

New Items 2022

Trix H0. The Fascination of the Original.

TRIX

H0



A “Click” for a Custom Freight Train

Would you like to do a custom freight or passenger train? Bring one of these inconceivably long unit trains to life on your layout? Or simply enrich your train operations with an “inappropriately crazy car consist” and you don’t find the right cars in our Trix H0 assortment?

Then it’s worth taking a look at the equally large assortment of items at Märklin H0.



Here you will surely find the ideal add-on with different car numbers or different imprinting.

You should not shy away from using Märklin H0, because a car axle is quickly swapped with a simple “click”.



The only help you might need is a screwdriver and tweezers from the 70900 tool kit.



Pay attention in the Märklin product descriptions to the mention of an DC wheelset . It is possible to use all of these cars on your Trix layout. Or pay attention to the note about the wheelset exchange on the packaging.



An almost standard service.

Many specialty dealers will be happy to help you with the wheelset exchange and they will exchange these wheelsets free of charge. The exchange wheelsets necessary for your cars are usually in stock at the specialty dealers. Just ask about it on your next visit.

Let it “click”.

Dear Model Railroad Fans,

TRIX

We are pleased to be able to present the Trix new items for the 2022 season to you. While browsing through this brochure, you will notice that we have reorganized things a little. For example, the models are now shown on Trix C Track. More important is the fact that we have now arranged locomotives and powered units by use and operating criteria. You will thus see at a glance starting on page 30, which locomotives go with other units prototypically speaking, and what was in operation on the real life railroad at the same time.

Reproductions from the period starting around 1950 are especially popular, when the German Federal Railroad in the West and the German State Railroad in the East first got started with electric and diesel locomotives. Steam locomotives still had 20 or more years of intensive operation ahead of them. Outstanding examples and usable on any DB layout for Era III are road numbers 52 1530 and 75 407, a former Baden class VIc. Both units can be used in general-purpose service on main lines and branch lines. On the other side of the Iron Curtain, road number 56 765 gave service at Usedom. Because of the constant wind off the sea, it was equipped with smoke deflectors – the only freight locomotive of this class and perfectly reproduced in our model.

When the class P8, later the class 38, was developed, no one was expecting that these locomotives would be among the last units retired by the German Federal Railroad (DB) in the Seventies. Almost at the end of their lives, they were still modified technically one more time to continue to meet safety standards and work a couple

Important Note!

The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older.

We recommend our Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.

more years. Our model of road number 038 382-8 shows one such locomotive from Era IV equipped with inductive magnets. It looks especially good pulling rebuild cars and “Silver Coin” cars.

Our new class 290 is a premier: It is the first Trix model to have the newly developed smaller Telex coupler. This makes switching on a layout even more fun!

A highlight for Era VI fans (and not only them!) is represented by our complete Twindexx IC2 in a prototypical train consist. With the locomotive plus five cars in a length scale of 1:93.5, which is incompatible with most layouts, the train measures approximately 163 cm / 64”.

We are particularly proud of our model of the Swiss Giruno. The SBB calls their new Gotthard train “The Backbone of Swiss-Italian Service”. The Trix model can become the backbone of your Swiss collection in the same way ...

As a model railroad fan, you probably already know it, but we would like to emphasize it here again anyway: Car models offered by our Mother Märklin for the 3-rail system can be converted quite easily for use on Trix C Track (and thereby generally on the 2-rail power supply system). Your dealer has the right exchange wheelsets for you. The way to do the conversion can be seen to the left.

We hope you have a lot of fun browsing in the new items for 2022.

Your Trix H0 Team



TRIX H0

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Power House in Suburban Service



22664 Class 065 Steam Locomotive



Prototype: German Federal Railroad (DB) class 065 passenger tank locomotive. Version with a feed water heater, ventilation installation on the roof, and DB Reflex glass lamps. Road number 065 001. Weathered version.

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. Four axles powered. Traction tires. The locomotive is constructed mostly of metal. It has a factory-installed smoke unit. The smoke unit contact will work in conventional operation and can be controlled digitally. Triple headlights that change over with the direction of travel will work in conventional operation and can be controlled digitally.

Dual red marker lights can be controlled separately in digital operation. The cab lighting can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Authentic signs of weathering are included. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included.

Length over the buffers approximately 17.8 cm / 7".

One-time series.

- Especially intricate metal construction
- Many separately applied details
- Cab lighting also controlled digitally
- Marker lights controlled separately in digital operation
- Factory-installed smoke unit
- Multi-protocol decoder includes extensive operation and sound functions
- Locomotive includes authentic signs of weathering



mhi
märklin Händler-Initiative

The DB new construction program had plans for a tank locomotive for passenger service in suburban areas. A driving wheel diameter of 1,500 mm / 60" and a maximum speed of 85 km/h / 53 mph were stipulated here. Krauss-Maffei, Inc. in Munich delivered the first handsome prototypes, road numbers 65 001 and 65 002, in March of 1951. Another eleven units (road numbers 65 003-013) were put into service over the course of the year, and in 1955/56 came

road numbers 65 013-018. An absolute high point for this class was the Darmstadt maintenance facility, where eleven locomotives (road numbers 65 001-011) were stationed between 1954 and 1966. After various electrification projects, they ran starting in the fall of 1964 only in regional service on the Oden Forest Line Darmstadt – Erbach – Eberbach as well as on the two Oden Forest branch lines from Weinheim/ Bergstraße to Wahlen and Fürth/Odenwald.



Digital functions under DCC and mfx

Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator
Direct control
Engineer's cab lighting
Front Headlights off
Bell
Marker light(s)
Sound of squealing brakes off
Sound of coal being shoveled
Conductor's Whistle
Letting off Steam
Switching range + switching light
Whistle for switching maneuver
Switching maneuver
Air Pump
Water Pump
Injectors
Sanding
Safety Valve
Tipping grate
Generator Sounds
Replenishing water
Replenishing sand
Replenishing coal
Grade crossing

märklin

This model can be found in the Märklin H0 assortment under item number 39651.



23389

22664

Please browse through the brochure for an exclusive MHI passenger car set to go with this model

At Home in Commuter Service



23389 Passenger Car Set

Prototype: Two German Federal Railroad (DB) 3-axle pairs of "rebuild" cars and a cab control car. One pair of type B3yegb and AB3yegb "rebuild" cars, one pair of a type B3eygb "rebuild" car and a type BDymf 457 cab control car (center entry car). Chrome oxide green paint scheme. The cars look as they did in 1969.

Model: All of the cars have factory-installed interior lighting with maintenance-free warm white LEDs and factory-installed current-conducting close coupler heads. The cab control car also has a digital decoder and sound functions. 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 factory-installed interior lighting can be controlled digitally. Cab lighting can be controlled digitally. The current-conducting close couplers can be controlled digitally. The car underbodies are specific to the car types. The end of the cab control car without a cab has transparent red marker light inserts. The trucks are Minden-Deutz heavy designs with double brake shoes. The truck at the cab end of the car has rail clearance devices, a Sifa train safety relay box, an inductive magnet, and a type D 62 generator. The minimum radius for operation is 360 mm / 14-3/16". A toilet downpipe and a shuttle train control line are included as separate parts for installation for presentation in a display case. The entire car consist can be supplied with current from the cab control car. A fixed sequence of cars is required for this. All of the cars have authentic weathering. Total length over the buffers approximately 89.2 cm / 35-1/8".

- Factory-installed LED interior lighting
- Current-conducting close couplers
- Digital decoder and sound functions included
- Headlights and marker lights can be controlled digitally
- LED interior lighting can be controlled digitally
- Cab lighting can be controlled digitally
- Operating current-conducting close couplers can be controlled digitally
- The interior lighting for the entire car consist can be controlled digitally using the decoder in the cab control car



Digital functions under DCC and mfx

Headlight(s)
Current-conducting coupler
Interior lights
Horn
Engineer's cab lighting
Doors Closing
Operating sounds
Operating sounds
Doors Closing
Conductor's Whistle
Horn
Bell
Procedure function

märklin

This model can be found in the Märklin H0 assortment under item number 41326.



Experts in Tracklaying



22434 Class V 320 Diesel Locomotive



Prototype: Class V 320 heavy diesel locomotive, with a wind deflector on the cab windows and a railroad radio antenna. Yellow basic paint scheme. Privately owned locomotive for the firm Wiebe Track Laying Machines, Inc. Achim, Germany. Locomotive road number 320 001-1. The locomotive looks as it did around 2015.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has 2 speakers for optimal locomotive sound reproduction. The locomotive has controlled, high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and

can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The locomotive has the double "A" light function. The cab and engine room lighting can each be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has 4 ventilation fans, each powered by a motor, and controlled digitally in pairs. Different speeds can be set for the ventilation fans. The locomotive has separately applied metal grab irons on the sides and ends. The buffer beams are detailed. Brake hoses and imitation prototype couplers are included for installing on the locomotive.

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

- Prototypical tooling changes
- Locomotive frame and body constructed mostly of metal
- Spinning ventilation fans controlled digitally in pairs
- Cab and engine room lighting controlled digitally
- Digital decoder and extensive light and sound functions included

One-time series.



The working ventilation wheels
can be controlled digitally in pairs



Digital functions under DCC and mfx

Headlight(s)
Special light function
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Engineer's cab lighting
Blower Drive
Blower Drive
Blower motors
Letting off Air
Replenishing diesel fuel
Sanding
Buffer to buffer
Sound of Couplers Engaging
Sound of uncoupling
Conductor's Whistle
Bell
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Switching maneuver
Switching range + switching light
Brake Compressor
Operating Sounds 1
Doors Closing

märklin

This model can be found in the Märklin H0
assortment under item number 39321.



48460 (Märklin)

48459 (Märklin)

24142

22434

Experts in Tracklaying



24142 Type Fc 090 Dump Car Set

Prototype: 3 type Fc 090 two-axle open dump cars, with transition platforms. German Railroad, Inc. (DB AG), registered in Germany. Reddish brown basic paint scheme. With lettering for the firm Wiebe Track Laying Machines, Inc., Achim, Germany. The cars look as they did around 2010.

Model: The cars have intricate construction including many separately applied details. The slide extensions are separately applied. There are load inserts with a layer of real ballast. All of the cars have different car numbers and are individually packaged. There is also a master package. Total length over the buffers 34 cm / 13-3/8". AC wheelset E700150.

One-time series.



48460 (Märklin)

48459 (Märklin)

24142

22434

EXKLUSIV 1/2022

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 81 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de



The ideal add-on from the Märklin assortment



48459 Type Fas/Fakks Dump Car Set – Please use the E700580 DC wheelset here



48460 Type Fas Dump Car Set – Please use the E700580 DC wheelset here



TRIX
H0



Trix Club Model for 2022



25060 Steam Locomotive, Road Number 06 001

Prototype: German State Railroad (DR) express steam locomotive, road number 06 001. At its time the most powerful, largest, and heaviest unit on the German State Railroad. Complete streamlining included, inductive magnet on the right side of the locomotive on the trailing truck, and a cover for the coalbunker included. Deep black basic paint scheme with decorative striping. The locomotive looks as it did at the end of the Thirties.

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. Four axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed smoke unit with dynamic smoke exhaust, which varies with the speed. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Cab lighting and

firebox flickering can be controlled separately in digital operation. 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 a guide mechanism in an NEM pocket on the back of the tender. The cover on the coalbunker can be opened. Real scale-sized coal is used for the bunker. The locomotive can be run without limitation on the 437.5 mm / 17-1/4" radius (Radius 2) if attention is paid to the clearance gauge. The locomotive can also be run on the 360 mm / 14-3/16" radius (Radius 1) if the clearance gauge is ignored. Cutouts in the side streamlining for sharper curves can be closed with fill-in pieces included for the purpose. A figure of an engineer, two firemen, brake hoses, and imitation prototype couplers are also included.

Length over the buffers 30.7 cm / 12-1/8".

- **Completely new tooling**
- **Model constructed mostly of metal**
- **A variety of separately applied details**
- **Factory-installed smoke unit with dynamic smoke exhaust, which varies with the speed**
- **Cab lighting can be controlled digitally**
- **Firebox flickering can be controlled digitally**
- **The cover on the coalbunker can be opened**
- **Digital decoder with extensive operation and sound functions**

Exclusively for Trix Club Members.

Digital functions under DCC and mfx

Headlight(s)
Smoke generator
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Flickering Light in Fire Box
Whistle for switching maneuver
Conductor's Whistle
Letting off Steam
Sound of coal being shoveled
Tipping grate
Air Pump
Water Pump
Injectors
Sanding
Coal being shoveled and firebox flickering
Replenishing water
Replenishing coal
Replenishing sand
Safety Valve
"Switcher Double "A"" Light"
Switching maneuver
Generator Sounds
Operating sounds
Rail Joints
Coupler sounds
Surrounding sounds


märklin

This model can be found in the Märklin H0 assortment under item number 39662 exclusively for Club members.



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



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 81 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

Still not a club member? Register here www.maerklin.de/de/clubs/trix-club-leistungen/

Order deadline February 28, 2022

The cover
on the coalbunker
can be opened

The valve gear and side rods are fully developed, and
the streamlining is thin like the prototype



23388

25060

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

Car Set for Our Trix Club Model



23388 "Hechtwagen" / "Pike Cars" Express Train Passenger Car Set

Prototype: Five German State Railroad (DRB) DRB standard design "Hecht" / "Pike" express train passenger cars with angled car ends. One type Pw4ü baggage car, one type AB4ü coach, and three type C4ü coaches. Train route Cologne – Koblenz – Mainz – Frankfurt. Bottle green paint scheme. The cars look as they did in 1940.

Model: The cars have detailed construction and are full-scale length. The cars have underbodies specific to the car types. The baggage car has Prussian standard design type V 4 trucks, and the coaches have "goose-neck" / Pennsylvania style trucks. All of the cars have factory-installed interior lighting with warm white LEDs. The brightness of the interior lighting for each car is adjustable. A buffer capacitor is built into each car to bridge short-term interruption of the current supply. One type C4ü coach has factory-installed marker lights and a pickup shoe. The marker lights light up prototypically in the direction of travel in a yellowish white and to the rear of the train in red. The entire car consist can be supplied with current by means of the factory-installed current-conducting close coupler heads. A fixed defined car sequence is assigned for this function. Each coach has 10 figures of passengers. There is a figure in the baggage car. The minimum radius for operation is 360 mm / 14-3/16". Total length over the buffers approximately 117 cm / 46-1/16".

- All of the cars have factory-installed LED interior lighting
- The brightness of the interior lighting is adjustable
- Buffer capacitors
- Prototypical lighted marker lights
- Current-conducting close coupler heads between the individual cars
- Express train passenger cars include 41 figures

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This model can be found in the Märklin H0 assortment under item number 42265 exclusively for Club members.



Express train passenger cars include 41 figures



Prototypical lighted marker lights



EXKLUSIV

1/2022



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 81 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

Still not a club member? Register here www.maerklin.de/de/clubs/trix-club-leistungen/

Order deadline February 28, 2022



Exclusively for Trix Club Members.



These passenger cars show a high level of prototypical detail. The namesake tapering of the car ends is cleanly executed.



23388

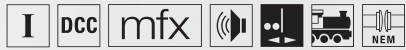
25060

Trix H0 – New Items 2022





A Bavarian Treat



21360 "Bavarian Express Train" Set

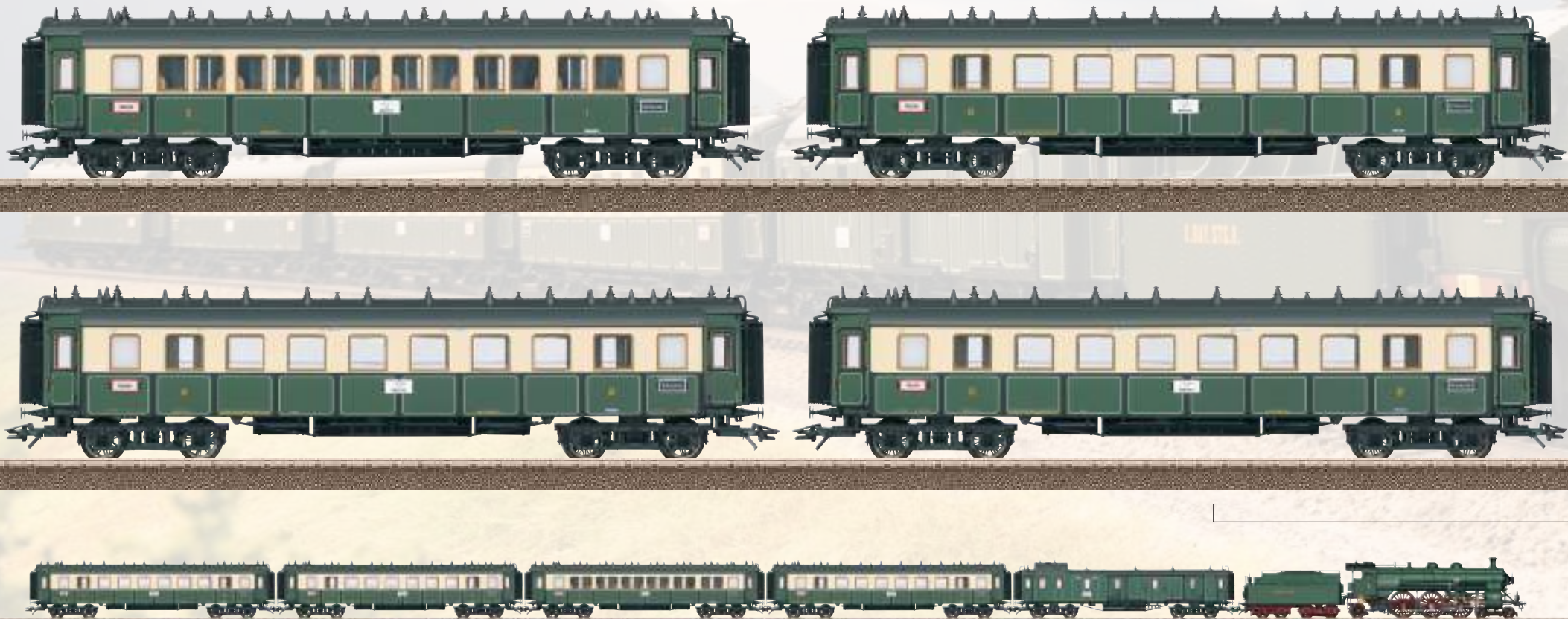
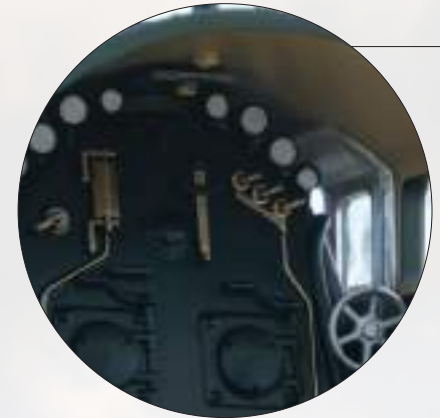
Prototype: Train set consisting of a class S 3/6 express steam locomotive, the "High Stepper", three type CCü express train passenger cars, 3rd class, one type ABBü express train passenger car, 1st/2nd class, and one type PPü express train baggage. Train route Stuttgart – Ulm – Augsburg – Munich. Royal Bavarian State Railroad (K.Bay. Sts.B.). Locomotive road number 3629. The locomotive looks as it did around 1912. Passenger cars in a fictitious paint scheme of bottle green / ivory.

Model: The steam locomotive is constructed mostly of metal. The running gear is intricately constructed of die-cast metal with a partially open bar frame. There is an open view through the running gear. The cab is modelled

in detail. The lamps are designed to be white. The locomotive has 5-pole high-efficiency propulsion with a flywheel. The locomotive also has a factory-installed smoke unit, a lighted cab, a light for oncoming trains, which can be controlled in digital operation, and an mfx decoder and extensive sound functions. There is a close coupling mechanism between the locomotive and tender with a "display case position". The tender has intricate smoke box doorsteps, and a hook coupler and an air hose on the rear as well as piston rod protective sleeves are included. The passenger cars are modelled in detail and are full scale length. They also have spoked wheelsets.

Total length over the buffers approximately 135 cm / 53-1/8".

- Driving wheels true to scale for the prototype of two meters / 78 inches
- Control rod prototypically set off in color
- Wheel flange depth 1.0 mm
- Scale buffer beam height in the front
- Factory-installed smoke unit
- Detailed modelling of the cab
- Locomotive includes an mfx decoder and extensive light and sound functions
- Attractive paint scheme for the passenger cars



The modelling of the cab is impressively shown down to the details. Like the prototype, the boiler backhead is dotted with instruments, levers, and a prototypical control wheel, all set off in color.



All cars such as this baggage car go with the period of historic travel. Flawlessly imprinted and provided with spoked wheels, the baggage loads become a delight.



This model is being issued in 2022 in a one-time series and it is limited worldwide to 750 pieces

The passenger car is elegant and true to scale in length.



Digital functions under DCC and mfx

Headlight(s)
Smoke generator contact
Locomotive operating sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Light(s) for Oncoming Train
Whistle for switching maneuver
Engineer's cab lighting
Letting off Steam
Operating sounds
Tipping grate
Air Pump
Water Pump
Injectors
Sound of coal being shoveled
Conductor's Whistle
Rail Joints
Coupler sounds
Sanding
Switching maneuver
Replenishing fuel
Replenishing fuel
Replenishing fuel
Safety Valve
Dialog
Dialog
Conductor
Surrounding sounds
Station Announcements

märklin

This train set can be found in the Märklin H0 assortment under item number 26360.

One of over 6,000



25530 Class 52 Steam Locomotive

Prototype: German Federal Railroad (DB) class 52 freight locomotive, with a type 2'2'T30 tub-style tender. Black/red basic paint scheme. Witte smoke deflectors with a kinked upper edge. The pilot truck wheelset includes solid wheels. Locomotive road number 52 1530. The locomotive looks as it did around 1951/52.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. Dual headlights, which

change over with the direction of travel, and the smoke unit, which can be installed, will work in conventional operation and can be controlled digitally. Cab lighting can also be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling between the locomotive and tender. There is a close coupler with a guide mechanism in an NEM pocket on the rear of the tender and the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

- **Digital decoder and numerous operation and sound functions included**
- **Intricate running gear constructed of metal with mostly open view between the running gear and the boiler**
- **High-efficiency propulsion with a flywheel, in the boiler**

Detailed new tooling constructed mostly of metal

Freight cars correct for the era to go with this locomotive can be found in the Märklin H0 assortment with information about the necessary DC wheelsets.

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
Sound of coal being shoveled
Tipping grate
Injectors
Water Pump
Sanding
Replenishing sand
Replenishing water
Replenishing coal
"Switcher Double "A" Light"
Switching range + switching light
Generator Sounds
Special sound function
Rail Joints
Safety Valve
Sound of Couplers Engaging

This model can be found in the Märklin H0 assortment under item number 39530.





Guarantor in Commuter Service



22794 Class 75.4 Steam Locomotive



© H. Röth, Eisenbahnstiftung

Prototype: German Federal Railroad (DB) class 75.4 steam tank locomotive (former Baden VI c). Version with dual headlights, smoke box door with central locking, and riveted water tanks. Road number 75 407. 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, mounted in the boiler. Three axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The smoke unit contact will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The locomotive has numerous separately applied metal grab irons and lines. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- Especially intricate metal construction
- Numerous separately applied metal grab irons and lines
- Digital decoder and a variety of operation and sound functions included

Prototypical tooling changes for a version with dual headlights

Digital functions under DCC and mfx

Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator contact
Direct control
Sound of squealing brakes off
Bell
Whistle for switching maneuver
Letting off Steam
Air Pump
Sound of coal being shoveled
Conductor's Whistle
Grate Shaken
Injectors
Switching range + switching light
Coupler sounds
Water Pump
Sanding
Safety Valve
Generator Sounds
Light Function
Replenishing water
Replenishing sand
Replenishing coal
Grade crossing
Surrounding sounds

märklin

This model can be found in the Märklin H0 assortment under item number 39754.





Windswept One-of-a-Kind



22908 Class 56 Steam Locomotive

Prototype: German State Railroad (DR) GDR class 56.2-8 steam freight locomotive. Converted Prussian G 8.1 with a pilot truck. German State Railroad (DR) (prewar) lamps and bell included. Type 3T 16,5 coal tender. Road number 56 765. The locomotive looks as it did around 1966.

Model: The locomotive has a multi-protocol digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit contact will work in conventional

operation and can be controlled digitally. Warm white LEDs are used for the lighting. There are separately applied smoke deflectors. There is a permanent close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have a close coupler with an NEM pocket. The locomotive has many separately applied details such as piping and sand pipes. Protective piston sleeves, brake lines, an imitation prototype coupler, and a sheet of decals for prototypical lettering on the smoke deflectors are included.

Length over the buffers 21.1 cm / 8-5/16".

A set of decals for prototypical affixing to the smoke deflectors is included

- Locomotive for the first time includes smoke deflectors
- Newly developed smoke box door
- Prototypical changes to the steering guide
- mfx digital decoder and extensive operation and sound functions included



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
Coupler sounds
Sound of coal being shoveled
Letting off Steam
Air Pump
Water Pump
Injectors
Tipping grate
Replenishing coal
Replenishing water
Replenishing sand
Sanding
"Switcher Double "A" Light"
Switching range + switching light
Generator Sounds
Light Function
Rail Joints



märklin

This model can be found in the Märklin H0 assortment under item number 37509.

Our Model:

Road number 56 765 was stationed from 1956 to January 31, 1967 at Seebad Heringsdorf at Usedom (German State Railroad District Greifswald).

In the Sixties, it had a different boiler as can be seen from photos.

Road number 56 765 was equipped with the boiler with directly after one another arranged appliances during an L 4 procedure in October of 1965 in Leipzig.

It was still in use with this boiler in 1969.



© Slg. L. Kenning, Eisenbahnstiftung



24075

22908

Beach Chairs in the Baggage



24075 Heringsdorf Seaside Resort Freight Car Set

Prototype: Five freight cars of different designs for the German State Railroad (DR/GDR). One type Pwv freight train baggage car, one type Gw boxcar, one type Rmo low side car, one type Ommu high side gondola, as well as a type X two-axle low side car. The cars look as they did in the Mid-Fifties.

Model: The freight train baggage car has a cupola on the roof and doors for the load area, which can be opened. The low side and high side gondolas have wicker beach chairs for the Heringsdorf Seaside Resort as well as various loads of lumber. Total length over the buffers approximately 56 cm / 22". AC wheelset E700150.

- **Attractive loads for the gondolas**





Inductive Magnet Included for Era IV



22895 Class 038 Steam Locomotive



Prototype: German Federal Railroad (DB) class 038 steam locomotive with a tender. Former Prussian P8. Version with triple headlights, two boiler domes, bell, standard Prussian cab, Witte smoke deflectors, coal tender addition, and inductive magnet. Road number 038 382-8. The locomotive looks as it did around 1970/71.

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. Triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The smoke unit contact will work in conventional operation and can be controlled digitally. The 72270 smoke unit can be installed in the locomotive. The flickering of the fire can be controlled digitally. In addition, the cab lighting can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves, brake hoses, and prototype couplers are included. Length over the buffers approximately 21.3 cm / 8-3/8".

- **Prototypical tooling changes for Era IV version**
- **Especially intricate metal construction**
- **Cab lighting can be controlled**
- **Flickering of the fire can be controlled**
- **Digital decoder and numerous operation and sound functions included**

Digital functions under DCC and mfx

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

Prototypical tooling changes for Era IV version



As the second to the “Last of the Mohicans” of the once numerous class 38.10-40 (former Prussian P 8) steam locomotives on the DB, road number 038 382 (until 1968: 38 2383) was withdrawn from service on April 29, 1974. A crack in the boiler had knocked it out of action shortly before its overhaul deadline in July. It had been stationed along with its two siblings

(road numbers 038 771 and 772) since the beginning of July 1973 at the Rottweil maintenance facility and it hauled passenger trains in the Black Forest and the Neckar Valley. After being pulled from service it found a worthy place in the German Steam Locomotive Museum in Neuenmarkt-Wirsberg, once again with its old road number 38 2383. The P 8 turned out to be one of the most successful Prussian loco-

motive designs ever. Over 3,500 units of this barely 1,200 horsepower locomotive were built by 1923 just for German railroads. Almost all of the German locomotive builders participated in its production. Just over 1,200 locomotives came to the German Federal Railroad after World War II. The roster for it did not start thinning out noticeably until the end of the Fifties.



Inductive magnets
modelled correctly
for the era



märklin

This model can be found in the Märklin H0
assortment under item number 39382.

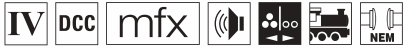
A Totally New Feel to Switching!



Telex coupler front and rear included

Impressive animation can be found online at:
<https://www.trix.de/products/25903>.





25903 Class 290 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 290 heavy diesel switch engine. Locomotive road number 290 090-0. Ocean blue basic paint scheme. The locomotive looks as it did starting in 1987.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles 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 Ends 2

and 1 can be turned off separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. The locomotive engineer turns in the direction of travel and looks out the window when the locomotive is stopped. The locomotive has the new Telex couplers and cab lighting. The couplers have the uncoupling maneuver. The cab details are shown in relief. The locomotive has separately applied metal grab irons and handrails. Add-on steps to the engineer's cab can be installed on the locomotive for larger radius curves. Length over the buffers 16.4 cm / 6-7/16".

- Locomotive engineer turns in the direction of travel
- Telex couplers front and rear
- Couplers include uncoupling maneuver

The locomotive engineer turns in the direction of travel

märklin

This model can be found in the Märklin H0 assortment under item number 39903.

Digital functions under DCC and mfx

Headlight(s)
Telex coupler on the rear
Diesel locomotive op. sounds
Horn
Telex coupler on the front
Engineer's cab lighting
Direct control
Headlight(s): Cab2 End
Switching maneuver
Whistle for switching maneuver
Headlight(s): Cab1 End
Coupler procedure for uncoupling
Coupler sounds
Coupler sounds
Train radio
Blower motors
Rail Joints
Brake Compressor
Letting off Air
Replenishing fuel
Window
Cab chatter
Sanding
Sound of squealing brakes off

An Extremely Creative Idea



VW and the German Federal Railroad developed an extremely creative idea, when they concluded an agreement in 1959 for transport by rail of motors and transmissions between various VW production sites. The solution consisted of standardized containers, which could be transported on close-coupled type Rm(r)so 31 double units of rebuilt stake cars. They now had only flat superstructures with wood floors, on which the transport frames for the containers were mounted. Six containers fit on each double unit, which were filled with either 36 motors or 96 transmissions. In 1966, the container transport cars for motors and transmissions ran between Hannover and Wolfsburg, Emden and Ingolstadt as well as with the same destinations and later also to Brussels from Kassel-Baunatal. Starting in 1970 came the additional destinations of Salzgitter, Neckarsulm, Stuttgart, and Osnabrück (Karman).

24161 Type Laabs Container Transport Car

Prototype: German Federal Railroad (DB) type Laabs double unit gondola car for transporting containers (coupled type Klms 440, former Rmrso 31), leased to Volkswagen, Inc. (VW). Version without a hand brake, with container transport frames and VW transport containers as a load. The cars look as they did around 1971.

Model: The container transport cars have truss rods and different identification numbers. They are loaded with six VW transport containers with different container numbers. Total length over the buffers approximately 28.2 cm / 11-1/8". AC wheelset E700150. Trix Express wheelset E258259.

- Container transport cars with newly designed car floors
- Loaded with six newly designed VW transport containers
- Transport containers include different container numbers



Official Licensed
Product



More about the impressive history of this VW idea can be read online at <https://www.trix.de/products/24161>.



*The ideal add-on from
the Märklin assortment*



46661 Type Laabs Container Transport Car – Please use the E700580 DC wheelset here



24332

46139 (Märklin)

46129 (Märklin)

24161

46661 (Märklin)

Fresh from the Builder



24332 Type Laaes Auto Transport Car
Prototype: German Federal Railroad (DB) type Laaes 541 auto transport car. Bi-level version. The car looks as it did around 1971.

Model: There is a fixed close coupling between the car halves. The upper deck can be lowered. The cars have new car numbers. The cars are loaded with 8 different VW type 3 1500 and 1600 models from the firm Brekina. Chock blocks to go with the models are included. Length over the buffers 25.3 cm / 9-15/16". AC wheelset E700150.

*New model auto load of the
VW type 3 1500 and 1600*



*The ideal add-on from the
Märklin assortment*



46129 Type Laaes Auto Transport Car – Please use the E700580 DC wheelset here



46139 Type Laaes Auto Transport Car – Please use the E700580 DC wheelset here





24380 Type Shimmns Sliding Tarp Car

Prototype: German Railroad, Inc. (DB AG) type Shimmns-tu 718 short, four-axle sliding tarp car. Traffic red basic paint scheme. The car looks as it did starting in 2017.

Model: The car has a closed tarp and separately applied grab irons. The trucks are type Y 25. Length over the buffers approximately 13.8 cm / 5-7/16". AC wheelset E700150.



The ideal add-on from the Märklin assortment



47226 Type Shimmns Sliding Tarp Car – Please use the E700580 DC wheelset here



The new IC2 from Trix in a prototypical train consist



Modern Travel



23255 IC2 Type DBpbzfa 668.2 Bi-Level Cab Control Car, 2nd Class



Prototype: German Railroad, Inc. (DB AG) type DBpbzfa 668.2 IC2 bi-level cab control car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping, in the current IC design. Train route: IC 2045 from Cologne to Dresden Main Station. Car position number 1. The car looks as it did in 2020.

Model: The minimum radius for operation is 360 mm / 14-3/16". There is a low entry between the trucks. The car has factory-installed LED interior lighting on both levels and a current-conducting, operating close coupler on the end of the car without a cab. The car has a lighted train destination display on the end above the cab and it can be turned off separately in digital operation. The car has lighted train destination displays on the sides. The interior

lighting and the train destination displays on the sides can be turned on and off digitally in conjunction with the other bi-level intermediate cars with the decoder in the cab control car. A fixed, defined sequence of cars is assigned to do this. Triple headlights and dual red marker lights change over with the direction of travel and can be controlled separately in digital operation. Long-distance headlights can also be controlled separately in digital operation. The light changeover, interior lighting, and the train destination displays on the sides will work in conventional operation. A standard coupler can be used on the cab end of the cab control car by removing a piece of skirting, thus allowing a locomotive to be coupled to it. There are red transparent marker light inserts at the end of the car without a cab. The car has prototypical Görlitz design trucks. Length over the buffers 29.2 cm / 11-1/2".

- New prototypical train route: IC 2045 from Cologne to Dresden Main Station
- Car position number 1
- Factory-installed LED interior lighting
- Interior lighting for the entire car consist can be controlled digitally using the decoder in the cab control car
- Headlights, marker lights, and long-distance headlights can also be controlled digitally

It may be necessary to make appropriate modifications to curved bridge ramps before running this car on them.



| 23255 | 23257 | 23256

Train passengers had to wait a long time for new locomotives and cars in long-distance service, but on September 23, 2015, there was finally movement in the next generation IC trains. The bi-level ICs (IC2) from Bombardier were given preliminary authorization by the EBA. On these new locomotives and cars there was now shuttle train compositions, consisting of a class 146.5 (TRAXX P160 AC2) electric locomotive as well as five bi-level cars, type TWINDEXX 2010. The interior features of the cars sparkle with a modern level of equipment and

comfort. The five-part bi-level set offers seating for 465, 70 of which are in 1st class. Twenty-seven trains were placed into service, which are run as units with the numbers 2850-2876. They are used chiefly on the IC Lines 35 (Norddeich – Emden – Münster – Düsseldorf – Cologne – Koblenz), 55 (Dresden – Leipzig – Hannover – Cologne), and 56 (Leipzig – Magdeburg – Hannover – Norddeich).

**The cab control car
with its striking “face”**

Digital functions under DCC and mfx

Headlight(s)
Long distance headlights
Train destination sign
Interior lights
Engineer's cab lighting

märklin

This model can be found in the Märklin H0 assortment under item number 43488.

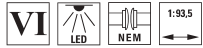


23254

23253

25449

Modern Travel



23257 IC2 Type DBpza 682.2 Bi-Level Intermediate Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type DBpza 682.2 IC2 bi-level intermediate car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping, in the current IC design. Train route: IC 2045 from Cologne to Dresden Main Station. Car position number 2. The car looks as it did in 2020.

Model: The minimum radius for operation is 360 mm / 14-3/16". There is a high entry above the trucks. The car has factory-installed LED interior lighting on both levels and current-conducting, operating close couplers. The car has lighted train destination displays on the sides. The interior lighting only works in conjunction with the bi-level cab control car and this lighting can be turned on and off digitally with the latter's decoder. A fixed, defined sequence of cars is assigned to do this. There are red transparent marker light inserts at the ends of the car. The car has prototypical Görlitz design trucks with separately applied folding steps. Length over the buffers 28.6 cm / 11-1/4".

- **New prototypical train route: IC 2045 from Cologne to Dresden Main Station**
- **Car position number 2**
- **Factory-installed LED interior lighting**
- **Interior lighting for the entire car consist can be controlled digitally using the decoder in the cab control car**

It may be necessary to make appropriate modifications to curved bridge ramps before running this car on them.

märklin

This model can be found in the Märklin H0 assortment under item number 43490.





23256 IC2 Type DBpza 682.2 Bi-Level Intermediate Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type DBpza 682.2 IC2 bi-level intermediate car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping, in the current IC design. Train route: IC 2045 from Cologne to Dresden Main Station. Car position number 3. The car looks as it did in 2020.

Model: The minimum radius for operation is 360 mm / 14-3/16". There is a high entry above the trucks. The car has factory-installed LED interior lighting on both levels and current-conducting, operating close couplers. The car has lighted train destination displays on the sides. The interior lighting only works in conjunction with the bi-level cab control car and this lighting can be turned on and off digitally with the latter's decoder. A fixed, defined sequence of cars is assigned to do this. There are red transparent marker light inserts at the ends of the car. The car has prototypical Görlitz design trucks with separately applied folding steps. Length over the buffers 28.6 cm / 11-1/4".

- **New prototypical train route: IC 2045 from Cologne to Dresden Main Station**
- **Car position number 3**
- **Factory-installed LED interior lighting**
- **Interior lighting for the entire car consist can be controlled digitally using the decoder in the cab control car**

It may be necessary to make appropriate modifications to curved bridge ramps before running this car on them.

märklin

This model can be found in the Märklin H0 assortment under item number 43489.

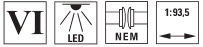


23254

23253

25449

Modern Travel



23254 IC2 Type DBpza 682.2 Bi-Level Intermediate Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type DBpza 682.2 IC2 bi-level intermediate car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping, in the current IC design. Train route: IC 2045 from Cologne to Dresden Main Station. Car position number 4. The car looks as it did in 2020.

Model: The minimum radius for operation is 360 mm / 14-3/16". There is a high entry above the trucks. The car has factory-installed LED interior lighting on both levels and current-conducting, operating close couplers. The car has lighted train destination displays on the sides. The interior lighting only works in conjunction with the bi-level cab control car and this lighting can be turned on and off digitally with the latter's decoder. A fixed, defined sequence of cars is assigned to do this. There are red transparent marker light inserts at the ends of the car. The car has prototypical Görlitz design trucks with separately applied folding steps. Length over the buffers 28.6 cm / 11-1/4".

- **New prototypical train route: IC 2045 from Cologne to Dresden Main Station**
- **Car position number 4**
- **Factory-installed LED interior lighting**
- **Interior lighting for the entire car consist can be controlled digitally using the decoder in the cab control car**

It may be necessary to make appropriate modifications to curved bridge ramps before running this car on them.

märklin

This model can be found in the Märklin H0 assortment under item number 43487.





23253 IC2 Type DAPza 687.2 Bi-Level Intermediate Car, 1st Class

Prototype: German Railroad, Inc. (DB AG) type DAPza 687.2 IC2 bi-level intermediate car, 1st class, for long-distance service. Light gray long-distance service paint scheme with traffic red decorative striping, in the current IC design. Train route: IC 2045 from Cologne to Dresden Main Station. Car position number 5. The car looks as it did in 2020.

Model: The minimum radius for operation is 360 mm / 14-3/16". There is a high entry above the trucks. The car has factory-installed LED interior lighting on both levels. There is a standard close coupler head on the

locomotive end of the car. There is a current-conducting, operating close coupler on the car consist end of the car. The car has lighted train destination displays on the sides. The interior lighting only works in conjunction with the bi-level cab control car and this lighting can be turned on and off digitally with the latter's decoder. A fixed, defined sequence of cars is assigned to do this. There are red transparent marker light inserts at the ends of the car. The car has prototypical Görlitz design trucks with separately applied folding steps. Length over the buffers 28.6 cm / 11-1/4".

- New prototypical train route: IC 2045 from Cologne to Dresden Main Station
- Car position number 5
- Factory-installed LED interior lighting
- Interior lighting for the entire car consist can be controlled digitally using the decoder in the cab control car

It may be necessary to make appropriate modifications to curved bridge ramps before running this car on them.

märklin

This model can be found in the Märklin H0 assortment under item number 43486.



23254

23253

25449

Modern Travel



25449 Class 146.5 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 146.5 electric locomotive for long-distance service. Dual system locomotive from the TRAXX type program (P 160 AC2). Light gray long-distance paint scheme with traffic red decorative striping, in the current IC design. Locomotive for the train route: IC 2045 from Cologne to Dresden Main Station. Locomotive road number 146 572-3. The locomotive looks as it did around 2020.

Model: The locomotive has a digital decoder and extensive sound functions. Various station announcements change with the locomotive's direction of travel. The greeting to passengers just boarded and train announcements for the next stop also change with the locomotive's

direction of travel. The locomotive has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive 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. There is a lighted train destination display "IC 2045 Dresden Hbf" at the ends above the cabs. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2".

- **New prototypical train route: IC 2045 from Cologne to Dresden Main Station**
- **Train Number 2873**
- **Ideal locomotive for the IC2 bi-level cars to form correct 6-part train units**
- **Digital decoder and extensive operation and sound functions included**
- **Multi-train announcements included for the next stop of the IC 2045 and IC 2046 when changing the direction of travel**

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
Surrounding sounds
Conductor's Whistle
Doors Closing
Greeting
Train announcement
Sound of Couplers Engaging
Pantograph Sounds
Sanding
Blower motors
Letting off Air
Compressor
Station Announcements
Station Announcements
Station Announcements



märklin

This model can be found in the Märklin H0 assortment under item number 37449.





23254

23253

25449



25360 Class Ae 3/6 I Electric Locomotive



© T. Estler

Prototype: Swiss Federal Railways (SBB) class Ae 3/6 I electric locomotive. Locomotive from the eighth production run. Fir green paint scheme with gray running gear. With older style buffers, end walkover plates, and 4 cab doors on the sides. Oncoming train light above each of the upper lamps. Locomotive for use pulling lightweight express trains on flat terrain, on the route Geneva-Bern-Zürich. Locomotive road number 10703. The locomotive looks as it did at the beginning of Fifties.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel. All 3 driving wheelsets powered. Traction tires. The triple headlights and one white marker light (Swiss headlight code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be switched to a red marker light when the locomotive is running "light". The oncoming train light can be controlled separately in digital operation. 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. There is also cab lighting and engine room lighting, which can each be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has highly detailed metal construction with many separately applied details such as cooling pipes for transformer oil. The cabs and engine

room are modelled. The roof equipment is detailed with roof conductors, insulators, and roof catwalks as well as double arm pantographs. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses and imitation prototype couplers are included. Length over the buffers 16.9 cm / 6-5/8".

- Completely new tooling
- Highly detailed metal construction
- Digital decoder and extensive operation and sound functions included
- Cab and engine room lighting can be controlled digitally
- Additional red oncoming train light can be controlled digitally
- Buffer height according to NEM



The entire roof area shows how intricately it has been modelled.



Like the prototype, eight maintenance hatches occupy the engine room side of the locomotive. You can easily recognize the heavy locking mechanism on these hatches, which was characteristic for the time.



While the wheel centers on the right side are easy to recognize, the Buchli drive on the left side of the prototype is predominant on the model. The transmission of the torque to each of the individual axles is done through the link drive surrounded by sand pipes.



Digital functions under DCC and mfx

Headlight(s)
Marker lights
Electric locomotive op. sounds
Locomotive whistle
Light Function – Swiss oncoming train light
Interior lights
Engineer's cab lighting
Whistle for switching maneuver
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Blower motors
Letting off Air
Pantograph Sounds
Sanding
Rail Joints
Brake Compressor
Conductor's Whistle
Opening cab door
Sound of uncoupling
Special sound function
Switching maneuver
Buffer to buffer
Stat. Announce. – Swiss
Warning announcement

märklin

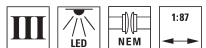
This model can be found in the Märklin H0 assortment under item number 39360.



23134

25360

Switzerland



23134 Lightweight Steel Car Set to Go with the Class Ae 3/6 I

Prototype: 5 various Swiss Federal Railways (SBB) lightweight steel cars of different types. 2 type C4 lightweight steel cars, 3rd class. 1 type B4 lightweight steel car, 2nd class. 1 type Cr4 lightweight steel car, 3rd class with a buffet area. 1 type F4 lightweight steel baggage car. For use in lightweight trains on flat terrain on the route Geneva-Bern-Zürich. All of the cars in fir green basic paint scheme. The cars look as they did around 1950.

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. Extended diaphragms are included to replace the retracted diaphragms at the ends of the car consist.

Total length over the buffers 126 cm / 49-5/8".

- Tooling change for the buffet car
- All of the cars have factory-installed LED interior lighting



The buffet car including the sales area, fully and partially frosted windows, and prototypical second battery box



märklin

This lightweight steel car set can be found in the Märklin H0 assortment under item number 43369.



Switzerland



25595 Class Ce 6/8 II "Crocodile" Electric Locomotive



© Martin E. Walder, Wikimedia Commons

Prototype: Swiss Federal Railways (SBB) class Ce 6/8 II "Crocodile" electric locomotive, as a museum locomotive of SBB Historic. Design from the first production series. Dark brown basic paint scheme. Standard sleeve-style buffers, end walkover plates, small switching steps, and grab irons included. Oncoming train light and Signum-Integra magnets included. Locomotive road number 14253. The locomotive looks as it currently does in real life.

Model: The locomotive has a digital decoder and extensive sound functions. It also has 2 controlled high-efficiency propulsion systems with flywheels, 1 motor for each powered truck. 3 axles and jackshaft powered in each powered truck. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker light. The locomotive has highly detailed metal construction with many separately applied details. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. Length over the buffers 22.3 cm / 8-3/4".

- Version as a museum locomotive
- Highly detailed metal construction
- Locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel
- Digital decoder and extensive operation and sound functions included

Digital functions under DCC and mfx

Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Main Relay
Whistle for switching maneuver
Special sound function
Sound of Couplers Engaging
Blower motors
Pantograph Sounds
Sanding
Rail Joints
Letting off Air
Conductor's Whistle
Compressor
Switching maneuver

märklin

This model can be found in the Märklin H0 assortment under item number 39595.





24225 Type Zacns Tank Car

Prototype: Type Zacns four-axle 95 cubic meter / 25,096 gallon tank car. Privately owned car lettered for Ermewa S.A.S., registered in the Czech Republic. Graphite gray basic paint scheme. The car looks as it did starting in 2015.

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.

- Detailed modelling with numerous separately applied levers and grab irons



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



47547 Type Zacns Tank Car – Please use the E700580 DC wheelset here



The entire consist of the "Giruno" has a striking length of over 2.3 meters / 90 inches



When the Gotthard Basis Tunnel was placed into service, the Swiss Federal Railways (SBB) announced internationally in the spring of 2012 the delivery of powered rail car trains with a maximum speed of 250 km/h / 156 mph. Eventually, the Swiss firm Stadler prevailed in April of 2014 with their concept SMILE (Schneller Mehrsystemfähiger Innovativer Leichter Expresszug / Fast Multisystem Innovative Lightweight Express Train), whereby Stadler built a high-speed train for the first time. The SBB ordered 29 eleven-part units of the new class RABe 501 for international service and assigned them the designation "Giruno" (derived from Rhaeto-Romanic "girün" for "Bizzard"). The trains can run in four

countries under three current systems (15 kilovolts / 16.7 Hertz; 25 kilovolts / 50 Hertz, and 3 kilovolts DC) and are equipped with the ETCS, PZB, LZB, and SCMT train safety systems for this. The "Giruno" is a 202 meter / 656 foot 6 inch long, single-level operationally permanent multi-unit train with Jakobs trucks. Only the end cars have normal trucks under their outer ends. Four Jakobs trucks are powered with three-phase, asynchronous motors, whereby the propulsion equipment is designed to be redundant with four traction rectifiers. An eleven-part class RABe 501 consists of four cars, 1st class, with 117 seats mostly in a 2+1 arrangement, a dining car, as well as six cars, 2nd class, with 288 seats in a

2+2- arrangement. The dining car as well as the two adjoining cars are constructed to meet handicapped requirements in order to satisfy the provisions of the Swiss handicapped access law. The "Giruno" has step-less entries for station platform heights of 55 cm / 22" and 76 cm / 30". Its pressure-resistant and air conditioned passenger areas and cab as well as the multifunction compartments and bicycle compartments in the passenger area set a new standard for comfortable travel by train. All of the passengers have a free view of the screens for the digital information system. In addition, cell phone signal boosters and WLAN are available in both classes. On May 10, 2021, the SBB took delivery of the last 29 trains.

Since then they have TSI permission as well as network permission for Switzerland, Germany, Italy, and Austria. Since December of 2019, they have run on regular schedules through the Gotthard Basis Tunnel and they connect Basle/Zürich with Chiasso and Lugano. Continuing runs to Italy to Milan started on August 12, 2020, since September in multiple unit operation too. In the next step, runs between Basle and Frankfurt/Main are planned. Also being considered by the SBB is the use of these new powered rail car trains in the direction of Hamburg.



25810 Class RABe 501 Giruno High-Speed Rail Car Train

Prototype: Swiss Federal Railways (SBB) EC 250 electric high-speed rail car train as the class RABe 501 "Giruno". 1 type A (Bt1) end car, 2nd class. 1 type F (B7) intermediate car, 2nd class, with handicapped entries and a pantograph. 1 type G (WR6) intermediate car, with a dining area. 1 type H (A5) intermediate car, 1st class, with handicapped entries and a pantograph. 1 type L (At2) end car, 1st class. In use as a multi-system powered rail car train between the Zürich Airport and Basle as well as across the Alps through the Gotthard Basis Tunnel to Milan. Permission planned for use in Germany and Austria. The train looks as it did in 2021.

Model: This is a 5-part basic set. The dining car G and the two intermediate cars F and H arranged on the left and right are coupled permanently to each other with Jakobs trucks. The train has a digital decoder and extensive sound and light functions. It also has controlled, high-efficiency

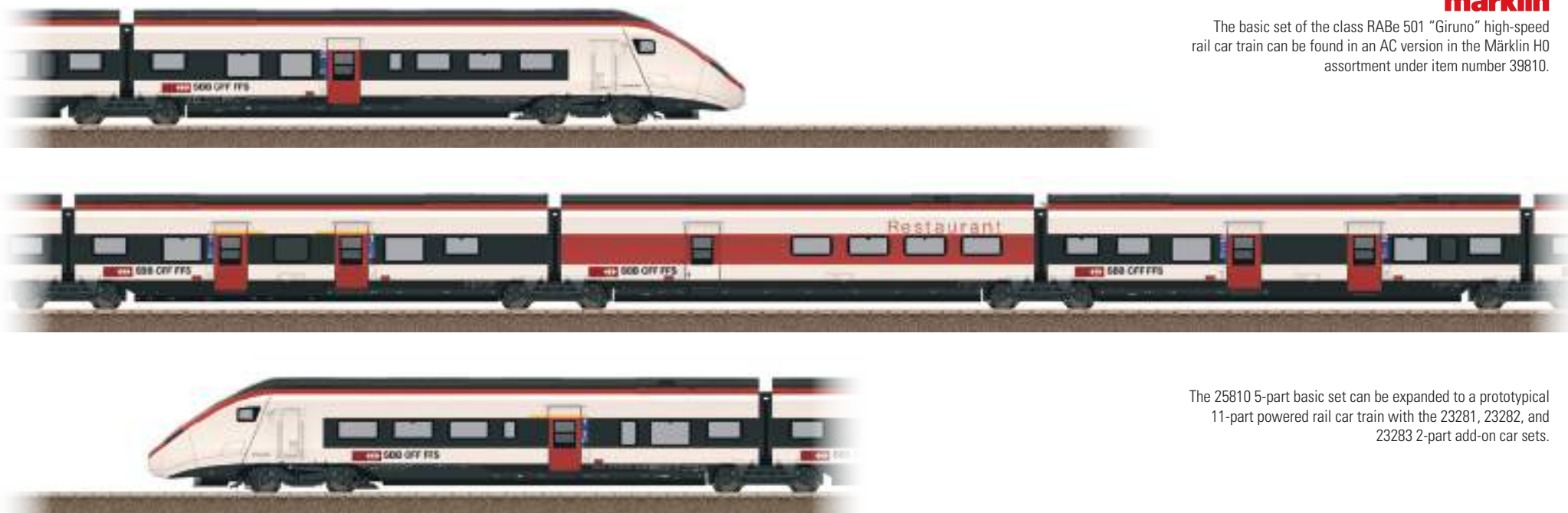
propulsion with a flywheel, centrally mounted in the dining car. All 4 axles in both Jakobs trucks on the left and right of the dining car are powered using cardan shafts. Traction tires. The cabs in the end cars have interior details. Current pickup is done from the end car at the front of the train and changes with the direction of travel. There is a guide mechanism in the Jakobs trucks. 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 can be switched to a white marker light (Swiss headlight / marker light code). There are additional separately controlled light functions. The train has factory-installed interior lighting. The interior lighting is supplied with power from a continuous electrical connection throughout the entire train. The cab and control desk lighting are also each controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for all of the lighting. The pantographs on the F and H intermediate cars can each be raised and

lowered separately as a digital function. The train is modelled true-to-scale. The minimum radius for operation is 360 mm / 14-3/16". Length of the basic set approximately 112 cm / 44-1/8".

- **Completely new tooling**
- **True-to-scale 1:87 scale reproduction**
- **Factory-installed LED interior lighting**
- **Cab and control desk lighting can be controlled digitally**
- **Pantographs on the F and H intermediate cars can be raised and lowered as a digital function**
- **Digital decoder and extensive light and sound functions included**

Digital functions under DCC and mfx

Headlight(s)
Interior lights
Electric locomotive op. sounds
Warning Sound
Direct control
Sound of squealing brakes off
Pantograph control
Light Function
Pantograph control
Station Announcements
Station Announcements
Long distance headlights
Station Announcements
Conductor's Whistle
Doors Closing
Train announcement
Horn
Light Function 1
Train announcement
Station Announcements
Pantograph control
Pantograph control
Light Function 2
Engineer's cab lighting
Engineer's cab lighting
Light Function 3
"Switcher Double "A" Light"



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The basic set of the class RABe 501 "Giruno" high-speed rail car train can be found in an AC version in the Märklin H0 assortment under item number 39810.

The 25810 5-part basic set can be expanded to a prototypical 11-part powered rail car train with the 23281, 23282, and 23283 2-part add-on car sets.



23281 Add-On Car Set 1 for the Class RABe 501 Giruno

Prototype: 1 type B (B11) intermediate car, 2nd class, with a pantograph. 1 type C (B10) intermediate car, 2nd class. The cars look as they did in 2021.

All additional information can be found under item number 23283.

- Pantograph can be raised and lowered as a digital function only in conjunction with the basic set



TRIX

H0

märklin

This add-on car set for the class RABe 501 "Giruno" can be found in the Märklin H0 assortment under item number 43461.



23282 Add-On Car Set 2 for the Class RABe 501 Giruno

Prototype: 1 type D (B9) intermediate car, 2nd class, with a pantograph. 1 type E (B8) intermediate car, 2nd class. The cars look as they did in 2021.

All additional information can be found under item number 23283.

märklin

This add-on car set for the class RABe 501 "Giruno" can be found in the Märklin H0 assortment under item number 43462.



23283 Add-On Car Set 3 for the Class RABe 501 Giruno

Prototype: Add-on cars for the Swiss Federal Railways (SBB) class RABe 501 "Giruno" high-speed powered rail car train. 1 type J (A4) intermediate car, 1st class. 1 type K (A3) intermediate car, 1st class. The cars look as they did in 2021.

Model: This is a 2-part add-on car set to expand the class RABe 501 "Giruno" high-speed powered rail car train to an 11-part unit. The cars have factory-installed interior

lighting with maintenance-free warm white LEDs. The interior lighting is supplied with power from a continuous electrical connection throughout the entire train. It can only work and be controlled digitally in conjunction with the basic set. Both intermediate cars are coupled permanently to each other. There is a guide mechanism in the Jakobs trucks. The train is modelled true-to-scale. The minimum radius for operation is 360 mm / 14-3/16". Length of the pair of cars 40.2 cm / 15-13/16".

- Completely new tooling
- True-to-scale 1:87 scale reproduction
- Factory-installed LED interior lighting

märklin

This add-on car set for the class RABe 501 "Giruno" can be found in the Märklin H0 assortment under item number 43463.





25992 Class 1020 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1020 (former class E 94) heavy freight train electric locomotive. Fir green basic paint scheme. Locomotive road number 1020.27. The locomotive looks as it did around 1955.

Model: The locomotive has a digital decoder and extensive sound functions. It has controlled high efficiency propulsion with a flywheel, centrally mounted. Two axles powered in each truck. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be

controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, the double "A" light function is on. The cab lighting can be controlled separately in digital operation. In addition, an oncoming light, which changes with the direction of travel, can be turned on digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. The cabs and engine room are modelled in relief. Brake hoses and imitation prototype couplers are included for mounting on the locomotive. Length over the buffers 21.4 cm / 8-7/16".

- Especially intricate metal construction
- Many separately applied details
- Oncoming train light can be controlled digitally
- Cab lighting can be controlled digitally
- Digital decoder and extensive operation and sound functions included

märklin

This model can be found in the Märklin H0 assortment under item number 39992.

Digital functions under DCC and mfx

Headlight(s)
Engineer's cab lighting
Electric locomotive op. sounds
Locomotive whistle
Engineer's cab lighting
Special light function
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Direct control
Sound of squealing brakes off
Blower motors
Blower motors
Sound of Couplers Engaging
Warning announcement
Pantograph Sounds
Brake Compressor
Letting off Air
Sanding
Conductor's Whistle
Station Announcements
Doors Closing
Compressor
Squeaking sounds from wheels
Station Announcements
Station Announcements
Blower motors
Operating Sounds 1
Switching range + switching light





© Otto Blaschke

*The ideal cars from the Märklin
assortment to go with this locomotive*



46398 Freight Car Set to Go with the Class 1020 – Please use the E700580 DC wheelset here



46398 (Märklin)

46398 (Märklin)

25992



25744 Class 150 X Steam Locomotive

Prototype: French State Railways (SNCF) class 150 X heavy steam freight locomotive, with a standard design type 2'2 T34 coal tender. Black basic paint scheme. Wartime transition cab included, smoke deflectors not included. Locomotive road number 150 X 192. The locomotive looks as it did around 1958.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the coal tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They

and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and flickering at the ash pan can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket and a guide mechanism on the rear of the tender and on the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods, brake hoses, and imitation prototype couplers are included.

Length over the buffers 26 cm / 10-1/4".

- **Prototypical tooling changes**
- **Digital decoder and a variety of operation and sound functions included**
- **Cab lighting, firebox flickering, and flickering at the ash pan can be controlled in digital operation**
- **Partially open bar frame with mostly clear view between the running gear and the boiler**
- **High-efficiency propulsion with a flywheel, mounted in the boiler**

märklin

This model can be found in the Märklin H0 assortment under item number 39744.

Digital functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Flickering Light in Fire Box
Air Pump
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Replenishing coal
Replenishing water
Replenishing sand
Sanding
"Switcher Double "A" Light"
Switching range + switching light
Generator Sounds
On/off function
Coal being shoveled and firebox flickering
Rail Joints
Safety Valve
Sound of Couplers Engaging
Light Function
Conductor – departure
Stat. Announce. – Fren.

The image shows the first model as a rendering



*The ideal cars from the Märklin
assortment to go with this locomotive*



46408 Auto Transport Car Set – Please use the E700580 DC wheelset here



The 81 locomotives of the class 1700 emerged from 1991 to 1994 and they differed only slightly from their older siblings, the class 1600. The class 1700 differs from the class 1600 in the increased use of electronics, a newer version of the ATB train safety system (Version 4 instead of 3) and another braking system. They are two metric tons heavier, and their performance is 4,540 kilowatts / 6,086 horsepower instead of 4,040 kilowatts / 5,415 horsepower. The class 1700 was initially intended for hauling type DD-AR shuttle

trains delivered by Talbot (such as the Märklin models 43577, 43578, and 43579). These shuttle trains were handled operationally here as powered rail car trains and had therefore been equipped at both ends with automatic couplers. Initially, the class 1700 units also had automatic couplers. Delivery of the new type mDDM 7700 powered rail car trains made part of the class 1700 units superfluous, and the automatic couplers were removed on road numbers 1732 to 1781 and replaced by standard prototype couplers.

Several locomotives of this series had already been taken out of operation or they had been sold. Eight locomotives were still rostered on the NS in the last few years for hauling international Intercity trains on the route Amsterdam – Bad Bentheim.





Netherlands



25160 Class 1700 Electric Locomotive



© Harry Peters

Prototype: Dutch State Railways / Nederlandse Spoorwegen (NS) class 1700 electric locomotive. Locomotive road number 1707. Signal yellow basic paint scheme. The locomotive looks as it did starting in 1992.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All four axles powered using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. Additional light functions such as various switching lights and warning lights can be controlled separately. Cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered digitally. The locomotive has separately applied windshield wipers, ventilation grills, grab irons, and roof conductors. The buffer height is according to NEM standards. Brake lines and imitations of an automatic coupler are included as separate parts to be mounted on the locomotive.

Length over the buffers approximately 20.3 cm / 8".

- **Completely new tooling**
- **Buffer height according to NEM**
- **Intricate metal constructing including many separately applied details**
- **Pantographs can be raised and lowered digitally**
- **Cab lighting can be controlled digitally**
- **Extensive light and sound functions**

Digital functions under DCC and mfx

Headlight(s)
Pantograph control
Electric locomotive op. sounds
Horn
Pantograph control
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Headlight(s): Cab2 End
Whistle for switching maneuver
Switching maneuver
Headlight(s): Cab1 End
Coupler sounds
Coupler sounds
Blower motors
Compressor
Letting off Air
Stat. Announce. – Dutch
Conductor's Whistle
Light Function
Light Function
Light Function
Opening cab door
Sanding
Light Function
Light Function

The image shows the first model as a rendering



märklin

This model can be found in the Märklin H0 assortment under item number 39720.



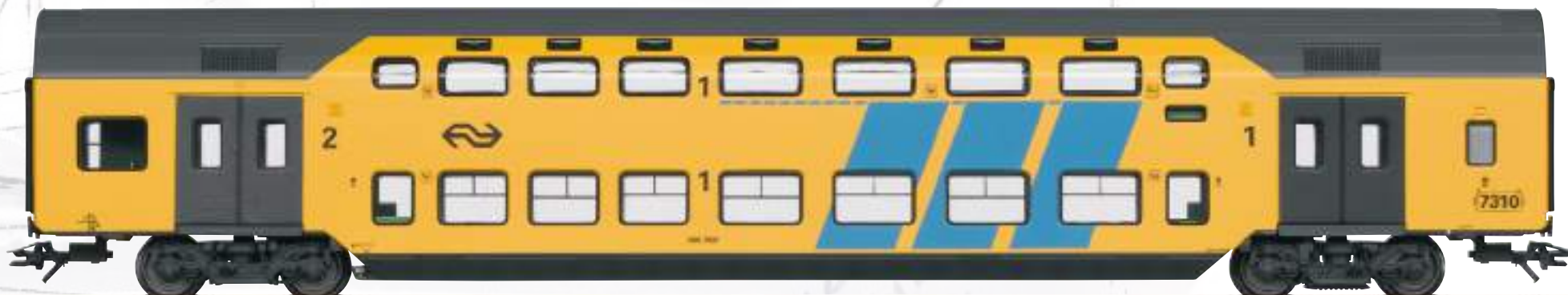
23277 Bi-Level Car, 1st/2nd Class

Prototype: Dutch State Railways / Nederlandse Spoorwegen (NS) type DDM2/3-ABv, bi-level car, 1st/2nd class. Car number 380 7507. Signal yellow basic paint scheme. The car looks as it did starting in 1992.

Model: The underbody is specific to the type of car. The minimum radius for operation is 360 mm / 14-3/16". 7319 current-conducting couplings or 72020/72021 current-conducting couplers as well as 73400/73401 (3 each) LED interior lighting can be installed in the car. Length over the buffers approximately 28.2 cm / 11-1/8". AC wheelset E700150.

märklin

This bi-level car can be found in the Märklin H0 assortment under item number 43577.



Cars to go with this car for a prototypical representation of the 7310 three-part bi-level unit can be found under item numbers 23277, 23278 and 23279



23279

23278

23277

25160

Netherlands



23278 Bi-Level Car, 2nd Class

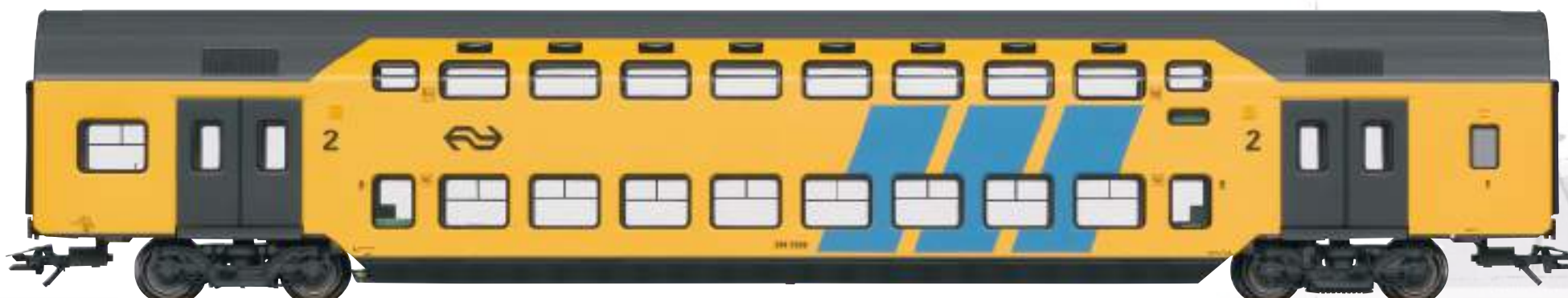
Prototype: Dutch State Railways / Nederlandse Spoorwegen (NS) type DDM2/3-ABv, bi-level car, 2nd class. Car number 280 7208. Signal yellow basic paint scheme. The car looks as it did starting in 1992.

Model: The underbody is specific to the type of car. The minimum radius for operation is 360 mm / 14-3/16".

7319 current-conducting couplings or 72020/72021 current-conducting couplers as well as 73400/73401 (3 each) LED interior lighting can be installed in the car. Length over the buffers approximately 28.2 cm / 11-1/8". AC wheelset E700150.

märklin

This bi-level car can be found in the Märklin H0 assortment under item number 43578.



Cars to go with this car for a prototypical representation of the 7310 three-part bi-level unit can be found under item numbers 23277, 23278 and 23279.





23279 Bi-Level Cab Control Car, 2nd Class

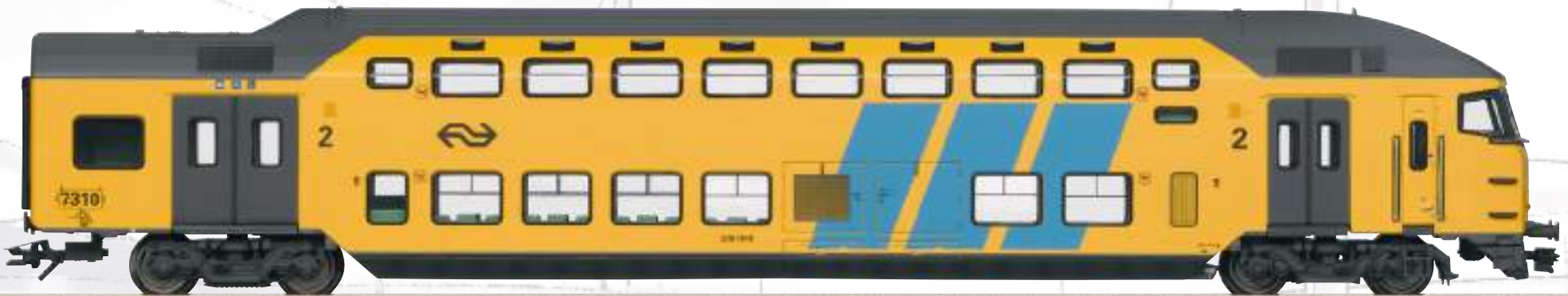
Prototype: Dutch State Railways / Nederlandse Spoorwegen (NS) type DDM2/3-Bvk, bi-level cab control car, 2nd class. Car number 270 7010. Signal yellow basic paint scheme. The car looks as it did starting in 1992.

Model: Triple headlights and dual red marker lights change over with the direction of travel. Maintenance-free LEDs are used for the lighting. There is a detailed buffer beam with separately applied streamlining and an

imitation automatic coupler. The cab has interior details. The underbody and skirting are specific to the type of car. The minimum radius for operation is 360 mm / 14-3/16". 7319 current-conducting couplings or 72020/72021 current-conducting couplers as well as 73400/73401 (3 each) LED interior lighting can be installed in the car. Length over the buffers approximately 28.2 cm / 11-1/8".

märklin

This bi-level cab control car can be found in the Märklin H0 assortment under item number 43579.



Netherlands



25198 Class 193 Electric Locomotive

Prototype: European Locomotive Leasing (ELL) class 193 (Vectron) electric locomotive, leased to the Dutch State Railroad (NS). Road number 193 733-3. The locomotive looks as it did in 2021.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation,

and can be controlled digitally. Long-distance headlights can be controlled separately. The cab lighting can be controlled digitally. The control desk lighting 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" lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting.

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

- Locomotive body and frame are constructed of die-cast zinc
- Many separately applied details
- Cab lighting can be controlled digitally
- Digital decoder and extensive operation and sound functions included

Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Low Pitch Horn
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Long distance headlights
Light Function – Dutch switching light
Light Function
Light Function1
Light Function 2
Horn
Switching maneuver
Blower motors
Compressor
Letting off Air
Sanding
Opening cab door
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Sound of Couplers Engaging
Sound of uncoupling

märklin

This model can be found in the Märklin H0 assortment under item number 39335.





Belgium



25539 Class 81 Steam Locomotive

Prototype: Belgian State Railways (NMBS/SNCB) class 81 steam locomotive (former Prussian G 8.1) with a coal tender. Moss green / black basic paint scheme. Locomotive road number 81.340. The locomotive looks as it did beginning/mid Fifties.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 72270 smoke unit can be

installed in the locomotive. Dual headlights, which change over with the direction of travel, and the smoke unit, which can be installed, will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a permanent close coupling between the locomotive and tender. There are many separately applied details such as lines and sanding pipes. Brake hoses and imitation prototype couplers are included. Length over the buffers 21 cm / 8-1/4".

- **Digital decoder and numerous operation and sound functions included**

Digital functions under DCC and mfx

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

märklin

This model can be found in the Märklin H0 assortment under item number 39539.

A passenger car set to go with this locomotive can be found in the Märklin H0 assortment under item number 43054. In addition, various Belgian freight cars from the last few years also go with this locomotive and they can be found under item numbers 48832, 46029, or 46984. All of the cars include information about the necessary DC wheelsets.





*The ideal cars from the
Märklin assortment*



43054 Passenger Car Set to Go with the Class 81 – Please use the E700580 DC wheelset here





22698 Class 66 Diesel Locomotive

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. CFL Cargo diesel locomotive.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

The headlights at Locomotive 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 cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers approximately 24.7 cm / 9-3/4".

- Prototypical roof and end area
- Cab lighting can be controlled digitally
- Control desk lighting can be controlled digitally
- Factory-installed smoke generator

Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Low Pitch Horn
Headlight(s): Cab1 End
Engineer's cab lighting
Long distance headlights
Light Function1
Blower motors
Light Function 2
Light Function 3
Low Pitch Horn
Compressor
High Pitch Horn
Switching maneuver
Letting off Air
Sanding
Replenishing diesel fuel
Sound of Couplers Engaging
Sound of uncoupling
SIFA warning sound
Train control warning sound
Opening cab door

The image shows the first model as a rendering



märklin

This model can be found in the Märklin H0 assortment under item number 39066.



22486 Class 648.2 Diesel Powered Rail Car



© Kurt Rasmussen, Wikimedia Commons

Model: The train has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, located in the Jakobs truck. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Powered Rail Car Ends 2 and 1 can be turned off separately in digital operation. The train has factory-installed interior lighting. Maintenance-free warm white and red LEDs are used for the headlights, marker lights, and interior lighting. Yellow LEDs are used as in the prototype for the train destination displays. The headlights, train destination displays, interior lights, and

dual red marker lights will work in conventional operation and can be controlled digitally. The frame and body have detailed construction. There is an open view through the cars, a closed diaphragm, and a guide mechanism on the Jakobs truck between the train halves. The ends of the train have a representation of the center buffer couplers. Total length approximately 48.1 cm / 18-15/16".

- Factory-installed interior lighting
- Digital decoder with light and sound functions
- Lighted train destination displays

Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
Horn
Interior lights
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Horn
Headlight(s): Cab1 End
Doors Closing
Conductor's Whistle
Letting off Air
Sanding
Replenishing diesel fuel
Grade crossing

Prototype: Lokalbansen a/s (Lokal tog) class 648.2 (LINT 41) diesel powered commuter car. Version with low entries. Used in the service area Gilleleje, Denmark. Train destination display "940R Gilleleje" included. Diesel powered commuter car road numbers 648 113-2 and 648 213-0. The train looks as it did in 2021.

The image shows the first model as a rendering



märklin

This model can be found in the Märklin H0 assortment under item number 37715.



25280 Class Rc6 Electric Locomotive



Model: The locomotive has a digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion. Four axles powered. Traction tires. The four headlights and a single red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting can be controlled digitally. When the headlights are off at both ends, then a switching light is on at both ends. Numerous various light signals can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are separately applied plastic and metal grab irons. Rearview mirrors are mounted on the locomotive. Brake lines, imitation prototype couplers, and a closed rail clearance device are included. Length over the buffers 17.7 cm / 7".

Prototype: Swedish State Railways (SJ) class Rc6 electric locomotive. Version in a black basic paint scheme with double arm pantographs. The locomotive looks as it did in 2010.

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



märklin

This model can be found in the Märklin H0 assortment under item number 39280.

The image shows the first model as a rendering

In the first half of the Sixties, the Swedish State Railways (SJ – Statens Järnvägar) worked intensively on replacing their old side rod electric locomotives. The Swedish locomotive builder ASEA built on this goal and came up with six four-axle test locomotives in 1962 with the usual stepped relay control. Three years later a tentative conversion of road number Rb1 1001 to control with thyristor rectifiers was successful. The new technology allowed exact and variable control of the motor current without changing between various running modes. In addition, this led to a 25% to 30% higher utilization of tractive effort.

Additional advantages were less risk of slippage and lower maintenance.

This locomotive served as the prototype for the new class Rc, which was then bought from ASEA in six production runs of 360 units and delivered in the following 20 years. The locomotives were equipped with 900 kilowatt type motors, and they were mostly built for a maximum speed of 135 km/h / 84 mph. The ten locomotives from the Rc3 production run and the last 40 units of the class Rc6 came from the builder equipped to run at 160 km/h / 100 mph. During

the long production period, various improvements flowed into this series, and there were different conversions and modifications. Changing the gearing allowed 23 units of the Rc2 and all 60 units of the Rc5 locomotives to run at 160 km/h / 100 mph (they were reclassified as the Rc3 and Rc6).

With the division of the SJ into various business areas on January 1, 2001, the freight service sector Green Cargo (GC) received the Rc1, Rc2, and Rc4 units. Most of the Rc1 units are in storage and are no longer on the Green Cargo roster, while most of the

Rc2 units (since converted to Rd2) and Rc4 units are still to be found pulling GC freight trains. The SJ AB (passenger train service) was given all Rc3 and Rc6 units. The former were all sold in 2014, and the latter are still used currently chiefly in passenger train service.

The ideal passenger cars to go with Rc6

43788 Passenger Car Set – Please use the E700580 DC wheelset here



43788 (Märklin)

25280

Museum Car 2022



24722 Trix H0 Gauge Museum Car for 2022

Prototype: Four-axle type 00tz43 hopper car. Includes medium high upper body and welded standard design pressed metal trucks. Reddish brown basic paint scheme with promotional lettering on the sides. Privately owned car for the Göppingen Municipal Utilities (SWG), used on the German Federal Railroad (DB). VW T1 bus with a baggage carrier for the Göppingen Municipal Utilities. The units look as they did around 1959.

Model: The hopper car has detailed construction and includes a brakeman's platform and a setting wheel at the end. The car is loaded with real, scale-sized coal as a load insert.

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

A Schuco model of a VW T1 bus with a baggage carrier is included.

AC wheelset E700150.

There is attractive packaging in a metal container.

- Trix H0 Museum car for 2022
- Schuco model of a VW T1 bus with a baggage carrier included
- Attractive packaging in a metal container

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



It's also available:

in Märklin 1 Gauge



in Märklin H0



in Minitrix N



in Märklin Z



Image 1:1



märklin

An add-on hopper car can be found under Märklin item number 48122 along with information about the necessary exchange wheelsets.



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73033 Göppingen

Gefördert durch ...



Kreissparkasse
Göppingen

Toy Fair Locomotive

TRIX
H0



25093 Class 1189 Electric Locomotive

Prototype: Class 1189 "Austrian Crocodile" electric locomotive. Fictitious version in a black basic paint scheme. Road number 1189.22. The locomotive looks as it did at the beginning to mid-Seventies.

Model: The locomotive has an mfx digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. Two each driving wheels in both driving frames are powered using cardan shafts. Traction tires. The locomotive has articulated running gear to enable it to negotiate curves. The triple headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be changed to a white marker light. 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 switching light is on (1 each white at both ends of the locomotive). The cab and engine room lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has highly detailed metal construction with many separately applied details, such as cooling pipes for the transformer oil. The cabs and engine room have interior details. The locomotive has detailed roof equipment. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses and imitation prototype couplers are included.

Length over the buffers approximately 23.4 cm / 9-3/16".

- **Highly detailed metal construction**
- **mfx digital decoder with extensive operation and sound functions included**
- **Cab and engine room lighting can be controlled digitally**

Digital functions under DCC and mfx

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



märklin

This model can be found in the Märklin H0 assortment under item number 39093.

Club Cars for 2022



24822 Trix H0 Gauge Annual Club Car for 2022

Prototype: Two-axle tank car with a brakeman's cab.

Privately owned tank car for the Rositz Sugar Refinery, used on the Royal Saxon State Railways (K.Sächs. Sts.E.B.). The car looks as it did around 1913.

Model: The car frame and body features intricate construction. The number boards and brakeman's cab are separately applied.

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

AC wheelset E36667900.

Trix Express wheelset E33339010.

The 24822 tank car is being produced in a one-time series in 2022 only for members of the Trix Club.



33922 Trix Express Annual Club Car for 2022

Prototype: Two-axle tank car with a brakeman's cab.

Privately owned tank car for the Rositz Sugar Refinery, Rositz, Germany, used on the Royal Saxon State Railways (K.Sächs.Sts.E.B.). The car looks as it did around 1913.

Model: The car frame and body features intricate construction. The number boards and brakeman's cab are separately applied.

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

AC wheelset E36667900.

The 33922 tank car is being produced in a one-time series in 2022 only for members of the Trix Club.



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TRIX
CLUB

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X 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.

X Exclusive Club Models

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

X Club Car of the Year, free of charge

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

X Annual Chronicle

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

X Catalog

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

X Early information

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

X 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 Factory in Anger, or the DB Museum (Nürnberg, Koblenz, Halle). In addition, your personal membership card can be used to order all exclusive products offered in the club.

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Club members profit from reduced prices when booking our Seminars and Workshops offered in house.

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Our Online Shop gives members free shipping within Germany.

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On the Club trips offered through fantastic scenery and to extraordinary destinations, you will experience your hobby in a special way. Club members are given a discount.

* depending on availability

X Small welcoming gift

for each new member – get ready to be surprised.

X Birthday Coupon

Club members receive a coupon by mail on their birthday, which can be redeemed in the Online Shop.

X Club Newsletter

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



Club Car of the Year 2022, free of charge

Trix H0



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

Either on-line under Club at [trix.de](https://www.trix.de) or fill out the registration form on Page 79 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 Club Team is available to help you personally as follows:
Monday-Friday from 1 PM to 5 PM

The services mentioned here refer to 2022. Subject to change.



Simply scan and register:
Using QR code for registration.
<https://www.trix.de/en/club/trix-club>

Status: 1/2022

Still not a club member? Register here <https://www.trix.de/en/club/trix-club>

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 2022):

☐ 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

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Bank Code

Bank branch

Name and address of the account holder (if different from the address given above)

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*Street, Number

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

☐ All Countries

☐ Bank transfer (after receipt of invoice)

Payment can only be done with online registration.

☐ CH

☐ By payment order that I receive with the invoice.

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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.

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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.

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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
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73009 Göppingen
Germany

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Club Car of the Year 2022, free of charge

Trix H0



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

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