

TRIX

New Items 2013

Trix. The Fascination of the Original.





Dear Trix Fans,

The year 2013 is a very special year for Trix, because we are bringing old treasures back to life. We are very pleased that Trix Fine Art and Trix Express are part of our new items for 2013.

What makes the products of the Fine Art brand so unique? They are produced extensively by hand for the particularly demanding model railroaders and collectors. Closeness to the prototype is always up front and center with the extraordinary, highly detailed brass models for the Fine Art brand. Trix Express is next to Märklin the pioneering system for H0 model trains and is back in the Trix program for 2013 with four models.

Minitrix will surprise you this year with the theme "Gateway to the World". Build your own Hamburg-Dammtor station with its typical surroundings. New designs have been developed to go with it, and these models go past the station like the class 103.2.

Another highlight awaits you as a Swiss new item. The cultivation of sugar beets is an important part of the economy. Long trains transport beets from Switzerland to Southern Germany. A freight car set with a laser-cut kit of a sugar beet loading facility and a tractor with a trailer complete this interesting set.

Of course, the H0 program has not been ignored! You can look forward to many exciting new items. A heavy class Dm3 ore locomotive used on the Swedish State Railways (SJ) runs on the line Lulea – Kiruna – Narvik. Appropriate ore cars can be added to the locomotive for a long ore train. A double set of the Swiss "Crocodile" is another great highlight for 2013. These mountain locomotives are being brought out with highly detailed metal construction with extensive sound functions.

Your Trix Team hopes you will have much enjoyment exploring the new items for 2013!



TRIX

TRIX MINITRIX



2 – 3

New Items for Minitrix 2013 15 – 75

Starter Sets 16 – 18

Gateway to the World 45 – 53

Accessories 74 – 75

TRIX H0

New Items for Trix H0 2013 76 – 103



78 – 79

Starter Set 80

Accessories 106 – 107

TRIX EXPRESS

New Items for Trix Express 2013 104 – 105

TRIX CLUB

Trix Club 108

Minitrix Club Model for 2013 12 – 14

H0 Club Model for 2013 84 – 85

Special Trix Models for 2013 109

TRIX

MHI Exclusiv 1/2013 4 – 14

Museumcars 110

Repair Service 111

General References 111

Important Service Information 111

Explanation of Symbols 112

Index to the Item Numbers 113

Handmade Items of the Finest Quality

At a time when so many products are interchangeable because of almost identical quality, it's all the more valid to create something remarkable. The brand Fine Art from Trix is something special: handmade items of the finest quality. Fine Art models are elegant model railroad art for especially demanding model railroaders and collectors. The brass sheets for the bodies and the frame are finely detailed using milling and etching techniques and then precision shaped and soldered. The wheels and separately applied details are made of spun type

castings. Fine details such as grab irons or railings are modeled using the finest wire. When building these models the finest detailing and the effort to make the model as close to the prototype as possible are always in the foreground. Occasionally this forces us to limit some of the functions for technical reasons that result necessarily from the miniaturization and this may affect in particular the ability to negotiate smaller radius curves. The cost incurred with Fine Art models to develop truly

sophisticated models naturally has its price and allows only a limited production run, i.e. all models are basically produced only once and in a limited edition.



16671 Electric Locomotive.

Prototype: Royal Prussian Railroad Administration (KPEV) class EG 507, 0-8-0 wheel arrangement, built starting in 1913.

Use: Light freight and passenger trains in Berlin, Silesia, and Munich.

Model: This is a finely detailed handmade model constructed of brass with a built-in digital decoder for DCC, Selectrix, and conventional operation. It has a can motor with a bell-shaped armature. 4 axles powered. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The signal lamps can also be controlled. Length over the buffers 63 mm / 2-1/2".

- Handmade brass model.
- Can motor with a bell-shaped armature.
- The finest detailing.

One-time series.





16672 Electric Locomotive.

Prototype: German State Railroad Company, Group Administration Bavaria (DRG), electric locomotive with road number E70 08, 0-8-0 wheel arrangement, built starting in 1913 as EG 507 Halle.

Use: Light freight and passenger trains in the greater Munich area.

Model: This is a finely detailed handmade model constructed of brass with a built-in digital decoder for DCC, Selectrix, and conventional operation. It has a can motor with a bell-shaped armature. 4 axles powered. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The signal lamps can also be controlled. The model has numerous prototypical design differences from the EG 507.

Length over the buffers 63 mm / 2-1/2".

- Handmade brass model.
- Can motor with a bell-shaped armature.
- The finest detailing.

One-time series.




© Nachlass H. Meißner Stg. em

One-time Series for 2013

The Märklin-Händler-Initiative / Märklin Dealer Initiative (also known as the Märklin "Exclusiv" program) is turning into an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).

Since 1990, the MHI has produced one-time special series for its members, which have been available exclusively through dealers in the group.

MHI special production runs are innovative products with special differences in their paint schemes, imprinting, and technical features for the experienced model railroaders or also replicas from earlier Märklin periods. These products are identified with the pictogram .

MHI products for the Märklin, Trix and LGB brands are produced in one-time series and are only available in limited quantities.

The dealers in our international association are distinguished by carrying the entire Märklin/Trix or LGB assortment as well as having special qualifications for giving advice and service.

MHI dealers in your area can be found on the Internet at www.mhi-portal.eu



The class S 3/6 locomotives are among the very successful designs in railroad history. These locomotives proved themselves not only in Bavaria, but also in important long distance service beyond the borders of Germany. In the years 1923 to 1930, the German State Railroad ordered additional locomotives from Maffei and Henschel on the basis of the good experience with the locomotive initially designated as the class 18.4. These units were first classified as the S 3/6 and later designated as the class 18.5. Noticeable features on this class were the straight front on the engineer's cab in contrast to the earlier pointed shape for better air flow. Together with the boiler appearing longer, it gave these locomotives a totally different look. The power for the locomotives was increased to 1,830 horsepower.



16182 Express Locomotive with a Tender.

Prototype: German State Railroad Company (DRG), Group Administration Bavaria, class 18.5, 4-6-2 wheel arrangement, Bavarian Group Administration. Painted as the original class S 3/6 in a green provincial railroad paint scheme as it looked around 1925.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a can motor with a bell-shaped armature and a flywheel, built into the boiler. The tender has a 14-pin digital connector. There is a close coupling between the locomotive and tender. 3 axles powered through side rods. Traction tires. The locomotive has LED headlights for the first time. Length over the buffers 134 mm / 5-1/4".

- LED headlights.

One-time series.

EXCLUSIV

1/2013

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013 



15966 "Bavarian Express Train Around 1925" Car Set.
Prototype: One type AB 4ü Bay 02 car, 1st/2nd class, built starting in 1905, and two type C 4ü Bay 08 cars, 3rd class, built starting in 1908, all painted and lettered for the German State Railroad Company (DRG).
Model: The cars have close coupler mechanisms. Total length over the buffers 357 mm / 14-1/16".

One-time series.

66676 Lighting kit.
 66618 LED lighting kit.



15967 "Bavarian Express Train Around 1925" Add-On Car Set.
Prototype: Mitropa type WR 6ü dining car, built starting in 1906, and type Pw 4ü Bay 06 baggage car, built starting in 1908, all painted and lettered for the German State Railroad Company (DRG).

Model: The cars have close coupler mechanisms. Total length over the buffers 240 mm / 9-7/16".

66676 Lighting kit (dining car).
 66675 Lighting kit (baggage car).
 66618 LED lighting kit (dining car and baggage car).

One-time series.



15966

15967

16182

Freight Service

*The Design Principle by Engineer Franco and Professor Crosti.
A Franco-Crosti boiler is a conventional locomotive boiler with an additional boiler for heating feed water with the assistance of the passing flue gases. This second boiler is therefore called an exhaust gas pre-heater. The Italian designers Franco and Crosti built their first test machines with this technology as early as the 1930s.*

The savings in coal amounted to approximately 20% with the improved efficiency. The German Federal Railroad took advantage of this idea and contracted Henschel to build two locomotives. Although they originated from class 52 parts, the two Franco-Crosti locomotives were assigned the road numbers 429000 and 429001. The exhaust gas pre-heater is situated below the regular boiler in these locomotives. The flat smokestacks for operation

project from both sides of the boiler, which results in a very striking appearance. The standard smokestack is no longer used to discharge the exhaust gases during operation; it is only required for firing up the locomotive. Despite the increased efficiency, the operating costs were rather high and pre-heater boilers were rather subject to corrosion. The two locomotives were taken out of service in 1959 and 1960, respectively.

New:
**5 Year
Warranty****



16531 Freight Locomotive with a Tender.

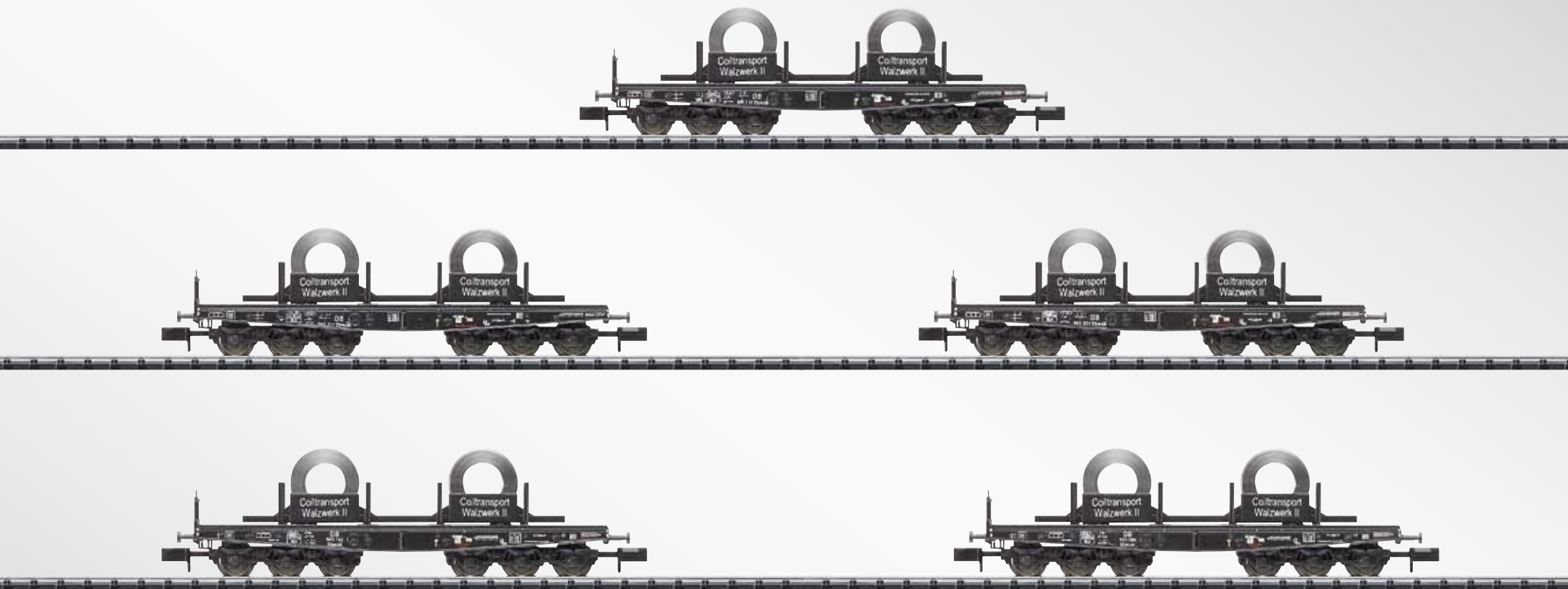
Prototype: German Federal Railroad (DB) class 42.90 "Franco-Crosti" with the road number 42 9001, locomotive with the Franco-Crosti boiler, a tub-style tender, and Wagner smoke deflectors, 2-10-0 wheel arrangement, built in 1950.

Use: Freight trains.

Model: The locomotive and tender are constructed of die-cast metal. The motor and gear drive are in the boiler. 5 axles powered. Traction tires. The locomotive has a 14-pin digital connector and a close coupler mechanism on the rear of the tender. Length over the buffers 148 mm / 5-13/16".

One-time series.

EXCLUSIV 1/2013



15073 "Coil Transport" Car Set.

Prototype: 5 German Federal Railroad (DB) type SSym 46 heavy duty flat cars.

Use: Transport of heavy freight and vehicles.

Model: Each car is loaded with 2 coils. The cars have different car numbers and close coupler mechanisms. Total length over the buffers 169 mm / 6-5/8".

One-time series.



** Brand new:
5 year warranty on all MHI / Exclusiv items and club items
(Märklin Insider and Trix Club) starting in 2012.



15073

16531

One-Time Series for 2013 

Freight Service



© Hans Hasebrink



16281 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Also with exhaust stacks.
Use: Passenger and freight trains.

Model: The locomotive has a 14-pin digital connector, and a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel, can be turned off by means of new bridge plugs, and the headlights are warm white LEDs. The locomotive has close coupler mechanisms. It also has separately applied grab irons on the sides and ends.
 Length over the buffers 102 mm / 4".

One-time series.



EXCLUSIV 1/2013

** Brand new:
 5 year warranty on all MHI / Exclusiv items and club items
 (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013 



15079 "Side Dump Car" Car Display.

Prototype: 10 German Federal Railroad (DB) type Tds side dump cars. Version with hinged roofs over the load area.

Use: For moisture-sensitive freight.

Model: The cars have different car numbers, different design features, and close coupler mechanisms. Total length over the buffers 600 mm / 23-5/8".

- **New tooling.**
- **Design feature differences.**

One-time series.

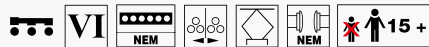


15079

16281

Class 1600 General-Purpose Locomotive

New:
**5 Year
Warranty****



16002 Electric Locomotive.

Prototype: Class 1600 general-purpose locomotive painted and lettered for DB Schenker in the Netherlands. Built starting in 1976 as the class 1600 / BB 7200.

Model: The locomotive has an NEM digital connector, a 5-pole motor with flywheels. 4 axles powered. Traction tires. The locomotive has close coupler mechanisms. Length over the buffers 109 mm / 4-1/4".

One-time series.

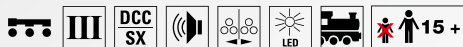
EXCLUSIV 1/2013

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items
(Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013 



Minitrix Club Model for 2013



16186 Express Locomotive with a Tender.

Prototype: German Federal Railroad (DB) road number 18 612, 4-6-2 wheel arrangement with a type bay 2'2 T 31,7 tender. The locomotive looks as it did around 1960.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a can motor with a bell-shaped armature and a flywheel, built into the boiler. It has a built-in digital decoder and sound generator with the formats for DCC, Selectrix, and Selectrix 2. There is a close coupling between the locomotive and tender. 3 axles powered through side rods. Traction tires. The locomotive has a built-in smoke generator that can be filled by taking off the removable smoke

stack. There is a flickering fire box light done by means of processor-controlled LEDs (red-orange). The triple headlights and engineer's cab lighting are warm white LEDs. Also included is a book about the S 3/6 with a chapter about road number 18 612 and a ticket to enter the DDM in Neuenmarkt-Wirsberg. Length over the buffers 144 mm / 5-5/8".

- **New tooling.**
- **Smoke generator that varies with the speed.**
- **Processor-controlled fire box flickering lights.**
- **Engineer's cab lighting.**
- **Digital sound with many functions.**

One-time series for the Trix Club.



Digital Functions	Sx	DCC
Headlight(s)	x	x
Smoke generator	x	x
Steam locomotive op. sounds		x
Locomotive whistle		x
Direct control		x
Sound of squealing brakes off		x
Letting off Steam		x
Flickering Light in Fire Box		x
Sound of coal being shoveled		x
Grate Shaken		x
Engineer's cab lighting		x

EXCLUSIV 1/2013

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items
(Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013 





New Items for Minitrix

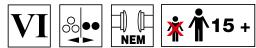


Hello to the Gateway to the World. The year 2013 is all about the city of Hamburg. You can create a great scene with detailed kits of the Hamburg-Dammtor station, the arcade bridges, and several town houses. Many railroad fans and Hanseatic residents view the Hamburg-Dammtor station as Hamburg's secret main station, and as a representative station it was a show place for many aristocrats in the past. Nowadays the 103.2 (the "long 103" as new tooling) goes through this station as IC 2410 on the way from Cologne to Flensburg. In this year's program you'll receive the "long 103" with appropriate cars in order to make up a prototypical train. This year's club car, exclusively for members of the Trix Club, is another high light for 2013. This privately owned car with less-than-carload-lot freight and wagon loads was developed in honor of the Maffei'schen Eisenwerke / Maffei Iron Works. The type Nml on a three-axle frame serves as the prototype and was used on the Royal Bavarian State Railways.

A high point for our Swiss fans is surely the train set "100 Years of the BLS". This set will consist of a BLS class Re 465 express locomotive as well as six Mark III express train passenger cars. The train is completely done in the Kambly design. Kambly, the historic Swiss firm for fine baked goods, is the sponsor for this train. So, you'll get this extraordinary train set for your personal enjoyment in a Kambly cookie tin.

Another remarkable new piece of tooling awaits you with the "Sugar Beet Harvest". The sale of sugar beets has been part of an important area of the economy for a long time. Tons of sugar beets are transported in long trains from Switzerland to the sugar refineries in Southern Germany. The "Swiss Sugar Beet Harvest" freight car set was inspired by such transport activity. The five type EANOS weathered high side gondolas are naturally loaded with sugar beets. The set also includes a laser-cut kit for the Beringen SH sugar loading facility as well as a tractor with a trailer.

“Modern Freight Service” Starter Set



11136 “Modern Freight Service” Starter Set.

Prototype: Class MaK DE 1002 diesel electric switch engine painted and lettered for Northrail GmbH, Hamburg, Germany. This locomotive has been leased since January of 2011 to the Kiel Ocean Harbors, Inc. In addition to the locomotive, the freight train includes two tank cars, one painted for the firm GATX and one painted for the firm ERMEWA.

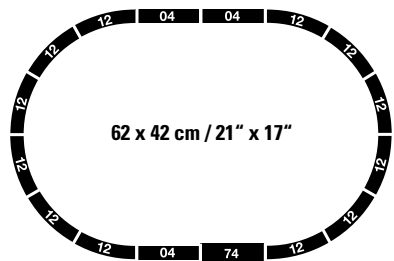
Model: The locomotive has a digital connector. The motor has a flywheel. Both trucks powered. Traction tires. The headlights and marker lights change over with the direction of travel.

The locomotive and cars have close coupler mechanisms.

Total length over the buffers 293 mm / 11-1/2”.

An oval of track 62 x 42 cm / 25” x 17” with a feeder track and a battery controller with 3 speed steps are included. This set can be expanded with the entire Minitrix track program.

A 9 volt transistor battery (not included in the set) is required for operation.



3 x
14904



12 x
14912



1 x
14974



2 x
66519

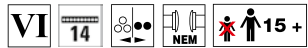


1 x





“Modern Freight Service” Starter Set



11135 “Modern Freight Service” Starter Set.

Prototype: DB Schenker Rail Nederland NV MAK class 6400 locomotive and two tank cars painted and lettered for the firm NACCO, used in the Czech Republic.

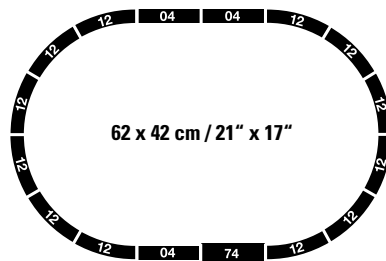
Model: The locomotive has a digital connector. The motor has a flywheel. Both trucks powered. Traction tires. The headlights and marker lights change over with the direction of travel.

The locomotive and cars have close coupler mechanisms.

Total length over the buffers 304 mm / 12”.

An oval of track 62 x 42 cm / 25” x 17” with a feeder track and a battery controller with 3 speed steps are included. This set can be expanded with the entire Minitrix track program.

A 9 volt transistor battery (not included in the set) is required for operation. Additional tank cars to go with this set are available under item number 15423.



3 x
14904



12 x
14912



1 x
14974



2 x
66519



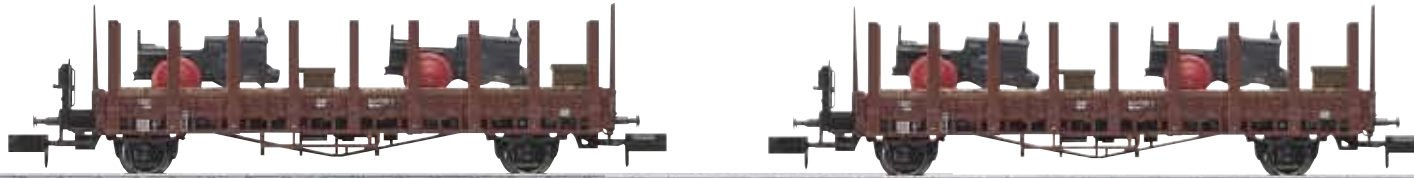
1 x



15423

11135

“Lanz Transport” Stake Car Set



The type Rmrs 31 stake cars were used primarily to transport bulky freight, vehicles, and machinery. They were first delivered in 1933. This car was built in very large numbers and was in use on the DB for a long time.



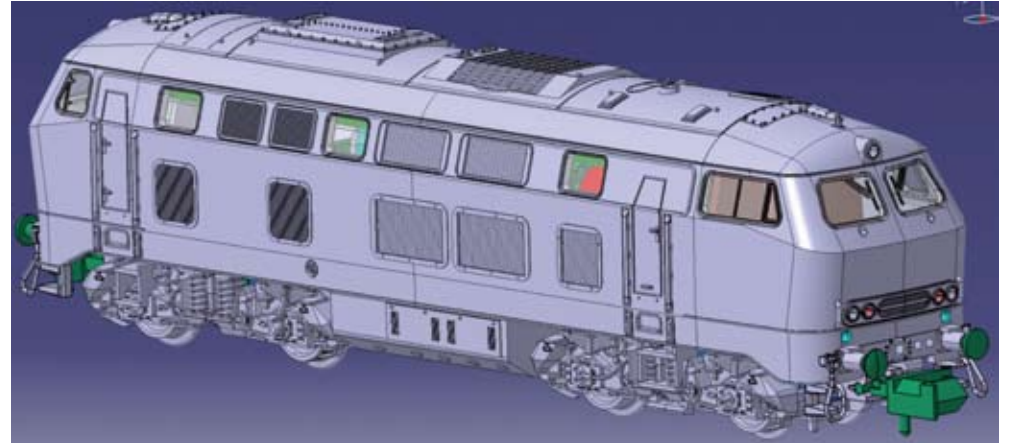
15283 “Lanz Transport” Stake Car Set.

Prototype: German Federal Railroad (DB) type Rms 31. Built starting in 1933 for German State Railroad (DR).

Use: Transport of freight not sensitive to moisture.

Model: This set consists of two cars loaded with 2 Lanz tractor bodies and one car loaded with a Lanz hand car. All of the cars have different car numbers. They also have close coupler mechanisms.
Total length over the buffers 240 mm / 9-7/16”.

Diesel Locomotive



16272 Diesel Locomotive.

Prototype: German Federal Railroad (DB) pre-production diesel locomotive road number 217 001-7. Diesel hydraulic locomotive with electric train heating. In the crimson paint scheme as the locomotive looked around 1983.

Use: Passenger and freight trains.

Model: The locomotive has a 14-pin digital connector, and a motor with a flywheel. 4 axles powered. Traction tires. The locomotive has close coupler mechanisms. It also has separately applied grab irons. The locomotive has prototypical changes to the roof details and side vents compared to the regular production version of the class 217.

Length over the buffers 102 mm / 4".

- **New tooling.**
- **Grab irons separately applied.**



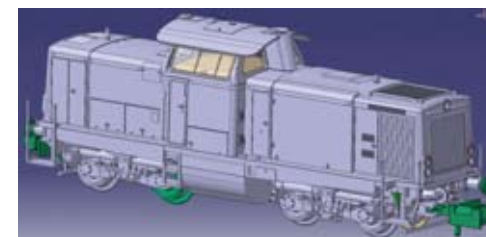
Class 212 Diesel Locomotive

The class V 100 diesel locomotives were developed in the Fifties initially as a replacement for the class 64 and 86 steam locomotives and were planned for light service on main lines and mixed use on branch lines. The V 80 served as a prototype, but the new locomotive was to be considerably more cost effective. MaK in Kiel was contracted to develop this locomotive in cooperation with the DB's central office in Munich. Late in the fall of 1958 MaK delivered five pre-production locomotives, road numbers V 100 001-005 (later V 100 1001-1005, and from 1968 on 211 001-005) each with a 1,000 horsepower motor as well as road number V 100 006 (later V 100 2001, and from 1968 on 212 001) which had a 1,350 horsepower motor. In 1961/62 an order was placed for 20 pre-production locomotives of the class V 100.20 with the more

powerful 1,350 horsepower motor as a "lightweight main line locomotive". Between 1963 and 1966 the German locomotive builders delivered two groups of a total of 360 units of this more powerful variation. In 1965 ten units (road numbers V 100 2332-2341) were equipped with hydrodynamic brakes for use on the steeply graded route from Rastatt to Freudenstadt. The squared off, boxy shape was characteristic for the V 100 and clearly borrowed from the V 60 for this look. The motor output was transmitted to the hydraulic Voith transmission by means of an elastic coupling and universal joint shaft. The transmission had stepped gears allowing operation on the line (maximum speed 100 km/h / 63 mph) or in switching operations (maximum speed 65 km/h / 41 mph). The trucks with their tube construction were a new de-

sign, and the wheel set suspension arms were mounted on them by means of silent blocks. The engine layout in the front, longer hood was very accessible from outside by means of a hood-shaped sliding door. These units were general-purpose locomotives and were run with light and medium passenger, fast passenger, and freight trains on main lines and branch lines. In 1968 the V 100.20 was assigned the computer-generated class designation of 212; the locomotives for steeply grade routes were run as the class 213. From the mid-Nineties on these locomotives were used less and less. The last units were taken out of service on the DB AG's freight division (Railion) in December of 2004. These retired locomotives were not scrapped for the most part; most were sold via locomotive dealers. Many are used today

by track construction firms in France and Italy. Private German railroads and foreign state railroads were and still are willing buyers of the V 100.20 (212). Even the DB has not dispensed entirely with these proven locomotives. Twelve re-motored units are in operation on the DB Fahrzeugdienste GmbH (locomotive and car maintenance unit of the DB) and six of the 212/213 can be found at the DB Bahnbau-Gruppe GmbH (track maintenance unit of the DB). Fifteen units remain available rebuilt as the class 714 for the DB Netz Notfalltechnik (network emergency technology unit of the DB) and serve as motive power for rescue trains that are used chiefly for emergency situations on the newly constructed routes.



16121 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. Crimson paint scheme from Era IV. The locomotive looks as it did around 1978.

Use: Passenger and freight trains.

Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. It has a motor with a flywheel. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has lighting in the engineer's cab. The locomotive also has separately applied grab irons. All of the functions can also be controlled in the SX2 digital format. Length over the buffers 75 mm / 2-15/16".

- **Completely new tooling.**
- **Body and frame constructed of metal.**
- **Warm white LEDs for lighting.**
- **Lighting in the engineer's cab.**
- **Digital sound with many functions.**

Digital Functions	Sx	DCC
Headlight(s)	x	x
High Pitch Horn	x	x
Diesel locomotive op. sounds		x
Engineer's cab lighting		x
Direct control		x
Sound of squealing brakes off		x
Rear Headlights off		x
Low Pitch Horn		x
Front Headlights off		x
Station Announcements		x
Rail Joints		x
Conductor's Whistle		x



© T. Estler



15300 Gas Tank Car.

Prototype: Gas tank car painted and lettered for Eisenbahn-Verkehrsmittel-Aktiengesellschaft / Railroad Traffic Service, Inc. (EVA), used on the German Federal Railroad (DB).

Model: The car has close coupler mechanisms. This car is a tooling variation without a heat shield. Length over the buffers 106 mm / 4-3/16".

- **Tooling variation:** Without a heat shield.



Class 103.1 Electric Locomotive



16301 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 103.1. C-C wheel arrangement. Built starting in 1970.

Use: TEE, EC, and InterCity trains.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel, the headlights are warm white LEDs, the engineer's cabs

have lighting, the engine room has lighting, and all of the lighting can be controlled digitally. The locomotive has close coupler mechanisms. It also has separately applied grab irons. All of the functions can be controlled in the SX2 digital format. Length over the buffers 122 mm / 4-13/16".

- **Technical variation.**
- **First class 103 with digital sound.**
- **Warm white LEDs for lighting.**

One-time series.

Cars to go with this locomotive can be found under item numbers 15095 and 15096.

Digital Functions	Sx	DCC
Headlight(s)	x	x
Locomotive whistle	x	x
Electric locomotive op. sounds		x
Light Function		x
Direct control		x
Engineer's cab lighting		x
Headlight(s): Cab2 End		x
Conductor's Whistle		x
Headlight(s): Cab1 End		x
Station Announcements		x
Sound of squealing brakes off		x



15095

15096

15095

16301

EC "MIMARA"

The EuroCity (EC) 10/11 "Mimara" celebrated its premiere on June 2, 1991 between Munich and Salzburg with the start of the summer and the annual schedule. It ran for the first time on the route Munich – Zagreb. The Yugoslavian painter, restorer, and art collector Ante Topić Mimara (1898-1987) served as its namesake.

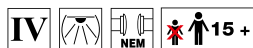
Five financially, totally independent firms were responsible for the Yugoslavian rail system even before the dissolution of Yugoslavia. They were headquartered in Zagreb, Sarajewo, Beograd, Skopje, and Ljubljana. The

"Association of the Yugoslavian Railways" in Belgrade served only as an umbrella organization, which is why the Zagreb Railroad Administration for the Yugoslavian State Railways (Jugoslovenske Železnice – JŽ) purchased new, extremely comfortable cars just for this train, cars that are still used today in the best train connections out of Zagreb: These are 26.4 meter / 86 foot 7 inch long air conditioned open seating cars for 1st and 2nd class. With a paint scheme in powder blue / light gray there was moreover a special color scheme created just for these cars. The Croatian State

Railways (HŽ – Hrvatske željeznice) and the Slovenian State Railways (SŽ – Slovenske železnice) that came into being with the dissolution of Yugoslavia initially kept the paint scheme variation as well as the cars for the EC "Mimara".

With the start of the summer schedule for 1993 the EC 10/11 "Mimara" was extended to Leipzig and promoted to one of the "star trains" on the so-called Frankenwald rail line. This was surely if nothing else thanks to its exotic cars and motive power in the form

of a class 103 electric locomotive. Starting in 1996 the routing for the "Mimara" was even extended to Berlin. With the introduction of the ICE line Hamburg – Berlin – Munich the routing of the train from Berlin to Munich was discontinued starting in 2000 and the "Mimara" terminated again in Munich. Unfortunately, the DB did away with almost all train names with the change of schedules in 2006 and there was no longer an EC "Mimara" in Germany anymore.



15096 "MIMARA" Dining Car.
Prototype: Croatian Railways (Hrvatske željeznice, HŽ) type WRReImt express train dining car for the "MIMARA" train route Zagreb – Leipzig.
Model: The car has close coupler mechanisms. A lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

66656 Lighting kit.
66616 LED lighting kit.

One-time series.

This car goes with the 15095 express train passenger car set.



15095

15096

15095

16301



15095 "MIMARA" Express Train Passenger Car Set.

Prototype: 3 express train passenger cars as the train composition "MIMARA" Zagreb – Leipzig. Consisting of two 2nd class cars (type Beelmt) and one 1st class car (type Aeelmt) painted and lettered for the Croatian Railways (Hrvatske željeznice, HŽ).

Model: All of the cars have close coupler mechanisms. Lighting kits can be installed in the cars. Total length over the buffers 495 mm / 19-1/2".

66656 Lighting kit.
66616 LED lighting kit.

The class 103 locomotive goes well with these cars and is available under item number 16301.

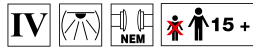
One-time series.

Express Train Passenger Cars

The German State Railroad of East Germany purchased new passenger cars at the start of the Sixties. The car family corresponded to the type B of the OSShD (Association of East European Railroads). The type

Y cars developed further from this design were placed into service in large numbers. The parabola shaped roof is typical for this family of cars. The builder Waggonbau Bautzen was responsible for building the cars. Large

series of these cars were delivered not just to the DR, but also to most of the other East European railroads.



15962 Express Train Passenger Car.

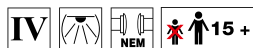
Prototype: German State Railroad (DR) type Y express train passenger car, 1st/2nd class. Built starting in 1968.

Model: The car has close coupler mechanisms.

Length over the buffers 153 mm / 6".

66656 Lighting kit.

66616 LED lighting kit.



15963 Express Train Passenger Car.

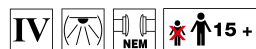
Prototype: German State Railroad (DR) type Y express train passenger car, 2nd class. Built starting in 1968.

Model: The car has close coupler mechanisms.

Length over the buffers 153 mm / 6".

66656 Lighting kit.

66616 LED lighting kit.



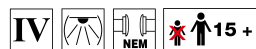
15964 Express Train Passenger Car.

Prototype: German State Railroad (DR) type Y express train passenger car, 2nd class. Built starting in 1968.

Model: The car has close coupler mechanisms. Car number different from that for 15963. Length over the buffers 153 mm / 6".

66656 Lighting kit.

66616 LED lighting kit.



15965 Express Train Passenger Car.

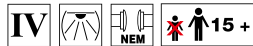
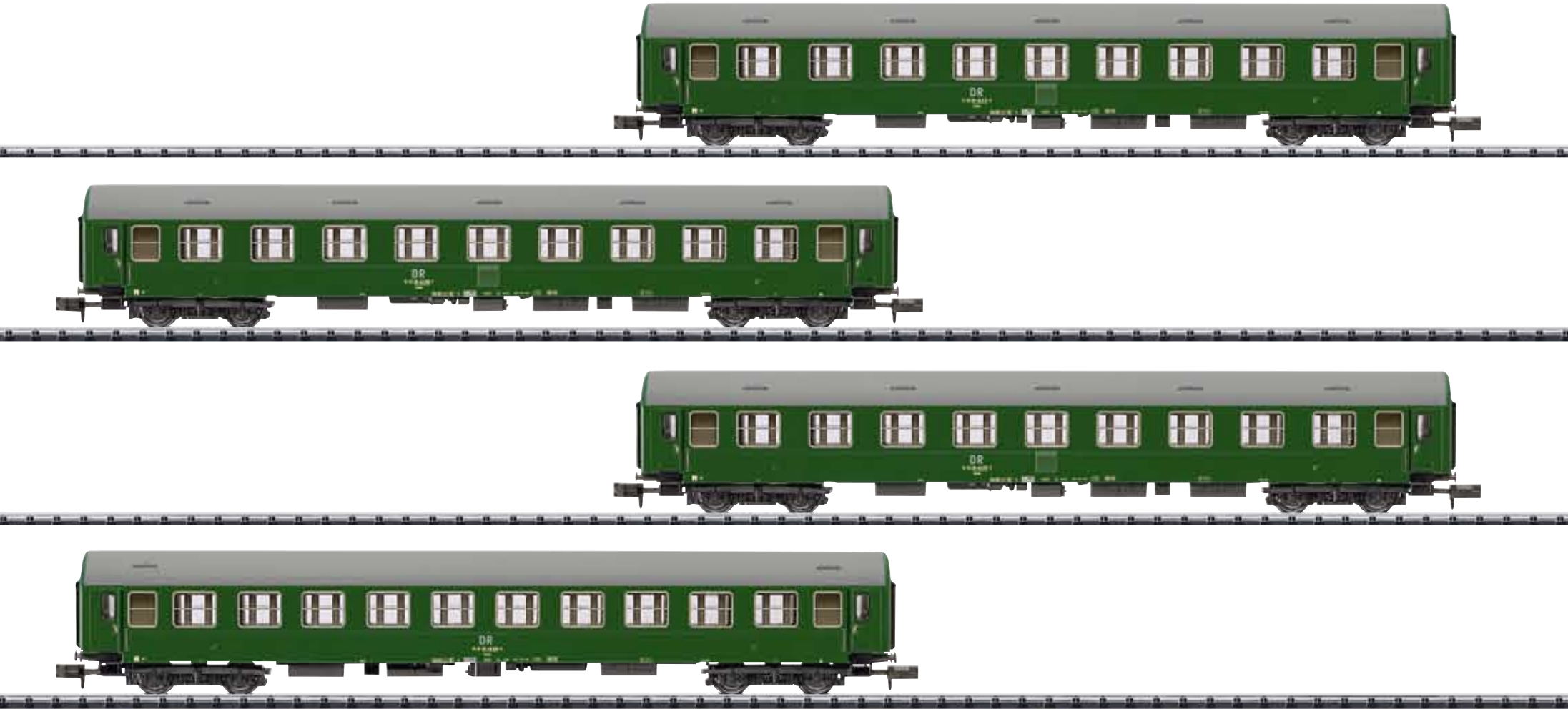
Prototype: German State Railroad (DR) type Y-B/70 express train passenger car, 2nd class, with a baggage area. Built starting in 1968.

Model: The car has close coupler mechanisms. Length over the buffers 153 mm / 6".

66656 Lighting kit.

66616 LED lighting kit.

Express Train Passenger Car Set



15097 Express Train Passenger Car Set.

Prototype: 4 German State Railroad (DR) type Y passenger cars. In the version for the GDR government train.

Use: Passenger service between cities for high GDR functionaries.

Model: The cars have close coupler mechanisms. The set consists of a conference car, a reserve car, a car for the chief of the executive management team, and a news car.

Total train length 614 mm / 24-3/16".

One-time series.

66656 Lighting kit.

66616 LED lighting kit.

Other cars to go with this set can be found in the Arnold program and a locomotive to go with the cars can be found in the BRAWA program.

TRIX
MINITRIX



Electric Locomotives



16151 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 150 heavy freight locomotive. "Traffic Red" basic paint scheme. The largest class of standard design electric locomotives from the new construction program of the Fifties. Rebuilt version with individual rectangular Klatter

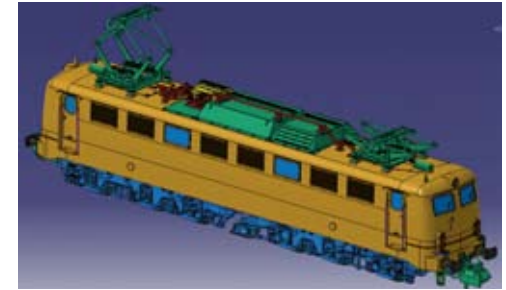
vent grills, double lamps, and without rain gutters. The locomotive looks as it did around 2000.

Use: Freight trains.

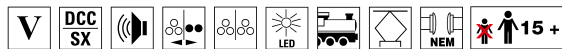
Model: The locomotive has a 14-pin digital connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlamps and marker lights change over

with the direction of travel, can be turned off by means of a bridge plug, and the headlamps are warm white LEDs. The locomotive has close coupler mechanisms. It also has separately applied grab irons. Length over the buffers 122 mm / 4-13/16".

- Rebuilt version without rain gutters.



This model is available as item number 16151 (analog) and as item number 16152 (digital), both with different road numbers.



16152 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 150 heavy freight locomotive. "Traffic Red" basic paint scheme. The largest class of standard design electric locomotives from the new construction program of the Fifties. Rebuilt version with individual rectangular Klatter vent grills, double lamps, and without rain gutters. The locomotive looks as it did around 2000.

Use: Freight trains.

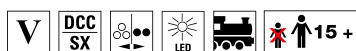
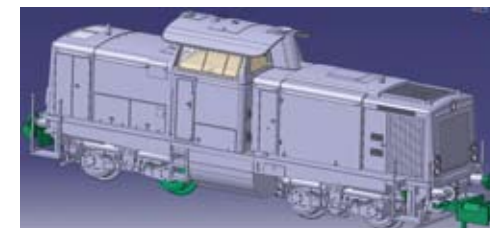
Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlamps and marker lights change over with the direction of travel, the headlamps are warm white LEDs, the engineer's cabs have lighting, and all of the lighting can be controlled digitally. The locomotive has close coupler mechanisms. It also has separately applied grab irons. The locomotive has different light

functions that can be controlled in analog operation by means of bridge plugs included with the model. All of the functions can also be controlled in the SX2 digital format. Length over the buffers 122 mm / 4-13/16".

- Rebuilt version without rain gutters.
- Digital sound with many functions included.

Digital Functions	Sx	DCC
Headlight(s)	x	x
"Switcher Double "A" Light"	x	x
Electric locomotive op. sounds		x
Locomotive whistle		x
Direct control		x
Engineer's cab lighting		x
Rear Headlights off		x
Conductor's Whistle		x
Front Headlights off		x
Sound of squealing brakes off		x

This model is available as item number 16151 (analog) and as item number 16152 (digital), both with different road numbers.



16131 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 213 diesel locomotive. "Traffic Red" paint scheme from Era V.

Use: Passenger and freight trains.

Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. It has a motor with a flywheel. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be turned off. The locomotive also has separately applied grab irons. Length over the buffers 75 mm / 2-15/16".

- **Completely new tooling.**
- **Body and frame constructed of metal.**
- **Warm white LEDs for lighting.**
- **Separately applied grab irons.**

Digital Functions	Sx	DCC
Headlight(s)	x	x
Direct control	x	x
Rear Headlights off		x
Front Headlights off		x
Engineer's cab lighting		x

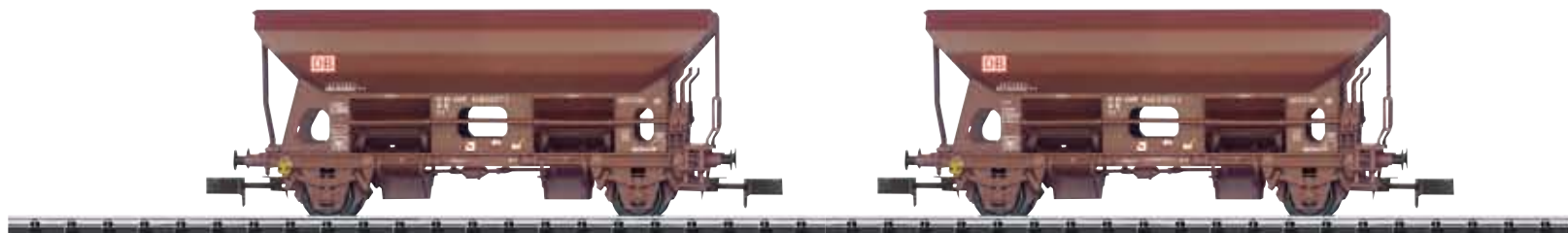


15391

16131

“Side Dump Car” Freight Car Set

Bulk freight not sensitive to weather has always been important freight for the railroad. For that reason a total of 16,200 units of the type Otmm 70/Ed 90/Fc 090 were built. They are thereby the side dump car on the German Railroad, Inc. built in the largest quantities. With a wheel base of 6 meters / 19 feet 8-1/4 inches and a length over the buffers of 9.64 meters / 31 feet 7-9/16” these cars offer a load volume of 40.0 cubic meters / 1,412 cubic feet. The car weight empty is 11.6 metric tons. During the unloading procedure the freight slides to the openings in the center of the car. These openings are closed with slide bars thus allowing measured unloading. The freight load is conveyed by means of slide extensions from the exit openings to the side of the car.



15391 “Side Dump Car” Freight Car Set.

Prototype: 5 German Railroad, Inc. (DB AG) type Fcs 092 side dump cars.

Use: For freight not sensitive to moisture.

Model: The cars have different car numbers and different design features. They also have close coupler

mechanisms and ballast freight loads.

Total length over the buffers 300 mm / 11-13/16”.

- **New tooling.**
- **Different design features.**

One-time series.

These models are not available separately.



Freight Cars



15301 Gas Tank Car.

Prototype: Pressurized gas tank car, privately owned Swiss car, used on the German Federal Railroad (DB).
Model: The car has close coupler mechanisms. This car is a tooling variation without a heat shield.
 Length over the buffers 106 mm / 4-3/16".

- Tooling variation: Without a heat shield.



15304 Petroleum Oil Tank Car.

Prototype: Petroleum oil tank car, privately owned Swiss car, used on the German Railroad, Inc. (DB AG).
Model: The car has close coupler mechanisms.
 Length over the buffers 106 mm / 4-3/16".



15992 Gondola with Sliding Roof.

Prototype: German Railroad, Inc. (DB AG) type Tamns 893 gondola with a sliding roof, based on the type EANOS 052 gondola.
Model: The car has close coupler mechanisms.
 Length over the buffers 98 mm / 3-7/8".

- New tooling.



Electric Locomotives



12198 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 120 fast general-purpose locomotive. B-B wheel arrangement. Built starting in 1987.

Use: Passenger trains.

Model: The locomotive has a digital connector. It also has a 5-pole motor with a flywheel. 4 axles powered. The headlights and marker lights are LED and change over with the direction of travel. The locomotive has close coupler mechanisms. Length over the buffers 120 mm / 4-3/4".

One-time series.



© Valentin Pitzten



16461 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 146.2. Commuter locomotive from the TRAXX family of locomotives. Version with 2 pantographs.

Use: Commuter service.

Use: Passenger service.

Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel, they can be turned off by means of bridge plugs included with the locomotive, and the headlights are warm white LEDs. The locomotive has close coupler mechanisms. The headlights, marker lights, engineer's cab lighting, and the long distance headlights can be controlled digitally. Length over the buffers 118 mm / 4-5/8".

- Warm white LEDs for lighting.
- The headlights can be turned off.
- The long distance headlights and the engineer's cab lighting can be controlled.

Cars to go with this locomotive can be found under item numbers 15380, 15381, 15382, and 15383.



15380

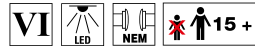
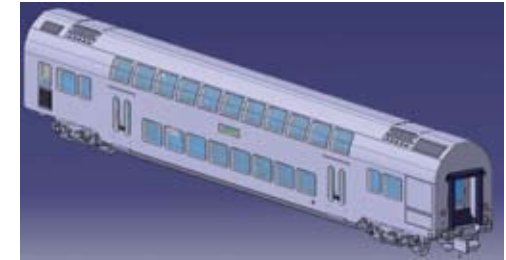
15383

15382

15381

16461

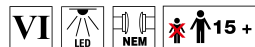
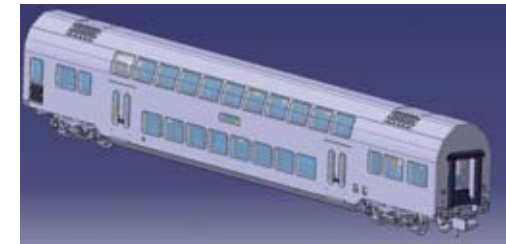
Bi-Level Cars



15381 Bi-Level Car.
Prototype: German Railroad, Inc. (DB AG) type DABpza
 785.2 bi-level car, 1st/2nd class. Built starting in 2003.

Model: The car has built-in LED interior lighting, lighted train destination signs, and close coupler mechanisms. Length over the buffers 167 mm / 6-9/16".

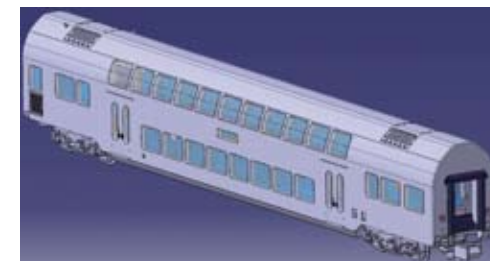
- **New tooling.**
- **LED interior lighting.**
- **Lighted train destination signs.**



15382 Bi-Level Car.
Prototype: German Railroad, Inc. (DB AG) type DBpza
 780.1 bi-level car, 2nd class. Built starting in 2003.

Model: The car has built-in LED interior lighting, lighted train destination signs, and close coupler mechanisms. Length over the buffers 167 mm / 6-9/16".

- **New tooling.**
- **LED interior lighting.**
- **Lighted train destination signs.**

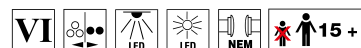
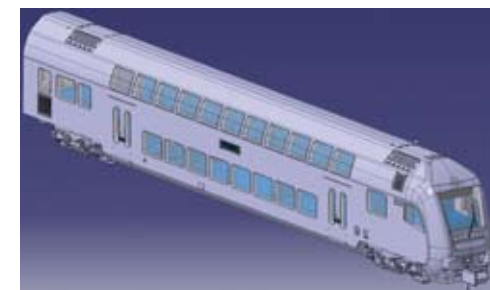


15383 Bi-Level Car.

Prototype: German Railroad, Inc. (DB AG) type DBpza
780.4 bi-level car, 2nd class. Built starting in 2003.

Model: The car has built-in LED interior lighting, lighted train destination signs, and close coupler mechanisms.
Length over the buffers 167 mm / 6-9/16".

- **New tooling.**
- **LED interior lighting.**
- **Lighted train destination signs.**



15380 Bi-Level Cab Control Car.

Prototype: German Railroad, Inc. (DB AG) type DBpbzfa
766.0 bi-level cab control car, 2nd class. Built starting in 2003.

Model: The car has built-in LED interior lighting, LEDs as white headlights / red marker lights that change over with the direction of travel, lighted train destination signs, and close coupler mechanisms.
Length over the buffers 167 mm / 6-9/16".

- **New tooling.**
- **LED interior lighting.**
- **Lighted train destination signs.**



15380

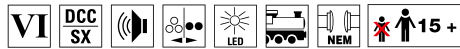
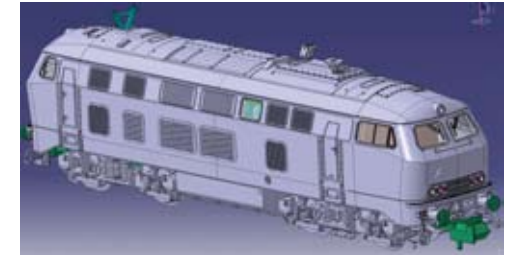
15383

15382

15381

16461

Diesel Locomotive



16271 Diesel Locomotive.

Prototype: Diesel road engine, road number 217 014-0, painted and lettered for the German Railroad, Inc. (DB AG). Diesel hydraulic locomotive with electric train heating. Also with exhaust stacks.

Use: Passenger and freight trains.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel, the headlights are warm white LEDs, the engineer's cabs have lighting, and all of the lighting can be controlled digitally. The locomotive has close coupler mechanisms. It also has separately applied grab irons. Length over the buffers 102 mm / 4".

- **New tooling.**
- **Grab irons separately applied.**
- **Warm white LEDs for lighting.**
- **Engineer's cab lighting.**
- **Digital sound with many functions.**

Digital Functions	Sx	DCC
Headlight(s)	x	x
High Pitch Horn	x	x
Diesel locomotive op. sounds		x
Engineer's cab lighting		x
Direct control		x
Sound of squealing brakes off		x
Rear Headlights off		x
Low Pitch Horn		x
Front Headlights off		x
Diesel Heating Engine		x
Compressor		x
Conductor's Whistle		x



DB

217 014-0

“Scrap Transport” Freight Car Set



15993 “Scrap Transport” Freight Car Set.

Prototype: 5 German Railroad, Inc. (DB AG) type EANOS high side gondolas.

Use: Freight loads not sensitive to moisture, here scrap.

Model: This is new tooling for the EANOS family of cars with different design features. All of the cars have close coupler mechanisms, are weathered, and have loads of scrap.

Total length over the buffers 490 mm / 19-5/16”.

- New tooling.
- Different design features for the cars.
- Scrap loads.



Diesel Locomotives



16221 Diesel Locomotive.

Prototype: Brohltal Railroad (BE) heavy general-purpose locomotive, road number 220 053 der. Built starting in 1962 as the DB V 200. Diesel hydraulic drive with 2 motors. The locomotive looks as it currently does in real life.

Use: Medium and heavy passenger and freight trains.

Model: The frame and body are constructed of die-cast metal. The locomotive has a 14-pin digital connector and a motor with a flywheel. 4 axles powered. Traction tires. Length over the buffers 115 mm / 4-1/2".



16231 Diesel Locomotive.

Prototype: Class 232 painted and lettered for Container Terminal Halle Saale (CTHS), C-C wheel arrangement. Built starting in 1974 in USSR for the German State Railroad (DR), nicknamed "Ludmilla".

Use: Heavy freight trains.

Model: The locomotive has a 14-pin digital connector and a motor with a flywheel. 4 axles powered. Traction tires. Length over the buffers 126 mm / 5".

One-time series.

Class 189 Electric Locomotive



16891 Electric Locomotive.

Prototype: Class 189 multi-system electric locomotive, road number 501, NVR number 91 80 6189 820-4 D-LOCON, painted and lettered for LOCON AG. Builder's designation ES 64 F4. B-B wheel arrangement. Built starting in 2002. This locomotive has authorization to operate in these countries: D, NL, AT, CH, IT, SI, HR.

Use: Cross-border fast freight trains.

Model: The locomotive has a 14-pin digital connector, close coupler mechanisms, and a motor with 2 flywheels. 4 axes powered. Traction tires. The headlights and the marker lights change over with the direction of travel, can be turned off with bridge plugs, and the headlights are warm white LEDs. Engineer's cab lighting and long-distance headlights are installed in the locomotive and can be activated with the 66840 decoder. Length over the buffers 122 mm / 4-13/16".

- **Technical variation.**
- **Warm white LEDs for lighting.**
- **Headlights can be turned off.**
- **Long-distance headlights and engineer's cab lighting installed.**



The Hamburg-Dammtor Station was built between 1901 and 1903. Government Superintendent of Civil Engineering Schwartz and the architect Rüdell designed this totally symmetrical station. The light colored sandstone façades on the ground level, the delicate, immense glass surfaces with pillars clad in sandstone and the monumental center façade area resulted in a marvelous civil engineering project for the railroad. This solid 112 meter / 367 foot long Jugendstil building was Hamburg's presentation station at which such high guests as Kaiser Wilhelm II were received when he wanted to attend the Hamburg Trade Fair. When the Kaiser stepped off of his train here for the first

time, he is supposed to have said, "Looks rather nice." Typical Prussian understatement meant as high praise. Special princely rooms on the ground floor had been set up for the reception of high royalty. The English King Edward VII was also received here in 1904. Based on a similar situation in Berlin, bi-level stations came into being through the city, when the four-track expansion of the connecting rail line was built. The waiting room area was at street level, while the platforms were situated above it. This did away with the need for grade crossings and crossing gates in the city. At the dedication on July 7, 1903, there was a simultaneous celebration of the closing of the old Dammtor Station and the opening

of the new magnificent station shed. Today many Hamburgers and railroad enthusiasts regard this freshly renovated station now as ever as the Hamburg's secret main station. From the Kaiser's train to the classic F-Zug express with a V 200, to the elegant VT 11.5, from the legendary 103 with Intercity trains to the ICE, the prototype of our station has seen it all, the classics of the rails. It therefore also offers a worthy stage for the appearance of the classic stars of every model railroad collection. Despite its imposing size, this station is just right for a model railroad, since no additional space next to the tracks is required for the head house with its waiting rooms.



Kit for the Dammtor Station



66140 Kit for the Dammtor Station.

Building kit of a large metropolitan station with four through tracks. This laser-cut kit fits together exactly and has a scale length of 729 mm / 28-11/16". This is a challenging kit, and the required time to build it is about 50 hours. Detailed building instructions are included. This station can be used for any era. Area dimensions approximately 729 x 246 mm / 29" x 18". The rails for the tracks sit 40 mm / 1-9/16" above the baseboard for the building. Total height of the station is about 150 mm / 5-7/8". The station train shed has skylights to let in light and it spans four elevated tracks. The platform width is 40 mm / 1-9/16". The tracks can be extended outside the train shed with the 66141 and 2 each 66142 kits to correspond to the prototype up to the Lombard Bridge. Dimensions approximately 729 x 246 x 150 mm / 29" x 18" x 5-7/8".

- **Highly detailed kit.**

One-time series.

This building kit is being produced as part of the Trix theme "Gateway to the World".

One each of the 66141 and two each of the 66142 kits can be used to extend the tracks almost true to the prototype up to the Lombard Bridge.





Dammtor Bridge Kit



66141 Dammtor Bridge Kit for Four Tracks.

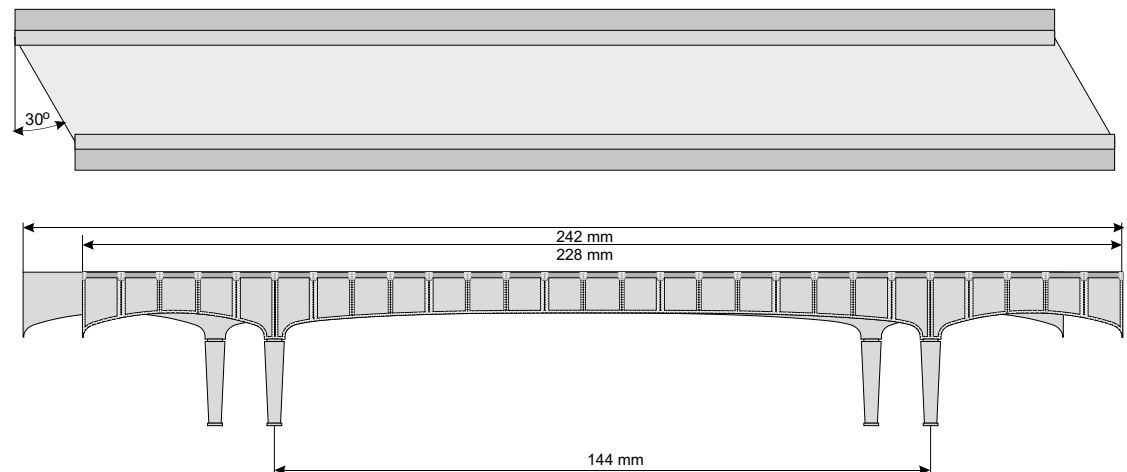
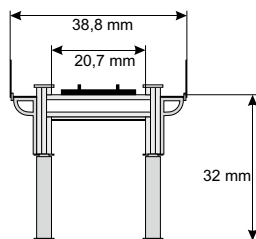
This is a laser cut kit of the Dammtor Bridge for four tracks. Detailed building instructions are included. This goes with the 66140 Hamburg-Dammtor Station. The set includes all 4 track bridges. The Dammtor Bridge can be used up to 2012. It was then replaced by a concrete bridge.

Dimensions for one track bridge approximately 242 x 388 mm / 9-1/2" x 15-1/4".

One-time series.

This building kit is being produced as part of the Trix theme "Gateway to the World".

This kit goes with item numbers 66140 and 66142.



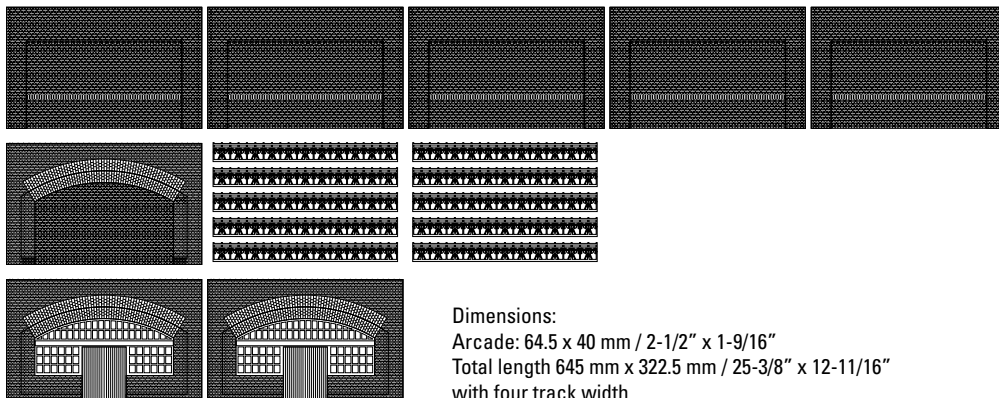
Dammtor Arcades Kit



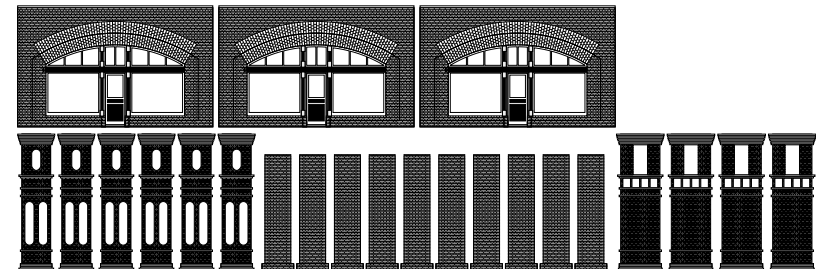
66142 Dammtor Arcades Kit.

This is a kit for the Dammtor arcades for four tracks. This laser-cut kit fits together exactly and has a scale length of 645 mm / 25-3/8". The dimensions for each arcade are 64.5 x 40 mm / 2-1/2" x 1-9/16". Using the arcades on both sides of the tracks reduces the total length to 322.5 mm / 12-11/16". In the prototype the arcades are on one side and an embankment is on the other side. The subbed for the tracks is included as a sturdy base. If you use 2 each of the 66142 kit, you'll have an almost prototypical track alignment from the Dammtor up to the Lombard Bridge. An additional "workshop arcade" is included to exchange with a regular arcade for more flexibility. Dimensions 645 x 125 x 40 mm / 25-3/8" x 4-15/16" x 1-9/16".

This building kit is being produced as part of the Trix theme "Gateway to the World".



Dimensions:
Arcade: 64.5 x 40 mm / 2-1/2" x 1-9/16"
Total length 645 mm x 322.5 mm / 25-3/8" x 12-11/16"
with four track width



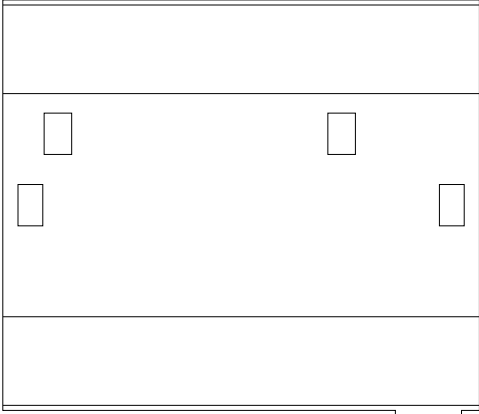
Kit for a Town House Hamburg



I II III IV V  15 +

66143 Kit for a Town House from the Wilhelminian Period.
This is a town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops, stucco, and stucco elements. Extensive building instructions are included. Reproduction of metropolitan Wilhelminian Period town houses. Dimensions approximately 94 x 83 x 151 mm / 3-3/4" x 3-1/4" x 6".

This building kit is being produced as part of the Trix theme "Gateway to the World".



94 x 83 x 151 mm





I II III IV V  15 +

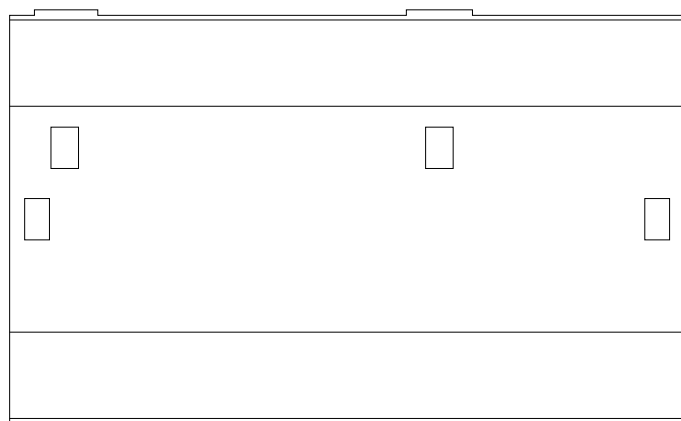
66144 Kit for a Town House from the Wilhelminian Period.

This is a town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops and rear courtyard façade. Extensive building instructions are included.

Reproduction of metropolitan Wilhelminian Period town houses.

Dimensions approximately 183 x 83 x 155 mm / 7-1/4" x 3-1/4" x 6-1/8".

This building kit is being produced as part of the Trix theme "Gateway to the World".



183 x 83 x 155 mm

Kit for a Corner Town House Hamburg

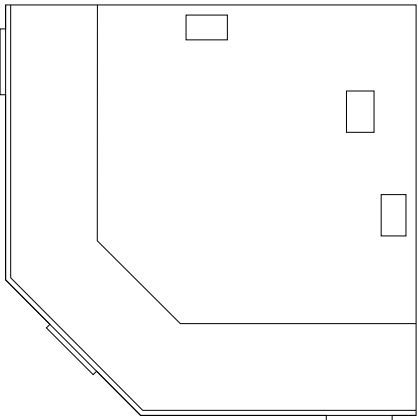


I II III IV V  15 +

66145 Kit for a Corner Town House from the Wilhelminian Period.

This is a corner town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops, stucco, and stucco elements. Extensive building instructions are included. Reproduction of metropolitan Wilhelminian Period town houses. Dimensions approximately 82 x 82 x 155 mm / 3-1/4" x 3-1/4" x 6-1/8".

This building kit is being produced as part of the Trix theme "Gateway to the World".



82 x 82 x 155 mm / 3-1/4" x 3-1/4" x 6-1/8"



Kit for a Angled Town House Hamburg



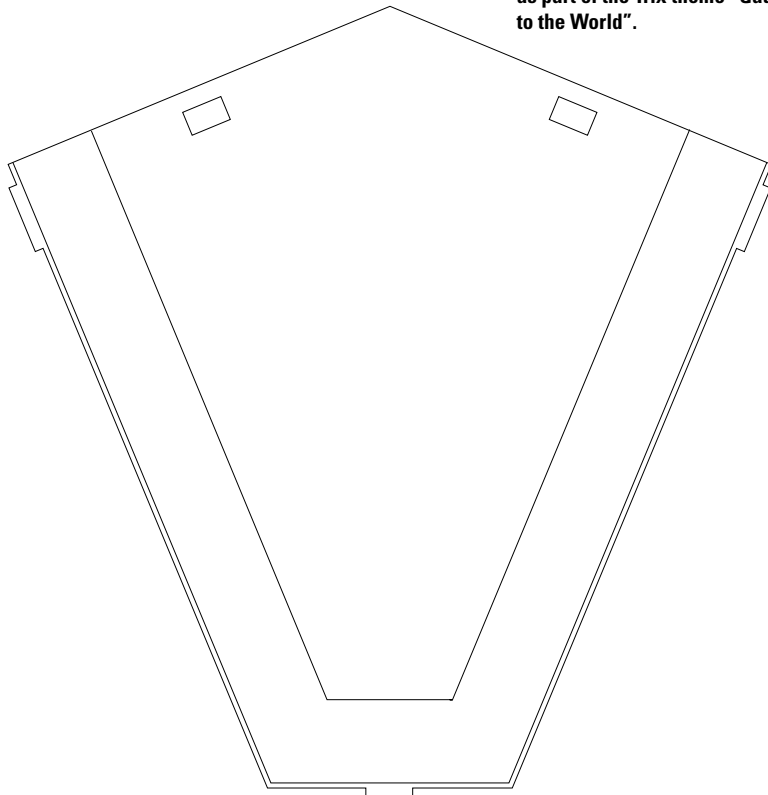
I II III IV V 15+

66146 Kit for a Angled Town House from the Wilhelminian Period.

This is an angled town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops, stucco, and stucco elements. Extensive building instructions are included. Reproduction of metropolitan Wilhelminian Period town houses.

Dimensions approximately 150 x 155 x 151 mm / 6" x 6-1/8" x 6-1/8".

This building kit is being produced as part of the Trix theme "Gateway to the World".

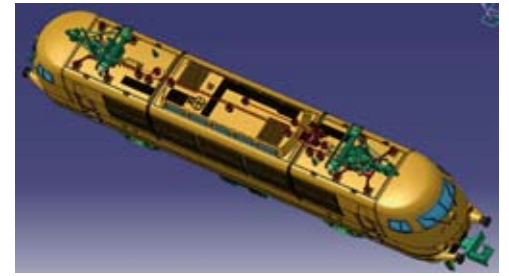


150 x 155 x 151 mm / 6" x 6-1/8" x 6-1/8"





Class 103.2 Electric Locomotive



16341 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 103.2 with the road number 103 235-8. C-C wheel arrangement. Built starting in 1973.

Use: TEE, EC, and InterCity trains.

Model: The locomotive has a 14-pin digital connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and the headlights are warm white LEDs. The locomotive has close coupler mechanisms. It also has separately applied grab irons. Length over the buffers 126 mm / 5".

- **New tooling for the "long" class 103.2.**
- **Separately applied grab irons.**
- **Metal roof conductors.**
- **Modern double forced air vent grills.**

One-time series.

Cars to go with this locomotive can be found under item numbers 15376, 15377, 15378, and 15379.



15376 / 15377 / 15378 / 15379

16341



“Historic IC 2410”



15376 “Historic IC 2410” Express Train Passenger Car Set.

Prototype: 3 express train passenger cars as a train composition. The historic IC 2410 with the route Cologne – Flensburg from the spring of 2012. One type Aimz 261.5 car, 1st class, one type Bm 235 car, 2nd class, one type Avmz 111.0 car, 1st class, all painted and lettered for the German Railroad, Inc. (DB AG).

Model: All of the cars have close coupler mechanisms. Lighting kits can be installed in the cars. Total length over the buffers 495 mm / 19-1/2”.

66656 Lighting kit.
66616 LED lighting kit.

The following items belong with the Historic IC 2410:
16341 (103 235-8), 15376, 15377, 15378, and 15379.



15377 “Historic IC 2410” Express Train Passenger Car Set.

Prototype: 3 express train passenger cars as a train composition. The Historic IC 2410 with the route Cologne – Flensburg from the spring of 2012. One type Aimz 261.5 car, 1st class, one type Bimz 264.7 car, 2nd class, one type WRmh 132.1 dining car, all painted and lettered for the German Railroad, Inc. (DB AG).

Model: All of the cars have close coupler mechanisms. Lighting kits can be installed in the cars. Total length over the buffers 495 mm / 19-1/2”.

66656 Lighting kit.
66616 LED lighting kit.

The following items belong with the Historic IC 2410:
16341 (103 235-8), 15376, 15377, 15378, and 15379.



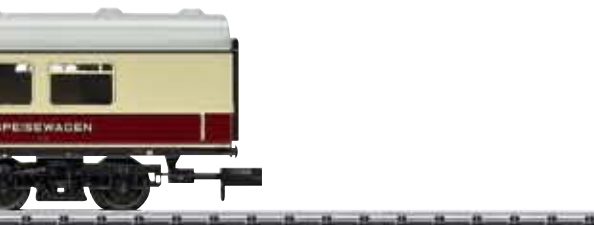


15378 "Historic IC 2410" Express Train Passenger Car.
Prototype: One German Railroad, Inc. (DB AG) type Avnz 111.2 express train passenger car, 1st class, to go in the train composition for the Historic IC 2410 with the route Cologne – Flensburg from the spring of 2012.

Model: The car has close coupler mechanisms. A lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

66656 Lighting kit.
66616 LED lighting kit.

The following items belong with the Historic IC 2410:
16341 (103 235-8), 15376, 15377, 15378, and 15379.



15379 "Historic IC 2410" Express Train Passenger Car.
Prototype: One German Railroad, Inc. (DB AG) type Bm 235 express train passenger car, 2nd class, to go in the train composition for the Historic IC 2410 with the route Cologne – Flensburg from the spring of 2012.

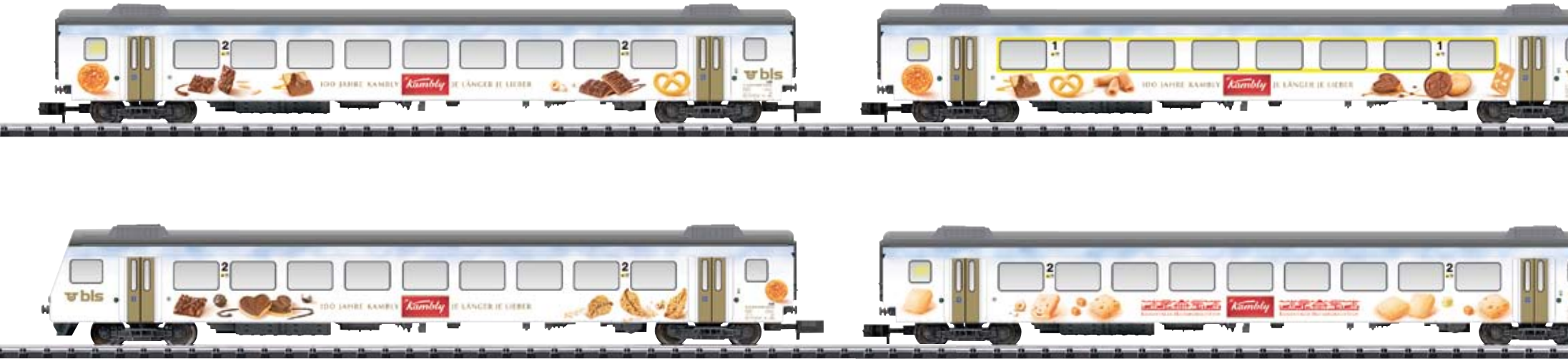
Model: The car has close coupler mechanisms. A lighting kit can be installed in the car. Length over the buffers 165 mm / 6-1/2".

66656 Lighting kit.
66616 LED lighting kit.

The following items belong with the Historic IC 2410:
16341 (103 235-8), 15376, 15377, 15378, and 15379.



“Kambly Train” Set



11304 “Kambly Train” Set.

Prototype: BLS class Re 465 express locomotive. B-B wheel arrangement, built starting in 1992. 6 type Mark III express train passenger cars. The train is completely painted and lettered in the Kambly design.

Use: As a Regional Express on the route Bern-Trubschachen (Kambly production site)-Lucerne.

Model: The locomotive has a 14-pin digital connector, a motor with a flywheel. 4 axles powered. Traction tires. The locomotive has new LED headlights with the Swiss headlight code (can be turned off). The express train passenger cars have close coupler mechanisms. The cab control car has automatic white/red headlight / marker light changeover at the engineer’s cab end. This is the first time for the cars to have air conditioning details. Total length over the buffers 1,064 mm / 41-7/8“.

- LEDs for headlights / marker lights.
- Locomotive has Swiss headlight code (can be turned off).
- Mark III express train passenger cars with air conditioning details.

66656 Lighting kit.
66616 LED lighting kit.

One-time series.
Available only in Switzerland as part of the anniversary “100 Years of the Lötschberg Line”.





Switzerland



16761 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 express locomotive. B-B wheel arrangement. Built starting in 1992.
Use: Express trains and heavy freight trains on flat territories and mountain routes.

Model: The locomotive has a 14-pin digital connector and a motor with a flywheel. 4 axles powered. Traction tires. The locomotive has new LED headlights with the Swiss headlight code (can be turned off). Length over the buffers 115 mm / 4-1/2".

- **Technical variation.**
- **Swiss headlight code.**
- **Warm white LEDs for lighting.**

Cars to go with this locomotive are item numbers 15083, 15084, 15085, 15086.



15086

15085

15084

15083

16761



Switzerland



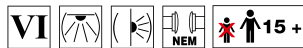
15083 EuroCity Panorama Car.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type SRm express train passenger car. Open seating car with high viewing windows that extend up into the roof.

Current use: International long-distance trains.

Model: The car has close coupler mechanisms. Length over the buffers 165 mm / 6-1/2".

A complete EuroCity train can be assembled using the 15083, 15084, 15085, and 15086 cars. There are usually multiples of the cars in the train.



15084 EuroCity Open Seating Car.

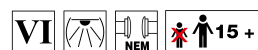
Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Apm express train passenger car. Open seating car, 1st class.

Current use: International long-distance trains.

Model: The car has close coupler mechanisms. Length over the buffers 165 mm / 6-1/2".

66656 Lighting kit.
66616 LED lighting kit.

A complete EuroCity train can be assembled using the 15083, 15084, 15085, and 15086 cars. There are usually multiples of the cars in the train.



15085 EuroCity Open Seating Car.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Bpm express train passenger car. Open seating car, 2nd class.

Current use: International long-distance trains.

Model: The car has close coupler mechanisms. Length over the buffers 165 mm / 6-1/2".

66656 Lighting kit.
66616 LED lighting kit.

A complete EuroCity train can be assembled using the 15083, 15084, 15085, and 15086 cars. There are usually multiples of the cars in the train.



15086 EuroCity Open Seating Car.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Bpm express train passenger car. Open seating car, 2nd class.

Current use: International long-distance trains.

Model: The car has close coupler mechanisms. Length over the buffers 165 mm / 6-1/2".

66656 Lighting kit.
66616 LED lighting kit.

A complete EuroCity train can be assembled using the 15083, 15084, 15085, and 15086 cars. There are usually multiples of the cars in the train.



Switzerland



15990 "Sugar Beet Harvest in Switzerland" Freight Car Set.

Prototype: 5 Swiss Federal Railways (SBB/CFF/FFS) type EANOS high side gondolas.

Use: Freight loads not sensitive to moisture, here sugar beets.

Model: This is new tooling for the EANOS family of cars with different design features. All of the cars have close coupler mechanisms, are weathered, and have loads of sugar beets. There is also a tractor with a trailer (Wiking), and the trailer has a load of sugar beets. Also included is a laser-cut kit of the "Beringen" sugar beet loading facility.

Total length over the buffers 490 mm / 19-5/16".

- New tooling.
- Different design features for the cars.
- Sugar beet loads.
- Kit: sugar beet loading facility.

One-time series.

This set is being produced as part of the theme "Swiss Sugar Beet Harvest".





Netherlands



16001 Electric Locomotive.

Prototype: Class 1600 general-purpose locomotive painted and lettered for the Husa Transportation Group (HUSA) in the Netherlands. Built starting in 1976 as the class 1600 / BB 7200.

Model: The locomotive has an NEM digital connector, a 5-pole motor with flywheels. 4 axles powered. Traction tires. The locomotive has close coupler mechanisms. Length over the buffers 109 mm / 4-1/4".



16892 Electric Locomotive.

Prototype: Class 189 multi-system electric locomotive painted and lettered for the Husa Transportation Group (HUSA) in the Netherlands. Builder's designation ES 64 F4. B-B wheel arrangement. Built starting in 2002.
Use: Cross-border fast freight trains.

Model: The locomotive has a 14-pin digital connector, close coupler mechanisms, and a motor with 2 flywheels. 4 axles powered. Traction tires. The headlights and the marker lights change over with the direction of travel, can be turned off with bridge plugs, and the headlights are warm white LEDs. Engineer's cab lighting and long-distance headlights are installed in the locomotive and can be activated with the 66840 decoder. The outer pantographs can pick up power from catenary. Length over the buffers 122 mm / 4-13/16".

- **Technical variation.**
- **Warm white LEDs for lighting.**
- **Headlights can be turned off.**
- **Long-distance headlights and engineer's cab lighting installed.**



16701 General-Purpose Diesel Locomotive.

Prototype: French State Railways (SNCF) class BB 67400. Diesel electric drive. Built starting in 1967. Original version with large vent grills in the classic "Livree Arzens" paint scheme.

Model: The locomotive has a 14-pin digital connector and a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive has close coupler mechanisms. Length over the buffers 107 mm / 4-3/16".

- **New tooling.**
- **Headlights can be turned off.**

One-time series.



16702 General-Purpose Diesel Locomotive.

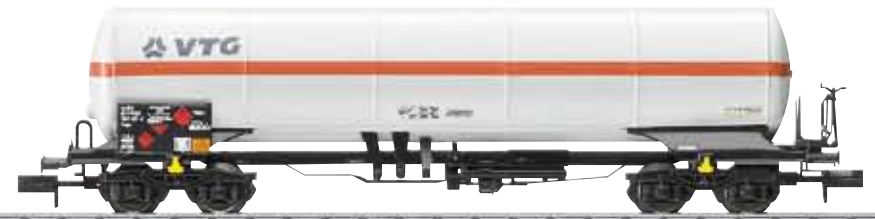
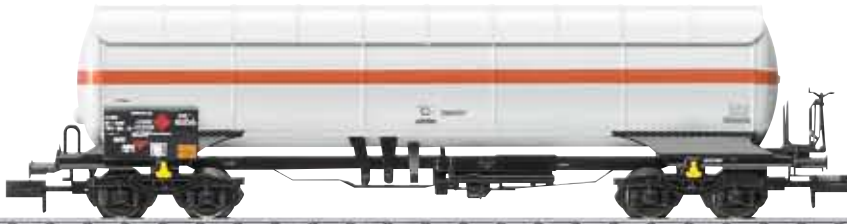
Prototype: French State Railways (SNCF) class BB 67400. Diesel electric drive. Built starting in 1967. Modernized version in the striking "En Voyage" paint scheme.

Model: The locomotive has a 14-pin digital connector and a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive has close coupler mechanisms. Length over the buffers 107 mm / 4-3/16".

- **New tooling.**
- **Headlights can be turned off.**

One-time series.

France



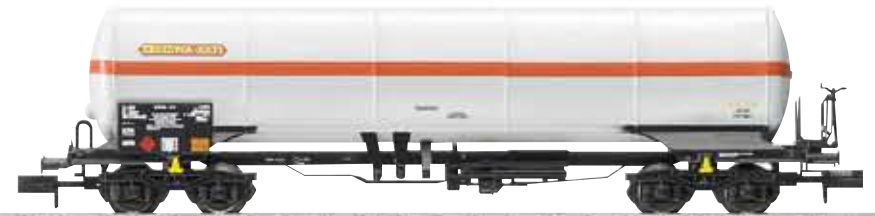
15302 Gas Tank Car Set.

Prototype: 1 privately owned car painted and lettered for VTG, 2 privately owned cars painted and lettered for Ermewa SA, used on the French State Railways (SNCF).

Model: 2 pressurized gas tank cars without and 1 pressurized gas tank car with a heat shield. All of the cars have close coupler mechanisms.

Total length over the buffers 318 mm / 12-1/2".

- Tooling variation: Without a heat shield.



Italy



12337 Diesel Locomotive.

Prototype: Italian Ferrovie Emilia Romagna (FER) class D 220 heavy diesel hydraulic locomotive. The former German Federal Railroad (DB) class 220 was sold to Italy after being retired from service.

Use: Medium and heavy freight trains.

Model: The frame is constructed of die-cast metal. The locomotive has a 14-pin digital connector. It also has a motor with a flywheel. 4 axles powered. 2 traction tires. The locomotive has close coupler mechanisms. Length over the buffers 115 mm / 4-1/2".

One-time series.





15423 Tank Car Set.

Prototype: 4 different type Zans petroleum oil tank cars. Privately owned cars painted and lettered for the firm NACCO, registered in the Czech Republic. The cars have un-insulated tanks in a silver gray paint scheme with a ladder at the ends. The cars look as they currently do in 2012.

Model: The cars have different car numbers. All of the cars have close coupler mechanisms. The cars are individually packaged and marked.
Total length over the buffers 424 mm / 16-11/16".

One-time series.

A locomotive and 2 other tank cars to go with this set are included in the 11135 starter set.

- Different car numbers.



15423

11135

Sweden



12385 Electric Locomotive.

Prototype: Swedish State Railways (SJ) class Re 14 electric locomotive, used for the Green Cargo freight service business area. Dual system locomotive with 2 pantographs. Built by Bombardier as a regular production locomotive from the TRAXX family of locomotives.

Use: Freight service.

Model: The locomotive has a 14-pin digital connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and can be turned off by means of a new bridge plug. The headlights are warm white LEDs. The locomotive has close coupler mechanisms. The engineer's cab lighting and long-distance headlights are installed in the locomotive and can be activated with the 66840 decoder. Length over the buffers 118 mm / 4-5/8".

- Warm white LEDs for headlights.
- The headlights and marker lights can be turned off.
- The engineer's cab lighting and long-distance headlights installed in the locomotive, can be activated with the 66840 decoder.

One-time series.



15367 Tank Car for Aviation Fuel (Kerosene).
Prototype: Tank car for kerosene, privately owned Swedish car, used in the Green Cargo (GC).

Model: The car has close coupler mechanisms.
 Length over the buffers 106 mm / 4-3/16".

The 12385 is the electric locomotive to go with this car.



Accessories



66616 "Warm White" LED Interior Lighting Kit.

This kit is for all Minitrix passenger cars with current pickup from one each conductor per truck. It consists of an LED (warm white) light strip that can be shortened and pickup contacts. The LED light strip is equipped with an electrolytic capacitor to buffer power (protection against flickering) and a dimmer (potentiometer).

- Low current draw.
- Protection against flickering.
- Dimmable.



66618 "Sunny Yellow" LED Interior Lighting Kit.

This kit is for all Minitrix passenger cars with current pickup from one each conductor per truck. It consists of an LED (sunny yellow, for earlier eras) light strip that can be shortened and pickup contacts. The LED light strip is equipped with an electrolytic capacitor to buffer power (protection against flickering) and a dimmer (potentiometer).

- Low current draw.
- Protection against flickering.
- Dimmable.



60122 MS II Hub (Distribution Board).

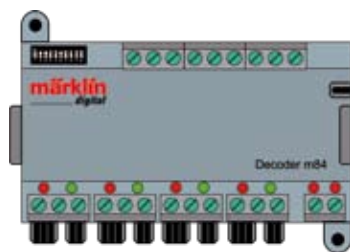
Distribution board for connections for up to a maximum of 5 MS II to an output on the 60112 or 60113 digital connector box. An MS II Hub can be connected to both outputs on the connector box. Hence, up to a maximum of 10 MS II connected to the 60112 or 60113 connector box can be operated. The power requirements of an MS II is about 50 milliamps. Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16". This distribution board cannot be connected to the CS III! You must use item numbers 60125 and 60124 in order to connect several MS II to the CS II.



60831 m 83 Decoder.

This is a receiver for controlling turnouts, signals, and uncoupler tracks. The m 83 supports the Motorola and DCC digital formats. The digital address can be set using the coding switches or by means of a programming track. The available address range in the Motorola format is up to address 320 and in the DCC format up to address 2040. The m 83 has 8 outputs, and each one can be controlled separately. The default setting is for up to 4 turnouts. Other functions are controlling lighting (dimnable) with a defined power-on behavior (example: street lighting) as well as controlling building lighting (houses, etc.). It is possible to have an outside power supply such as the 66361/66365. The 60831 and 60841 decoders can be arranged in any order desired. A 60821 accessory set per output is required for turnouts with turnout motors. Connections are done with set screw terminals. The maximum current load is 3 amps.

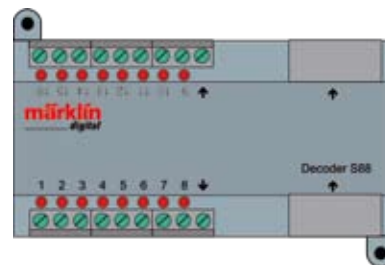
- Many new control possibilities.
- LED indicators for fast recognition of operating status.
- Can be updated.



60841 m 84 Decoder.

This is a receiver for turning continuous current on and off for lighting, motors, Hobby signals (74371, 74380, 74391) and other electric accessories. The m 84 supports the Motorola and DCC digital formats. The digital address can be set using the coding switches or by means of a programming track. The available address range in the Motorola format is up to address 320 and in the DCC format up to address 2040. The m 84 has 4 relays for galvanic separated control of users. If you use the 66361/66365 switched mode power packs to power circuits connected to these relays, you can achieve bi-stable status for the relays and store in memory the last control activity. The Hobby color light signals can be controlled with the same control potential for the track current. In addition, the m 84 has 8 inputs for manual control of the relays (analogous to the 7244 remote relay). The 60831 and 60841 decoders can be arranged in any order desired. Connections are done with set screw terminals. The maximum current load is 5 amps.

- Many new control possibilities.
- LED indicators for fast recognition of operating status.
- Can be updated.



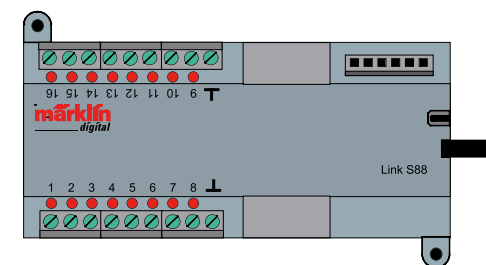
60882 s 88 DC Decoder.

This is a feedback module for current sensors on digitally controlled 2-rail layouts. This module can be plugged into the L88 (60883) with the cable included with the former. The s 88 DC has a connecting socket for additional s 88 DC decoders (60882). It also has 2x 8 inputs for current sensors (with optical-couplers) in 2 different power circuits that can be combined into a single power circuit with 16 inputs.

- Set screw terminals for all connections.
- Network cable included.

60821 Accessory Set for the m 83 Decoder (without figure).

This is a turnout motor front end circuit board for the m 83 decoder. It is for using turnout mechanisms with motors with an end shutoff feature in the end stop position. This can only be used in conjunction with the m 83 (60831). When you are operating such mechanisms with the m 83, you can program the set speed as well as a slow approach to the end position.



60883 L88 (Link s 88).

This allows connections for the s 88 (60881) and s 88 DC (60882) and the older s 88 feedback modules (6088 und 60880) to the Central Station II, and to the 60125 Terminal. The unit has an older design socket for the 6088 and 60880 feedback modules, as well as two RJ 45 sockets for the new 60881 and 60882 feedback modules. In addition, there are 16 inputs for contact generators analogous to the 60881. These 16 inputs can be configured specially for track diagram control boards so that a matrix with up to 64 buttons can be set up.

- Set screw terminals for all connections.



New Items for Trix H0

100 years is a long time and it is therefore worthwhile to us to celebrate this anniversary with a marvelous model. The Gt 2 x 4/4, later the class 96, was developed in 1913 for the Royal Bavarian State Railways. This one-time series for the 100th anniversary comes as a heavy freight steam locomotive with a digital decoder and many sound features.

The theme of ore is one of the highlights of this year's new items. The Swedish State Railways (SJ) class Dm3 heavy ore locomotive is a three-part side rod electric locomotive used mainly on the ore line Lulea – Kiruna – Narvik. Of course, car sets to go with this locomotive are available so that you can make up a prototypically long ore train.

We are bringing out a double set of the Swiss "Crocodile" as a new item for 2013 in order to honor our unofficial heraldic animal. This completely new tooling for the first production series is coming out in a dark brown version as the locomotive originally

looked around 1922 and in a pine green version from the Fifties. This new item comes equipped with detailed metal construction and two high-efficiency motors with flywheels.

The old class 03 in new splendor: This is what you could call the new tooling for this express steam locomotive with a tender. After 40 years new tooling with completely new technology is being developed for the class 03 so that it's at the current high level of today's technology. The older design version of the German Federal Railroad real life locomotive with Witte smoke deflectors can now be controlled digitally and comes with a variety of operating and sound functions.

And in closing a treat for our Trix Club members: The club model for 2013 is coming in the form of a German Federal Railroad class 58.10-21 freight steam locomotive. The model will impress you with finely detailed metal construction and is factory-equipped with a smoke unit.



Electric Locomotives

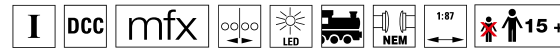
At a time when so many products are interchangeable because of almost identical quality, it's all the more valid to create something remarkable. The brand Fine Art from Trix is something special: handmade items of the finest quality. Fine Art models are elegant model railroad art for especially demanding model railroaders and collectors. The brass sheets for the bodies and the frame are finely detailed using milling and etching techniques and then precision shaped and soldered. The wheels

and separately applied details are made of spun type castings. Fine details such as grab irons or railings are modeled using the finest wire.

When building these models the finest detailing and the effort to make the model as close to the prototype as possible are always in the foreground. Occasionally this forces us to limit some of the functions for technical reasons that result necessarily from the miniaturization and this may affect in particular the ability to negotiate

smaller radius curves. The cost incurred with Fine Art models to develop truly sophisticated models naturally has its price and allows only a limited production run, i.e. all models are basically produced only once and in a limited edition.

These models are not toys in the meaning of the EU Guideline 88/378 EWG (Appendix 1, Sentence 2, scale and prototypical small models for adult collectors).



22674 Electric Locomotive.

Prototype: Royal Prussian Railroad Administration (KPEV) class EG 507, 0-8-0 wheel arrangement, built starting in 1913.

Use: Light freight and passenger trains in Berlin, Silesia, and Munich.

Model: This is a finely detailed handmade model constructed of brass with a built-in digital decoder for DCC and conventional operation. It has a can motor

with a bell-shaped armature. 4 axles powered. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The signal lamps can also be controlled. Length over the buffers 11.5 cm / 4-1/2".

- Handmade brass model.
- Can motor with a bell-shaped armature.
- The finest detailing.

One-time series.



42507 Electric Locomotive.

Prototype: Royal Prussian Railroad Administration (KPEV) class EG 507, 0-8-0 wheel arrangement, built starting in 1913.

Use: Light freight and passenger trains in Berlin, Silesia, and Munich.

Model: This is a finely detailed handmade model constructed of brass with a built-in mfx digital decoder. It has a can motor with a bell-shaped armature. 4 axles

powered. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The signal lamps can also be controlled. Length over the buffers 11.5 cm / 4-1/2".

- Handmade brass model.
- Can motor with a bell-shaped armature.
- The finest detailing.

One-time series.



“Freight Train with Passenger Service” Starter Set



21522 “German Federal Railroad Freight Train with Passenger Service, GmP” Starter Set

Prototype: German Federal Railroad (DB) freight train with passenger service. Class 50 steam locomotive with a tender. Freight train baggage car, type Bi-28 “Thunder Box” branch line car, 2nd class, low side car with a tractor, and a pressurized gas tank car.

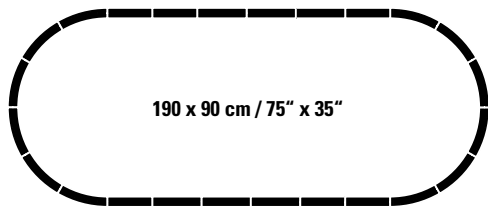
Model: The locomotive has an mfx/DCC decoder and extensive sound functions. It also has controlled high-efficiency propulsion. Traction tires. The locomotive has dual headlights that change over with the direction of travel. The locomotive and cars have NEM coupler pockets.

Total length over the buffers 84.7 cm / 33-3/8”.

Contents: 12 no. 62130 curved track, 6 no. 62188 straight track, 6 no. 62172 straight track. A Trix 66950 Mobile Station, a track connector box, and a 36 VA switched mode power pack are included.

This starter set can be expanded with the C Track extension set, item no. 62900, and with the entire Trix C Track program.

Digital Functions	DCC
Headlight(s)	x
Locomotive whistle	x
Blower motors	x
Direct control	x
Headlight(s)	x
Smoke generator contact	x
Steam locomotive op. sounds	x
Whistle for switching maneuver	x
Direct control	x
Sound of squealing brakes off	x
Air Pump	x
Sound of coal being shoveled	x



12 x
62130



6 x
62188



6 x
62172



1 x



TRIX
H0



100 Years of the Gt 2 x 4/4



22960 Tank Locomotive.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class Gt 2 x 4/4 (later the class 96) heavy freight steam locomotive. First production series. The locomotive looks as it did around 1913. For the anniversary "100 Years of the Gt 2 x 4/4".

Use: Freight trains and pusher service on steep grades.

Model: The frame and body are constructed of die-cast metal. The locomotive has a digital decoder with a sound generator. It also has a 5-pole motor. 4 axles powered. Traction tires. The frame is articulated to enable the unit to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. Steam locomotive operating sounds, acceleration and braking delay as well as several other operating sounds can be controlled digitally. The locomotive has NEM coupler pockets with close coupler mechanisms. Length over the buffers 20.3 cm / 8".

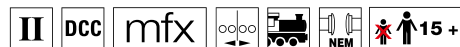
One-time series for the anniversary "100 Years of the Gt 2 x 4/4".

A Bavarian freight car set to go with this locomotive can be found at Märklin under item number 46082. Your specialty dealer will be happy to exchange wheel sets free of charge.

Digital Functions	DCC
Headlight(s)	x
Steam locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Sound of coal being shoveled	x
Whistle for switching maneuver	x
Air Pump	x
Injectors	x
Letting off Steam	x
Grate Shaken	x

Steam Locomotive with a Tender

TRIX
HO



22061 Steam Locomotive with a Tender.

Prototype: Heavy freight locomotive based on designs from Borsig in 1943. Planned as the German State Railroad (DRG) class 53.0. Version with a large condensation tender for long routes.

Model: The locomotive has a digital decoder, controlled high-efficiency propulsion, and ventilation drive in the tender. 4 axles powered. Traction tires. 2 number 7226 smoke generators can be installed in the locomotive. The locomotive and tender have NEM coupler pockets. The spacing between the locomotive and tender can be adjusted. Length over the buffers 35.5 cm / 14".

Digital Functions	DCC
Headlight(s)	x
Smoke generator contact	x
Direct control	x

H0 Trix Club Model for 2013



22958 Freight Steam Locomotive.

Prototype: German Federal Railroad (DB) class 58.10-21 (former Prussian G 12) freight steam locomotive. With Reichsbahn lanterns and Prussian type pr. 3T 20 tender. Road number 58 1836. The locomotive looks as it did around 1952.

Model: The locomotive has a DCC 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 tender are constructed mostly of metal. A 7226 smoke generator kit is included. The dual headlights change over with the direction of travel. They and the smoke generator will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. There is a permanent close coupling with a guide mechanism between

the locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the front of the locomotive. There is an NEM coupler pocket and guide mechanism with a Telex coupler on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. Piston rod protection sleeves and brake hoses are included. Length over the buffers 21.2 cm / 8-3/8".

- **Totally new tooling.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame.**
- **DCC decoder and extensive operating and sound functions included.**
- **Warm white LEDs for lighting.**
- **Delivered from the factory with a smoke generator.**

The 22958 freight steam locomotive is being produced in 2013 in a one-time series only for Trix Club members.

A freight car set to go with this locomotive is also being offered under item number 24258 only for Trix Club members.

This model can be found in an AC version in the Märklin H0 assortment under item number 37589 only for Insider members.



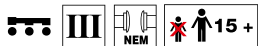
Digital Functions	DCC
Headlight(s)	x
Smoke generator	x
Steam locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Engineer's cab lighting	x
Whistle for switching maneuver	x
Telex coupler on the rear	x
Letting off Steam	x
Sound of coal being shoveled	x
Grate Shaken	x
Air Pump	x
Water Pump	x
Generator Sounds	x
Injectors	x



24258

22958

New:
5 Year
Warranty**



24258 Freight Car Set.

Prototype: 7 different design German Federal Railroad (DB) high side gondolas. Two of them interchange type Om 21 (Om Königsberg) gondolas, with a brakeman's cab. 1 interchange type Om 21 (Om Königsberg) gondola, with a brakeman's platform. 1 interchange type Om 21 (Om Königsberg) gondola, with a short frame, without a brakeman's cab and a brakeman's platform. 1 type Om 12 (Om Breslau) gondola, 1 type Omm 37 (Duisburg) gondola, and 1 type O 11 (O Nürnberg) gondola, each

car with a short frame, without a brakeman's cab and a brakeman's platform. The cars look as they did around 1952.

Model: All of the cars have different car numbers. All of the cars have load inserts with real, scale-sized coal. The cars are authentically weathered. Total length over the buffers 75.8 cm / 29-7/8".

AC wheel set per car 2 x 700580.

- New tooling for the interchange type Om 21 "Om Königsberg" gondola.
- All of the cars have different car numbers.
- All of the cars have real coal loads and authentic weathering.
- Ideal cars for the class 58 freight steam locomotive (Trix Club model for 2013).

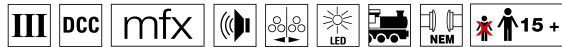
The 24258 freight car set is being produced in 2013 in a one-time series only for Trix Club members.

The class 58 freight steam locomotive is the right motive power for this car set and is being offered under item number 22958 also only for Trix Club members.

This freight car set can be found in an AC version in the Märklin H0 assortment under item number 46026 only for Insider members.

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Class 03 Express Train Steam Locomotives



22950 Express Train Steam Locomotive with a Tender.

Prototype: Class 03 express train steam locomotive with a tender. German Federal Railroad (DB) older design version, with Witte smoke deflectors, older design boiler, type 2'2'T34 standard design box-style tender, DB Reflex glass lamps, inductive magnet on one side, and buffer plate warning stripes. Road number 03 244. The locomotive looks as it did around 1965.

Model: The locomotive has a DCC 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. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintained

free with nance-free warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers 27.5 cm / 10-13/16".

- **New tooling for the class 03 in the older design version.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **A wide variety of operating and sound functions that can be controlled digitally.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37956.

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



22951 Express Train Steam Locomotive with a Tender.

Prototype: Class 03 express train steam locomotive with a tender. German Federal Railroad (DB) older design version, with Wagner smoke deflectors, older design boiler, type 2'2'T34 standard design box-style tender, Reichsbahn lanterns, inductive magnet on one side, and buffer plate warning stripes. Road number 03 266. The locomotive looks as it did around 1954.

Model: The locomotive has a 21-pin digital connector. 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. A 7226 smoke generator can be installed in

the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers 27.5 cm / 10-13/16".

- **New tooling for the class 03 in the older design version.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **A different road number from that for 22950.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37957.



Class E 10.1 / Class 260



22267 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.1. With box-shaped body, 5 lamps at the ends, continuous rain gutters, and high efficiency vent grills. Cobalt blue / black basic paint scheme. The locomotive looks as it did around 1964.

Model: The locomotive has a 21-pin digital connector. It also has controlled high-efficiency propulsion with a flywheel, 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 and will work in conventional operation. The

lights are maintenance-free warm white or red LEDs. The engineer's cabs have interior details including a separately applied control wheel. The locomotive has separately applied roof walks. Length over the buffers 18.9 cm / 7-7/16".

One-time series.



22616 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 260 switch engine. Diesel hydraulic drive with a jackshaft. **Model:** The frame and body parts are constructed of die-cast metal. The locomotive has an mfx digital decoder and extensive sound functions. It also has

controlled high-efficiency propulsion and Telex couplers. 3 axles and a jackshaft powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The hand rails at the ends of the locomotive are metal. Length over the buffers 12.0 cm / 4-3/4".

- **Digital decoder for DCC and mfx with automatic system recognition.**
- **Metal construction.**
- **Extensive sound functions.**
- **Double "A" light can be activated.**

Digital Functions	DCC
Headlight(s)	x
Telex coupler on the front	x
Diesel locomotive op. sounds	x
Horn	x
Telex coupler on the rear	x
Direct control	x
Rear Headlights off	x
Warning Sound	x
Front Headlights off	x
Sound of squealing brakes off	x
Special Function	x
Brake Compressor	x
Operating sounds	x
Cab Radio	x
Rail Joints	x

Class 103.1 Express Locomotive



22779 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 103.1 express locomotive. Regular production model in the crimson/beige TEE special paint scheme, with two rows of vents on the sides, with end skirting, with buffer cladding, and double arm pantographs. Used in IC service. The locomotive looks as it did approximately at the start of the Seventies.

Model: The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector. It

also has controlled high-efficiency propulsion. 3 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 are maintenance-free, warm white LEDs. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons. It also has detailed roof equipment. Length over the buffers 21.9 cm / 8-5/8".

One-time series.

The class 103.1 is the ideal motive power for the IC express train passenger car set available under item number 31131 (Your specialty dealer will be happy to exchange wheel sets for you free of charge. Suitable couplers are included!).

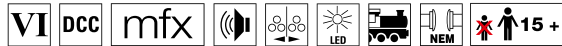


31131

22779



Class 01 Steam Locomotive



22814 Express Steam Locomotive with a Tender.

Prototype: Historic Railroad of Frankfurt class 01 museum locomotive. Road number 01 118. The locomotive looks as it currently does in real life.

Model: The locomotive has a decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a can motor with a bell-shaped armature and a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be

controlled digitally. The headlights are maintenance-free, warm white LEDs. The close coupling between the locomotive and tender can be adjusted for different radius curves. There is an NEM coupler pocket with a close coupler mechanism on the tender. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included.

Length over the buffers 27.5 cm / 10-13/16". The locomotive comes in a wooden case with a presentation base.

- **Famous museum locomotive as it currently looks in real life.**

One-time series.

Digital Functions	DCC
Headlight(s)	x
Smoke generator contact	x
Steam locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Flickering Light in Fire Box	x
Whistle for switching maneuver	x
Air Pump	x
Letting off Steam	x
Sound of coal being shoveled	x
Grate Shaken	x

Class 152 General-Purpose Locomotive

TRIX
HO



22398 Electric Locomotive.

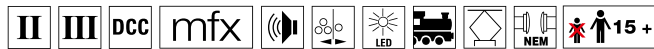
Prototype: German Railroad, Inc. (DB AG) class 152 fast general-purpose locomotive. The locomotive looks as it currently does in real life.

Model: The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector with a bridge plug for conventional operation. It also has controlled high-efficiency propulsion with a flywheel,

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 and will work in conventional operation. The lights are maintenance-free warm white or red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details. Length over the buffers 22.5 cm / 8-7/8".

One-time series.

Switzerland



22956 Crocodile Double Set.

Prototype: 2 different Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 II "Crocodile" freight locomotives. Class from the first production series. A dark brown version as it originally looked around 1922, with open buffers, walk-over plates at the ends, small steps for brakemen, without a wrong track operation light, and without an inductive magnet. Locomotive road number 14268. A pine green version as it looked in the Fifties, with solid buffers, without walk-over plates at the ends, small steps for brakemen, with a wrong track operation light, and with an inductive magnet. Locomotive road number 14272.

Model: Both locomotives have DCC digital decoders and extensive sound functions. 2 controlled, high-efficiency propulsion systems with flywheels per locomotive, 1 motor for each powered truck in each locomotive. 3 axles and jackshaft powered in each powered truck. Traction

tires. The locomotive frames are articulated to enable the locomotives 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 lighting is maintenance-free warm white and red LEDs. The locomotives have high-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. Both locomotives come in individually marked packaging, with an additional master package.

Length over the buffers for each locomotive 22.3 cm / 8-3/4".

- **Completely new tooling for the "Crocodile" from the first production series.**
- **Highly detailed metal construction.**
- **DCC decoder with extensive sound functions.**
- **Each locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel.**
- **Swiss headlight / marker light change-over, can be switched to a red marker light for running "light".**
- **Lighting with warm white and red LEDs.**

One-time series.

This Crocodile double set can be found in an AC version in the Märklin H0 assortment under item number 37565.

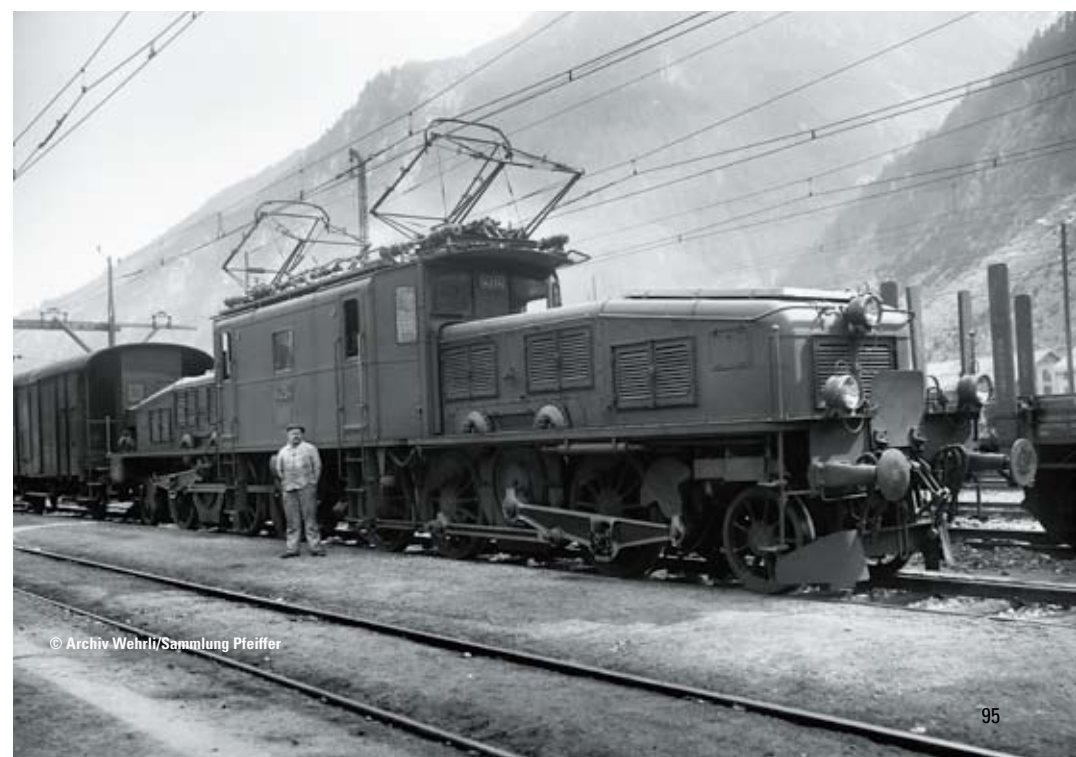
Digital Functions	DCC
Headlight(s)	x
Marker light(s)	x
Electric locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Whistle for switching maneuver	x
Sound of Couplers Engaging	x
Stat. Announce. – Swiss	x
Letting off steam / air	x
Blower motors	x
Brake Compressor	x
Pantograph Sounds	x



Digital Functions	DCC
Headlight(s)	x
Marker light(s)	x
Electric locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Whistle for switching maneuver	x
Sound of Couplers Engaging	x
Stat. Announce. – Swiss	x
Letting off steam / air	x
Blower motors	x
Brake Compressor	x
Pantograph Sounds	x

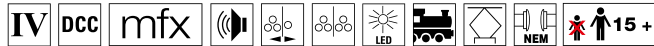
The Swiss mountain locomotives that pulled heavy freight trains over the Gotthard grades are known as "Crocodiles". The design (hoods mounted for articulation, stretched out shape) and the color green gave them their name. These units "snaked" like a reptile through the curves when negotiating turnout combinations and S curves.

"Six-axle standard gauge locomotive, only for large curves, faithful reproduction of the 'Crocodile Locomotive' ..." was the description in the Märklin catalog of 1933/34 for the reproduction of the latest locomotive from Switzerland. The design and the pulling power of the original locomotive impressed people so much at that time, that it became a synonym for progress and power. A legend that was part of Märklin's history from that point on. This legendary locomotive was offered in all of Märklin's scales. First in 1 Gauge and 0 Gauge, then in H0, and even in Mini-Club Z Gauge. It was the top product offered everywhere and thus became the unofficial "heraldic animal" of Märklin.



© Archiv Wehrli/Sammlung Pfeiffer

Switzerland



22245 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 I electric locomotive. Second production run in a red basic paint scheme. The locomotive looks at it did around 1988.

Model: The locomotive comes with an DCC digital decoder and factory-installed, controllable sound functions. It also has controlled, high-efficiency propulsion with a flywheel. All 4 axles powered through cardan shafts. Traction tires. The locomotive has separately applied roof walks. It also has separately applied metal grab irons. The Swiss headlight code (triple headlights, white marker light) changes over with the direction

of travel, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately at Locomotive Ends 2 and 1. When the headlights are turned off at both ends, then the double "A" light functions at both ends. All of the lights are maintenance-free, warm white LEDs. Brake hoses are included that can be installed on the locomotive. Length over the buffers 17.1 cm / 6-3/4".

- **Second production run, without end doors and walk-over plates for crossing to the first car in the train.**
- **Headlights at both ends of the locomotive can be turned off separately in digital operation.**

One-time series.

The class Re 4/4 I is the right locomotive to go with the Swiss lightweight steel cars from Era IV.

This model can be found in an AC version in the Märklin H0 assortment under item number 37045.

Digital Functions	DCC
Headlight(s)	x
Stat. Announce. – Swiss	x
Locomotive whistle	x
Direct control	x
Headlight(s): Cab2 End	x
Headlight(s): Cab1 End	x



24366 Set with 4 High Side Gondolas.

Prototype: 4 Swiss Federal Railways (SBB/CFF/FFS) type Eanos high side gondolas. Used to transport sugar beets.

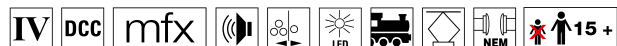
Model: The cars have sugar beets as load inserts. They also have different car numbers. The cars are weathered. They have NEM coupler pockets and close coupler mechanisms. Also included is a laser-cut kit of the "Beringen" sugar beet loading facility at Schaffhausen, Switzerland and a tractor and trailer with sugar beets. Total length over the buffers 72.4 cm / 28-1/2".

- Sugar beet loads included.
- Weathered cars.
- Original "Beringen" loading facility included.

AC wheel set 16 x 700150.



Austria



22957 "Crocodile" Electric Locomotive.

Prototype: Class Be 6/8 II "Crocodile" freight locomotive. Museum locomotive of the ÖGEG (Austrian Society for Railroad History). Class from the first production series of the Swiss Crocodile. Pine green basic paint scheme as the locomotive looked at the start of the Eighties. With some sealed engineer's cab doors, with solid buffers, without walk-over plates at the ends, wide switching steps, without a wrong track operation light, and with an inductive magnet. Locomotive road number 13257.

Model: The locomotive has a DCC 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

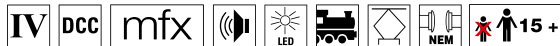
code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker light. The lighting is maintenance-free warm white and red LEDs. The locomotive has highly-detailed 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. The locomotive comes in a suitable wooden case.
Length over the buffers 22.3 cm / 8-3/4".

- **Completely new tooling for the "Crocodile" from the first production series.**
- **Highly detailed metal construction.**
- **DCC decoder with extensive sound functions.**
- **Locomotive powered with 2 high-efficiency propulsion systems with flywheels.**
- **Packaged in a suitable wooden case.**

One-time series.

This "Crocodile" can be found in an AC version in the Märklin H0 assortment under item number 37566.

Digital Functions	DCC
Headlight(s)	x
Marker light(s)	x
Electric locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Whistle for switching maneuver	x
Sound of Couplers Engaging	x
Stat. Announce. – Swiss	x
Letting off steam / air	x
Blower motors	x
Brake Compressor	x
Pantograph Sounds	x



22273 Heavy Ore Locomotive.

Prototype: Swedish State Railways (SJ) class Dm3 heavy ore locomotive as a 3-part side rod electric locomotive. Used on the ore line Lulea – Kiruna – Narvik. Class 1200, with the road numbers 1201+1231+1202. Brown basic paint scheme, large headlights, engineer's cab doors in the old arrangement, large snow plows (Norrland plows) and SAB rubber-cushioned wheels. The locomotive looks as it did around 1970.

Model: The locomotive has a DCC digital decoder and extensive sound functions. It also has 2 controlled, high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab. All 4 driving axles powered in each locomotive unit with an engineer's cab. Traction tires. The dual headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. An additional third wide beam headlight above on the locomotives can be controlled digitally. The engine room lighting as well as the cab lighting in Engineer's Cabs 1 and 2 can each be controlled separately in digital operation. An additional marker light can be controlled digitally. The lighting is maintenance-free warm white and red LEDs. This locomotive has highly detailed metal construction with many separately applied details. The roof equipment is

detailed with large vent attachments and compressed air tanks. All 3 locomotive units are permanently coupled together. There is a close coupling mechanism between the locomotive units. Marker signs for the front end of the locomotive are included separately. Length over the buffers 40.7 cm / 16".

- **Completely new tooling for the three-part Dm3 ore locomotive.**
- **Highly detailed metal construction.**
- **DCC decoder with extensive sound and light functions.**
- **2 high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab.**
- **Engineer's cab lighting and engine room lighting can be controlled separately in digital operation.**
- **24237 and 24238 ore car sets with different car numbers to go with this locomotive, for a prototypically long ore train.**

One-time series.

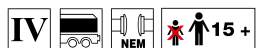
The ore cars to go with this locomotive can be found in two sets, each with 6 cars and different car numbers, in the Trix H0 assortment under item numbers 24237 and 24238. Two ore car sets with other different car numbers can be found in a AC version in the Märklin H0 assortment under item numbers 46370 and 46371.



Digital Functions	DCC
Headlight(s)	x
Light Function	x
Electric locomotive op. sounds	x
Horn	x
Direct control	x
Light Function1	x
Engineer's cab lighting	x
Whistle for switching maneuver	x
Engineer's cab lighting	x
Light Function 2	x
Sound of squealing brakes off	x
Sound of Couplers Engaging	x
Blower motors	x
Brake Compressor	x
Pantograph Sounds	x

This model can be found in an AC version in the Märklin H0 assortment under item number 37753.

Sweden



24237 Ore Car Set 1.

Prototype: 6 Swedish State Railways (SJ) three-axle ore cars in a brown basic paint scheme, for use on the ore line Lulea – Kiruna – Narvik. Type Mas IV, with a brakeman's platform and a brake wheel. The cars look as they did around 1970.

Model: The ore cars have detailed construction with partially open floors. They have a detailed representation of the axle bearings with springs and brake rigging.

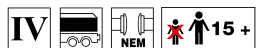
The ore car bodies are constructed of metal. All of the cars have brakeman's platforms and brake wheels. All of the ore cars have different car numbers. The ore cars have load inserts and are loaded with real, scale-sized iron ore.

Total length over the buffers 44 cm / 17-5/16".

AC wheel set per ore car 3 x 700150.

- **Completely new tooling for these ore cars.**
- **Very finely detailed construction.**
- **All of the cars are loaded with load inserts and real iron ore.**
- **All of the cars have different car numbers.**
- **The ideal cars to go with the 22273 and 22274 heavy ore locomotives.**

One-time series.



24238 Ore Car Set 2.

Prototype: 6 Swedish State Railways (SJ) three-axle ore cars in a brown basic paint scheme, for use on the ore line Lulea – Kiruna – Narvik. Type Mas IV, with a brakeman's platform and a brake wheel. The cars look as they did around 1970.

Model: The ore cars have detailed construction with partially open floors. They have a detailed representation of the axle bearings with springs and brake rigging.

The ore car bodies are constructed of metal. All of the cars have brakeman's platforms and brake wheels. All of the ore cars have different car numbers. The ore cars have load inserts and are loaded with real, scale-sized iron ore.

Total length over the buffers 44 cm / 17-5/16".

AC wheel set per ore car 3 x 700150.

- **Completely new tooling for these ore cars.**
- **Very finely detailed construction.**
- **All of the cars are loaded with load inserts and real iron ore.**
- **All of the cars have different car numbers.**
- **The ideal cars to go with the 22273 and 22274 heavy ore locomotives.**

One-time series.



The heavy ore locomotives to go with this car set can be found under item numbers 22273 (Dm3, SJ) and 22274 (EI 12, NSB).

Two ore car sets with other different car numbers can be found in an AC version in the Märklin H0 assortment under item numbers 46370 and 46371.



© Wolfgang Pischek



The heavy ore locomotives to go with this car set can be found under item numbers 22273 (Dm3, SJ) and 22274 (EI 12, NSB).

Two ore car sets with other different car numbers can be found in an AC version in the Märklin H0 assortment under item numbers 46370 and 46371.



24238

24237

22273

Norway



22274 Heavy Ore Locomotive.

Prototype: Norwegian State Railways (NSB) class E1 12 heavy ore locomotive as a 2-part side rod electric locomotive. Used on the ore line Lulea – Kiruna – Narvik. Road numbers 2113+2114. Olive green basic paint scheme, large headlights, engineer's cab doors in the old arrangement, large snow plows (Norrlund plows) and spoked wheels. The locomotive looks as it did around 1970.

Model: The locomotive has a DCC digital decoder and extensive sound functions. It also has 2 controlled, high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab. All 4 driving axles powered in each locomotive unit with an engineer's cab. Traction tires. The dual headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. An additional third wide beam headlight above on the locomotives can be controlled digitally. The engine room lighting as well as the cab lighting in Engineer's Cabs 1 and 2 can each be controlled separately in digital operation. An additional marker light can be controlled digitally. The lighting is maintenance-free warm white and red LEDs. This locomotive has highly

detailed metal construction with many separately applied details. The roof equipment is detailed with large vent attachments and compressed air tanks. Both locomotive units are permanently coupled together. There is a close coupling mechanism between the locomotive units. Marker signs for the front end of the locomotive are included separately.

Length over the buffers 29 cm / 11-7/16".

- **Completely new tooling for the two-part E1 12 locomotive.**
- **Highly detailed metal construction.**
- **DCC decoder with extensive sound and light functions.**
- **2 high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab.**
- **Engineer's cab lighting and engine room lighting can be controlled separately in digital operation.**
- **24237 and 24238 ore car sets with different car numbers to go with this locomotive, for a prototypically long ore train.**

One-time series.

The ore cars to go with this locomotive can be found in two sets, each with 6 cars and different car numbers, in the Trix HO assortment under item numbers 24237 and 24238. Two ore car sets with other different car numbers can be found in a AC version in the Märklin HO assortment under item numbers 46370 and 46371.



Digital Functions	DCC
Headlight(s)	x
Light Function	x
Electric locomotive op. sounds	x
Horn	x
Direct control	x
Light Function1	x
Engineer's cab lighting	x
Whistle for switching maneuver	x
Engineer's cab lighting	x
Light Function 2	x
Sound of squealing brakes off	x
Sound of Couplers Engaging	x
Blower motors	x
Brake Compressor	x
Pantograph Sounds	x

This model can be found in an AC version in the Märklin HO assortment under item number 37754.



You have had to wait a long time for it; now it's ready in 2013: Effective immediately Trix Express is once again a permanent part of the Trix program. Trix Express is next to Märklin H0 the pioneer system for H0 trains. Initial success in the DC market could be traced back to the Trix Express system, real

competition for the sturdy 3-conductor AC system from Märklin. So, we are excited to be able to bring you new items from Trix Express. Waiting for you is the German Federal Railroad class 103.1 express locomotive. It was used in IC service and is therefore coming out in a TEE special paint scheme of

crimson/beige. The other Trix Express highlight is the IC `71 express train passenger car set from Era IV that consists of four German Federal Railroad long-distance express train passenger cars, three type Am 203 express train passenger cars, 1st class, as well as a type Arümh 217 dining car. These two

products, the locomotive and car set, go together perfectly because the class 103.1 is the ideal motive power for the IC express train passenger car set.

Class 103.1 Express Locomotive



32779 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 103.1 express locomotive. Regular production model in the crimson/beige TEE special paint scheme, with two rows of vents on the sides, with end skirting, with buffer cladding, and double arm pantographs. Used in IC service. The locomotive looks as it did approximately at the start of the Seventies.

Model: The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector. It also has controlled high-efficiency propulsion. 3 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 are maintenance-free, warm white LEDs. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons. It also has detailed roof equipment. Length over the buffers 21.9 cm / 8-5/8".

One-time series.

The class 103.1 is the ideal motive power for the IC express train passenger car set available under item number 31131.

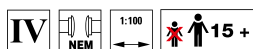


31131

32779

Express Train Passenger Car Set

TRIX
EXPRESS



31131 "IC '71" Express Train Passenger Car Set.

Prototype: 4 German Federal Railroad (DB) long distance express train passenger cars. 3 type Am 203 express train passenger cars, 1st class, 1 type Arümh 217 dining car.

Model: The cars have NEM coupler pockets and close coupler mechanisms. Trix Express and Märklin couplers are included. Total length over the buffers 111 cm / 43-11/16".

Your specialty dealer will be happy to exchange wheel sets for your free of charge:
700150 (Märklin) AC wheel set.
700580 (Trix) DC wheel set.

One-time series.

The locomotive to go with this car set is available under item numbers 32779 (Trix Express) and 22779 (2-rail variation for Trix H0).

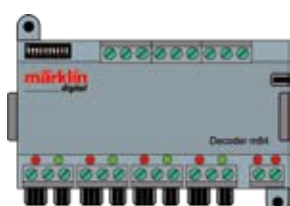
Accessories



60831 m 83 Decoder.

This is a receiver for controlling turnouts, signals, and uncoupler tracks. The m 83 supports the Motorola and DCC digital formats. The digital address can be set using the coding switches or by means of a programming track. The available address range in the Motorola format is up to address 320 and in the DCC format up to address 2040. The m 83 has 8 outputs, and each one can be controlled separately. The default setting is for up to 4 turnouts. Other functions are controlling lighting (dimnable) with a defined power-on behavior (example: street lighting) as well as controlling building lighting (houses, etc.). It is possible to have an outside power supply such as the 66361/66365. The 60831 and 60841 decoders can be arranged in any order desired. A 60821 accessory set per output is required for turnouts with turnout motors. Connections are done with set screw terminals. The maximum current load is 3 amps.

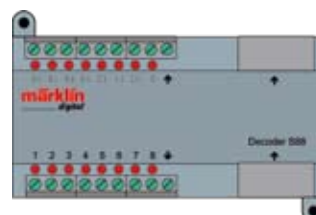
- Many new control possibilities.
- LED indicators for fast recognition of operating status.
- Can be updated.



60841 m 84 Decoder.

This is a receiver for turning continuous current on and off for lighting, motors, Hobby signals (74371, 74380, 74391) and other electric accessories. The m 84 supports the Motorola and DCC digital formats. The digital address can be set using the coding switches or by means of a programming track. The available address range in the Motorola format is up to address 320 and in the DCC format up to address 2040. The m 84 has 4 relays for galvanic separated control of users. If you use the 66361/66365 switched mode power packs to power circuits connected to these relays, you can achieve bi-stable status for the relays, you can achieve bi-stable status for the relays and store in memory the last control activity. The Hobby color light signals can be controlled with the same control potential for the track current. In addition, the m 84 has 8 inputs for manual control of the relays (analogous to the 7244 remote relay). The 60831 and 60841 decoders can be arranged in any order desired. Connections are done with set screw terminals. The maximum current load is 5 amps.

- Many new control possibilities.
- LED indicators for fast recognition of operating status.
- Can be updated.



60882 s 88 DC Decoder.

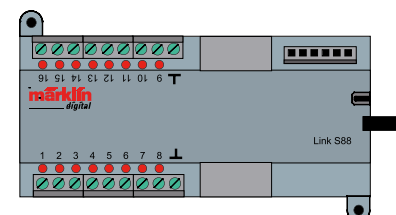
This is a feedback module for current sensors on digitally controlled 2-rail layouts. This module can be plugged into the L88 (60883) with the cable included with the former. The s 88 DC has a connecting socket for additional s 88 DC decoders (60882). It also has 2x 8 inputs for current sensors (with optical-couplers) in 2 different power circuits that can be combined into a single power circuit with 16 inputs.

- Set screw terminals for all connections.
- Network cable included.



60122 MS II Hub (Distribution Board).

Distribution board for connections for up to a maximum of 5 MS II to an output on the 60112 or 60113 digital connector box. An MS II Hub can be connected to both outputs on the connector box. Hence, up to a maximum of 10 MS II connected to the 60112 or 60113 connector box can be operated. The power requirements of an MS II is about 50 milliamps. Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16". This distribution board cannot be connected to the CS III! You must use item numbers 60125 and 60124 in order to connect several MS II to the CS II.



60883 L88 (Link s 88).

This allows connections for the s 88 (60881) and s 88 DC (60882) and the older s 88 feedback modules (6088 und 60880) to the Central Station II, and to the 60125 Terminal. The unit has an older design socket for the 6088 and 60880 feedback modules, as well as two RJ 45 sockets for the new 60881 and 60882 feedback modules. In addition, there are 16 inputs for contact generators analogous to the 60881. These 16 inputs can be configured specially for track diagram control boards so that a matrix with up to 64 buttons can be set up.

- Set screw terminals for all connections.

60821 Accessory Set for the m 83 Decoder (without figure).

This is a turnout motor front end circuit board for the m 83 decoder. It is for using turnout mechanisms with motors with an end shutoff feature in the end stop position. This can only be used in conjunction with the m 83 (60831). When you are operating such mechanisms with the m 83, you can program the set speed as well as a slow approach to the end position.

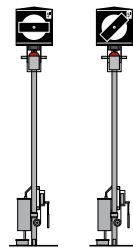
New Semaphore / Target Signals – Advance Announcement for Fall of 2013

Stop-and-Go on the Rails.

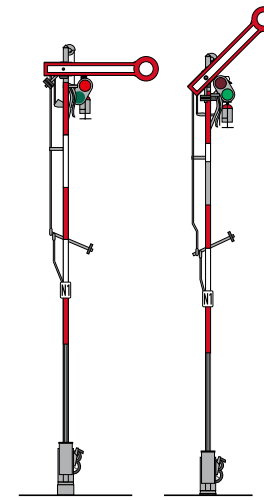
Just like the real life prototype, signals fulfill important control and safety functions on a model railroad too. Märklin signals control rail traffic, because they not only show prototypical signal aspects, they also directly influence train movements. When set for stop, they switch the current off in the center conductor and the catenary in their area – the train remains stopped. For “go slow” or “go normally” they switch the current on – the train runs through or starts up again.

If you want to be even more realistic, you set up distant signals at an appropriate distance. They are coupled to their home signals and display appropriate signal aspects. Semaphore/target signals can be controlled conventionally using the 72760 control box and in the digital system using the CS II, MS II, CS I, or the 6040 Keyboard.

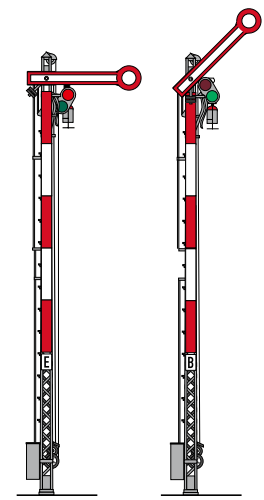
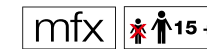
These newly designed semaphore/target signals have the mfx, Motorola, and DCC digital formats. The mechanisms for these signals are servo drives. The speed of the semaphore / target movement can be programmed. The constant light source is done with LEDs. A below-baseboard mounting kit is included to have the signals look realistic on your layout.



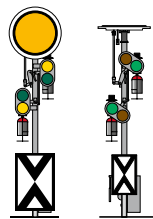
70421 Yard Signal.
The signal mast has a movable front and rear lens.



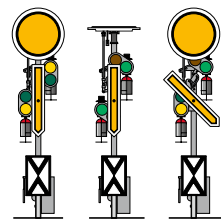
70391 Home Signal with a Narrow Mast.
The signal has a semaphore and an open narrow mast. The signal changes from red to green.



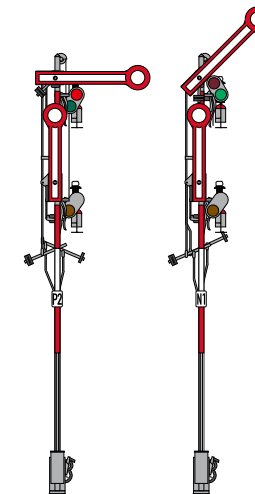
70392 Home Signal with a Lattice Mast.
The signal has a semaphore and an open narrow mast. The signal changes from red to green.



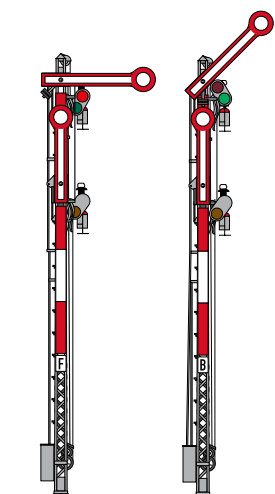
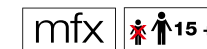
70361 Distant Signal.
The signal has a movable disk. The signal changes from yellow/yellow to green/green.



70381 Distant Signal.
The signal has a movable arm and movable disk. The signal changes either as the 70361 or from yellow/yellow to yellow/yellow/green. It has 2 servos.



70411 Home Signal with a Narrow Mast.
The signal has 2 independent semaphores and an open narrow mast. The signal changes from red to green or red to green/yellow.



70412 Home Signal with a Lattice Mast.
The signal has 2 independent semaphores and an open lattice mast. The signal changes from red to green or red to green/yellow.

Trix Club

The attachment to our brand and to our systems is a phenomenon that we have learned to appreciate in our customers over the course of Trix' existence. We are trying everything in our power to encourage this attachment. Over time this will only be successful with quality, with models that are impressive in their appearance and technology. We would like to offer you still more beyond this: We invite you to become a member of the Trix Club. As a member of the Trix Club, you are always one step ahead of the others. You are even closer to everything; you receive regular, current information and have access to exclusive Club models and special models available only for club members.

The following services are provided as part of your annual membership for Euro 79.95 / CHF 129.90 / US \$ 109.00 (as of 2013):

The Trix Club News 6 Times a Year.

You'll experience everything about "your brand and your club" in 24 pages and six times a year. Background articles, a look over our shoulders in the production area, and at the makers of your railroad provide deep insight into the world of Trix.

All 6 Issues of the Märklin Magazine.

The leading magazine for model railroaders! Existing subscriptions can be carried over. The current subscription price of Euro 33.00 is included in your membership dues.



Exclusive Club Models.

Your membership in the Trix Club entitles you to purchase exclusive club models that have been developed and manufactured only for you as a club member. A certificate underscores the value of these models.

Annual Club Car.

The attractive annual car, either in H0/N Gauge/Trix Express, is only available for you as a Club member. You can look forward to different models every year.

The annual chronicle 2 times a year.

The high points of the Trix model railroad year are captured on film and preserved on a DVD so that they can be experienced again.

Catalog.

Club members receive free the main catalog that comes out every year. It can be picked up at your authorized dealer by giving him a coupon sent to you.

Trix Club Card.

Your personal club card (it has a new design every year) identifies you as a club member and gives you many advantages. You'll receive savings on tickets to enter many museums, shows, and musicals (in Germany and certain other parts of Europe) among other things.

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

Just fill out the membership form (for example: at our web site www.trix.de) and send it to us.

And, if you have questions or wants, you can reach us at:

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

Special Car for Celebrants



33965 Tank Car.

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

Model: The car has a separately applied platform, running board, and ladder. It also has a detailed, partially open frame with.
Length over the buffers 100 mm / 3-15/16".

Special car for Trix Express celebrants.

Only for members with 5 completed years of Trix Club membership.

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

Trix Club Special Cars

In 1838 the Munich politician and businessman Von Maffei purchased a small hammer mill for 57,000 Gulden in Hirschau, "a postal hour distant from Munich, at the end of the English Gardens", as the art and trade newspaper described it in 1852. Maffei was pursuing a concrete goal: He was pressing ahead with all of his powers the construction of the rail line Munich-Augsburg and was irritated that the expensive locomotives from England were assembled on the spot by English experts. Without hesitation this representative to the Bavarian government's lower house hired the engineer Joseph Hallab – he became the manager of the iron works in Hirschau. The idea of building locomotives in Bavarian took fire. On September 9, 1841 Maffei was able to apply

for a patent from King Ludwig I for the first locomotive. The Wittelsbach king accepted: "It is with great pleasure that I experienced the building of the steam car from Munich and expressed the wish that I would like to give it a name; it should be called the 'Münchner'." It is the start of a history of success: In 1851 the Maffei steam locomotive "Bavaria" was chosen for mastering the enormous grade over the Semmering – an invaluable image coup. By 1931, according to the Bavarian Historical Lexicon, 5,459 locomotives had been built in the Munich works of J. A. Maffei – in addition, railroad bridges, stationary steam engines, and steam ships.



15953 Trix Club Car for Minitrix in 2013.

Prototype: Type Nml on a three-axle frame, used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car painted and lettered for the firm Maffei'schen Iron Works in Hirschau near Munich, Germany.

Use: Less-than-carload-load freight and wagon loads.

Model: Era I. The car has sliding doors that can be opened, close coupler mechanisms, and spoked wheels. Length over the buffers 72 mm / 2-13/16".

One-time series only for members of the Trix Club.



24813 Trix H0 Club Car for 2013.

Prototype: Type Nml on a three-axle frame, used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car painted and lettered for the firm Maffei'schen Iron Works in Hirschau near Munich, Germany.

Use: Less-than-carload-load freight and wagon loads.

Model: Era I. The car has sliding doors that can be opened, close coupler mechanisms, and spoked wheels. Length over the buffers 13.3 cm / 5-1/4".

One-time series only for members of the Trix Club.

33 3400 09 Trix Express wheel set.

34 3012 11 Märklin AC wheel set.



33913 One-time series only for members of the Trix Club.

Prototype: Type Nml on a three-axle frame, used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car painted and lettered for the firm Maffei'schen Iron Works in Hirschau near Munich, Germany.

Use: Less-than-carload-load freight and wagon loads.

Model: Era I. The car has sliding doors that can be opened, close coupler mechanisms, and spoked wheels. Length over the buffers 13.3 cm / 5-1/4".

One-time series only for members of the Trix Club.

32 3600 09 DC wheel set.

34 3012 11 Märklin AC wheel set.

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Museum Car

In June of 1952 the brand name "da Vinci" registered by Marianne and Hansfried Defet was officially confirmed by the German Patent Office and since then has stood as a seal of quality for the products of this Nürnberg paint brush specialist.

High quality, processed material, traditional hand work, and the latest production processes have always gone hand in hand so that optimal quality standards are assured for the entire range of products.

Artist's brushes are the foundation of the production program. The basis for all of these products was, is, and will also be in the future: careful selection of raw materials that are treated for the most part in the company's own finish or in subsequent treatment for the individual type of brushes.

In addition, an equivalent attitude is taken with the education of a brush maker. Each of the specialized workers has passed a three-year apprenticeship before he or she is assigned to a particular product group and is also trained for it. Furthermore, the level of knowledge and the skills are continuously fostered after the educational process.

The axiom "Made in Germany" is not and never has been in question. In the opinion of the company this is the only way to ensure consistent quality for all of their products.

More information is available at www.davinci-defet.com



24713 Trix H0 Museum Car for 2013.

Prototype: Type G02 boxcar with a brakeman's cab. VW T2 truck with a box body.

Model: This is a privately owned freight car painted and lettered for the firm da Vinci Defet Pinsel, Nürnberg, Germany. The model's paint scheme and lettering are from Era III. The car has close coupler mechanisms. Length over the buffers 11 cm / 4-5/16". The model truck is in an exclusive paint scheme to go with the railroad car.

Märklin AC wheel set 2 x 700150.

One-time series.
Available only at the World of Adventure in Göppingen.



15463 Minitrix Museum Car for 2013.

Prototype: Type G02 boxcar with a brakeman's cab. Magirus curved hood truck with a box body.

Model: This is a privately owned freight car painted and lettered for the firm da Vinci Defet Pinsel, Nürnberg, Germany. The model's paint scheme and lettering are from Era III. The car has close coupler mechanisms. Length over the buffers 60 mm / 2-3/8". The model truck is in an exclusive paint scheme to go with the railroad car.

One-time series.
Available only at the World of Adventure in Göppingen.



Repair Service

Trix Direct Service.

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

Hours of operation at the Service Point

in the Märklin World of Adventure, Reutlinger Straße 2, Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

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

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

Manufacturer's Warranty.

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

General Notes

General Notes.

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

Some important items of general importance are summarized below:

Connections for Track Layouts.

Use only Trix switched mode power packs for operating our model trains (applies only to Europe; normal transformers are still sold in North America). Use only switched mode power packs from the current product program, since these switched mode power packs conform to the current safety standards and approval guidelines. Pay close attention to the guidelines in the instructions for use.

Switched mode power packs are not toys. They are used to supply power to a model railroad layout.

Important Service Information

TRIX

Germany

Service Center

Spare parts information, questions about technology and products, questions about repair orders
(Mondays through Fridays 10:00 AM – 6:30 PM)
Telephone: +49 (0) 7161/608-222
Fax: +49 (0) 7161/608-225
E-mail: service@maerklin.de

Netherlands

Technical Hotline

Mondays through Thursdays: 9:00 AM – 1:00 PM and 1:30 PM – 5:00 PM
Fridays: 9:00 AM – 1:00 PM and 1:30 PM – 4:00 PM and 6:00 PM – 8:00 PM
Contact Person: G. Keuterman
Telephone: +31 (0) 74 - 2664044
E-mail: info@Keuterman.nl

Switzerland, France, Italy

Technical Hotline

Tuesdays, Thursdays and Saturdays from 2:00 PM – 6:00 PM
Contact Person: Alexander Stelzer
Telephone: +41 (0) 56/667 3663
Fax: +41 (0) 56/667 4664
E-mail: service@maerklin.ch

Belgium

Technical Hotline

Mondays from 8:00 PM to 10:00 PM
Sundays from 10:00 AM to 12:00 PM
Contact Person: Hans Van Den Berge
Telephone: +32 (0) 9 245 47 56
E-mail: customerservice@marklin.be

USA

Technical Hotline

Contact Person: Dr. Tom Catherral
Telephone: 801-367-1042
E-mail: tom@marklin.com

Repair Service / Warranty

Contact Person: Ken Brzenk
WK Walthers, Inc.
5601 W. Florist Ave.
Milwaukee, WI 53218, USA
Telephone: 414-918-7304
Fax: 414-527-4423
E-mail: KenB@walthers.com

Hours of operation
Mondays through Fridays 7:30 AM – 12:00 Noon and 1:00 PM – 4:00 PM

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

Age Information and Warnings.
























































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



For adults only.

Explanation of Symbols

	DCC decoder.		Dual headlights front and rear that change over with the direction of travel.		LED interior lighting can be installed.		Era I Privately owned and provincial railroads from the startup phase of railroads to about 1925.
	Selectrix decoder.		Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.		Lighting with warm white LED's.		Era II Formation of the large state railroad networks from 1925 to 1945.
	DCC/ Selectrix decoder.		Triple headlights in the front.		Metal locomotive frame and body.		Era III New organization of the European railroads and modernization of the locomotives and rolling stock from 1945 to 1970.
	Digital decoder with up to 9 digitally controlled functions when operated with the 60652/60653 Mobile Station . Up to 5 functions when operated with the 6021 Control Unit . Up to 16 functions when operated with the 60212/60213/60214/60215 Central Station . The functions depend on how the locomotive is equipped.		Triple headlights in the front that change over in one direction of travel.		Metal locomotive frame and boiler.		Era IV All locomotives and cars lettered according to standard European regulations, the so-called UIC computer lettering, from 1970 to 1990.
	Small digital connector (66836/66838 Selectrix decoders).		Triple headlights in the front, one white marker light in the rear that change over with the direction of travel.		Mostly metal locomotive body.		Era V Changes in the color schemes and the origins of the high speed networks since 1990.
	Large digital connector (66837 Selectrix decoder).		Triple headlights in the front, dual white marker lights in the rear.		Metal locomotive frame.		Era VI Introduction by the UIC since 2006 of new guidelines for lettering. Locomotives are now given a 12-digit UIC number.
	14-pin connector.		Triple headlights in the front, dual headlights that change over in one direction of travel.		Metal car frame and body.		
	21-pin connector.		Triple headlights in the front, dual red marker lights in the rear that change over with the direction of travel.		Mostly metal car body.		
	Sound effects circuit.		Triple headlights front and rear.		Metal car frame.		
	Single headlight in the front.		Triple headlights front and rear that change over in one direction of travel.		Scale for the passenger car length 1:87.		
	Single headlight front and rear that changes over with the direction of travel.		Triple headlights front and rear that change over with the direction of travel.		Scale for the passenger car length 1:93.5.		
	Dual headlights in the front.		Triple headlights in the front, dual white marker lights in the rear that change over with the direction of travel.		Scale for the passenger car length 1:100.		
	Dual headlights in the front that change over in one direction of travel.		Built-in interior lighting.		Power supply can be switched to operate from catenary.		
	Dual headlights front and rear.		Interior lighting can be installed.		NEM coupler pocket and close coupler mechanism.		
	Dual headlights front and rear that change over in one direction of travel.		Built-in marker light(s).		Märklin exclusive special model – produced in a one-time series. The Märklin-Händler-Initiative / Märklin Dealer Initiative is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).		
			Marker light(s) can be installed.				
			Built-in LED interior lighting.				

Index to the Item Numbers



Item no.	Page	Item no.	Page	Item no.	Page	Item no.	Page	Item no.	Page
11135	18	15379	59	16182	4	22398	93	60831	75/106
11136	16	15380	39	16186	12	22616	89	60841	75/106
11304	60	15381	38	16221	43	22674	78	60882	75/106
12198	36	15382	38	16231	43	22779	90	60883	75/106
12337	70	15383	39	16271	40	22814	92	66140	46
12385	72	15391	34	16272	20	22950	86	66141	48
15073	7	15423	71	16281	8	22951	87	66142	49
15079	9	15463	110	16301	25	22956	94	66143	50
15083	64	15953	109	16341	56	22957	98	66144	51
15084	64	15962	28	16461	37	22958	84	66145	52
15085	65	15963	28	16531	6	22960	82	66146	53
15086	65	15964	29	16671	2	24237	100	66616	74
15095	27	15965	29	16672	3	24238	100	66618	74
15096	26	15966	5	16701	69	24258	85	70361	107
15097	30	15967	5	16702	69	24366	97	70381	107
15283	19	15990	66	16761	62	24713	110	70391	107
15300	23	15992	35	16891	44	24813	109	70392	107
15301	35	15993	42	16892	68	31131	105	70411	107
15302	70	16001	68	21522	80	32779	104	70412	107
15304	35	16002	10	22061	83	33913	109	70421	107
15367	73	16121	22	22245	96	33965	108		
15376	58	16131	33	22267	89	42507	78		
15377	58	16151	32	22273	99	60122	74/106		
15378	59	16152	32	22274	102	60821	75/106		

Make a note of it now!
Everything about full-size and
model railroads, fun and
entertainment – for three
whole days!

**30th International Model Railway
Exhibition and
9th Märklin Open Days 2013**
The MEGA family event in
Göppingen
13 to 15 September 2013
www.maerklin.de



TRIX

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

www.trix.de

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors. Some of the models shown in the photographs are hand samples. The regular production models may vary in details from the models shown.

Union Pacific, Rio Grande and Southern Pacific are registered trademarks of the Union Pacific Railroad Company. Other trademarks are the property of their owners.

If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.

All rights reserved. Copying in whole or part prohibited.
© Copyright by
Gebr. Märklin & Cie. GmbH

197924 – 01 2013