

Digital Functions under DCC and mfx

Headlight(s)
Train announcement
Electric locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Surrounding sounds
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Sanding
Warning announcement

Modern Bombardier TRAXX 3 electric locomotive constructed of metal



Brilliantly Simple – Simply Brilliant

TRIX
HO



22402 Class 233 Diesel Locomotive

Prototype: DB Maintenance Network, Railroad Construction Group, class 233 "Tiger" heavy diesel locomotive. The locomotive looks as it currently does in real life.

Model: The locomotive is constructed of metal. It has an mfx digital decoder and extensive sound functions. The locomotive has exhaust gas emission with a Piezo vaporizer that can be controlled digitally in three steps (operation with distilled water). 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. Maintenance-free, warm white and red LEDs are used for the lighting. Length over the buffers 23.9 cm / 9-3/8".

- Version with a digitally controlled exhaust/smoke unit based on cold steam.
- Locomotive includes a DCC/mfx decoder.

Filler pipette included.



The Piezo vaporizer in use



Digitally controlled Piezo vaporizer
Large water tank for many "kilometers of running"
Three steps: minimum exhaust – running operation – maximum exhaust

Digital Functions under DCC and mfx	
Headlight(s)	
Smoke generator contact	
Diesel locomotive op. sounds	
Horn	
Direct control	
Sound of squealing brakes off	
Headlight(s): Cab2 End	
High Pitch Horn	
Headlight(s): Cab1 End	
Sanding	
Whistle for switching maneuver	
Horn	
Dialog	
Sound of Couplers Engaging	
Switching maneuver	
Dialog	



24168 Dump Car Set

Prototype: Set of three (3) type Fcs side dump cars for Deutsche Bahn Gleisbau GmbH / German Railroad Track Construction, Inc., DBG. Plausible design that goes with the era.

Model: The cars have intricate construction with many separately applied details. The chute extension on the cars is separately applied. Each car has an insert of ballast. All of the cars have different car numbers and each car is individually packaged. There is also a master package. Total length over the buffers 34 cm / 13-3/8".

AC wheelset E700150.

All of the cars are individually packaged
Different car numbers



Where to with Dirt and Rock?



22690 Class 193 Electric Locomotive



Prototype: Vectron electric locomotive painted and lettered for MRCE Dispolok GmbH. Locomotive for hauling away excavated earth from the Stuttgart 21 project.

Model: This electric locomotive is constructed of metal and includes an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs

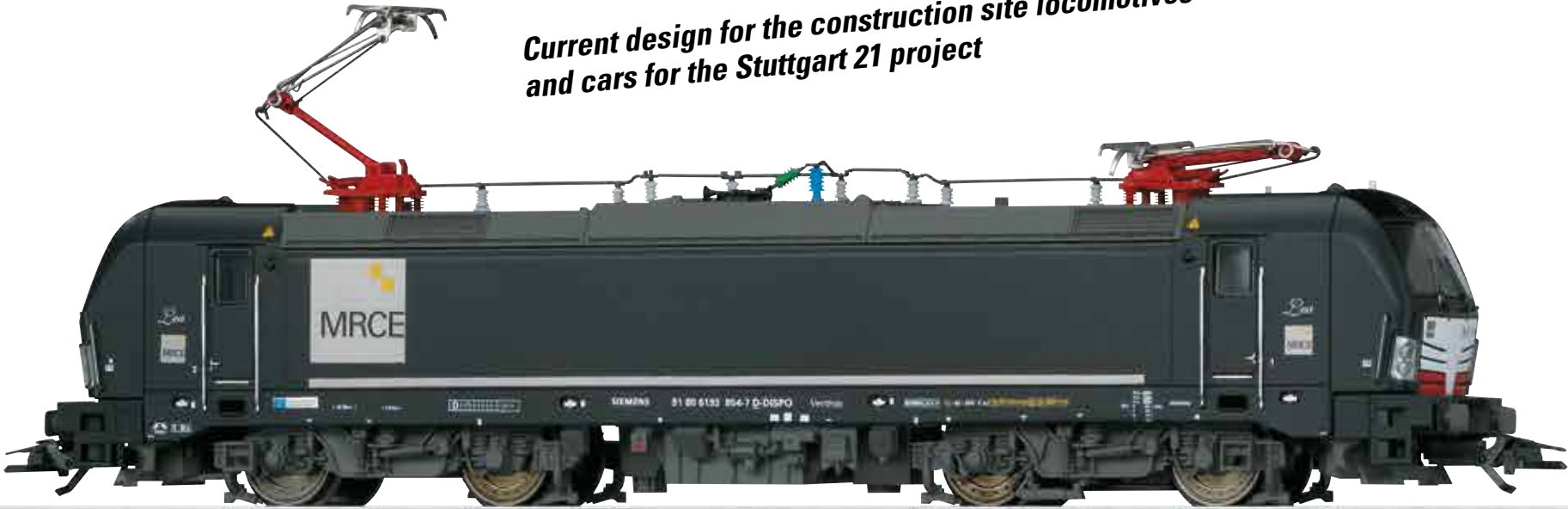
(no power pickup from catenary).
Length over the buffers 21.8 cm / 8-9/16".

- Locomotive includes a built-in mfx decoder and a variety of sound functions.

An AC model can be found in the Märklin H0 assortment under item number 36182.

Digital Functions under DCC and mfx
Headlight(s)
Operating Sounds 1
Electric locomotive op. sounds
Low Pitch Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of Couplers Engaging
Operating Sounds 2
Letting off Air
Blower motors
Conductor's Whistle
Rail Joints

Current design for the construction site locomotives and cars for the Stuttgart 21 project





24136 "Soil Excavation Stuttgart 21" Container Transport Car Set

Prototype: Two (2) type Sgns four-axle KLV transport cars for AAE. Each car loaded with two (2) tubs of excavated soil from the project Stuttgart 21. The cars look as they did in 2014.

Model: The cars have type Y 25 Lsd welded trucks and rectangular buffers. The flat car floors are prototypically partially open and are constructed of metal with striking "fish belly" side sills. Each car is loaded with two (2)

tubs of excavated soil from the project Stuttgart 21. The cars have different car numbers and tubs with different tub numbers, each individually packaged. There is also a master package.
Total length over the buffers 46 cm / 18-1/8".
AC wheelset E700150.

- Load included.

Other cars with different car and container numbers can be found at Märklin under item numbers 47130 and 47131 with specifications for the required DC wheel sets.



Tubs include different tub numbers

The Stuttgart 21 cars with striking yellow tubs as they currently look in real life



24138 "Soil Excavation Stuttgart 21" Container Transport Car Set

Prototype: Two (2) type Sgns four-axle KLV transport cars for AAE. Each car loaded with two (2) tubs of excavated soil from the project Stuttgart 21. The cars look as they did in 2014.

Model: Same as 24136 but with different car numbers and different tub numbers.

The containers were developed and produced in cooperation with the firm Herpa Miniaturmodelle. Scale construction logistics models for the theme "Bulk Freight Transfer" can be found directly at Herpa Miniaturmodelle.



24138

24136

22690



22968 Class Fc 2x3/4 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Fc 2x3/4 "Köfferli" / "Little Suitcase" electric freight locomotive (later class Ce 6/8 I). Version when it was first delivered. Dark brown basic paint scheme with black running gear. With older design buffers, cab doors without windows at the ends of the locomotive, and with walkover plates, with sanding equipment, without an oncoming train light, and without an inductive magnet. Road number 12201. The locomotive looks as it did at the middle to the end of 1919.

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. 3 axes and jackshaft powered in each truck by cardan shafts. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. 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. When the locomotive is running "light" the lighting can be changed to 1 red marker light. 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 lighting and engine room lighting can be turned off separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. This locomotive is highly detailed metal

construction with many separately applied details, such as cooling pipes for the transformer oil. The cabs and engine room are modelled. Sanding equipment is included on the groups of driving wheels. The roof equipment is detailed with heating resistors, roof conductors, insulators, and roof walk boards as well as double-arm pantographs with a simple contact strip. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses, imitations of prototype couplers, and access ladders are included. Length over the buffers 22.1 cm / 8-11/16".

- Completely new tooling for the anniversary "100 Years of the Crocodile 1919-2019".
- Highly detailed metal construction.
- Digital decoder and a wide variety of operation and sound functions included.
- Cab lighting and engine room lighting can be controlled digitally.

A freight car set to go with this locomotive can be found under item number 46520 in the Märklin H0 assortment along with information about the required DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 39520.

Digital Functions under DCC and mfx

Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Direct control
Interior lights
Engineer's cab lighting
Whistle for switching maneuver
Engineer's cab lighting
Sound of squealing brakes off
Headlight(s): Cab1 End
Headlight(s): Cab2 End
Blower motors
Letting off Air
Pantograph Sounds
Sanding
Rail Joints
Brake Compressor
Conductor's Whistle
Doors Closing
Sound of Couplers Engaging
Operating Sounds 1
Operating Sounds 2
Switching maneuver



In 1919, the Swiss industry delivered four test locomotives for various uses to be selected as suitable units for electric operation on the Gotthard. At that time, a distinction was still made for electric locomotives among freight, express, and passenger units. Standardized locomotives in the present sense did not exist yet. The Swiss Locomotive and Machinery Company (SLM) provided the mechanical part on all four locomotives, while the Machinery Company of Oerlikon (MFO) was responsible for the electrical part on road numbers Be 4/6 11301 and Be 3/5 11201. BBC of Baden provided that part on road numbers Be 4/6 11302 and Fc 2x3/4 (later road number Ce 6/81)

12201. Road number 12201 (later 14201) was a 2-6-6-2 freight locomotive taking specifically into account the route characteristics on the Gotthard. It could pull a maximum load of 860 metric tons on a grade of up to 1.2%. Its locomotive body rode on two three-axle power trucks, each of which was driven by two traction motors by means of jackshafts, driving rods, and side rods. Originally planned only as a six-axle unit, the electrical part turned out to be so heavy that two additional pilot wheel sets as well as small hoods became necessary. Due to these hoods, the unit was quickly given the nickname "Köfferli-Lok" / "Little Suitcases Locomotive", but "Schlotterbeck"

or (approximately) "Shuttering Tank" also gained popularity due to its rough riding. On July 7, 1919, road number Fc 2x3/4 12201 was delivered as the fourth and last test locomotive and was initially tested from the Bern Depot. After a relatively long trial period, it went into regular scheduled use in December of 1919 between Bern and Spiez pulling passenger and freight trains. In March of 1921, it was moved to the Gotthard, where it ran along with the Ce 6/811 (Crocodile) in the latter's schedules from the Erstfeld Depot. Starting in 1925, it was based at the Biasca Depot and did mostly pulling work until 1930 to Airolo at the south portal of the Gotthard Tunnel.

After another interval at the Erstfeld Depot, it went in 1938 to Basle having proved itself in heavy freight train service. With increasingly scarce use being made of it by 1967, it was pulled from normal service. As an historic one-of-a-kind, however it was in line for preservation and was assigned to the Bern Depot for brake testing. A brilliantly executed overhaul of the running gear in 1968 at the main shops in Yverdon suddenly gave this veteran better running characteristics than ever before. After a running performance of around 2,500,000 kilometers / 1,562,500 miles, this locomotive was finally retired at the end of May 1982 as the last Gotthard prototype.





22867 Class RCe 2/4 Powered Rail Car

Prototype: Swiss Federal Railways (SBB) class RCe 2/4 electric express powered rail car, "Roter Pfeil" / "Red Arrow", 3rd class, with a single-axle ski trailer. Crimson basic paint scheme. Road number 604. The rail car looks as it did around 1948.

Model: The powered rail car has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The powered rail car has a special motor with a flywheel and a cardan shaft to the powered truck. 2 axles powered. Traction tires. The Swiss light code, 3 headlights in the front and 1 white marker light, changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. In addition, the white marker light can be switched to a red marker light. The powered rail car has factory built-in interior lighting. Maintenance-free warm white LEDs are used for the headlights, white marker light, and the interior lighting and a red LED is used for the red marker light. This powered rail car comes from the factory with a

figure of the driver and numerous passengers. In addition, different background sounds can be activated by means of the function buttons. The powered rail car has a single-axle ski trailer with a special coupling to it. Total length over the buffers 31.5 cm / 12-3/8".

- **Factory built-in interior lighting.**
- **Warm white LEDs for the headlights and interior lighting.**
- **Can be switched to a red marker light.**
- **Passengers already seated in the car.**
- **Digital decoder and extensive operation and sound functions included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37869.

Factory built-in interior lighting

Digital Functions under DCC and mfx

Headlight(s)
Interior lighting
Locomotive operating sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Marker light(s)
Stat. Announce. – Swiss
Conductor's Whistle
Doors Closing
Pantograph Sounds
Brake Compressor
Rail Joints
Station Announcements
Station Announcements
Dialog
Dialog



*Lovingly realized –
the set of figures from the Fifties*





22296 Class 193 Electric Locomotive

Prototype: Class 193 Vectron electric locomotive, leased to SBB Cargo International. Multiple system locomotive with 4 pantographs. Road number 193 465-2. The locomotive looks as it did in 2018.

Model: This electric locomotive is constructed of metal. It has a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with

the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double 'A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary).

Length over the buffers 21.8 cm / 8-9/16".

This model can be found in an AC version in the Märklin H0 assortment under item number 36195.

Digital Functions under DCC and mfx

Headlight(s)
Buffer to buffer
Electric locomotive op. sounds
Low Pitch Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of Couplers Engaging
Operating sounds
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Whistle for switching maneuver

Digital decoder and a variety of sound and light functions included
Digital full sound model with an excellent price-benefit relationship



The image shows the first realization as a rendering







SCHWEIZER NATIONAL-CIRCUS

For the 100th Anniversary



The Transportation Union SEV is the largest union in public transportation in Switzerland. More than half of the employees in public transportation are members of the SEV. It has around 40,000 members and is celebrating its 100th anniversary in 2019.

22412 Class Re 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive with advertising for the 100th anniversary of the Transportation Union SEV (Bern, Switzerland). Road number 460 113-4. The locomotive looks as it currently does in 2019.

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. Additional separately controlled light functions: switching to a red marker light, long-distance headlights, switching to dual red marker lights,

switching lights, switching to warning lights, and run authorization lights. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The cabs have interior details.

Length over the buffers 21.3 cm / 8-3/8".

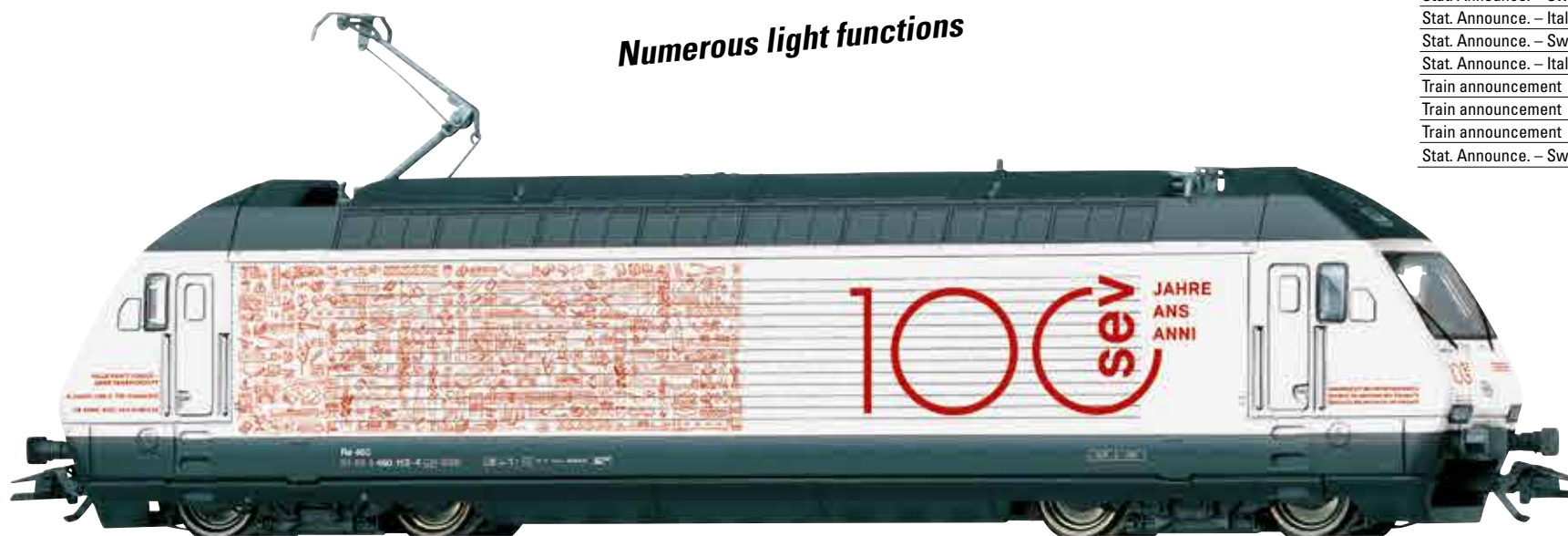
This model can be found in an AC version in the Märklin H0 assortment under item number 39467.

One-time series exclusively from Trix.

Digital Functions under DCC and mfx

Headlight(s)
Light Function
Electric locomotive op. sounds
Horn
Long distance headlights
Engineer's cab lighting
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Direct control
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Light Function
Sanding
Switching maneuver
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. – Swiss

Numerous light functions





© Circus Knie

The Circus Knie is one of the oldest and leading circus dynasties in Europe. Presently, the 8th generation of the Knie Family stands in the ring. In 2019, the Circus Knie is celebrating "100 Years of the Swiss National Circus". The anniversary tour in 2019 for Circus Knie begins in March in Rapperswil and will take the National Circus to 33 locations all over Switzerland.



22413 Class Re 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive with advertising for the 100th anniversary of the Swiss National Circus Knie (Rapperswil, Switzerland). The locomotive looks as it currently does in 2019.

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. Additional separately controlled light functions: switching to a red marker light, long-distance headlights, switching to dual red marker lights, switching lights, switching to warning lights, and run authorization lights. The headlights at Locomotive Ends 2 and

1 can be turned off separately in digital operation. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The cabs have interior details.

Length over the buffers 21.3 cm / 8-3/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 39468.

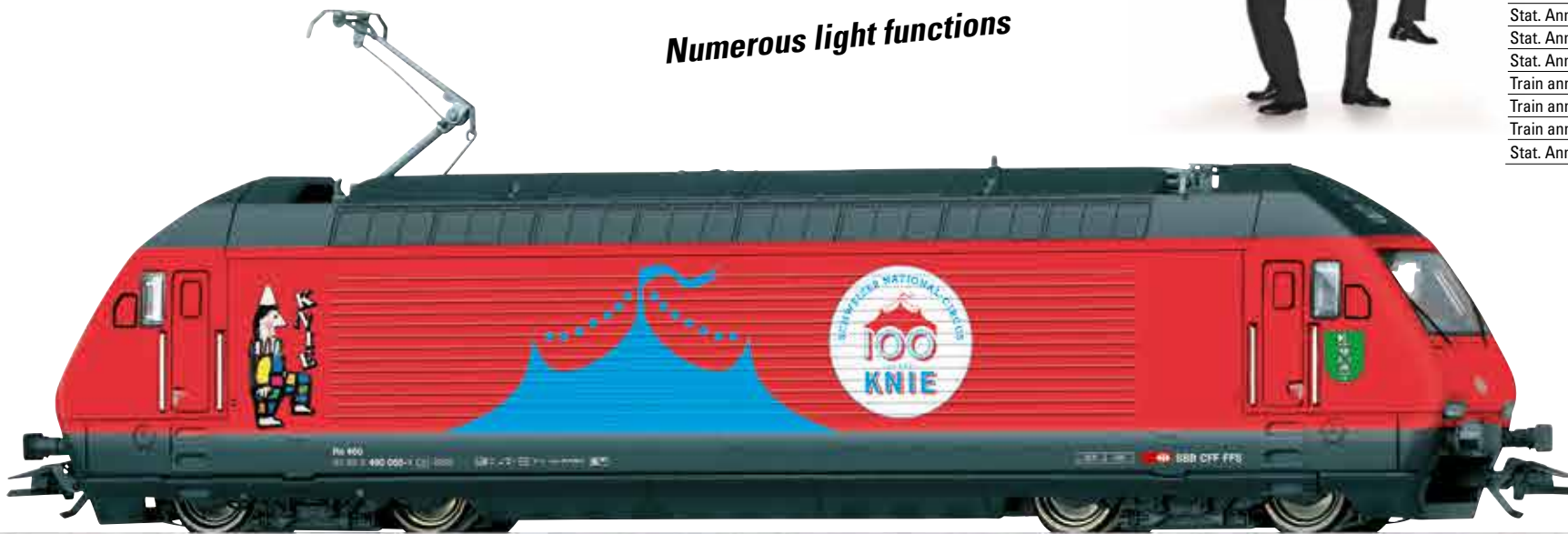
One-time series exclusively from Trix.

Numerous light functions



Digital Functions under DCC and mfx

Headlight(s)
Light Function
Electric locomotive op. sounds
Horn
Long distance headlights
Engineer's cab lighting
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Direct control
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Light Function
Sanding
Switching maneuver
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. – Swiss





22924 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by the railroad service company RTS Rail Transport Service GmbH, registered in Germany. 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.**
- **Digital decoder and extensive operation and sound functions included.**

A set of side dump cars for the firm RTS to go with this locomotive can be found under Märklin item number 47099 along with information about the required DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37214.

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 fuel
Conductor's Whistle
Switching maneuver
"Switcher Double "A" Light"

Frame and parts of the body constructed of metal



Märklin 47099

Märklin 47099

Märklin 47099

22924


22669 Class 494 Electric Locomotive


Prototype: Mercitalia Rail class 494 electric locomotive. Built by Bombardier as a regular production locomotive from the TRAXX DC3 type program. The locomotive looks as it did in 2018.

Model: The locomotive has a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axes powered by means of cardan shafts. Traction tires. Triple headlights and two 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 at both ends are turned off, then the "Double A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are two (2) mechanically working pantographs (no power pickup from catenary). Length over the buffers approximately 21.7 cm / 8-1/2".

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 47871.

This model can be found in an AC version in the Märklin H0 assortment under item number 36658.

Digital Functions under DCC and mfx

Headlight(s)
Stat. Announce. – Ital.
Electric locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Stat. Announce. – Ital.
Blower motors
Sound of Couplers Engaging
Compressor
Letting off Air
Sanding
Coupler sounds



Märklin 47871

22669

Netherlands



24213 Tank Car Set

Prototype: Two (2) GATX NL 4-axle tank cars in different paint schemes. Leased to Lotos in Poland. Cars include uninsulated tanks and ladders at the end. Type "Zans".

Model: The cars have detailed partially open frames. The trucks are type Y 25 welded units. The cars have separately applied details. The cars are individually packaged. Length over the buffers per car 18.0 cm / 7-1/8". DC wheelset E700580.

- Different car numbers.
- Cars individually packaged.



"Short Design"

Luxembourg



22395 Class Z 161 Powered Rail Car

Prototype: Class Z 161 rail bus motor car based on the class VT 95.9 rail bus. Luxembourg State Railways (CFL). Without a skylight window above the engineer's stand. The rail bus looks as it did around 1964/65.

Model: The rail bus has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The rail bus has factory-installed interior lighting. The rail bus has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at the Engineer's Stand 2 and 1 can be turned off separately. Maintenance-free warm white and red LEDs

are used for the headlights, marker lights, and interior lighting. The engineer's stands and the car's interior allows an open view through the windows. Brake hoses and a drawbar coupling for attaching a car with a standard coupler pocket at a standard height are included. Length over the buffers 15.2 cm / 6".

- Digital decoder and extensive operation and sound functions included.
- Factory-installed interior lighting.

This model can be found in an AC version in the Märklin H0 assortment under item number 39954.



Digital Functions under DCC and mfx

Headlight(s)
Interior lights
Diesel locomotive op. sounds
Warning Sound
Direct control
Sound of squealing brakes off
Rear Headlights off
Conductor's Whistle
Front Headlights off
Doors Closing
Rail Joints
Letting off Air
Toilet being flushed
Replenishing fuel
Sanding



22910 Class EL 18 Electric Locomotive

Prototype: Norwegian State Railways (NSB) class EL 18 electric locomotive. Includes the image themes of lake and pine forest and coast and sea. Road number 2253.

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 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 long-distance headlights that can be controlled digitally. 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 locomotive has separately applied metal grab irons. The cabs have interior details.

Length over the buffers 21.3 cm / 8-3/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 39466.

Digital Functions under DCC and mfx

Headlight(s)
Light Function
Electric locomotive op. sounds
Horn
Long distance headlights
Engineer's cab lighting
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Direct control
Blower motors
Compressor
Letting off Air
Sanding
Train announcement
Switching maneuver



Czech Republic



22289 Class 380 Electric Locomotive

Prototype: Czech State Railroad (ČD) class 380 (Škoda type 109 E) electric locomotive. With advertising lettering "Designed by INTUO®". The locomotive looks as it did in 2017. Road number 380 004-2.

Model: This electric locomotive is constructed of metal and includes a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately

in digital operation. When the headlights at both ends are turned off, then the "Double, A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers 20.7 cm / 8-1/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 36206.

Advertising lettering "Designed by INTUO®".

One-time series.

Digital Functions under DCC and mfx

Headlight(s)
Station Announcements
Electric locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Doors Closing
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Sanding
Station Announcements



22286 Class 380 Electric Locomotive

Prototype: Czech State Railroad (ČD) class 380 (Škoda type 109 E) electric locomotive. With advertising lettering "Designed by INTUO®". The locomotive looks as it did in 2017. Road number 380 004-2.

Model: This electric locomotive is constructed of metal and includes a 21-pin digital interface with a bridge plug for conventional operation. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker

lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers 20.7 cm / 8-1/8".

Advertising lettering "Designed by INTUO®".

One-time series.

21-pin interface connector included



Märklin 43762

Märklin 42746

Märklin 42745

22289



22186 Class 381 Electric Locomotive

Prototype: Slovakian Railroad Company (ŽSSK) class 381 (Škoda type 109 E) electric locomotive. The locomotive looks as it did in 2015. Road number 381 002-5.

Model: This electric locomotive is constructed of metal and includes a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker lights change over

with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double „A“ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers 20.7 cm / 8-1/8".

- Locomotive includes a built-in digital decoder and a variety of sound functions.
- Couplers with a guide mechanism.

This model can be found in an AC version in the Märklin H0 assortment under item number 36204.

Digital Functions under DCC and mfx

Headlight(s)
Station Announcements
Electric locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Doors Closing
Blower motors
Conductor's Whistle
Brake Compressor
Letting off Air
Sanding
Coupler sounds



22287 Class 381 Electric Locomotive

Prototype: Slovakian Railroad Company (ŽSSK) class 381 (Škoda type 109 E) electric locomotive. The locomotive looks as it did in 2015. Road number 381 002-5.

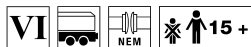
Model: This electric locomotive is constructed of metal. It has a 21-pin digital interface with a bridge plug for conventional operation.

All other information can be found in the model description for 22186.

- Couplers with a guide mechanism.

21-pin interface connector included





24802 Type Sggrss Double Container Transport Car

Prototype: Type Sggrss 80 6-axle double container transport car with articulation, for combined freight service. Black basic paint scheme. Polish State Railroad (PKP), used on the PKP Cargo freight railroad. Loaded with two (2) 40-foot box containers. The car looks as it currently does in real life.

Model: The car has prototypically partially open flat car floors constructed of metal with striking “fish belly” side

sills. It also has type Y 25 trucks. Both flat car halves are mounted on the center truck and can pivot. The underside of the flat car floors has separately applied brake lines and air tanks. There are folding walkover plates on the upper side of the flat car floors above the center truck in the area of articulation. The grab irons on the ends of the car and switching hooks are separately applied. The car is loaded with two (2) 40-foot box containers that can be removed. Length over the buffers 30.7 cm / 12-1/16”.

- Detailed version constructed mostly of metal.
- Used in container trains as unit trains in seaport – inland service.
- Containers can be removed and stacked.

Modern freight electric locomotives in the classes 152, 185, or 193 to go with this car can be found in the Trix H0 assortment.

Additional double container transport cars to form unit trains can be found under Märklin item numbers 47805, 47806, 47808 along with information about the required DC wheelsets.

Containers can be removed and stacked



Accessories

TRIX
H0



60041 Switched Mode Power Pack 50/60 VA, 100 – 240 Volts, Germany

This is a switched mode power pack for connecting to and supplying power to the 60216, 60226 Central Station as well as the 60213-60215 Central Station and the 60175 and 60174 Boosters. Input 230 volts / 50 Hz / output 19 volts / 60 watts AC voltage or 15 volts / 50 watts DC voltage (can be switched with a slider switch). This is a tabletop switched mode power pack with authorization to be used by children. It comes in a plastic housing. The unit has mounting tabs. Dimensions 116 x 72 x 65 mm / 4-9/16" x 2-13/16" x 2-9/16". Connections: 4-pin mini DIN high current plug.

The 60041 switched mode power pack is designed only for use in dry areas.



60042 Switched Mode Power Pack 50/60 VA, 100 – 240 Volts, United Kingdom

This is a switched mode power pack for connections to and supplying power to the 60216, 60226 Central Station as well as the 60213-60215 Central Station and the 60175 and 60174 Boosters. Input 230 volts / 50 Hz / output 19 volts / 60 watts AC voltage or 15 volts / 50 watts DC voltage (can be switched with a slider switch). This is a tabletop switched mode power pack with authorization to be used by children. It comes in a plastic housing. The unit has mounting tabs. Dimensions 116 x 72 x 65 mm / 4-9/16" x 2-13/16" x 2-9/16". Connections: 4-pin mini DIN high current plug.

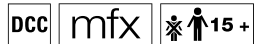
The 60042 switched mode power pack is designed only for use in dry areas.



60045 Switched Mode Power Pack 50/60 VA, 100 – 240 Volts, USA

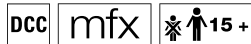
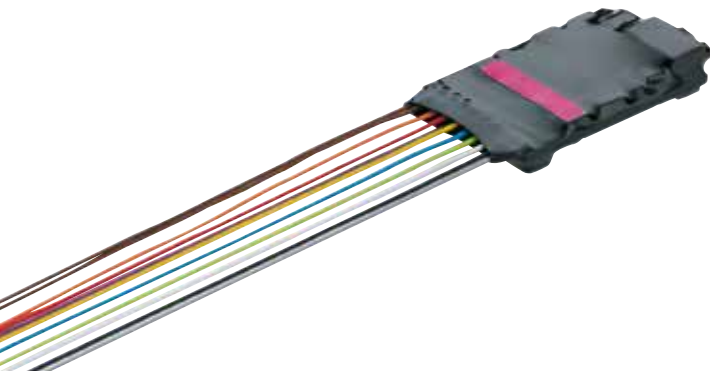
This is a switched mode power pack for connections to and supplying power to the 60216, 60226 Central Station as well as the 60213-60215 Central Station and the 60175 and 60174 Boosters. Input 230 volts / 50 Hz / output 19 volts / 60 watts AC voltage or 15 volts / 50 watts DC voltage (can be switched with a slider switch). This is a tabletop switched mode power pack with authorization to be used by children. It comes in a plastic housing. The unit has mounting tabs. Dimensions 116 x 72 x 65 mm / 4-9/16" x 2-13/16" x 2-9/16". Connections: 4-pin mini DIN high current plug.

The 60045 switched mode power pack is designed only for use in dry areas.



60983 märklin mLD3 LokDecoder

This decoder is for converting Märklin/Trix H0 locomotives with built-in high-efficiency motors or other DC motors. The märklin LokDecoder3 has a wiring harness soldered to the circuit board, and this wiring harness already has an 8-pin NEM interface plug mounted on it for converting many locomotives with a corresponding NEM interface and for locomotives with a shortage of space. The märklin LokDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.

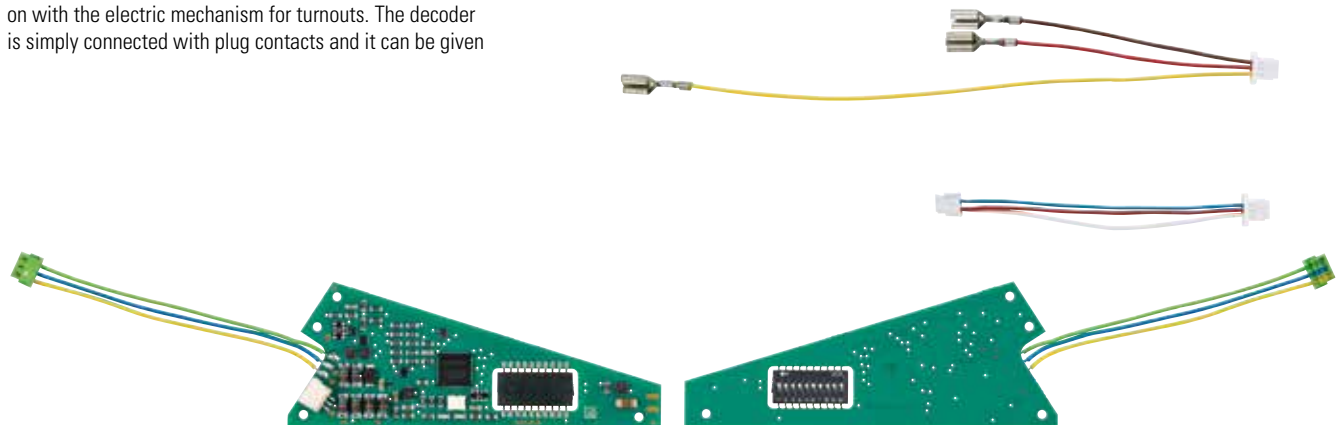


74462 Installation Digital Decoder (C Track)

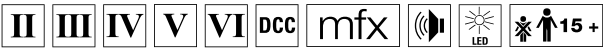
This decoder can be installed in all C Track turnouts with an electric mechanism. The digital formats supported are mfx, Motorola, and DCC. Connections are with plug contacts. An address from 1 to 256 can be set with coding switches.

A digital decoder can be installed simultaneously or later on with the electric mechanism for turnouts. The decoder is simply connected with plug contacts and it can be given

a custom address for each turnout (Address 1 to 256). Tools or special knowledge is not required for the installation. The digital current supply can be taken directly from the train operation contact for the turnout. This gives you a finished digital turnout that is immediately ready for use on temporary layouts.



Accessories

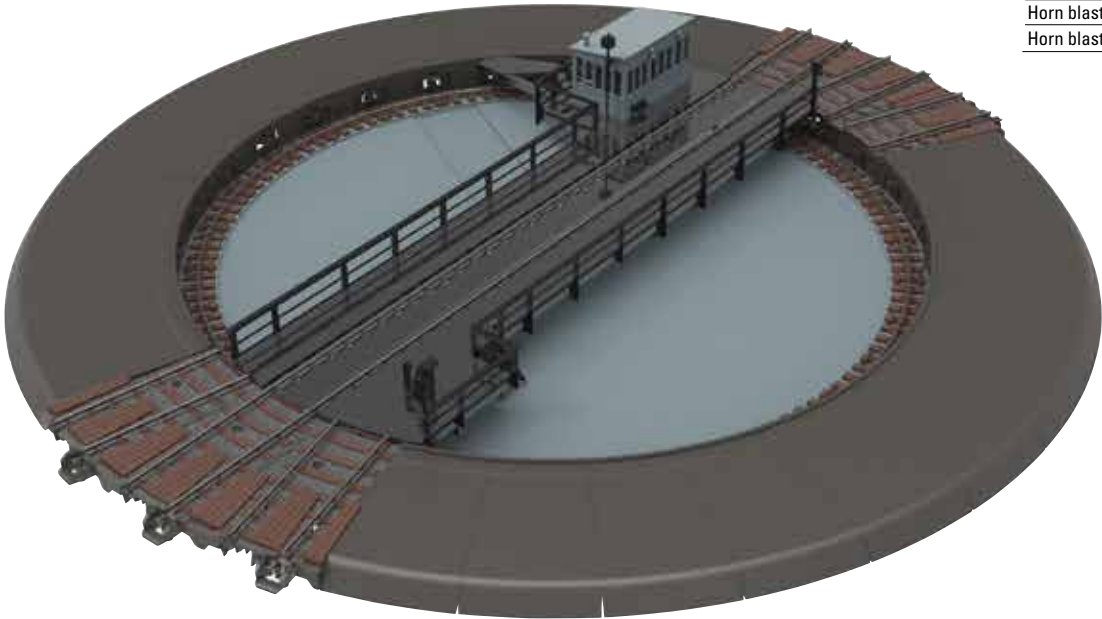


66861 C Track Turntable

This is a DB standard design 23 meter / 74 foot 9 inch turntable. It is designed for conventional and digital locomotive operation. The remote controlled deck has a built-in motor. It can only be controlled digitally with the Mobile Station 2 and Central-Station 2 and 3 (not included). Control with the Central-Station 2 and 3 is especially easy by means of track indexing (after carrying out an update), or with different digital central controllers that use the DCC digital format.

Function: The deck turns right/left and the pit is designed for sunken installation in the layout. 6 track spoke connections for C Track are included for insertion at the location of your choice. The spoke angles are in the C Track grid spacing of 12°. A maximum of 30 track spoke connections in the spacing of 12° can be done with the 66871 expansion set. Locomotive operating current is supplied to the track spoke connections by means of the turntable deck. Polarity change can be programmed. The external diameter of the turntable with one each spoke track opposite each other is 382 mm / 15-1/32". The diameter of the pit without spoke tracks is 278 mm / 10-15/16". The deck length is 263 mm / 10-3/8". This turntable can be used with the 72886 roundhouse locomotive shed. Various sound functions can be controlled. LEDs are used to light the turntable operator's hut and the outside lighting and they can be controlled.

- New tooling.
- Sound.
- Operator's hut with LED lighting.



Digital Functions under DCC and mfx	
Light Function	
Light Function	
Operating sounds	
Horn blast 1	
Horn blast 2	



66871 Expansion Set for the 66861 Turntable

This set has 3 track spoke connections for C Track. They can be inserted at the location of your choice on the rim of the turntable pit. The track spoke connections have built-in locomotive current contacts.





72886 Locomotive Shed Kit

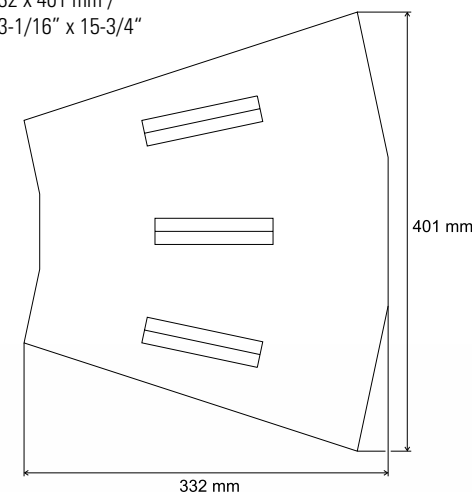
Model: The stalls are arranged on 12° angles. This kit goes well with the 74861 and 66861 (Trix H0) turntables. This kit can be used with C Track and K Track (track not included). The usable track length in the shed is about 30 cm / 11-13/16". The doors to the stalls close automatically when a locomotive enters a stall. The kit includes a set of lights with 6 maintenance-free LEDs, wired and ready for installation. A set of intermediate supports is included for connecting several locomotive sheds together without intermediate walls. Servos available in hobby shops and train specialty shops can be installed in the locomotive shed.

Size 332 x 401 mm, height 115 mm /
Size 13-1/16" x 15-3/4", height 4-1/2".

- **Lighting included.**
- **Doors included that close automatically.**

72886

3-stall Locomotive Shed
332 x 401 mm /
13-1/16" x 15-3/4"



Full Steam Ahead into the World of Trix – Become a Trix Club Member!

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.

The Club services* at a glance:

✕ 11 6 Issues of the Märklin Magazine

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 33 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. A personalized and valuable certificate will be sent directly to you at your home address for all locomotive models after they have been delivered.

✕ 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 HO, Minitrix or Trix Express.

✕ Annual Chronicle

Re-live the highlights of the Trix model railroading year on DVD whenever and as often as you like.

✕ Catalog / New Items Brochures

Club members receive the annual main catalogue free of charge from their retailer. We also send you our new items brochures direct to your home.

✕ 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 Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. In addition, your personal membership card can be used to order all exclusive products offered in the club.

✕ Discounts for attending seminars

Club members benefit from lower prices when they book seminars that we arrange.

✕ Favorable shipping terms from the Online Shop

Club members enjoy favorable shipping terms within Germany from our Online Shop.

✕ Club Trips**

Experience your hobby in a special way and connect model railroading with the prototype. You can talk shop with like-minded people on our club trips through fantastic landscapes and to extraordinary destinations. On top of that, there is a discount on the trip price.

In addition, many sponsors of model railroad shows give discounted entry prices for club members.



Club Car of the Year 2019, free of charge

Trix
HO



Minitrix



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

Either on-line under Clubs at maerklin.de or fill out the registration form on Page 57 and send it to us by mail.

Trix Club
Postfach 9 60
73009 Göppingen
Germany

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



* The services mentioned here refer to 2019. Subject to change.

** Depending on availability.

Status: 1/2019

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 am particularly interested in

☐ Minitrix ☐ Trix H0 ☐ digital ☐ analog

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.

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2019):

☐ 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

☐ CH

☐ By payment order that I receive with the invoice.

☐ All Countries

☐ Bank transfer (after receipt of invoice)

By credit card: ☐ Mastercard ☐ Visa

Name of the cardholder

Credit card no.

valid until /

If my account cannot cover this amount, the bank is under no obligation to honor it.

Membership Conditions

Register now and become a member. Your personal club year begins with the date of your payment. You will receive all future Club services for 12 months. Retroactive services are no longer possible.

Hand the order form in at your Märklin MHI dealer and then pick up the Club car of the year, catalog and Club models here.

Right of Cancellation

The membership is automatically extended by one year if it is not cancelled in writing by the deadline of 6 weeks before the end of your personal Club year. In the USA the commercial law in effect there applies to right of cancellation.

Subject to change.

Right of Withdrawal:

You can cancel your membership in writing within two weeks without giving a reason. To do this, please contact us at the following address.

Trix Club – Postfach 9 60 – 73009 Göppingen, Germany.

The deadline begins with the mailing of this application. Mailing in the cancellation promptly will be sufficient to ensure the deadline. I have taken notice of my right of withdrawal.

Data protection notice:

☐ I agree that my data will be stored and may be used by Märklin companies to keep me informed of products, events and other activities. In accordance with Article 28 section 4 of the Federal Data Protection Act I may revoke this agreement at any time.

☐ Please use my information only for this special transaction with the Trix Clubs. I do not want this information used for any other contact for marketing or promotional purposes.

You can withdraw your consent at anytime by e-mail at club@trix.de or by letter to the club address appearing on the other side of this form, and this withdrawal will be effective in the future.

Date

Signature

Date

Signature

Date

Signature

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany

Your current benefits* at a glance:

✓ All 6 Issues of the Märklin Magazin

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 33 Euros is included in the club membership dues. Existing subscriptions can be carried over.

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✓ 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 Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. In addition, your personal membership card can be used to order all exclusive products offered in the club.

✓ Discounts for attending seminars

Club members benefit from lower prices when they book seminars that we arrange

✓ Favorable shipping terms from the Online Shop

Club members enjoy favorable shipping terms within Germany from our Online Shop.

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Experience your hobby in a special way and connect model railroading with the prototype. You can talk shop with like-minded people on our club trips through fantastic landscapes and to extraordinary destinations. On top of that, there is a discount on the trip price.

Register right now online at www.maerklin.de/Clubs.

Please select registration code NH 2019.

TRIX
 CLUB

Club Car of the Year 2019, free of charge

Trix
 H0



Minitrix



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

** Subject to availability

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

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

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

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

E-mail club@trix.de

Internet www.trix.de



Trix Club Cars for 2019



24819 Trix H0 Trix Club Car for 2019

Prototype: Two (2)-axle tank car with a brakeman's platform and a ladder on one end, painted and lettered for IVG (Industrieverwaltungsgesellschaft / Industry Management Company). Used on the German Federal Railroad (DB). The car looks as it did around 1962.

Model: The car has a separately applied brakeman's platform with a ladder on one end and a filling platform. The partially open car floor is modelled. Length over the buffers approximately 10.0 cm / 3-15/16".

The 24819 tank car is being produced in 2019 in a one-time edition only for Trix Club members.

Märklin AC wheelset E36667900.
Trix Express wheelset E33357811.



33919 Trix Express Trix Club Car for 2019

Prototype: Two (2)-axle tank car with a brakeman's platform and a ladder on one end, painted and lettered for IVG (Industrieverwaltungsgesellschaft / Industry Management Company). Used on the German Federal Railroad (DB). The car looks as it did around 1962.

Model: The car has a separately applied brakeman's platform with a ladder on one end and a filling platform. The partially open car floor is modelled. Length over the buffers approximately 10.0 cm / 3-15/16".

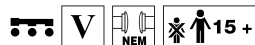
The 33919 tank car is being produced in 2019 in a one-time edition only for Trix Club members.

Märklin AC wheelset E36667900.
Trix DC wheelset E32376004.



Trix Club Anniversary Cars

5 Years of Membership



24080 Grade Measurement Car for Trix H0

Prototype: Type K1s flat car.

Model: Era V. The bubble balance built into the car has a scale that allows you to read the angle of inclination or grade for ascending or descending routes directly as a percentage. The car has a close coupler mechanism. Length over the buffers 15.7 cm / 6-3/16".



The 24080 grade measurement car is being offered exclusively for Trix Club Members, who have reached 5 years of membership.



33965 Tank Car for Trix Express

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

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

Length over the buffers 100 mm / 3-15/16".

The 33965 tank car is being offered exclusively for Trix Club members, who have reached 5 years of membership.

32 3760 04 DC wheel set.
36 6679 00 AC wheel set.



10 Years of Membership



24220 Track Cleaning Car for Trix H0

33966 Track Cleaning Car for Trix Express

Prototype: Pair of type KK 15 gondolas with hinged hatches, permanently coupled together, used as a railroad maintenance vehicle. Painted and lettered for Era III.

Model: Both cars have rail cleaning equipment mounted on them. Each car has a vertically movable metal block with cleaning surfaces made of polishing felt installed parallel to one another. The cleaning surfaces can be removed and washed. The hinged hatches on the cars

can be opened. The cars have close couplers with a guide mechanism. The two car cars connected by a plug-in coupling. Length over the buffers 15.3 cm / 6".

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

AC wheel set E700150.

The 24220/33966 track cleaning car is being offered exclusively for Trix Club members, who have reached 10 years of membership.



24221 Tank Car for Trix H0

33967 Tank Car for Trix Express *

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

Model: The car is authentically painted and lettered for Era I. The frame and body are finely constructed. The car has spoked wheels. It also has an NEM coupler pocket and a close coupler mechanism.

Length over the buffers 10.4 cm / 4-1/8".

The 24221/33967 tank car is being offered exclusively for Trix Club members, who have reached 15 years of membership.

34 3012 11 Märklin AC wheel set
(oxidized spokes, conductive).

34 3826 04 Märklin AC wheel set
(gray spokes, non-conductive).

36 6692 00 Trix DC wheel set.



* as long as supplies last

Museumcar 2019

TRIX
H0



24719 Trix H0 Museum Car for 2019

Prototype: German Federal Railroad (DB) type Rs 684 flat car. European standard car with a length of 19.90 meters / 65 feet 3-7/16 inches. Loaded with lumber from the firm Pfeleiderer.

Model: The trucks are type Minden-Siegen. The car has a metal insert for good running characteristics. The stakes can be turned down. The car has rectangular buffers. It also has many separately applied details. The underbody has honeycombed openings on the girders. The freight load is made of real wood, covered with a tarp imprinted for the firm Pfeleiderer in Neumarkt in the Upper Palatinate. Length over the buffers approximately 23 cm / 9-1/16". AC wheelset E700150.

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



Flagship Store



The new entrance welcomes you invitingly on the corner of Reusch and Stuttgarter Street.

After a spectacular transport back safely on the track.



Spacious and flooded with light, this is how the new flagship store is presented.



märklineum

The greatest pleasure lies in the anticipation!

The construction work for the "märklineum" is in full gear. Look forward to unique exhibits, hand samples, drawings, an impressive model railroad layout, and an adventure world on a total area of around 3,000 square meters / 10,000 square feet for collectors and families from all over the world. Shorten your waiting time and follow the **current construction progress live** on the Homepage at www.maerklin.de.

Visit the first construction phase for our new flagship store and experience the class 44 as the impressive landmark in its new home!

märklineum
Reuschstraße 6
73033 Göppingen, Germany
Telephone +49 (0) 7161/608-289
Fax +49 (0) 7161/608-151
E-Mail flagshipstore@maerklin.de



<https://www.facebook.com/maerklinmuseum>

For information about our hours of operation, go to www.maerklin.de

Repair Service

Trix Direct Service

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

Hours of operation at the Service Point

in the Märkleineum, Reuschstraße 6,
Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

Gebr. Märklin & Cie. GmbH
Reparaturservice
Stuttgarter Straße 55-57
D-73033 Göppingen

Telephone: +49 (0) 7161/608-222
Fax: +49 (0) 7161/608-225
E-mail service@maerklin.de

Manufacturer's Warranty

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

General Notes

General Notes

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

Some important items of general importance are summarized below:

Connections for Track Layouts

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

Important Service Information

Deutschland

Service Center

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

Telefon +49 (0) 7161/608-222
Fax +49 (0) 7161/608-225
E-Mail service@maerklin.de

Schweiz, France, Italia

Technische Hotline

Dienstag, Donnerstag und Samstag
von 14.00 – 18.00 Uhr
Ansprechpartner: Alexander Stelzer
Telefon +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-Mail service@maerklin.ch

Hotline technique

les mardi et jeudi de 14h00 à 18h00
Contact : Alexander Stelzer
Téléphone +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-mail service@maerklin.ch

Linea diretta tecnica

Martedì e giovedì dalle ore 14.00 alle 18.00
Interlocutore: Alexander Stelzer
Telefono +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-Mail service@maerklin.ch

België / Belgique

Technische hotline

Maandag van 20.00 – 22.00 uur
Zondag van 10.00 – 12.00 uur
Aanspreekpartner: Hans Van Den Berge
Telefoon +32 (0) 9 245 47 56
E-mail customerservice@marklin.be

Hotline technique

le lundi de 20h00 à 22h00
le dimanche de 10h00 à 12h00
Contact : Hans Van Den Berge
Téléphone +32 (0) 9 245 47 56
E-mail customerservice@marklin.be

USA

Technical Hotline

Contacts: Curtis Jeung & Rick Sinclair,
Digital Consultants
Hours: 6:00am – 9:00pm PST, Monday through Friday
Telephone 650-569-1318

Repair Service

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

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

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

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

Explanation of Symbols



DCC decoder.



Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.



Large digital connector (66837 Selectrix decoder).



14-pin connector.



21-pin connector.



Sound effects circuit.



Single headlight at the front.



Single headlights that change over with the direction of travel.



Dual headlights at the front.



Dual headlights that change over with the direction of travel.



Dual headlights and dual red marker lights that change over with the direction of travel.



One red marker light.



Dual red marker lights.



Triple headlights at the front.



Triple headlights that change over with the direction of the travel.



Triple headlights and a white marker light that change over with the direction of travel.



Triple white headlights in front, dual lights at the rear, each change with the direction of travel.



Triple headlights and two red marker lights that change over with the direction of travel.



Built-in interior lighting.



Built-in interior lighting.



Interior lighting can be installed.



Built-in LED interior lighting.



LED interior lighting can be installed.



Lighting with warm white LED's.



Metal locomotive frame and body.



Metal locomotive frame and boiler.



Mostly metal locomotive body.



Metal locomotive frame.



Metal car frame and body.



Mostly metal car body.



Metal car frame.



Scale for the passenger car length 1:87.



Scale for the passenger car length 1:93.5.



Scale for the passenger car length 1:100.



Close couplers in standard pocket with pivot point.



Close couplers in standard pocket with guide mechanism.



Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MH International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 65 for warranty terms.



Era I
Privately owned and provincial railroads from the startup phase of railroads to about 1925.



Era II
Formation of the large state railroad networks from 1925 to 1945.



Era III
New organization of the European railroads and modernization of the locomotives and rolling stock from 1945 to 1970.



Era IV
All locomotives and cars lettered according to standard European regulations, the so-called UIC computer lettering, from 1970 to 1990.



Era V
Changes in the color schemes and the origins of the high speed networks since 1990.



Era VI
Introduction by the UIC since 2006 of new guidelines for lettering. Locomotives are now given a 12-digit UIC number.

Age Information and Warnings.



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



For adults only.

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Märklin MHI Guarantee conditions

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

Warranty Conditions

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

he terms of the warranty do not apply

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

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