New Items 2015

Trix. The Fascination of the Original.

TRIX

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Dear Trix Fans,

In 2015 the signals are being set for go, because we are presenting perfect and spectacular reproductions of legendary trains and locomotives on 144 pages in this new items brochure. Models that have undergone considerable research, design, and development expense. In addition, we have published one of the most famous architectural and industrial painters in Germany for model railroading for the first time in N Gauge.
The Customs Association coalmine is not rated for nothing as the most beautiful coalmine in the world and it was therefore rightfully designated in 2001 as a UNESCO world heritage. Interested people can still see the former coal washing plant and learn from the traces still in existence about the hard coal industry history.
Trix models and the layouts to go with them represent more than enduring value. They also stand for a genuine quality of life.
Among this year's new items, we are particularly proud of our newly designed model of the legendary S 2/6 even though in the eyes of many it has become "the diva" among record locomotives. It large driving wheels and coupled wheels were thoroughly impressive with a height of over 2 meters / 78 inches. The Nineties are also experiencing a comeback and they are not being shortchanged in our new items. The unbelievable and impressive Touristik passenger train is thus experiencing its revival and will thereby become a definite part of demanding model railroads.

There is more because in our new items we are devoting an area especially to the merging of the German Federal Railroad (DB) and the German State Railroad (DR) as befitting the 25th anniversary of the reunification. Just as railroad fans in the East and West could delight in many "new" locomotives and cars, while browsing you can delight in constantly special models for the reunification.
We also have something special to offer for the Trix Club members. The members can delight in the MiniTrix club model for 2015 as an authentic reproduction of the steam locomotive, road number 78 1001, with a 4-6-4 wheel arrangement and a type 2T17 two-axle short tender.
For our H0 fans we are offering as a club model the class 18.5 express train steam locomotive with a type 2'2'T31,7 tender. With an express train passenger car set to go with this locomotive, it can be sent out on the route between Augsburg and Lindau with no problem. Both models are available exclusively for our club members. You are still not a member? Then, it's time to get information starting on Page 136 about the many advantages.
Trix remains the fascination of the original.

The team at Trix hope you will have a lot of fun reading about and discovering the new items for 2015. We also hope you will have a lot of fun with your Trix model trains!

TRIX MINITRIX

TRIX CLUB

TRIX H0

TRIX EXPRESS

TRIX

One-Time Series for 2015

25 märklin 25 Jahre Märklin-Händler-Initiative 1990-2015 Märklin Händler Initiative

Congratulations for 25 years of the Märklin Dealer Initiative (MHI)! Since 1990, we have stood for quality and service in the "brick and mortar" specialty dealer. Personal contact with customers is written in capital letters by the MHI dealers. Service is not a foreign word for us and we have understood customer service for 25 years as service to the customer. Advice, friendliness, and service right on the spot versus online selling and warranty claim irritation – these are the MHI's values. We underscore this with a 5 year warranty! We offer our model railroad operators and collectors in each gauge just the right product with exclusive models from the brands Märklin, Trix, and LGB. The MHI board (selected from Märklin dealers) in cooperation with Märklin creates its own new and exclusive models with the latest technology according to the slogan "We live Märklin".
You can also find our specialty dealers in the Internet – at www.mhi-portal.eu

MHI special productions are innovative productions with special differentiation in paint, imprinting, and technical features for the advanced customer area or also replicas from the earlier times of Märklin. These products are identified with the pictogram and can be purchased only from MHI dealers. We stand for quality, exclusivity, and competent advice.

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EXCLUSIV 1/2015

Minitrix Club Model for 2015

TRIX MINITRIX

Steam Locomotive 78 1001

At the start of the Fifties, acceleration of the suburban and city express passenger service enjoyed a high priority on the new German Federal Railroad but there were clearly limits to the roster of tank locomotives that could be used for this purpose. Locomotives with tenders were by contrast available in large quantities and the opportunity presented itself to investigate the large roster of class 38.10-40 (Prussian P 8) locomotives for this purpose. The DB therefore undertook the experiment to convert this type of locomotive into a tank locomotive in order to do away with the need to turn locomotives at destination stations. The firm Krauss-Maffei was engaged in 1951 at the suggestion of Professor Mölbert, Hannover, and in cooperation with the railroad's central office in Munich to equip road numbers 38 2890 and 2919 with short tenders.
The boiler and running gear remained almost unchanged. Just the front truck was changed by the installation of a new pivot housing to obtain more side play. In addition, self-acting brake adjustment equipment was installed. The cab was now enclosed on all sides and was a completely new welded construction. The newly developed two-axle short tender was connected to the locomotive by means of a powerful drawbar, which had brake adjustment equipment in the style of a Krauss-Helmholtz frame. Coal could be taken through a round opening in the back wall of the cab, which was sealed to the tender by means of a rubber bellows. Both locomotives were rated after the conversion as tank locomotives with the wheel arrangement 4-6-4T and were therefore given the road numbers 78 1001 (former 38 2919) and 1002 (former 38 2890). They were certified for a permissible maximum speed of 100 km/h / 63 mph in both directions but in reverse at speeds over 60 km/h / 38 mph, the units were supposed to have been troublesome.
More units were not converted because these investments were no longer worth it due to progressive structural changes in the railroad. Initially, both units ran in the Munich area starting in 1953. Later they were used in the Lake Constance area. Both locomotives were taken out of service in 1959 and retired in 1961.

III | DCC SX | LED | 15+

16471 Steam Locomotive.
Prototype: German Federal Railroad (DB) steam locomotive road number 78 1001, 4-6-4 wheel arrangement with a type 2T17 two-axle short tender. The locomotive looks as it did around 1951.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a motor with a bell-shaped armature and a flywheel, mounted in the boiler. It also has a built-in digital decoder and a sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. 3 axles powered. Traction tires. The locomotive has dual headlights with warm white LEDs.
Length over the buffers 106 mm / 4-3/16".

- **New tooling.**
- **First time as a production model.**
- **Digital sound with many functions.**

One-time series for the Trix Club.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Station Announcements	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Air Pump	•	•	
Whistle for switching maneuver	•	•	
Letting off Steam	•	•	
Sound of coal being shoveled	•	•	
Grate Shaken	•	•	
Station Announcements	•	•	

25 märklin 25 Jahre Märklin-Händler-Initiative MHI 1990-2015

One-Time Series for 2015

16284 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Without exhaust shields. Tourism Train paint scheme of 1996.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The locomotive has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the lighting. The headlights, marker lights, and cab lights can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. All of the functions can also be controlled in the SX2 digital format.
Length over the buffers 102 mm / 4".

- **Digital sound with many functions.**
- **Extensive paint scheme.**

Different road number from that for 16285.

Cars to go with this locomotive can be found under item numbers 15425 and 15426.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Diesel locomotive op. sounds	•	•	
High Pitch Horn	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Low Pitch Horn	•	•	
Front Headlights off	•	•	
Diesel Heating Engine	•	•	
Compressor	•	•	
Conductor's Whistle	•	•	

16285 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Without exhaust shields. Tourism Train paint scheme of 1996.
Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The locomotive has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the lighting. The headlights, marker lights, and cab lights can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. All of the functions can also be controlled in the SX2 digital format.
Length over the buffers 102 mm / 4".

- **Extensive paint scheme.**

Cars to go with this locomotive can be found under item numbers 15425 and 15426.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	

Different road number from that for 16284.

One-Time Series for 2015

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25 märklin MHI 25 Jahre Märklin-Händler-Initiative 1990-2015

LED marker light that can be turned off included

V | LED | NEM | 15 +

15426 "Tourism Train" Car Set.
Prototype: One type Bvmkz 856 passenger car, two type Bpmz 857 passenger cars, one type WRkmz 858.1 dining car, and one type Dmsdz 959 baggage car. The cars are painted and lettered for the DB AG in 1996.
Model: The cars have close coupler mechanisms, and the baggage car has LED marker lights that can be turned off. The paint scheme on the cars is that of the tourism train in 1996.
Total length over the buffers 932 mm / 36-11/16".

- **New scale tooling for the type WRkmz dining car.**
- **The type Bvmkz and Bpmz cars have been realized with the correct shape.**
- **Each car with an authentic, prototypical paint scheme.**

One-time series.

66676 Lighting kit.
66616 LED lighting kit.

Limited clearance for the dining car on track radius 1!

The addition of the 15425 car set and the 16343, 16284, and 16285 locomotives will give you a prototypical tourism train from 1996.

One-Time Series for 2015

16351 Electric Locomotive.
Prototype: German Federal Railroad (DB) road number 103 003-0. C-C wheel arrangement, built starting in 1965, pre-production series with only one row of vents on the sides.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the headlights. The locomotive has cab lighting and engine room lighting that can be controlled in digital operation. The locomotive has a close coupler mechanism. All of the functions can also be controlled in the SX2 digital format. The locomotive is prototypically equipped with a single-arm and a double-arm pantograph as a special feature.
Length over the buffers 122 mm / 4-13/16".

- **Many sound and control functions.**
- **Metal roof conductors.**
- **Warm white LEDs for lighting.**

One-time series.

Cars to go with this locomotive can be found under item number 15545.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Light Function	•	•	•
Electric locomotive op. sounds	•	•	
Locomotive whistle	•	•	
Direct control	•	•	
Engineer's cab lighting	•	•	
Headlight(s): Cab2 End	•	•	
Conductor's Whistle	•	•	
Headlight(s): Cab1 End	•	•	
Sound of squealing brakes off	•	•	
Station Announcements	•	•	
Brake Compressor	•	•	
Sanding	•	•	
Station Announcements	•	•	
Cab Radio	•	•	
Blower motors	•	•	

Cab lighting

Equipped with a single-arm and a double-arm pantograph

Original Size

15545 | 16351

One-Time Series for 2015

TRIX MINITRIX

IV LED NEM 15 +

15545 "IC 180 Albrecht Dürer" Car Set.
Prototype: 2 type Avümz 111 compartment cars, 1 type Apümz 121 open seating car, and 1 type ARümh 217 "Kakadu" half dining car as they looked in the summer of 1977 painted and lettered for the German Federal Railroad (DB) with the train route "Munich – Augsburg – Nürnberg – Würzburg – Bebra – Hannover – Bremen".
Model: The cars have close coupler mechanisms. One type Avümz 111 has LED marker lights that can be turned off. The type Arümh 217 has a new roof without a pantograph. All of the cars are individually packaged.
Total length over the buffers 667 mm / 26-1/4".

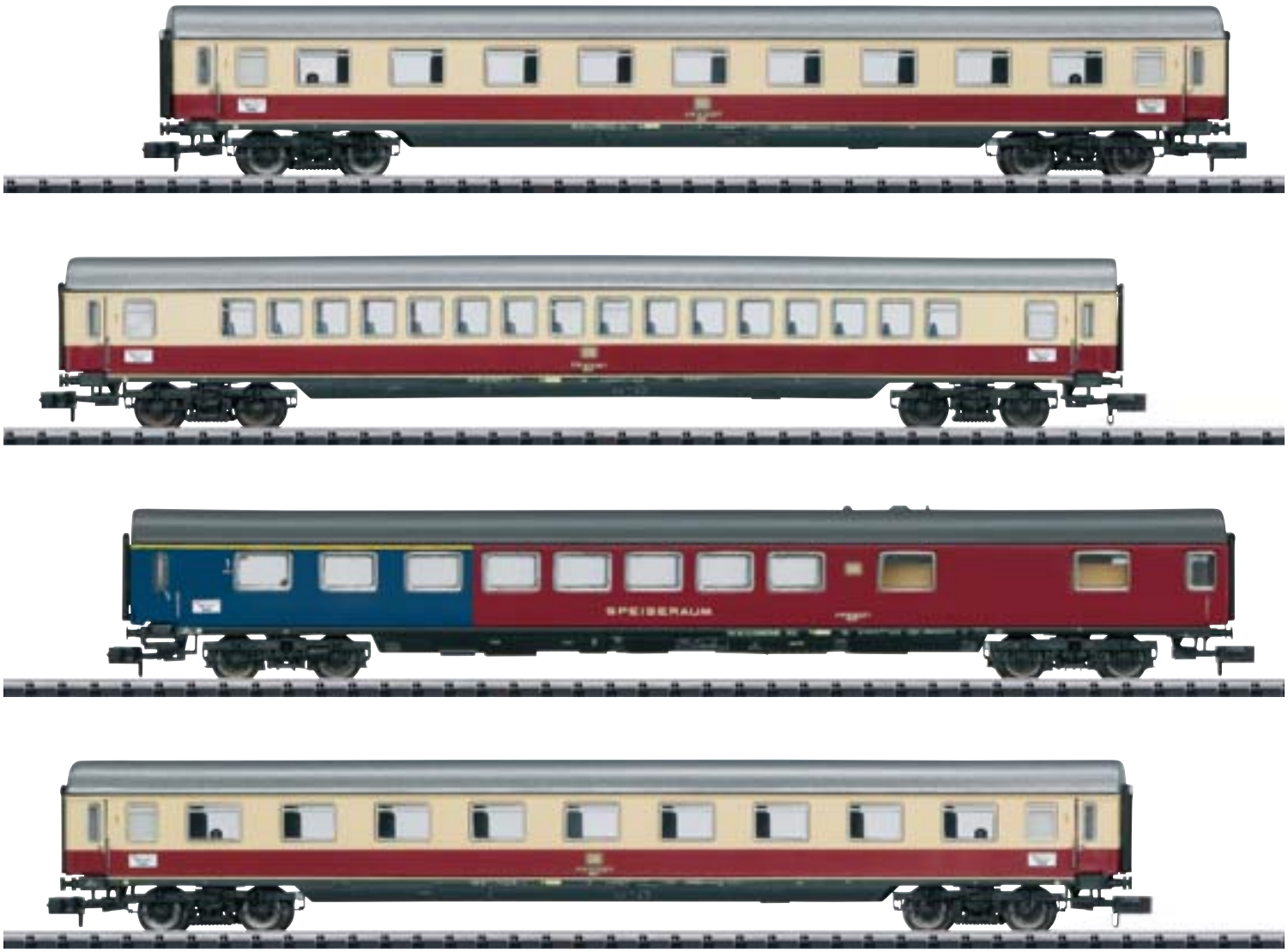
- **Tooling variations.**
- **Vertical roof ends.**
- **Marker lights.**

One-time series.

66676 Lighting kit.
66616 LED lighting kit.

The dining car has limited clearance on Track Radius 1!

The motive power to go with these cars can be found under item number 16351, the class 103.



Scale new tooling of the "Kakadu"

25 märklin 25 Jahre Märklin-Händler-Initiative 1990-2015 MHI

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

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New Items for N Gauge

Anyone planning, building, and operating in N Scale will get his money's worth completely this year, because he can design and model an entire industrial era on his layout. And thus bring the old heartbeat of the Ruhr area back to life.

For the first time it is possible in 1:160 scale to design and model the "most beautiful coalmine in the world" faithfully down to the details and with fascinating insights into the industrial cultural landscape of the Ruhr area. It will thus be possible to decorate the landscape richly and link appropriate freight trains to this area, which is exactly so attractive for N Gauge.

More than just the heart of the coal and steel industry has kept our developers busy. This year we are continuing the capable "V160 family", and after the classes 218 and 217, come the classes 215 and 225.

Our other new items also have a lot going for them and they offer the fan of this small scale, regardless of which era he prefers, a rich selection. Another highlight we are presenting in these new items is the East European powerhouses with their striking looks. The models popularly called the "Diving Goggles" have this name thanks to the striking end design and add to our assortment with the classes 751 to 753.

Yet, this not everything by far. You will be amazed at what is rolling towards you on the pages that follow!

“Freight Train” Digital Starter Set

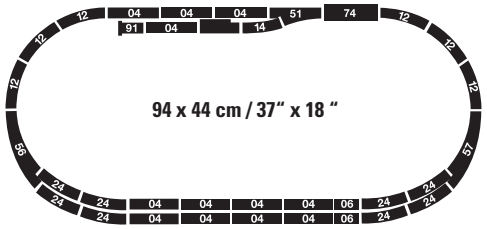
11138 “Freight Train” Digital Starter Set.
Prototype: European freight train on German rails. Class 185.2 electric locomotive, 1 type Snps four-axle double stake car (SBB Cargo), 1 type Sdgkms four-axle deep well flat car with a semi-truck rig painted and lettered for the freight forwarder Vos Logistics, 1 type Rils sliding tarp car painted and lettered for the Luxembourg State Railroad (CFL), leased to the Dutch State Railways (NS), 1 special car for chemical products, used on the German Railroad, Inc. (DB AG). Design with an insulated funnel flow tank. Privately owned car painted and lettered for the firm KVG Tank Cars Leasing Company, Inc.

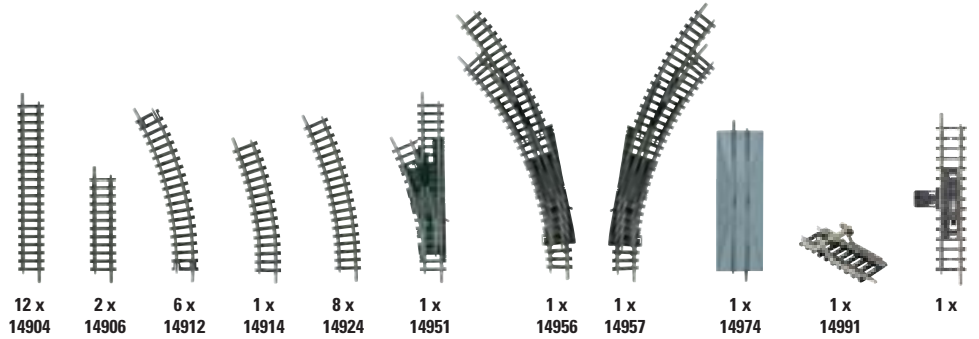
Model: The locomotive frame is constructed of die-cast metal. The locomotive has a DCC-Selectrix decoder. It also has a 5-pole motor with 2 flywheels. The locomotive has a close coupler mechanism. It has headlights that change over with the direction of travel. 4 axles powered. Traction tires. The cars have close coupler mechanisms. The set has a Mobile Station, track connector box, a switched mode power pack for 230 volts / 36 VA, and oval of track measuring 94 cm / 37“ x 44 cm / 18”, a Station track extension set with two curved turnouts and a passing siding as well as a Switching track extension set with an uncoupler track.
Total train length over the buffers approximately 581 mm / 22-7/8“.

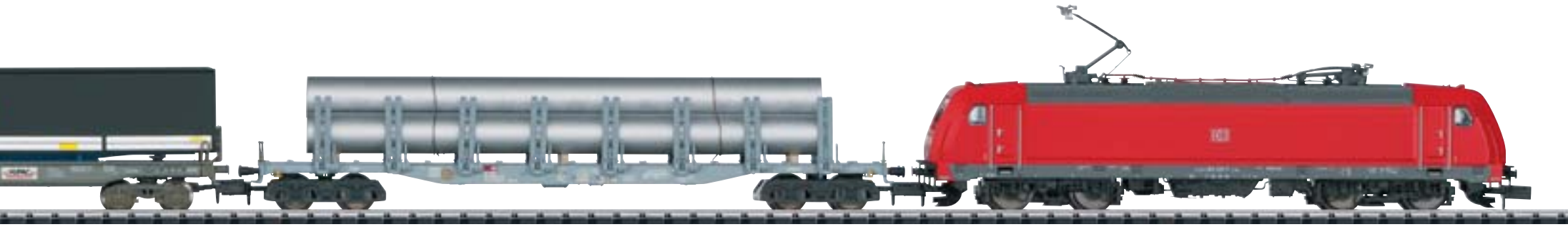
- **Locomotive includes a DCC-Selectrix decoder.**

This set can be expanded with the 14301 large track extension set and the entire Minitrix track program. The 14934/14935 electric mechanisms can be installed in all of the turnouts.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Rear Headlights off	•	•	
Engineer’s cab lighting	•	•	
Front Headlights off	•	•	
Direct control	•	•	







Class E 44 Electric Locomotives

After an interruption due to the great economic crisis, the electrification of the German State Railroad's network was continued starting in 1930. New, powerful locomotives were needed for the new routes. In the meantime, the German railroad industry had developed new concepts and prototypes for modern general-purpose locomotives. This design from Siemens showed clear progress compared to the previous provincial railroad designs that had merely been developed further. This unit was designed as a lightweight general-purpose locomotive and was built on a welded frame, mounted on trucks with integrated buffer beams and powered with axle-suspended motors. This gave this compact locomotive a total weight of 78 metric tons without the need for pilot trucks and still below the critical 20 metric ton limit for axle loads. The modern motors put out 2,200 kilowatts / 2,950 horsepower, which was available directly at the axles without the need for an expensive gear drive. The maximum speed reached on level track was 90 km/h or 56 mph. The first unit was successfully tested and placed into service by the German State Railroad as early as 1930 as the E 44 001. Additional regular production locomotives with a maximum speed of 80 km/h or 50 mph were ordered immediately, initially for the route from Stuttgart to Augsburg (with the Geislingen Grade). The German State Railroad purchased 174 regular production locomotives, of which 45 remained in East Germany with most of the rest in West Germany. Seven more locomotives were built new for the German Federal Railroad and several were equipped with push/pull controls or resistance brakes. The indestructible E 44 was in regular use well into the Eighties – at the end as the 144 (DB) and 244 (DR).

II III 14 LED 15 +

16661 Electric Locomotive.
Prototype: 2 Class E 44 electric locomotives. German State Railroad Company (DRG) road number E 44 046 with the roof extension and German Federal Railroad (DB) road number E 44 119 with the roof extension. B-B wheel arrangement, built starting in 1932.

Model: The locomotives have digital interface connectors, and LED headlights and marker lights that change over with the direction of travel and that can be turned off by means of bridge plugs. 4 axles powered on each locomotive. Traction tires. The locomotives have separately applied grab irons and cab steps. The buffer beams swing out like the prototype. The locomotives have NEM coupler pockets. The roof conductors are metal and the insulators are separately applied. The cabs have interior details. Cab lighting can be installed in the cabs and activated with the 66840 digital decoder. Both locomotives are individually packaged.
Length over the buffers for each locomotive 96 mm / 3-3/4".

- **Technical variations.**
- **Cab steps.**
- **Separately applied grab irons.**
- **LED headlights / marker lights.**

One-time series.

© Lichtbildstelle BD München/DB Museum Nürnberg

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Class 38.10-40 Steam Locomotive

Railroad fans in Germany and Europe have viewed the Prussian P8 for almost 100 years as one of the most beautiful steam locomotives ever built. Over 3,800 units were built from 1906 to 1928, for the Royal Prussian Railroad Administration (KPEV), for other provincial railroads, for foreign railroads, and even for the German State Railroad (DRG). Over 300 locomotives were still in service after 1945 in Germany. The last ones worked well into the Seventies in regional service. Around 20 locomotives have survived up to the present in operational condition almost everywhere in Europe.

III DCC SX LED 15 +

12420 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 38.10-40 steam locomotive with a tender, with Wagner smoke deflectors. Former Prussian P8.

Model: The locomotive and tender are constructed mainly of die-cast metal. The locomotive has a can motor with a bell-shaped armature and a flywheel and is mounted in the boiler. The locomotive has a built-in digital decoder and a sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. 3 axles powered. Traction tires. The locomotive has dual headlights with warm white LEDs.
Length over the buffers 116 mm / 4-9/16".

- **New tooling.**
- **Digital sound with many functions.**

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Bell	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Air Pump	•	•	
Whistle for switching maneuver	•	•	
Letting off Steam	•	•	
Sound of coal being shoveled	•	•	
Grate Shaken	•	•	

New tooling
Digital sound with many functions

Wagner smoke deflectors
2 domes

Pressurized Gas Tank Car Car Set

TRIX MINITRIX

III NEM 15 +

15415 "Pressurized Gas Tank Car" Car Set.
Prototype: 4 four-axle pressurized gas tank cars of different designs with and without heat shields. Privately owned cars painted and lettered for the firms Eva Railroad Transport, Inc., Düsseldorf, Germany, VTG, Inc., Hamburg, Germany, and Ruhr Nitrogen, Inc., Bochum, Germany. All of the cars used on the German Federal Railroad (DB). The cars look as they did around 1962.

Model: All of the cars have finely detailed, partially open frames. The side sills are open "U" shapes that face outwards. The trucks are based on a Minden-Dorstfeld design. The cars come with and without heat shields. They have separately applied brakeman's platforms. The cars have close coupler mechanisms.
Total length over the buffers 320 mm / 12-5/8".

- **New tooling.**
- **Type differences.**

One-time series.

Class 038.10-40 Steam Locomotive

Railroad fans in Germany and Europe have viewed the Prussian P8 for almost 100 years as one of the most beautiful steam locomotives ever built. Over 3,800 units were built from 1906 to 1928, for the Royal Prussian Railroad Administration (KPEV), for other provincial railroads, for foreign railroads, and even for the German State Railroad (DRG). Over 300 locomotives were still in service after 1945 in Germany. The last ones worked well into the Seventies in regional service. Around 20 locomotives have survived up to the present in operational condition almost everywhere in Europe.

IV | DCC SX | LED | 15 +

16384 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 038.10-40 steam locomotive with a tender, with Witte smoke deflectors. Former Prussian P8.
Model: The locomotive and tender are constructed mainly of die-cast metal. The locomotive has a can motor with a bell-shaped armature and a flywheel and is mounted in the boiler. The locomotive has a built-in digital decoder and a sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. 3 axles powered. Traction tires. The locomotive has dual headlights with warm white LEDs.
Length over the buffers 116 mm / 4-9/16".

- **New tooling.**
- **Digital sound with many functions.**

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Bell	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Air Pump	•	•	
Whistle for switching maneuver	•	•	
Letting off Steam	•	•	
Sound of coal being shoveled	•	•	
Grate Shaken	•	•	

Witte smoke deflectors

3 domes

New tooling

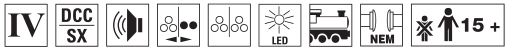
Digital sound with many functions

Diesel Locomotive, Road Number 215 049-8

The Diesel Locomotive Classes 215/225

From the mid-Sixties on the progressive retirement of steam locomotives led to an increasing demand for powerful diesel locomotives. The latter had to be able to run at higher speeds as well as enable the transfer to electric train heating. MAN had just developed a more powerful motor with 2,500 horsepower but it had still not tested enough. There was also still not enough experience with electric train heating on diesel locomotives. The class V 168 (from 1968 on: 215) was conceived as an intermediate solution to cover the urgent need for locomotives. This was version of the V 168 lengthened by around 400 mm / 16 inches, which was then supposed to allow the optional installation of different powerful motors. Steam heat with Vapor-Heating design heating boilers were retained for the time being, but it had to be possible to convert the locomotives to electric heating. In 1968, Krupp delivered ten pre-production units with the road numbers 215 001-010. They served as test beds for the new 2,500 horsepower motor from MAN. With the installation of hydrodynamic brakes the maximum speed on road number 215 005-010 was increased to 140 km/h / 87.5 mph. One-hundred-forty regular production units of the class 215 followed between 1969 and 1971. With the exception of road number 215 071-093 and the last 20 units, all of the locomotives were equipped with the reliable 1,900 horsepower motor. The exceptions had an improved 2,500 horsepower motor installed in them.

Ulm was a significant base for the class 215 right from the start. In 1973, this Upper Swabian railroad junction was home base for 62 of the 150 units. The 2,500 horsepower locomotives with high numbers found a new home from 1988 on in Oberhausen-Osterfeld, where they had to replace the two-motor 221 units in heavy freight service. From 2001 on the class 215 was really in for it. Sixty-seven units were sold to DB Cargo by the middle of 2003 and they were designated as the class 225. As a rule, the steam heating equipment was no longer needed and was replaced by heat retention devices. Yet the release of more powerful class 218 units made the existence of the class 215 even more difficult and the latter class disappeared more and more from the rails. By the end of 2015, the last units will have been withdrawn from service.
The last regular service for the class 215 ended with DB Regio Hessen in April of 2003. Unscheduled use still took place for a couple of months after that with DB Regio Rheinland, and then they were gone. In June of 2003, DB Autozug (Auto Train) bought 16 class 215 locomotives from DB Regio, among them the last operational units. Fourteen units were rebuilt similar to the class 225 and were designated as the class 215.9. Until their retirement in 2008, they ran the "Sylt Shuttle" auto trains as double m.u. combinations between Niebüll and Westerland on the Isle of Sylt. The "old" class 215 was thereby history starting in the middle of 2003.



16251 Diesel Locomotive.
Prototype: German Federal Railroad (DB) diesel road engine, road number 215 049-8, as it looked around 1983. Diesel hydraulic locomotive with a steam heat generator.
Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the headlights. The locomotive has cab lighting that can be controlled in digital operation. It also has a close coupler mechanism. The locomotive has separately applied grab irons.
Length over the buffers 102 mm / 4".

- **New tooling.**
- **Grab irons separately applied.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Digital sound with many functions.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
High Pitch Horn	•	•	•
Diesel locomotive op. sounds	•	•	
Engineer's cab lighting	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Low Pitch Horn	•	•	
Front Headlights off	•	•	
Compressor	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Doors Closing	•	•	

New tooling
Grab irons separately applied
Digital sound with many functions

Electric Locomotive 144 097-3

Universal and Reliable. After an interruption due to the great economic crisis, the electrification of the German State Railroad's network was continued starting in 1930. New, powerful locomotives were needed for the new routes. The German railroad industry developed innovative concepts and prototypes for this purpose for modern general-purpose locomotives. In particular, the design from Siemens showed clear progress compared to the previous provincial railroad designs that had merely been developed further. This unit was designed as a lightweight general-purpose locomotive and was built on a welded frame, mounted on trucks with integrated buffer beams and powered with axle-suspended motors. Four axle-suspended motors on the axles provided the drive. This gave this compact locomotive a total adhesion weight of 78 metric tons on the driving wheels without the need for pilot trucks and still below the critical 20 metric ton limit for axle loads. The modern motors put out 2,200 kilowatts / 2,950 horsepower, which was available directly at the axles without the need for an expensive gear drive. The maximum speed reached on level track was 90 km/h or 56 mph. The German State Railroad purchased 174 regular production locomotives with seven more units were built new for the German Federal Railroad. These units turned in particularly good results and they were rated in regular service as almost indestructible well into the Eighties.

IV LED 15 +

16662 Electric Locomotive.
Prototype: German Federal Railroad (DB) electric locomotive with road number 144 097-3. B-B wheel arrangement, built starting in 1932.
Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. The locomotive has LED headlights and marker lights that change over with the direction of travel and that can be controlled in digital operation. 4 axles powered. Traction tires. The locomotive has separately applied grab irons and cab steps. The buffer beams swing out like the prototype. The locomotive has NEM coupler pockets. The roof conductors are metal and the insulators are separately applied. Cab 1 has interior details and cab lighting that can be controlled in digital operation.
Length over the buffers 96 mm / 3-3/4".

- **Technical variations.**
- **Cab steps.**
- **Separately applied grab irons.**
- **LED headlights / marker lights.**
- **Many sound functions.**

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Electric locomotive op. sounds	•	•	
Locomotive whistle	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Whistle for switching maneuver	•	•	
Front Headlights off	•	•	
Compressor	•	•	
Letting off Air	•	•	
Conductor's Whistle	•	•	
Blower motors	•	•	
Sanding	•	•	
Station Announcements	•	•	
Station Announcements	•	•	


TRIX
MINITRIX
MÜNCHEN HBF
144 097-3
© P. Wittmann

Torpedo Ladle Car

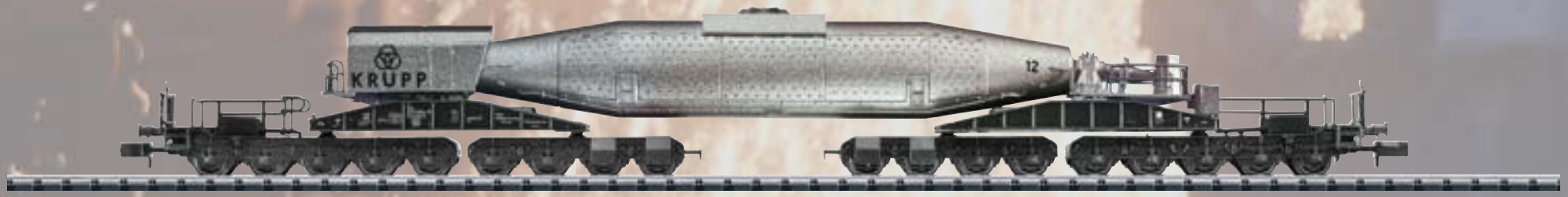
The main product of a blast furnace is molten crude iron. It is transported in torpedo ladle cars for additional processing in a steel plant.
The prototype of our model is an 18-axle special car with an authorized total weight of 360 metric tons. The interior of the container is bricked up to be fireproof in order that the 1,350° Celsius / 2,462° Fahrenheit hot load does not cool down on the one hand and to prevent the container from melting.
Three to four of these cars often run in a train. Two-axle empty freight cars are coupled between them to keep from exceeding the permissible load on railroad bridges.

III IV NEM 15 +

15553 Torpedo Ladle Car.
Prototype: Privately owned car for transporting molten crude iron, used on the German Federal Railroad. Built starting in 1967.
Model: The container is constructed of metal. The car has a close coupler mechanism. The container can be tipped to both sides. The car is weathered.
Length over the buffers 212 mm / 8-3/8".

- **Weathered version.**
- **New car number.**

One-time series.



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Eisenbahn-Verkehrsmittel-Aktien gesellschaft
Düsseldorf
33 RIV
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7915284-3
20
1015
3

“Pressurized Gas Tank Car”

TRIX MINITRIX

V NEM 15 +

15417 “Pressurized Gas Tank Car” Car Set.
Prototype: 5 four-axle pressurized gas tank cars as privately owned cars, used on the German Railroad, Inc. (DB AG). Pressurized gas tank cars without heat shields painted and lettered for the firms VTG and Eva.
Model: 3 pressurized gas tank cars without heat shields painted and lettered for the firm VTG and 2 pressurized gas tank cars without heat shields painted and lettered for the firm Eva. All of the cars have different car numbers. They also have finely detailed, partially open frames. The trucks are based on a Minden-Dorstfeld design. The cars have separately applied brakeman’s platforms and separately applied side ladders with platforms specific to the car types. The cars have close coupler mechanisms. Each car is individually packaged.
Length over the buffers per car 80 mm / 3-1/8“.

- **New tooling.**
- **Type differences.**

One-time series.

Class 225 Diesel Locomotive

The Diesel Locomotive Classes 215/225

From the mid-Sixties on the progressive retirement of steam locomotives led to an increasing demand for powerful diesel locomotives. The latter had to be able to run at higher speeds as well as enable the transfer to electric train heating. MAN had just developed a more powerful motor with 2,500 horsepower but it had still not tested enough. There was also still not enough experience with electric train heating on diesel locomotives. The class V 168 (from 1968 on: 215) was conceived as an intermediate solution to cover the urgent need for locomotives. This was version of the V 168 lengthened by around 400 mm / 16 inches, which was then supposed to allow the optional installation of different powerful motors. Steam heat with Vapor-Heating design heating boilers were retained for the time being, but it had to be possible to convert the locomotives to electric heating. In 1968, Krupp delivered ten pre-production units with the road numbers 215 001-010. They served as test beds for the new 2,500 horsepower motor from MAN. With the installation of hydrodynamic brakes the maximum speed on road number 215 005-010 was increased to 140 km/h / 87.5 mph. One-hundred-forty regular production units of the class 215 followed between 1969 and 1971. With the exception of road number 215 071-093 and the last 20 units, all of the locomotives were equipped with the reliable 1,900 horsepower motor. The exceptions had an improved 2,500 horsepower motor installed in them.

Ulm was a significant base for the class 215 right from the start. In 1973, this Upper Swabian railroad junction was home base for 62 of the 150 units. The 2,500 horsepower locomotives with high numbers found a new home from 1988 on in Oberhausen-Osterfeld, where they had to replace the two-motor 221 units in heavy freight service. From 2001 on the class 215 was really in for it. Sixty-seven units were sold to DB Cargo by the middle of 2003 and they were designated as the class 225. As a rule, the steam heating equipment was no longer needed and was replaced by heat retention devices. Yet the release of more powerful class 218 units made the existence of the class 215 even more difficult and the latter class disappeared more and more from the rails. By the end of 2015, the last units will have been withdrawn from service.
The last regular service for the class 215 ended with DB Regio Hessen in April of 2003. Unscheduled use still took place for a couple of months after that with DB Regio Rheinland, and then they were gone. In June of 2003, DB Autozug (Auto Train) bought 16 class 215 locomotives from DB Regio, among them the last operational units. Fourteen units were rebuilt similar to the class 225 and were designated as the class 215.9. Until their retirement in 2008, they ran the "Sylt Shuttle" auto trains as double m.u. combinations between Niebüll and Westerland on the Isle of Sylt. The "old" class 215 was thereby history starting in the middle of 2003.

VI | DCC SX | LED | NEM | 15 +

16252 Diesel Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 225 diesel road engine. Diesel hydraulic locomotive. With exhaust hoods.
Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the headlights. The locomotive has cab lighting that can be controlled in digital operation. It also has a close coupler mechanism. The locomotive has separately applied grab irons.
Length over the buffers 102 mm / 4".

- **New tooling.**
- **Grab irons separately applied.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Digital sound with many functions.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
High Pitch Horn	•	•	•
Diesel locomotive op. sounds	•	•	
Engineer's cab lighting	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Low Pitch Horn	•	•	
Front Headlights off	•	•	
Compressor	•	•	
Conductor's Whistle	•	•	

New tooling
Grab irons separately applied
Digital sound with many functions

Diesel Locomotives

16202 Diesel Locomotive.
Prototype: Class 221 heavy general-purpose locomotive painted and lettered for RTS Rail Transport Service (former DB class V 200.1). Built starting in 1962. Diesel hydraulic drive with two V12 motors.
Model: The frame and body are constructed of die-cast metal. The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the headlights. The locomotive has cab lighting that can be controlled in digital operation. It also has a close coupler mechanism. The locomotive also has separately applied grab irons. Length over the buffers 115 mm / 4-1/2".

- **Tooling variations.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	

16641 Diesel Locomotive.
Prototype: Class 285 diesel electric locomotive painted and lettered for Rhein Cargo GmbH & Co. KG, Neuss. Built by Bombardier as a production locomotive from the TRAXX family of locomotives.

Model: The locomotive has a built-in digital decoder with the formats DCC, Selectrix, and Selectrix 2. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism. Length over the buffers 118 mm / 4-5/8".

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	
Long distance headlights	•	•	

The RTS Class 221

The V 200.0 from the DB's first type program for diesel locomotives was the breakthrough in Germany for a large diesel locomotive for heavy road service. With its 2,200 horsepower it decisively lefts its mark on the look of the DB in the Fifties. Eighty-six units of it were placed into service. Growing traffic with greater trainloads demanded a lot of the V 200.0 chiefly on routes with lots of grades. Krauss-Maffei was therefore given the contract in 1960 to develop a more powerful motorized variant. The "new" class V 200.1 was equipped with two engine layouts, each at 1,350 horsepower. The increase in weight from the more powerful engine layouts was offset by a lighter weight steam heat boiler as well as from the use of lightweight materials for the fuel and sand tanks. Externally there were slight changes in the arrangement of vents and windows as well as the ends. Like the V 200.0, it had two end cabs insulated against noise. The two engine layouts with their fluid transmissions and cooling equipment formed two groups independent of each other. Each powered only one truck so that the locomotive was still operational in the event one system failed. The frame, superstructure, and trucks were for the most part a welded design again with lightweight steel construction.
Required in heavy freight service in the end, the V 200.1 (from 1968 on: 221) were used until 1988. Many of the 221 units did not migrate to the scrap heap after being put into storage. Five units in Albania and 20 units in Greece were still useful for several years. All of the 221 units sold to Greece were acquired in May of 2002 by the Prignitz Railroad, Inc. (PEG) and brought back to Germany. Ten of these units were in some cases very run down, and they were thoroughly overhauled, mostly re-motored, and with one exception were sold to private firms (221 105, 106, 117, 121, 122, 124, 134, 136, 145, and 147). Former road numbers 221 105 and 134 are now in use with Rail Transport Service Gmbh (RTS) and can be seen rumbling with their new MTU type 12V 4000 R41 motors usually on the point of construction trains of all types.

“Dresden S-Bahn”

15580 “Dresden (VVO) S-Bahn” Bi-Level Car.
Prototype: Type DBpza 780.4, 2nd class, used on the German Railroad, Inc. (DB AG), painted and lettered for the Dresden S-Bahn in the Upper Elbe, Inc. (VVO) Transport Association.
Model: The car has built-in LED interior lighting, including lighted train destination displays, and a close coupler mechanism.
Length over the buffers 167 mm / 6-9/16“.

- **LED interior lighting.**
- **Lighted train destination displays.**

One-time series.

This add-on car goes with the 11630 train set.

11630 “Dresden (VVO) S-Bahn” Train Set.
Prototype: Electric locomotive road number 182 016-6, 2 bi-level cars, 2nd class, and 1 bi-level cab control car, 1st/2nd class, used on the German Railroad, Inc. (DB AG), painted and lettered for the Dresden S-Bahn in the Upper Elbe, Inc. (VVO) Transport Association.

Model: The locomotive has a 14-pin digital interface connector. It has a motor with a flywheel, 4 axles powered, traction tires, and LED headlights. The bi-level cars have built-in LED interior lighting, including lighted train destination displays, and close coupler mechanisms. The bi-level cab control car has white/red headlight / marker light changeover that works in digital and analog operation.
Total length over the buffers 623 mm / 24-1/2”.

- **LED headlights.**
- **LED interior lighting.**
- **Lighted train destination displays.**

One-time series.

This train set can be lengthened as desired with the 15580 add-on car.


einfach umsteigen
Ein Ticket.
Alles fahren.
VVO


VVO
Ein Ticket.
Alles fahren.
VVO

Class 151 heavy freight locomotive

The Class 151

Due to increasing performance requirements in heavy and fast freight service the class 151 appeared in 1972 as a further development of the 150 (until 1968: E 50). Its design was based on the new parameters from the Railroad Construction and Operation System (EBO) of 1967, which provided for freight service speeds up to 120 km/h / 75 mph and trainloads up to 2,000 metric tons. These values could only be achieved with a locomotive of over 5,000 kilowatts / 6,705 horsepower performance so that just reworking the class 150 was out of the question right from the start.
Krupp and AEG were responsible for the design of the 151. In the interest of standardization, use was made of the proven traction motors for the classes 110 and 140. However, entirely new methods of insulation and heat dissipation had to be developed for the desired increase in performance. Despite this the locomotive became so heavy with the unavoidable new more powerful main transformer and the reinforced electric resistance brakes that the required axle load could be maintained only with extreme application of lightweight construction technology. The cabs were equipped with anatomically correct seats and air conditioning based on the latest information. Equipping the locomotives with energy-absorbing buffer beams was obligatory. The latter enabled the installation of center buffer couplers. The proven trucks from the 150 were discarded and new, welded lightweight steel trucks were designed. The class 103 provided box-style bracing and the wheel guide mechanism with Lemniskaten steering linkage. The proven rubber ring spring drive was preserved. A 29-step high voltage relay system with thyristor load relays provided control for the traction motor voltage.
Road number 151 001 was delivered as the first unit on November 21, 1972. By 1977, 170 units were delivered by Krupp, Henschel, Krauss-Maffei, AEG, Siemens, and BBC. They were initially used all over West Germany and in part even with passenger trains. Road numbers 151 089-122 had and some still have today an automatic coupler ("Unicoupler"). For many years, they ran mostly as double units in m.u. operation pulling heavy ore trains in the routings Hamburg – Beddingen (5,700 metric tons), Venlo – Dillingen (5,130 metric tons) and Moers – Linz (3,220 metric tons). Up to 2009 only locomotives involved in accidents were retired. After this, so many units were stored because of the economic and financial crisis that the roster of six-axle locomotives still active in the last four years sank well down to half. Yet the 151 locomotives found a new field of activity among private firms. However, the DB too cannot do without these elegant freight locomotives for several years.

VI | DCC SX | LED | NEM | 15 +

16493 Electric Locomotive.
Prototype: Class 151 heavy freight locomotive painted and lettered for SRI Rail Invest GmbH (SRI). The locomotive looks as it did around 2014.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel. The locomotive has a close coupler mechanism. All of the functions can also be controlled in the SX2 digital format.
Length over the buffers 122 mm / 4-13/16".

- **Many sound and control functions.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Headlights can be turned off.**

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Electric locomotive op. sounds	•	•	
Locomotive whistle	•	•	
Direct control	•	•	
Rear Headlights off	•	•	
Whistle for switching maneuver	•	•	
Front Headlights off	•	•	
Sound of squealing brakes off	•	•	
Compressor	•	•	
Brake Compressor	•	•	
Cab Radio	•	•	
Sound of Couplers Engaging	•	•	
Station Announcements	•	•	

91 43 0470 505-8 General-Purpose Electric Locomotive

The Taurus No. ES 64 U2-009 for MRCE (Mitsui Rail Capital Europe), Inc. has been running since June 30, 2014 with the decoration for the occasion of the 25th anniversary of the Pan-European Picnic. The locomotive can be seen in Austria and Germany (currently it is pulling passenger trains on the DB between Berlin and Hamburg).

The same locomotive for the GYSEV/Raaber Railroad, Inc. AG (road number 91 43 0470 505-8) was presented in Sopron on August 18, 2014. Since then it has been pulling passenger and freight trains in Hungary and Austria. We have thus achieved our plan: to carry the message of the anniversary with the same motif on the locomotives in all three countries participating in this historic process (in Hungary, Austria, and Germany) – EUROPE WITHOUT BORDERS. These historic events began with the Pan-European Picnic and have continued with the fall of the Berlin Wall and the reunification of Germany.
The locomotive decoration project was realized due to the initiative of Loc & More, Inc. and is based on its plans (graphic artist: Péter Tranta). The costs of the project were born by GYSEV, Inc. and Loc & More, Inc. – with the support of the Konrad Adenauer Foundation and the Foundation for a Civic Hungary (PMA).
What is the Pan-European Picnic? A good summary of the events can be read on the home page of the Pan-European Picnic:
http://www.paneuropaipiknik.hu/index.php?site=30

VI 14 NEM 15 +

16954 Electric Locomotive.
Prototype: Raaber Railroad, Inc. (GYSEV) road number 91 43 0470 505-8 general-purpose electric locomotive, built starting in 2000.
Model: The locomotive has a 14-pin digital interface connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel. They can be turned off by means of a bridge plug. The locomotive has a close coupler mechanism. Cab lighting headlights can be installed in the locomotive and activated with the 66840 decoder.
Length over the buffers 122 mm / 4-13/16".

- **Headlights can be turned off.**
- **Specially designed packaging.**
- **Certificate of authenticity.**

Limited one-time series.

In cooperation with Loc & More (http://www.locandmore.eu).

GYSEV Raaberbahn

91 80 6182 509-0 General-Purpose Electric Locomotive

The author is Dr. Imre Tóth, historian, Director of the Sopron Museum. The presentation of the locomotive decoration as a motif appeared as early as the 20th anniversary of the logo developed by the Picnic, this time in a silver color – corresponding to the 25th anniversary. A wire fence motif can be seen on the train in Austrian and Hungarian colors representing the border between Hungary and Austria. The GDR citizens are breaking out of the darkness of the communist era, severing the barbed wire, coming to the light of freedom, and uniting with their relatives and fellow citizens.
The motif on the other side of the locomotive no longer "tells" the personal history of the German refugees, but rather represents the historic events that began with the Pan-European Picnic. The severed barbed wire, the houses of Sopron, the lighthouse as the town's landmark, a Trabi left behind, a watchtower … and thus we come to the Berlin Wall, to the Brandenburg Gate. The sky above is done in the colors of the three participating countries. Both sides and the ends of the locomotives also have inscriptions in the languages of the participating countries. They send the most important message: EUROPE WITHOUT BORDERS – since 25 years.
(Source: http://www.locandmore.eu)

VI 14 NEM 15+

16955 Electric Locomotive.
Prototype: Mitsui Rail Capital Europe (MRCE) road number 91 80 6182 509-0 general-purpose electric locomotive, built starting in 2000.
Model: The locomotive has a 14-pin digital interface connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel. They can be turned off by means of a bridge plug. The locomotive has a close coupler mechanism. Cab lighting headlights can be installed in the locomotive and activated with the 66840 decoder.
Length over the buffers 122 mm / 4-13/16".

- **Headlights can be turned off.**
- **Specially designed packaging.**
- **Certificate of authenticity.**

Limited one-time series.

In cooperation with Loc & More (http://www.locandmore.eu).

Swiss

11629 "Cisalpino" Train Set.
Prototype: Class Re 484 electric locomotive as a dual system locomotive with 4 pantographs, 2 open seating cars, 1st class, 1 open seating car, 2nd class, all of the cars painted and lettered for Cisalpino AG, used on the Swiss Federal Railways (SBB).
Model: The locomotive has a digital decoder for operation with DCC, Selectrix, and Selectrix 2. It has a motor with a flywheel, 4 axles powered, traction tires, and LED headlights. All of the controllable functions can be controlled in the DCC format as well as in the Selectrix 2 format.
The express train passenger cars have close coupler mechanisms.
Total length over the buffers 613 mm / 24-1/8".

- **LEDs for headlights.**

One-time series.

66656 Lighting kit.
66616 LED lighting kit.

This train set can be lengthened as desired with the 15549 add-on car.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Long distance headlights	•	•	
Direct control	•	•	
Front Headlights off	•	•	
Rear Headlights off	•	•	

15549 "Cisalpino" Express Train Passenger Car.
Prototype: 1 open seating car, 2nd class, painted and lettered for Cisalpino AG, used on the Swiss Federal Railways (SBB).
Model: The car has a close coupler mechanism. A lighting kit can be installed in the car.
Length over the buffers 165 mm / 6-1/2".

One-time series.

66656 Lighting kit.
66616 LED lighting kit.

Add-on car for the 11629 train set.


CISALPINO

CISALPINO


CISALPINO

Netherlands

VI | DCC SX | LED | NEM | 15 +

16894 Electric Locomotive.
Prototype: ERS Railways road number 189 213 "Linked by Rail" general-purpose electric locomotive. Builder designation ES 64 F4. B-B wheel arrangement, built starting in 2002.
Model: The locomotive has a built-in digital decoder with the digital formats DCC, Selectrix, and Selectrix 2. The locomotive has a close coupler mechanism. The motor has a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel. The locomotive's cab lighting and long-distance headlights can be controlled in digital operation. The outer pantographs can pick up electrical power from catenary.
Length over the buffers 122 mm / 4-13/16".

- **Headlights can be turned off.**
- **Long distance headlights and cab lighting.**
- **Specially designed packaging.**

One-time series.

In cooperation with Loc & More (http://www.locandmore.eu).

Front Side

Rear Side

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	
Long distance headlights	•	•	

Luxembourg

TRIX
MINITRIX

How close is Luxembourg? The relatively small area of the country and the intensive economic integration with Lorraine in France, Saarland and Rhineland-Palatinate in Germany, and Wallonia in Belgium have the result that commuter service for Luxembourg today largely means international service. The CFL trains are coordinated with the neighboring DB, SNCF, and SNCB/NMBS railroads, often even operated jointly. The class 4000 locomotives from the TRAXX family were initially leased and then purchased are ideal as electric border crossers for these special transportation relationships.

Luxembourg

16901 Electric Locomotive.
Prototype: Luxembourg State Railways (CFL) class 4000 general-purpose locomotive. Dual system locomotive with 4 pantographs. The locomotive is similar to the German class 185.
Model: The locomotive has a 14-pin digital interface connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel. They can be turned off by means of a bridge plug. The locomotive has a close coupler mechanism. Cab lighting and long distance headlights can be installed in the locomotive and activated with the 66840 decoder.
Length over the buffers 118 mm / 4-5/8".

- **Warm white LEDs for lighting.**
- **Headlights and marker lights can be turned off.**
- **Cab lighting and long distance headlights can be installed in the locomotive and activated with the 66840 decoder.**

One-time series.

A car set to go with this locomotive can be found under item number 15305.

15305 CFL Bi-Level Car Set.
Prototype: 2 bi-level cars, 2nd class, 1 bi-level car, 1st and 2nd class, and 1 cab control car, all painted and lettered for the Luxembourg State Railways (CFL).

Model: The bi-level cab control car has white/red headlight / marker light changeover that works in digital and analog operation. All of the cars have built-in LED interior lighting and close coupler mechanisms.
Total length over the buffers 668 mm / 26-5/16".

- **LED interior lighting.**

One-time series.

The class 4000 locomotive goes with this car set and is available under item number 16901.

Denmark

TRIX
MINITRIX

IV NEM 15 +

15416 Pressurized Gas Tank Car.
Prototype: Pressurized gas tank car, used on the Danish State Railways (DSB). Privately owned car painted and lettered for the firm Kosan Tankers a/s, DK-Kobenhavn. The car looks as it did at the start of the Eighties.

Model: The car has a finely detailed, partially open frame. The side sills are open "U" shapes with cable eyelets. The trucks are based on a Minden-Dorstfeld design. The car has a separately applied brakeman's platform. It also has a close coupler mechanism.
Length over the buffers 80 mm / 3-1/8".

- **New tooling.**

New tooling

Italy

OCEANOGATE Class 483 Electric Locomotive

Bombardier had success with more than just the DB classes 145/146/185 in Germany with its "Traxx" family as a "jack-of-all-trades." Many other European railroads ordered and still order today single and multi-system electric locomotives as well as diesel electric units from this family. Over the course of the years critical improvement were made to individual members of the family. Since 2004, a reworked version has been delivered as "Traxx 2" with an altered locomotive body improved to withstand crashes. The layout for the voltage converter was also changed, whereby two fundamentally different designs of water-cooled power converters were now being used. Because the locomotives cannot carry the train safety systems and other equipment parts for all conceivable applications in countries buying the locomotives due to space and weight restrictions, the locomotives are equipped or retrofitted on delivery or later on request with certain "packages". There is thus a "Swiss package" with the Swiss train safeguards, two additional pantographs with narrow contact strips as well as other additions specific to the country. The version for traffic to France also has two additional pantographs and the French safety systems. There is also a base version with only two pantographs and without additional safety systems that can be used only in Germany and Austria.
In 2005 the leasing company Angel Trains Cargo (since 2010 Alpha Trains) ordered ten Traxx 2 units exclusively for operation under 3 kilovolt DC for the Italian (and optionally Polish) domestic market. Bombardier took this as the occasion to develop the family for the Traxx 2E platform further in order to integrate diesel electric locomotives into the family and to increase further the general modularity. With the presentation of this "One 4 All Concept" at the InnoTrans 2006 in Berlin, Bombardier showed that DC, AC, and multi-system electric locomotives as well as diesel electric units could be called up from the "Traxx 2E" concept with no problem. A real showstopper is the fact that 70% of all of their parts and components are identical.
In 2008, Angel Trains ordered another ten units for the Italian market. These 20 Angel Trains electric locomotives were given the road numbers E 483.001-020. Of these, road numbers 483 001, 006, 007, 018, 019, and 020 are currently leased long term to the Italian railroad firm Oceanogate Italia S.p.A. in La Spezia. Additional units of this DC Traxx 2E have been delivered recently to different Italian, Spanish, and Polish railroad firms as well as even 100 units to the Spanish State Railroad (Renfe).

VI DCC SX LED NEM 15 +

16872 Electric Locomotive.
Prototype: OCEANOGATE class 483 electric locomotive. Version with 4 pantographs.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED dual headlights and marker lights that change over with the direction of travel and that can be switched to triple headlights. The locomotive has a close coupler mechanism. The locomotive's headlights, marker lights, cab lighting, long-distance headlights, and other light functions can be controlled in digital operation.
Length over the buffers 118 mm / 4-5/8".

- **Warm white LEDs for lighting.**
- **Headlights can be changed and turned off.**
- **Cab lighting can be controlled.**

© Ale Sasso

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	
Long distance headlights	•	•	
Light Function	•	•	
Light Function1	•	•	
Light Function 2	•	•	
Headlight(s)	•	•	
Light Function 3	•	•	

“Diving Goggles”

“Diving Goggles” – Classes 750, 753, and 754 for the ČD, ČDC, ŽSCS, and ŽSSK

“Diving Goggles” or “Cobra” is the synonyms for the most striking diesel locomotive of former Czechoslovakia. The locomotives have nicknames thanks to the unique look with the anti-glare cabs. The Czechoslovakian locomotive builder ČKD developed the class T478.3 at the end of the Sixties in order to relieve the lack of diesel road engines for passenger service on the Czechoslovakian State Railways (ČSD). The predecessor model, the class T478.1, formed the basis. The new diesel electric unit was designed to be about 72 metric tons and had to be able to pull passenger trains at maximum speed of up to 100 km/h / 62.5 mph. Many proven components from the class T478.1 were adopted, the complete running gear, the design for the main frame and the engine room, the hydrostatic drive for the cooling vents, and the type PG 500 steam generator. By contrast, the locomotive body with its two end cabs were given a modern look developed by industrial designers. The type “K 12 V 230 DR” diesel motor was also newly developed by ČKD.

Four hundred eight production locomotives were built between 1969 and 1977 as the class T478.3 (with steam heating). Starting in 1988, they were incorporated as the class 753 into the motive power roster of the ČSD according to the new numbering scheme. After the construction of two prototypes with higher performance in 1975 another 84 units of the comprehensive class T478.4 with electric heating were delivered in 1979/1980. The ČSD took them into the new numbering scheme as the class 754. Between 1991 and 1995, 163 units of the class 753 were converted to electric heating in the new class 750 with the same assignment numbers. After the division of Czechoslovakia on January 1, 1993, around 75% of the “Diving Goggles” came to the new Czech State Railroad (ČD), while the remaining 25% was taken over by the newly established Slovakian State Railroad (ŽSR).

In 2001, the ČD sold 57 locomotives of the class 753 to Inekon Holding in Prague. The “Diving Goggles” were updated there and were sold mostly to an Italian private railroad operator starting in 2003. Nine units were equipped with a used slow running ČKD six-cylinder motor, 31 locomotives were given a new Caterpillar type “3512 B DITA” motor as well as new electrical equipment from Siemens. The latter were then designated as the class 753.7. The Italian Ferrovie Nord Milano (FNM) took 18 units of this group into their motive power roster as the class DE 520. Since then other locomotives were converted in a similar manner for the Czech private railroads AWT and Unipetrol Doprava as well as the freight service group ČDC of the Czech State Railroad.

“Diving Goggles”

VI DCC SX LED NEM 15 +

16734 Diesel Locomotive.
Prototype: FNM (Ferrovie Nord Milano) class DE 520 general-purpose locomotive. Its striking looks has earned it the nickname “Diving Goggles” or “Cobra” (Brejlovec). Built starting in 1970, updated starting in 1991 and starting in 2001. Diesel electric drive.
Model: The frame and body are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel and that can be controlled in digital operation. The locomotive has cab lighting that can be controlled in digital operation.
Length over the buffers 104 mm / 4-1/8”.

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Cab lighting.**
- **Digital sound with many functions.**
- **Closed end skirting that can be replaced.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer’s cab lighting	•	•	•
Diesel locomotive op. sounds	•	•	
Horn	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Horn	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Conductor’s Whistle	•	•	
Blower motors	•	•	
Sanding	•	•	

One-time series.

© C. Ochsner

IV DCC SX LED NEM 15 +

16731 Diesel Locomotive.
Prototype: Czechoslovakian State Railroad (ČSD) road number T 478.3189 general-purpose locomotive. Its striking looks has earned it the nickname “Diving Goggles” or “Cobra” (Brejlovec). Built starting in 1970. Diesel electric drive with the type ČKD K 12 V 230 DR motor.
Model: The frame and body are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel and that can be controlled in digital operation. The locomotive has cab lighting that can be controlled in digital operation.
Length over the buffers 104 mm / 4-1/8”.

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Cab lighting.**
- **Digital sound with many functions.**
- **Closed end skirting that can be replaced.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer’s cab lighting	•	•	•
Diesel locomotive op. sounds	•	•	
Horn	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Horn	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Conductor’s Whistle	•	•	
Letting off Steam	•	•	
Blower motors	•	•	
Sanding	•	•	
Safety Valve	•	•	

One-time series.

© Dušan Repa

VI DCC SX LED NEM 15+

16732 Diesel Locomotive.
Prototype: ČD Cargo class 750 general-purpose locomotive. Its striking looks has earned it the nickname "Diving Goggles" or "Cobra" (Brejlovec). Built starting in 1970, updated starting in 1991. Diesel electric drive.
Model: The frame and body are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel and that can be controlled in digital operation. The locomotive has cab lighting that can be controlled in digital operation.
Length over the buffers 104 mm / 4-1/8".

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Cab lighting.**
- **Digital sound with many functions.**
- **Closed end skirting that can be replaced.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Diesel locomotive op. sounds	•	•	
Horn	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Horn	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Blower motors	•	•	
Sanding	•	•	

One-time series.

© Foto Korbel

V DCC SX LED NEM 15+

16733 Diesel Locomotive.
Prototype: Železnice Slovenskej republiky (ŽSSK) class 750 general-purpose locomotive. Its striking looks has earned it the nickname "Diving Goggles" or "Cobra" (Brejlovec). Built starting in 1970, updated starting in 1991. Diesel electric drive.
Model: The frame and body are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The locomotive has warm white LED headlights and marker lights that change over with the direction of travel and that can be controlled in digital operation. The locomotive has cab lighting that can be controlled in digital operation.
Length over the buffers 104 mm / 4-1/8".

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Cab lighting.**
- **Digital sound with many functions.**
- **Closed end skirting that can be replaced.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Diesel locomotive op. sounds	•	•	
Horn	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Horn	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Blower motors	•	•	
Sanding	•	•	

One-time series.


© A. Räntzsch


TRIX
MINITRIX
V 200 018
DEUTSCHE BUNDESBAHN

Customs Union Coal Mine Kit

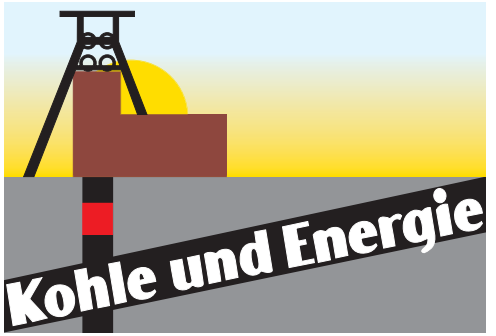
Customs Union Coalmine, Greetings! The Customs Union Coalmine rates as one of the most beautiful coalmines in the Ruhr district. If so, for us it is the most beautiful coalmine in the world. The Customs Union Foundation therefore made considerable efforts to get the cultural landscape of the Customs Union Coalmine placed at the top of the suggestion list for the UNESCO World Heritage. The two architects Fritz Schupp and Martin Kremmer were inspired by the Bauhaus movement and harmoniously designed this industrial complex on two axes according to the principles of symmetry and geometry. With Shaft XII of the Customs Union Coalmine, they designed a unique model plant.

II III IV V VI 15 +

66310 Prototype: Customs Union Coalmine Conveyor Layout in Essen. Built starting in 1929/30.
This is Part 1 of the Customs Union Coalmine consisting of the conveyor layout. The kit is made of colored cardstock, laser cut. It features the finest of details. Extensive instructions for building the kit are included.
The space required for the complete Customs Union Coalmine is approximately 100 cm x 100 cm / 39" x 39".

- **UNESCO cultural heritage.**
- **The finest of details.**

One-time series.



TRIX
MINITRIX

II III IV V VI 15+

66311 Prototype: Customs Union Coalmine Sorting Layout in Essen. Built starting in 1929/30.
This is Part 2 of the Customs Union Coalmine consisting of the sorting layout. The kit is made of colored cardstock, laser cut. Extensive instructions for building the kit are included.
The space required for the complete Customs Union Coalmine is approximately 100 cm x 100 cm / 39" x 39".

One-time series.

II III IV V VI 15+

66312 Prototype: Customs Union Coalmine coal washing area in Essen. Built starting in 1929/30.
This is Part 3 of the Customs Union Coalmine consisting of the sorting layout. The kit is made of colored cardstock, laser cut. Extensive instructions for building the kit are included.
The space required for the complete Customs Union Coalmine is approximately 100 cm x 100 cm / 39" x 39".

One-time series.

New City Buildings

City Buildings Kits

I II III IV V 15 +

66306 Building Kit for a City Building in Art Nouveau.
This is a city building from the Art Nouveau period. The kit is made of colored cardstock, laser cut. This is a kit of a city building with storefronts. It features the finest of details. Extensive instructions for building the kit are included.
Reproduction of metropolitan city buildings.
Dimensions approximately 95 x 80 x 145 mm / 3-3/4" x 3-1/8" x 5-3/4".

- **The finest of details.**
- **Art Nouveau.**

I II III IV V 15 +

66307 Building Kit for a City Building in Art Nouveau.
This is a city building from the Art Nouveau period. The kit is made of colored cardstock, laser cut. This is a kit of a city building with storefronts. It features the finest of details. Extensive instructions for building the kit are included.
Reproduction of metropolitan city buildings.
Dimensions approximately 135 x 83 x 156 mm / 5-5/16" x 3-1/4" x 6-1/8".

- **The finest of details.**
- **Art Nouveau.**

I II III IV V 15 +

66308 Building Kit for a Corner City Building in Art Nouveau.
This is a corner city building from the Art Nouveau period (90-degree angle). The kit is made of colored cardstock, laser cut. This is a kit of a city building with storefronts. It features the finest of details. Extensive instructions for building the kit are included.
Reproduction of metropolitan city buildings.
Dimensions approximately 85 x 85 x 150 mm / 3-3/8" x 3-3/8" x 5-7/8".

- **The finest of details.**
- **Art Nouveau.**

I II III IV V 15 +

66309 Building Kit for a Large Corner City Building in Art Nouveau.
This is a large corner city building from the Art Nouveau period (30-degree angle). The kit is made of colored cardstock, laser cut. This is a kit of a city building with storefronts. It features the finest of details. Extensive instructions for building the kit are included.
Reproduction of metropolitan city buildings.
Dimensions approximately 180 x 110 x 155 mm / 7-1/8" x 4-5/16" x 6-1/8".

- **The finest of details.**
- **With a 30-degree angle.**
- **Art Nouveau.**

Building Kit for a Branch Line Maintenance Facility

II III IV 15 +

66315 Building Kit for a Branch Line Maintenance Facility.
This is a building kit for a branch line maintenance facility consisting of a single-stall locomotive shed, a water tower, and a water standpipe as they look in real life in Waldangelloch. There is also a small coaling station with coal carts as they looked in many branch line maintenance facilities.
The building kit is made of colored, laser-cut special architectural quality cardstock. The locomotive shed has doors that can be opened by hand.
Locomotive shed dimensions approximately
104 x 45 x 42 mm / 4-1/8" x 1-3/4" x 1-5/8".
Water tower dimensions approximately
36 x 41 x 46 mm / 1-7/16" x 1-5/8" x 1-13/16".
Water standpipe dimensions approximately
19 x 5 x 26 mm / 3/4" x 3/16" x 1".
Small coaling station dimensions approximately
53 x 23 x 50 mm / 2-1/8" x 7/8" x 2".

Highlights from 2014

15421 “Gateway to the World” Freight Car Set.

15480 Slumber Coach Set.

15994
“Wood Chips Transport” Freight Car Set.

15390 “ALEX” Passenger Car Set 1st/2nd class and 2nd class.

15448 SNCF Freight Car Set.

15443 “Freight Transport” Car Set.

16481 “LINT” Diesel Powered Rail Car Train.

16871 Class 486 Electric Locomotive.

16004 Class BB 22200 Electric Locomotive.

16283 Class 218 Diesel Locomotive.

15481 “LKW Walter” Deep Well Flat Car Set.

Highlights from 2014

15081 “IC 2206” Passenger Car Set.

15303 “Freight Transport” Car Set.

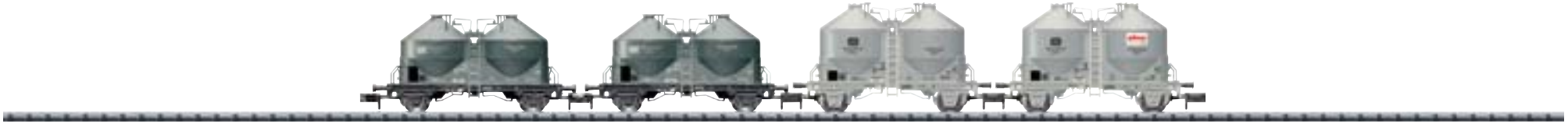
15419 “Sulfuric Acid Tank Car” Car Set.

15392 “Regional Express” Car Set 1st/2nd class and 2nd class.

11137 Starter Set with a Passenger Train, Track Layout, and Locomotive Controller.

15082 “IC 2206” Passenger Car.

16232 Diesel Locomotive “Ludmilla”.



15087 Set with 4 Cement Silo Cars.

16187 Express Locomotive with a Tender.

16222 Class 220 Diesel Locomotive.

16491 Class 151 Electric Locomotive.

15393 “Regional Express” Add-On Car Set 2nd class.

16371 Diesel Powered Express Rail Car.

Highlights from 2013

11135 “Modern Freight Service” Starter Set.

16121 Class 212 Diesel Locomotive.

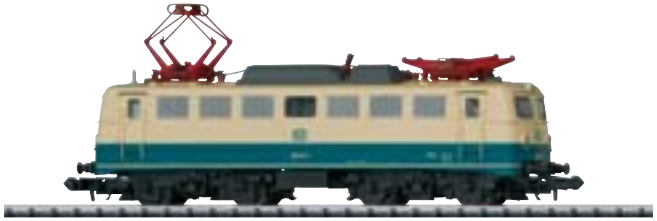
11136 “Modern Freight Service” Starter Set.

16111 Class 111 Electric Locomotive.

15302 Gas Tank Car Set.

16131 Class 213 Diesel Locomotive.

15993 “Scrap Transport” Freight Car Set.



16961 Class 139 Electric Locomotive.

15992 Gondola with Sliding Roof.

15391 “Side Dump Car” Freight Car Set.

15380 Bi-Level Cab Control Car.

15381 Bi-Level Car 1st/2nd class.

15382 Bi-Level Car 2nd class.

15383 Bi-Level Car 2nd class.

15990 “Sugar Beet Harvest in Switzerland” Freight Car Set.

New Items for H0 Gauge

Dear Trix Fan, we are going full steam ahead into 2015 and we are enriching the large Trix H0 assortment again with many fascinating new items in 1:87 scale. On the following 76 pages, we are presenting new items that will surely thrill you as much as they do us.

The class 18.5 express steam locomotive is a true feast for the eyes and a must for every model railroad layout. With its rather delicate elegance, it has fascinated model railroad fans for generations and has been included in the program this year for the first time. As the cover page locomotive, it rightly graces this year's entry into the impressive model world of Trix H0.

Among this year's new items, we are especially proud of the newly tooled model of the legendary S 2/6. In the eyes of many, it has been "the diva" among record locomotives. Its large driving wheels and coupled wheels with a height of over two meters / 79 inches were thoroughly impressive.

Moving on, as already mentioned in the greeting, among the new items for H0 will be many units for the 25th anniversary of German reunification.

Have you ever thought about becoming a Trix Club member? Our club member can again take delight this year in two exclusive models. You are still not a member? Then it is time to get information about the many advantages on Page 136.

Now make your own image and discover your new items for 2015.

Your Trix Team.

“Modern Freight Service” Starter Set

21527 “Modern Freight Service” Starter Set.
Prototype: German Railroad, Inc. (DB AG) class 185.1 electric locomotive, 1 type Fals 176 hopper car painted and lettered for Railion Deutschland AG, 1 type Kbs 443 stake car, and 1 type Eaos 106 gondola painted and lettered for German Railroad, Inc. (DB AG).
Model: The locomotive has an mfx and DCC digital decoder and a special motor. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The locomotive has 2 pantographs that can be raised and lowered manually. The stake car has removable stakes. The hopper car has a load of scale-sized coal. All of the cars have NEM coupler pockets. Train length 66.8 cm / 26-5/16“.

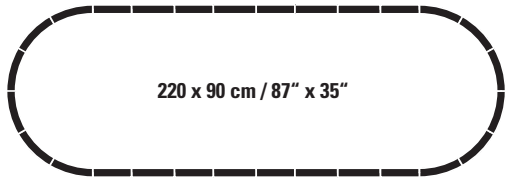
- **The ideal way to get started in the digital world of Trix H0.**
- **Era V modern train.**
- **Warm white LEDs included for locomotive lighting.**
- **Automatic registration in the Mobile Station by means of built-in mfx decoder.**
- **Easy-to-set-up Trix C Track layout.**

Contents: 12 no. 62130 curved track, 8 no. 62188 straight track, 8 no. 62172 straight track. Track connector box, a Trix Mobile Station, and a switched mode power pack rated at 230 volts / 36 VA are included.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Direct control	•	•
Headlight(s): Cab2 End	•	•
Headlight(s): Cab1 End	•	•

This set can be expanded with the C Track extension set, item number 62900, and with the entire C Track program.




12 x
62130


8x
62188


8 x
62172

The Class 18.5 Express Steam Locomotive

In the early part of 1907, Maffei was given the contract to build a Pacific compound locomotive for the Bavarian State Railroad. Based on the Baden "IV f" built by the same builder, Maffei developed the Bavarian S 3/6, which was fated to fascinate generations of railroad fans by virtue of its timelessly elegant appearance that was chiefly characterized by the four-cylinder compound running gear.
The first unit left the builder in July of 1908. Another six locomotives followed it in the same year. By 1911, Maffei delivered another 16 mostly identical units in three builder series (a to c). Departing from these first 23 locomotives, 18 units (Series d and e, Maffei 1912/1913) were equipped with driving wheels with 2,000 mm / 78-3/4" diameter instead of 1,870 mm / 73-5/8". This also caused the boiler to sit higher on these units. Starting with Series f (three units, 1913/1914) however, the builder returned to the original driving wheel diameter. By 1918, the Series i closed out this first purchasing period. With the exception of the 18 "High Steppers", the remaining 71 units all had "wind splitter" streamlined cabs.
The second purchasing period began in 1923 and did not end until the State Railroad era in 1931. Maffei delivered the Series k with 30 units in 1923/24. The Series l and m followed in 1927/28 (20 units) as well as the Series n with only two units in 1930. The last 18 units of the S 3/6 as the Series o were built by Henschel in 1930/31 under license because Maffei went bankrupt.
The locomotives were initially based in Munich, Nürnberg, and Ludwigshafen and they ran in heavy express train service. After World War I, 19 units had to be surrendered as reparations. On the DRG the remaining locomotives with small wheels were given the road numbers 18 401-434, 18 461-478, and 18 479-548. The units with large wheels were given the road numbers 18 441-458. In addition to the great Bavarian maintenance facilities, the locations at Wiesbaden, Darmstadt, Halle/S., and Osnabrück were also home bases for the Bavarian flagship locomotive. The most famous train assignment during the State Railroad era was surely the FFD 101/102 "Rheingold". After World War II, these locomotives migrated for the most part into ordinary passenger service. From 1953 to 1956, 30 units from the last three series were updated by the DB from the ground up. By 1962 the last of their non-modernized siblings were in storage. Only road number 18 505 remained in operation at the BZA Minden as an experimental locomotive until May of 1967. Today it can be admired at the DGEG Railroad Museum in Neustadt/Weinstrasse.

Trix H0 Club Model for 2015

22880 Express Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 18.5 express steam locomotive, with a type 2´2´T31,7 tender. With short Wagner smoke deflectors, a straight cab, German State Railroad lamps below, DB Reflex glass lamps above, and buffer warning stripes. Road number 18 537. The locomotive looks as it did around 1958/59.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting and the flickering light in the firebox can also be controlled in digital operation. Maintenance-free LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The tender also has a close coupler with a guide mechanism and an NEM pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves, brake hoses, and figures of an engineer and fireman are included. Length over the buffers 26.5 cm / 10-7/16".

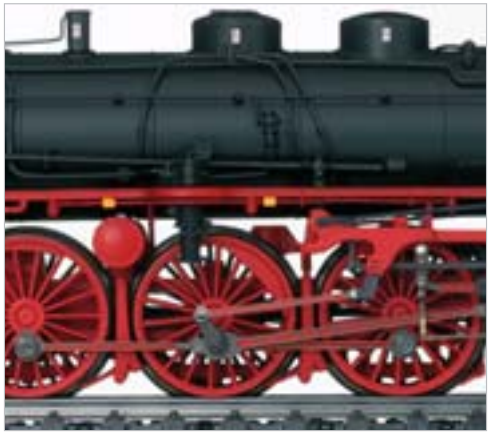
- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **Cab lighting and flickering light in the firebox can also be controlled in digital operation.**
- **Factory-installed smoke unit included.**
- **Figures of an engineer and fireman included.**

The 22880 express steam locomotive is being produced in 2015 in one-time series only for Trix Club members.

This model can be found in an AC version in the Märklin H0 assortment under item number 39030 exclusively Insider members.

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

Märklin 42259 | 22880



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

Tank Locomotive T 3

The variety of the Prussian class T 3 undoubtedly made it among the most popular German steam locomotives. Henschel delivered the first example of a three-axle wet steam locomotive for branch line service to the Prussian State Railways (KPEV). The T 3 impressed people with its easy maintenance, sturdiness, and versatility. The KPEV therefore purchased the immense number of 1,345 units from 1881 to 1910. This led to this lovable tank locomotive being used all over Prussia and its domains.

22168 Tank Locomotive.
Prototype: Royal Prussian Railroad Administration (KPEV) class T 3 steam tank locomotive, later the class 89.70-75. Road number 6306 MAINZ. Second main class starting in 1897.
Model: The locomotive has a digital decoder and extensive sound functions. It also has a miniature motor in the boiler. 3 axles powered. Traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a clear view through the cab. The locomotive has many separately applied details. Brake hoses are included.
Length over the buffers 9.9 cm / 3-7/8".

- **Magnificent Prussian paint scheme.**
- **Open buffers.**
- **Provincial railroad lanterns.**

One-time series.

The 37144 branch line locomotive is typical motive power for the Langenschwalbach passenger cars in the 43058 and 43059 sets from the Märklin H0 assortment.

This model can be found in an AC version in the Märklin H0 assortment under item number 37144.

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

A ton of individual imprints and separately applied parts included

Märklin 43058 | Märklin 43059 | 22168

Steam Locomotive with a Tender

TRIX H0

22249 Steam Locomotive with a Tender.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class B VI steam locomotive. Version with a hopper shaped smoke stack, peat firing, and an enclosed tender. The prototype ran with a lantern on the tender. "Lessing" nameplate. Road number 494.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a bell-shaped armature, mounted in the locomotive's boiler. 2 axles powered. Traction tires. The locomotive has detailed running gear with an outboard frame and Stephenson valve gear. The triple headlights and dual marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. The upper lanterns in the front and both lanterns on the tender are removable. The tender has a raised superstructure and hatches that can be opened. The locomotive is constructed mostly of metal such as the boiler, smoke stack, cab, and cylinders. There is a close coupling between the locomotive and tender. Brake hoses and prototype couplers can be attached to the buffer beam.
Length over the buffers 16.3 cm / 6-7/16".

- **LED lighting included for the first time.**
- **Motor with a bell-shaped armature.**
- **Tender with hatches that can be opened.**
- **Locomotive constructed mostly of metal such as the boiler, smoke stack, cab, and cylinders.**
- **Oil lanterns are removable.**

One-time series.

A suitable peat supply car, item number 45089, can be used as an auxiliary tender.

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46069.

This model can be found in an AC version in the Märklin H0 assortment under item number 37982.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Operating sounds	•	•
Letting off Steam	•	•
Safety Valve	•	•
Air Pump	•	•

Märklin 46069 | Märklin 45089 | 22249

Bavarian Class S 2/6 Steam Locomotive

22049 Steam Express Locomotive with a Tender.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 2/6 steam express locomotive in a dark green / black basic paint scheme. With gold boiler bands. Road number 3201. The locomotive looks as it did around 1906/07.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlight for oncoming trains and the cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. The locomotive has detailed running gear with a partially open bar frame. The locomotive is modeled to show streamlined sheathing of the smoke box, smoke stack, dome, and cylinder group as well as the streamlined cab. There is a close coupling between the locomotive and tender. A close coupler with a guide mechanism and an NEM pocket is mounted on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods are included separately.
Length over the buffers 25.1 cm / 9-7/8".

The locomotive is packaged in a decorative wooden case.
A booklet about the history of the S 2/6 is included.

- **Completely new tooling.**
- **Packaged in a decorative wooden case.**
- **Booklet about the history of the S 2/6 included.**
- **Very finely detailed construction.**
- **Locomotive and tender constructed mostly of metal.**
- **DCC/mfx decoder with extensive light and sound functions.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37015.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Light(s) for Oncoming Train	•	•
Whistle for switching maneuver	•	•
Engineer's cab lighting	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Grate Shaken	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Switching maneuver	•	•

The Bavarian Class S 2/6 Steam Express Locomotive

At the start of the 20th century, fast running experiments by different German state railroads attracted attention to their rails. The Bavarian State Railroad (K.Bay.Sts.B.) also contracted in 1905 for a fast locomotive as part of this "intoxication with speed". As early as a year later Maffei delivered the S 2/6 with the road number 3201 as designed under the close supervision of chief designer Anton Hammel. The S 2/6 was a 4-4-4- hot steam compound locomotive with a bar frame, 150 km/h / 94 mph maximum speed and 16 metric tons axle load. The running gear was a new concept with the pilot and trailing trucks for guiding the locomotive and the development of the water tank in the tender as a self-supporting design. Although the locomotive did not have a completely streamlined sheathing, there were several elements to the locomotive's appearance intended to reduce wind resistance. In front of the cylinders was a curved sheathing. The smoke box door was conical in shape and the smoke stack and steam dome both had shapes to reduce wind resistance. The cab was also designed to be streamlined, and it transitioned seamlessly into the boiler sheathing. In July of 1907, the locomotive reached the maximum speed of 154.5 km/h / 96 mph with a 150 metric ton experimental train on the route Munich – Augsburg and thereby set a world speed record. The locomotive was initially based in Munich. It came to Ludwigshafen in 1910 and initially ran from there with express trains to Strasbourg and Bingerbrück. In 1922, it came back to Munich, and from 1923 on it was stationed in Augsburg. It never bore its DRG road number 15 001 because as early as 1925 this one-off unit was given a place of honor in the Nürnberg Transportation Museum. The S 2/6 thus played undoubtedly a tragic double role in its history. To be sure it was technically ahead of its time in 1906 and it met the planned requirements its realization as a piece of motive power. However, its design was overtaken after a very short time in service by the rapidly changing external conditions. For with the exception of a few years in operation in the Palatine area, the S 2/6 soon saw itself forced into a secondary role as an unloved one-off design. Aside from the record runs in 1907, it remained a design quickly overtaken by the times. It was never built as a production locomotive and disappeared after a few years from regular service. Yet, its historic significance does not lie in its service life but is grounded in its technological and design role as a pioneer, which strongly influenced more than locomotive building.

Class 18.1 Express Locomotive

22183 Express Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 18.1 express locomotive. Former Württemberg class C. Road number 18 111. The locomotive looks as it did around 1928. Motive power among other things for the legendary "Orient Express".
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. The smoke unit contact will work in conventional operation and can be controlled digitally. A 72270 smoke unit can be installed in the locomotive. The locomotive is constructed mostly of metal such as the boiler smoke stack, dome, cab, running boards, and tender. There is a close coupling between the locomotive and tender.
Length over the buffers 23.7 cm / 9-5/16".

- **First time with a smoke unit contact.**
- **Locomotive is constructed mostly of metal such as the boiler smoke stack, dome, cab, running boards, and tender.**

One-time series.

Cars to go with this locomotive can be found in the Trix H0 assortment under item numbers 24795 and 24796.

This model can be found in an AC version in the Märklin H0 assortment under item number 37117.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of coal being shoveled	•	•
Air Pump	•	•
Injectors	•	•
Sound of squealing brakes off	•	•
Letting off Steam	•	•
Grate Shaken	•	•
Conductor's Whistle	•	•
Rail Joints	•	•

24795 | 24796 | 24795 | 22183 |

Orient Express 1928 CIWL Add-On Car Set

TRIX H0

II | LED | NEM | 1:87 | 15 +

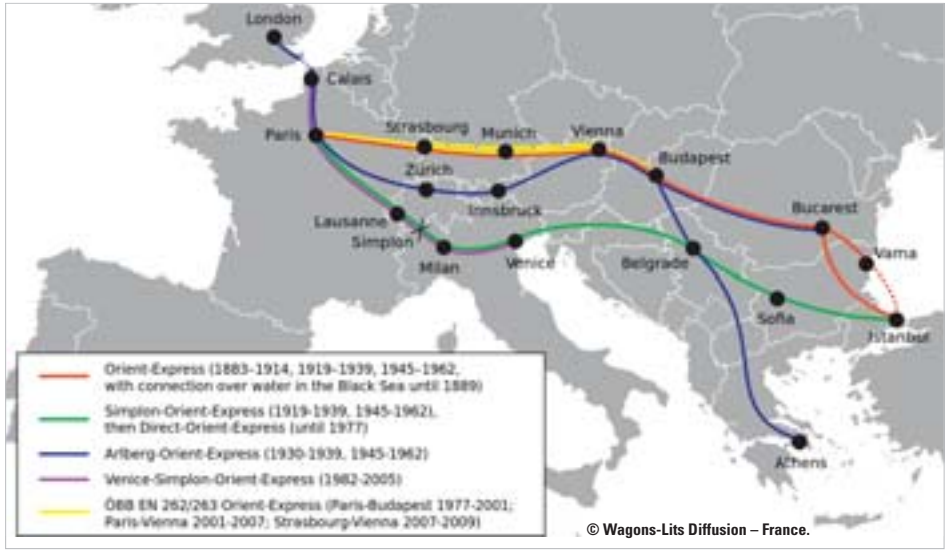
24796 Orient Express 1928 CIWL Add-On Car Set.
Prototype: The "Paris – Karlsbad – Prag – Express" running in the summer months. The cars of this train ran together with the Orient-Express to Stuttgart, and 2 cars were added in Stuttgart. 2 Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) sleeping cars. Each of the cars in the blue paint scheme. The cars look as they did in 1922-1928.
Model: The cars are finely constructed models with many separately applied details. The cars have different car numbers. The diaphragms are extended. Both of the cars have factory-installed LED interior lighting. Both cars have their own electrical pickups.
Total length over the buffers 48.5 cm / 19-1/8".

- **Built-in LED interior lighting.**

One-time series.

The express locomotive and the car set to go with this car set can be found in the Trix H0 assortment under item numbers 22183 and 24795.

This model can be found in an AC version in the Märklin H0 assortment under item number 42796.



© Wagons-Lits Diffusion – France.

Scale imprinting included

LED interior lighting

Orient Express 1928 CIWL Add-On Car Set


© Wagons-Lits Diffusion – France.

The Orient Express Deluxe Train
The grandiose idea of Georges Nagelmackers, introducing deluxe sleeping car trains on the European continent, had its beginning with the establishment of his "Compagnie Internationale des Wagons-Lits" (CIWL) on December 4, 1876 in Brussels. The company is still in existence today. With the growing rail network in the direction of the Balkans Nagelmackers developed plans for a train assembled entirely from CIWL cars from the Channel harbors to the Balkan States and the end destination of Constantinople (the present day Istanbul) that at time could still not be reached by rail.
A legend finally began on June 5, 1883 in Paris with the first "Express d'Orient". Merely a dining car, two sleeping cars, and two baggage cars made up the first "Orient Express" that started to write transportation history on that memorable afternoon in the Gare de l´Est station. Yet, the trip to the Balkans was still quite exhausting because passengers had to do part of the route by boat or postal coach. The Orient Express did not reach its end destination of Constantinople until August 12, 1888 via Budapest, Belgrade, and Sofia. This deluxe train quickly developed into a total success and it is no wonder that the name "Orient Express" became highly styled as a symbol full of mystique, magic, desires, and wanderlust. Over the course of the years, a legend formed from the train of diplomats, adventurers, agents, profiteers, "femmes fatales" as well as crowned and uncrowned heads of state that played a main role in countless books, spy histories, and films.
Motivated by the success of the Orient Express, the CIWL soon introduced other deluxe trains to interesting destinations in all of Europe. In 1900, it thus introduced the Karlsbad Express, a sleeping car train running during the summer season from Paris to the world famous resort of in Karlsbad, today Karlovy Vary, which still belonged then to Austria. This train run on the route Paris – Karlsruhe – Heilbronn – Schwäbisch Hall – Nürnberg – Karlsbad. With the start of World War I, the CIWL deluxe trains had to be halted. The Orient Express did not use its classic route through Southern Germany until 1921. It was now combined with the "Paris-Karlsbad-

The doors on the baggage car can be opened

LED interior lighting

Prag-Express" (L105/106) to and from Stuttgart. This branch train of the "Orient Express" with a total of seven cars to and from Karlsbad (Karlovy Vary) and Prague (Praha) usually ran only in the summer via Nürnberg, Marktredwitz, and Eger (Cheb) to Czechoslovakia. It was the outbreak of World War II that forced change on the job of the CIWL deluxe trains.

II LED NEM 1:87 15 +

24795 Orient Express 1928 CIWL Express Train Passenger Car Set.

Prototype: The "Paris – Karlsbad – Prag – Express" running in the summer months. The cars of this train ran together with the Orient-Express to Stuttgart, and 2 cars were added in Stuttgart. 5 different design Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) cars. 2 each baggage cars, 2 each sleeping cars, and 1 dining car in the blue paint scheme. The cars look as they did in 1922-1928.

Model: The cars are finely constructed models with many separately applied details. The interiors come in different colors. The cars have different car numbers. The end car of the set has retracted diaphragms with raised crossover plates. The doors on the baggage car can be opened. All of the cars have factory-installed LED interior lighting. The table lamps in the dining car are lighted. Each car has its own electrical pickups.

Total length over the buffers 117.5 cm / 46-1/4".

- **Built-in LED interior lighting.**

One-time series.

The express locomotive and the car set to go with this car set can be found in the Trix H0 assortment under item numbers 22183 and 24796.

This model can be found in an AC version in the Märklin H0 assortment under item number 42795.

24795 | 24796 | 24795 | 22183


INTERNATIONALE
EISENBAHN
SCHLAF
VOITURE-LITS
Nº 2180


TRIX
HO
WAGEN
GESELLSCHAFT

Freight Steam Locomotive with a Tender

Bavarian G 5/5, DRG/DB 57.5
The Bavarian State Railroad purchased 15 class G 5/5 locomotives for the steep Bavarian grades as early as 1911. Following Bavarian tradition, these five-axle units were designed as four-cylinder super-heated compound units. They generated around 1,650 pounds per square inch and were thus superior to all other provincial railroad designs. A bar frame was another modern feature. One each high-pressure cylinder and an outboard low-pressure cylinder were attached to a cast piece. Outboard-mounted Heusinger valve gear with stirrup pieces provided steam distribution to the high- and low-pressure cylinders by means of common piston slide valves. All four cylinders were connected directly to the third wheel set. In 1920, additional locomotives followed the units from the first series. These additional units were strengthened in their design and had higher performance. Eighty locomotive of the successor series were delivered and placed into

II | DCC | mfx | NEM | 15 +

22029 Freight Steam Locomotive with a Tender.
Prototype: Bavarian class G 5/5 heavy freight steam locomotive with a type 2´2 T21,8 tender. Design version from the third production series. Group Administration Bavaria dark green basic paint scheme for the German State Railroad. Road number 5856. The locomotive looks as it did around 1923.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. A third light on the front of the locomotive and on the tender for on-coming trains changes over with the direction of travel and can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the rear of the tender also has a close coupler with a guide mechanism and an NEM pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 23.5 cm / 9-1/4".

- **Completely new tooling.**
- **Locomotive and tender constructed mostly of metal.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **A variety of operating and sound functions that can be controlled in digital operation included.**
- **The most powerful five-axle unit of all German provincial railroad steam locomotives.**

Freight cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 46085 and 46803 with appropriate references to the wheel exchange program for DC wheel sets.

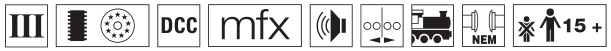
This model can be found in an AC version in the Märklin H0 assortment under item number 39550.

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

Free-standing lanterns and finely detailed, separately applied ladders

Numerous sound and operating functions.
High-efficiency propulsion with a flywheel.

service by 1924. The G 5/5 was the most powerful five-axle steam locomotive of all the German provincial railroads and could pull up to 1,210 metric tons up a grade of 0.5 % at a speed of 40 km/h / 25 mph. They easily left the Prussian G 10 and G 12 as well as the later DRG classes 50 and 52 in the dust. The DRG only took over seven units from the first series with road numbers 57 501-507. The successor series by contrast was fully taken over by the German State Railroad, and the units were given the road numbers 57 511-590. After World War II, only about 20 units were still in existence mostly in storage in the area of the later DB. The greatest part of them were retired as early as 1947, and the last G 5/5 units followed in 1949.



22057 Freight Steam Locomotive with a Tender.
Prototype: Class 57.5 (former Bavarian class G 5/5) heavy freight steam locomotive with a type 2´2 T21,8 tender. Design version from the fourth production series. German Federal Railroad (DB) black/red basic paint scheme. Road number 57 579. The locomotive looks as it did around 1949.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the rear of the tender also has a close coupler with a guide mechanism and an NEM pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 23.5 cm / 9-1/4".

- **Completely new tooling.**
- **Locomotive and tender constructed mostly of metal.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **A variety of operating and sound functions included.**
- **The most powerful five-axle unit of all German provincial railroad steam locomotives.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 39552.

Authentic appearance even between the 2nd and 3rd wheel set

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

Steam Locomotive with a Tender

22248 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 24 steam passenger locomotive with a tender. Standard design locomotive with Wagner smoke deflectors. The locomotive looks as it did around 1957.
Model: The locomotive has an mfx and DCC digital decoder and extensive sound functions. It also has a special motor in the boiler. 3 axles powered. Traction tires. The boiler is constructed of metal. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The smoke unit contact is on continuously. The 72270 smoke unit can be installed in the locomotive. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler with an NEM pocket and a guide mechanism on the rear of the tender. There is a close coupler in an NEM pocket on the front of the locomotive.
Length over the buffers 19.4 cm / 7-5/8".

- **First time for an edition of the class 24 in the Trix H0 assortment.**
- **Detailed, affordable beginner's model with extensive features.**

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

22382 Passenger Steam Locomotive with a Tub-Style Tender.
Prototype: German Federal Railroad (DB) class 38 (38.10-40) passenger steam locomotive with a type 2´2´T30 tub-style tender. Former Prussian P 8. Boiler with 3 domes. Witte smoke deflectors and bell included. Road number 38 3812. The locomotive looks as it did around 1965.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The 72270 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling between the locomotive and tender. The engineer's cab is detailed. Brake hoses, prototype couplers, and piston protection sleeves are included.
Length over the buffers 21.0 cm / 8-1/4".

One-time series.

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

Class E41 Electric Locomotive

TRIX H0

The German Federal Railroad purchased 451 class E 41 locomotives from 1956 to 1971. They left their mark on more than just commuter service from the Alps to the coast. This successful design can be described as a general-purpose locomotive since it was motive power for just about everything in its long service life. It was soon taken out of the hard S-Bahn service because it was not suitable for such work due a lack of electric brakes. Its core job remained commuter service, principally in shuttle train operation with "Silberlinge" cars. The E 41 had no problem on electrified branch lines due its required low axle load distributed over two two-axle trucks. The oil-cooled transformer was given a relay on the low voltage side that led to a characteristic sound for the class E 41. The locomotive soon acquired its nicknames "Champagne Cork" or "Federal Railroad Fire Cracker". More than a few train passengers thought this cracking sound meant damage to the locomotive and were more or less irritated. The class E 41 (from 1968 on "141") had double-arm pantographs during its entire service life. Otherwise, its outer appearance changed due to conversions and rebuilding. It was in use in Germany from the Alps to North Germany with either three or five lamps, with or without rain gutters, with rounded or squared off vents, and in the paint schemes that change over time. The "Fire Cracker" was viewed as a proven, reliable design right up to the end of its service.

22268 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 41 standard design electric locomotive. Steel blue basic paint scheme. Version with 3 simple lamps, Schweiger ventilation grills with vertical fins, and continuous rain gutter. Road number E 41 012. The locomotive looks as it did around 1958.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. The cabs have interior details. The roof walks are separately applied. The locomotive has detailed buffer beams. Brake hoses and coupler hoses that can be attached to the locomotive are included. Length over the buffers 18.0 cm / 7-1/8".

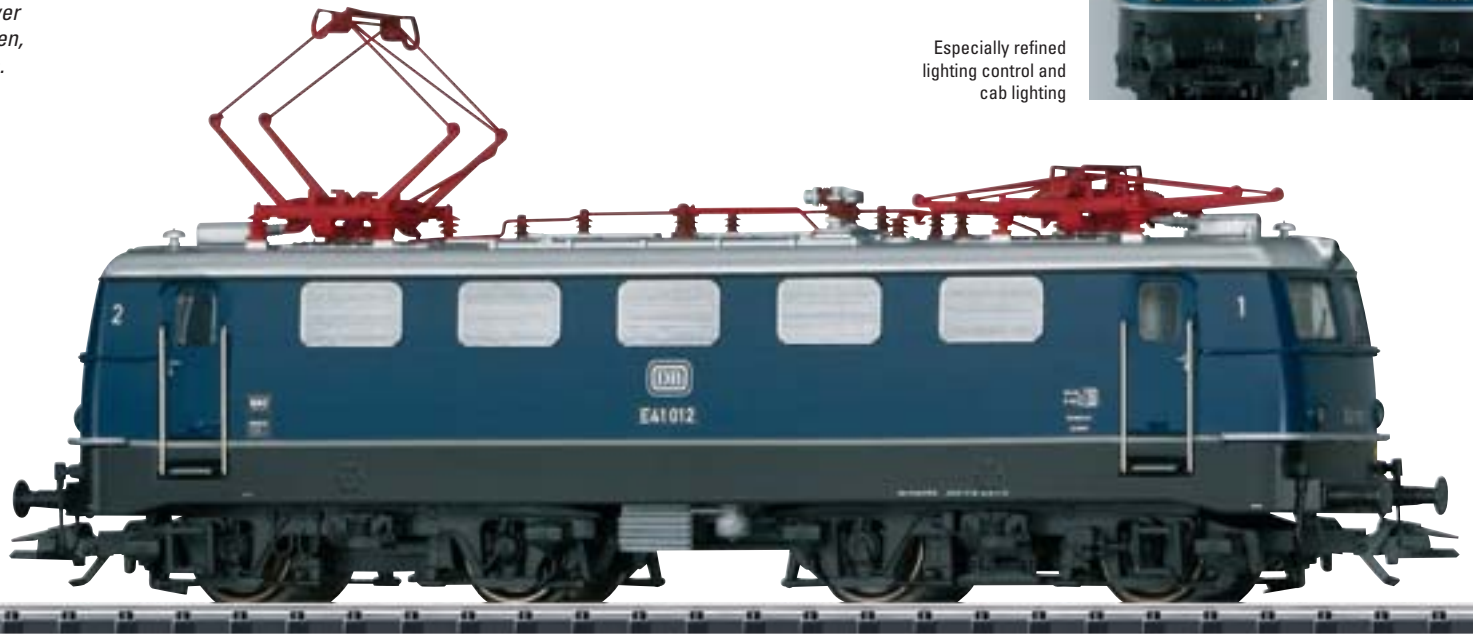
- **Digital decoder and extensive operating and sound functions included.**
- **Steel blue basic paint scheme like the first 71 locomotives in the series.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 39415.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Engineer's cab lighting	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Bell	•	•
Headlight(s): Cab1 End	•	•
Direct control	•	•
Sanding	•	•
Blower motors	•	•
Whistle for switching maneuver	•	•
Sound of Couplers Engaging	•	•
Station Announcements	•	•

Especially refined lighting control and cab lighting



25 Years of Reunification

After the reunification the two German state railroads, the German Federal Railroad (DB) in the West and the German State Railroad (DR) in the East, found themselves in an economically difficult state. The DB's mountain of debt had grown to 34 billion Deutschmarks since 1949, while the DR had to struggle chiefly with its dilapidated network. At the same time, the politics of the country required a stronger role for the railroad in passenger and freight transport. In 1990 however the DB as well as the DR was neither economically nor organizationally in the position to take on this role. Therefore, on January 1, 1994 both railroads were united as the German Railroad, Inc. within the framework of the railroad reform. It was changed to a business firm, and in the following years, several structural changes were carried out on the DB AG.

Another component part of the railroad reform was the so-called regionalization on January 1, 1996, which transferred responsibility for the commuter and regional passenger service to the German federal states. A lively competition arose from this, since now invitations to bid were permitted and the result was that many private competitors also got onboard. Commuter and regional passenger service has become clearly "more colorful" in the meantime due to the number of operators. The creation of an open railroad service market was the third component part of the railroad reform in which other railroad service firms (EVU) can also offer transportation services in addition to the DB AG. This resulted in the quick formation of private EVUs chiefly in freight service, which are currently enriching the monotone "Traffic Red" of the DB AG with their many differently painted locomotives.

The most visible thing for the public after the reunification was the closing of gaps in the rail network after the fall of the wall, the service projects German Unity, the uniting of the work environments in the East and West, the continuation of the high speed service into the new German federal states, and the consistent modernization of the railroad infrastructure there. Railroad fans in the West and East could delight in many "new" locomotives and cars after reunification: The locomotives of the DR classes 143, 155, and 232 thus soon became at home in large numbers in the West, while former DB locomotives and powered rail cars spread into the new German federal states.

22471 Express Diesel Powered Rail Car – Page 90

22647 Tank Locomotive – Page 92

23321 Passenger Car Set – Page 93

23322 Baggage Car – Page 93

24434 Freight Car Set – Page 95

TRIX
H0

© J. Schmidt

Class 183 Salon Powered Rail Car

Not just for collectors and the display case: the richly historic SVT 137 express powered rail car train with the road number 225. "Salon Car" for important GDR bigwigs. This class revolutionized long distance service as the "Flying Hamburger". Today the main attraction in the Leipzig Main Station (museum track). Prototypical with a Jacobs truck and interior lighting. Proudly long at 202 millimeters / 7-15/16".

22471 Express Diesel Powered Rail Car.
Prototype: Salon powered rail car as the German State Railroad (DR/GDR) class 183 express diesel powered rail car. German State Railroad class SVT 137 "Hamburg". Two-parts with a Jacobs truck. Version in beige / "Ruby Red" paint scheme. Road number 183 252-6. The rail car looks as it did around 1985.
Model: The model has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 2 axles powered in the Jacobs truck by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The model has factory-installed interior lighting. Maintenance-free warm white and red LEDs are used for the lighting. The model has separately applied roof details. It also has continuous side skirting with movable sections over the wheel cutouts. The model has a guide mechanism with a closed diaphragm between the car halves of the train. A reproduction of the Scharfenberg coupler (non-working) is present at the ends of the train.
Length over the couplers 48.4 cm / 19-1/16".

- **Digital decoder with extensive sound and light functions.**
- **Factory-installed interior lighting.**
- **Warm white and red LEDs used for the headlights / marker lights and the interior lighting.**
- **Prototypical tooling changes for the version as a salon powered rail car for the GDR government.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37775.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Conductor's Whistle	•	•
Station Announcements	•	•
Doors Closing	•	•
Whistle for switching maneuver	•	•
Brake Compressor	•	•
Letting off Air	•	•
Prelubrication	•	•
Rail Joints	•	•
Switching maneuver	•	•

DR SVT 137 225 "Hamburg Design"
The VT 877a/b introduced a revolution in express passenger service on the German State Railroad (DRG). As the "Flying Hamburger", this 160 km/h / 100 mph fast diesel powered rail car covered the 287 km / 179 mile long line Berlin – Hamburg for the first time in schedule service on May 15, 1933 in only two hours and 18 minutes. This was a travel speed of 124.8 km/h / 78 mph. Building on the experiences with this powered rail car the DRG ordered 13 similar double powered rail cars as the "Hamburg" design (SVT 137 149-152 and 224-232). A slightly altered end shape as well as the installation of a Scharfenberg coupler were the most visible differences from the first "Hamburger". The car bodies for all of the units were an aerodynamic lightweight steel design with rib construction. Powerful Maybach diesel motors of 302 kilowatts / 405 horsepower along with main generators were located in both end trucks. The drive was done with DC axle-suspended motors in the center Jakobs truck. These diesel powered rail cars learned to fly starting in 1935 and the DRG revolutionized its schedule with a unique network of fast powered rail car routes. The unfortunately short-lived era of the famous "Flying Trains" had begun. From Berlin Cologne, Frankfurt/Main, Basle, Stuttgart, Munich, Breslau, and even Beuthen were now reached in addition to Hamburg. The express powered rail car service ended with the beginning of the war. After the end of the war, these attractive express powered rail cars were scattered to the four winds. Two "Hamburger" trains found themselves after 1945 in the area of the later GDR. SVT 137 226 was no longer in operation and the DR converted SVT 137 225 into a salon powered rail car train by February 1951/52. It was thus available for use by important bigwigs in the GDR Transportation Ministry until October 1981. Designated as a museum unit, it began its second career in which it was allowed in the summer of 1985 with official GDR "Excursion Permission" to take part in the anniversary exhibition "150 Years of Railroading in Germany" in Nürnberg. After the reunification of Germany, SVT 137 225 was given one more overhaul and was restored to its original elegant beige/violet paint scheme. It is no longer operational and can be admired on the museum track in the Leipzig Main Station.

Class 64 Steam Locomotive

22647 Tank Locomotive.
Prototype: GDR German State Railroad (DR/GDR) class 64 passenger steam locomotive. Version with riveted water tanks. Road number 64 1200-1. The locomotive looks as it did around 1970.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Brake hoses and piston rod protection sleeves are included.
Length over the buffers 14.3 cm / 5-5/8".

One-time series.

A passenger car set and a baggage car to go with this locomotive can be found in the Trix H0 assortment under item numbers 23321 and 23322.

This model can be found in a AC version in the Märklin H0 assortment under item number 39649.

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

25 Jahre Wiedervereinigung

23322 | 23321 | 22647

Passenger Car Set

TRIX H0

IV NEM 1:87 15 +

23321 Passenger Car Set.
Prototype: 3 different design passenger cars painted and lettered for the GDR German State Railroad (DR/GDR).
2 type Baai corridor cars, 2nd class. 1 type Baa compartment car, 2nd class. The cars look as they did around 1970.
Model: All of the cars have different car numbers.
Total length over the buffers 48 cm / 18-7/8".
AC wheel set per car 2 x 700150.

One-time series.

The class 64 steam locomotive to go with these cars can be found in the Trix H0 assortment under item number 22647.

25 Jahre Wiedervereinigung

IV NEM 1:87 15 +

23322 Baggage Car.
Prototype: Type Pwgs 9400 (former Pwgs-41) baggage car with a rectangular cupola painted and lettered for the GDR German State Railroad (DR/GDR). The car looks as it did around 1970.
Model: The cupola has access to the interior of the car. The underbody has separately applied brake rigging.
Length over the buffers 11.9 cm / 4-11/16".
AC wheel set 2 x 700150.

One-time series.

The class 64 steam locomotive to go with this car can be found in the Trix H0 assortment under item number 22647, the passenger car set to go with this car can be found under item number 23321.

25 Jahre Wiedervereinigung

Freight Car Set

TRIX HO

III NEM 15 +

24434 Freight Car Set.
Prototype: 1 type Es 5520 gondola and 2 type Es 5235 gondolas painted and lettered for the East German State Railroad (DR). The cars look as they did around 1985.
Model: All of the cars have load inserts with real scale-sized soft coal.
Total length over the buffers 37.0 cm / 14-9/16".

One-time series.

25 Jahre Wiedervereinigung

Class 094 Tank Locomotive

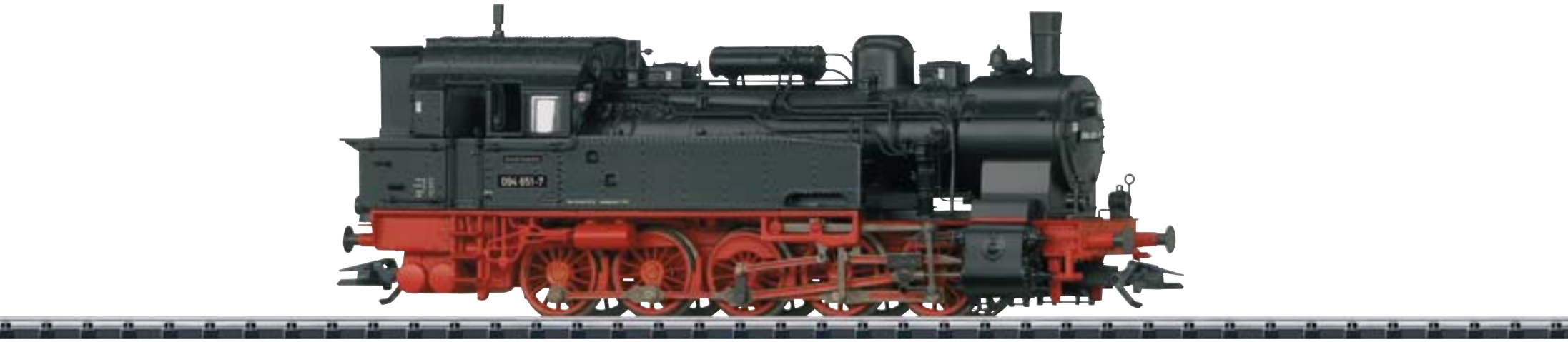
22187 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 094 (former class 94.5-17) freight tank locomotive, with a bell and pre-heater on the top of the boiler, switching radio antenna, and sleeve buffers. Road number 094 651-7. The locomotive looks as it did around 1969/70.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Piston rod protection sleeves and brake hoses are included.
Length over the buffers 14.6 cm / 5-3/4".

- **Locomotive constructed mostly of metal.**
- **A variety of operating and sound functions that can be controlled.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37162.

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



Class 211 Diesel Locomotive

TRIX HO

22822 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 211 diesel locomotive. The locomotive looks as it did around 1980.
Model: The locomotive has a DCC / mfx digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the locomotive are included.
Length over the buffers 13.9 cm / 5-1/2".

Digital Functions	DCC	mfx
Headlight(s)	•	•
Diesel locomotive op. sounds	•	•
High Pitch Horn	•	•
Direct control	•	•
Rear Headlights off	•	•
Low Pitch Horn	•	•
Front Headlights off	•	•
Sound of squealing brakes off	•	•

24211 Freight Car Set.
Prototype: 2 German Federal Railroad (DB) type RIlmmps 650 heavy-duty flat cars, each loaded with a German Federal Army "Leopard 2" tank. The cars and tanks look as they did around 1980.

Model: The 2 heavy-duty flat cars are each loaded with a "Leopard 2" tank.
Total length over the buffers approximately 24.8 cm / 9-3/4".

One-time series.

700150 Märklin AC wheel set.

Köf III Small Diesel Locomotive

22048 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 335 Köf III small diesel locomotive in Era IV. Ocean Blue / ivory paint scheme. Version with front vents, radio remote control, and switching couplers.
Model: The locomotive has a DCC digital decoder and controlled high-efficiency propulsion. Both axles powered. 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. Warm white LEDs are used for the headlights. The headlights can be turned off at both ends. The Telex couplers front and rear can be controlled separately. There is an open view through the cab and the grab irons are separately applied. Brake lines and switching couplers are included. Length over the buffers 9.3 cm / 3-5/8".

- **Body and frame constructed of metal.**
- **Telex couplers front and rear.**
- **Warm white LEDs for lighting.**

Digital Functions	DCC	mfx
Headlight(s)	•	•
Telex coupler on the rear	•	•
Telex coupler on the front	•	•
Direct control	•	•
Headlight(s): Cab2 End	•	•
Headlight(s): Cab1 End	•	•

Class 117 Older Design Electric Locomotive

TRIX
H0

22176 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 117 older design electric locomotive. Chrome oxide green basic paint scheme. Road number 117 107-3. The locomotive looks as it did around 1975.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 2 axles powered. Traction tires. The engineer's cabs and the engine room have interior details. Handrails and other details are separately applied. The roof is finely detailed, with transversely mounted support insulators on the pantographs, as well as the bell-shaped insulators and fluted insulators. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately from each other. When the headlights are turned off at both ends of the locomotive, then the "double A" lights function is on at both ends. The lighting is maintenance-free, warm white and red LEDs. Brake hoses, heating lines, and covers for the pilot trucks are included.
Length over the buffers 18.3 cm / 7-3/16".

- **Prototypical tooling changes.**
- **Finely detailed metal construction.**
- **Digital decoder and extensive operating and sound functions included.**

One-time series.

Fast passenger train car sets to go with this locomotive are also being offered under item numbers 23498 and 23499.

This model can be found in an AC version in the Märklin H0 assortment under item number 37062.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Station Announcements	•	•
Conductor's Whistle	•	•
Blower motors	•	•
Blower motors	•	•
Pantograph Sounds	•	•
Switching maneuver	•	•

Fast Passenger Train Car Set

IV | LED | NEM | 1:87 | 1:93,5 | 15 +

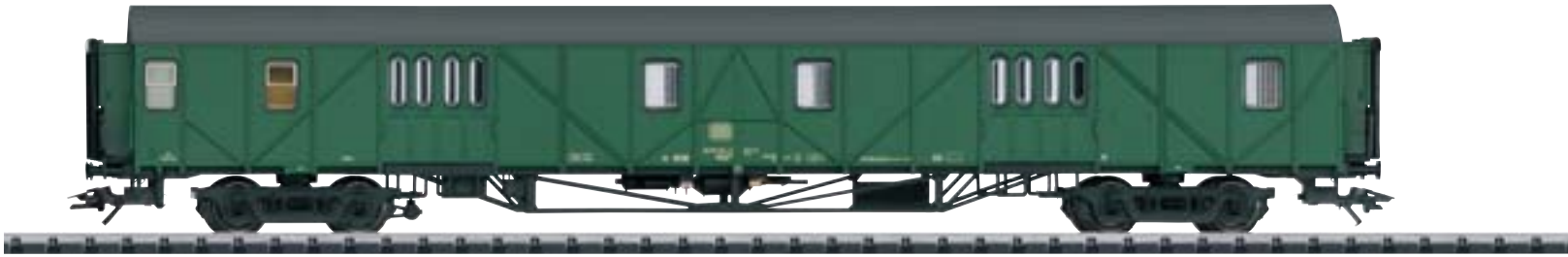
23499 Fast Passenger Train Car Set 1.
Prototype: 3 different design German Federal Railroad (DB) fast passenger train cars for the train route Augsburg – Donauwörth – Treuchtlingen – Nürnberg. 1 type MDyge 986 express freight baggage car as a temporary baggage car, with walls sheathed with panels. 1 type ABm 225 express train compartment car, 1st/2nd class. 1 type Bm 234 express train compartment car, 2nd class. All of the cars in a chrome oxide green basic paint scheme. The cars look as they did around 1975.
Model: The minimum radius for operation is 360 mm / 14-3/16". The temporary baggage car has "Pennsylvania" swan's neck style trucks. The express train passenger cars have Minden-Deutz heavy design trucks. All of the cars have factory-installed interior lighting with warm white LEDs.
Total length over the buffers 83.2 cm / 32-3/4".

- **The type MDyge 986 temporary baggage car is new tooling.**
- **All of the cars have factory-installed LED interior lighting.**
- **Train route: Augsburg – Donauwörth – Treuchtlingen – Nürnberg.**

One-time series.

The class 117 electric locomotive, item number 22176, is the ideal add-on for the 23498 and 23499 fast passenger train car sets.

This fast passenger train car set can be found in an AC version in the Märklin H0 assortment under item number 43990.



Passenger Car Set

TRIX HO

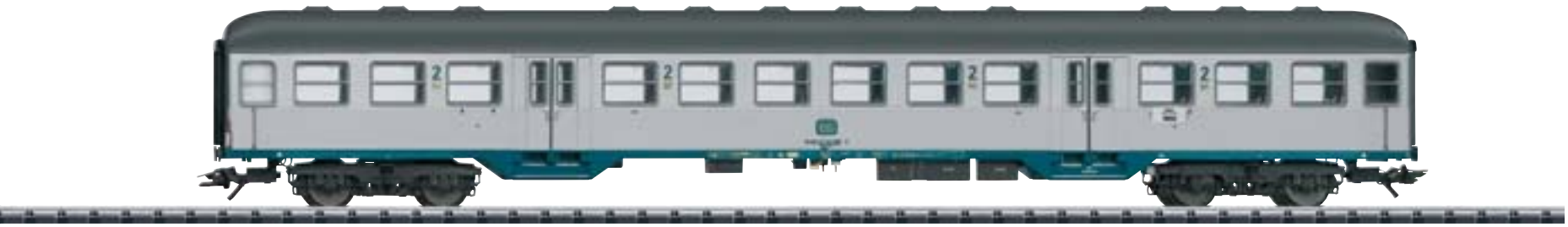
IV | LED | NEM | 1:87 | 1:93,5 | 15 +

23498 Passenger Car Set.
Prototype: 3 different design German Federal Railroad (DB) fast passenger train cars for the train route Augsburg – Donauwörth – Treuchtlingen – Nürnberg. 2 type Byg 514 four-axle rebuild cards, 2nd class. 1 type Bnb 719 "Silberling" / "Silver Coins" four-axle passenger car, 2nd class. The cars look as they did around 1975.
Model: The minimum radius for operation is 360 mm / 14-3/16". One rebuild car has "Pennsylvania" swan's neck style trucks and one has Prussian standard design trucks. The "Silberling" / "Silver Coins" car has Minden-Deutz lightweight style trucks. All of the cars have factory-installed interior lighting with warm white LEDs. The "Silberling" / "Silver Coins" car has factory-installed red marker lights.
Total length over the buffers 73.4 cm / 28-7/8".

- **"Silberling" / "Silver Coins" car has factory-installed red marker lights.**
- **All of the cars have factory-installed LED interior lighting.**
- **Train route: Augsburg – Donauwörth – Treuchtlingen – Nürnberg.**

One-time series.

The class 117 electric locomotive, item number 22176, is the ideal add-on for this car set. Another car set to go with this one can be found under item number 23499.



23498 | 23499 | 22176

DB AG

V NEM 15+

24119 "Dingo" Vehicle Transport.
Prototype: German Railroad, Inc. (DB AG) type Kbs 443 stake car. German Federal Army "Dingo" general defense transport vehicle.
Model: The side walls are based on a pressed steel prototype with 20 stake pockets. Stakes are included.
Length over the buffers 15.7 cm / 6-3/16".
The metal model of the military vehicle has detailed plastic subassemblies. It also has a three-color camouflage paint scheme.
Length approximately 6.3 cm / 2-1/2". Load restraints are included.

- **Metal vehicle superstructure.**
- **Very detailed construction.**

One-time series.

700150 Märklin AC wheel set.

VI DCC mfx NEM 15+

22197 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. Includes advertising on the sides for the anniversary "25 Years of the Starlight Express". The locomotive looks as it currently does in 2013.
Model: The locomotive has a DCC/mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. 2 axles powered. Traction tires. The trucks have movable reproductions of the mechanical gear for steering them. 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 long distance headlights can be controlled separately. The headlights at Locomotive End 2 and 1 can be controlled separately in digital operation. If the headlights at both ends are shut off, the double "A" lights are on at both ends. The lights are maintenance-free, warm white and red LEDs.
Length over the buffers 21.9 cm / 8-5/8".

- **25 Years of the Starlight Express in Bochum.**

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Long distance headlights	•	•
Electric locomotive op. sounds	•	•
Low Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Station Announcements	•	•
Conductor's Whistle	•	•
Compressor	•	•
Letting off Air	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 1	•	•
Rail Joints	•	•

Class 245 Diesel Electric Locomotive

TRIX H0

VI DCC mfx 15+

22450 Diesel Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 245 diesel electric locomotive. Built by Bombardier as a production locomotive from the TRAXX family of locomotives.
Model: The locomotive has an mfx and DCC digital decoder and extensive sound functions. It also has a special motor. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white and red LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2".

- **First time for an edition of the class 245 "Multi-Engine" locomotive.**
- **Detailed, affordable beginner's model with extensive features.**

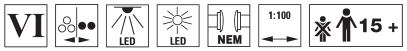
Cars to go with this locomotive to make up a train can be found in the Trix H0 assortment under item number 24580.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Sound of Couplers Engaging	•	•
Diesel locomotive op. sounds	•	•
Low Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Conductor's Whistle	•	•
Station Announcements	•	•
Station Announcements	•	•
Blower motors	•	•
Rail Joints	•	•

24580 22450

“Regio DB” Bi-Level Car Set

Rapid Change of Direction – The bi-level cars are part of the looks of the modern German Railroad, Inc. They make possible a clear increase in passenger capacity without expensive extension of station platforms. The type DBbzf 761 cab control car that goes with the bi-level intermediate cars allows rational shuttle train operations without time-consuming replacement of the locomotive at the final destination station, because the bi-level cab control car is either pulled at the end of the train or pushed at the front of the train, depending on the direction of travel.



24580 “Regio DB” Bi-Level Car Set.
Prototype: German Railroad, Inc. (DB AG), 1 type DABza 756 bi-level car, 1st/2nd class, 1 type DBza 751 bi-level car, 2nd class, and 1 type DBbzfa 761.0 bi-level cab control car, 2nd class.
Model: All of the cars have built-in warm white LED interior lighting. The cab control car has a detailed buffer beam and separately applied end streamlining. It also has a lighted train destination display. When the locomotive is pushing the train (cab control car in the front), triple white headlights are on for the cab control car. When the locomotive is pulling the train (locomotive in the front), dual red marker lights are on for the cab control car. The headlights / marker lights will work in analog and digital operation. The cab has interior details.
Total length over the buffers 80.9 cm / 31-7/8“.

- **LED interior lighting.**

An add-on car to go with this set can be found in the Märklin program under item number 43571. You will need the new 66720 pickup hardware set and four each of the 700580 wheel set.


REGIO DB


REGIO DB

Class 151 Freight Locomotive

VI | DCC | mfx | NEM | 15 +

22815 Freight Locomotive.
Prototype: Class 151 heavy freight locomotive painted and lettered for SRI Rail Invest GmbH (SRI). Blue basic paint scheme. Single-arm pantographs. The locomotive looks as it did around 2013.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. The double "A" lights can be turned on/off. Warm white and red LEDs are used for the lighting. The locomotive has single-arm pantographs.
Length over the buffers approximately 22.2 cm / 8-3/4".

- **LED lighting included for the first time.**
- **Single-arm pantographs included on the class 151 for the first time.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37438.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Conductor's Whistle	•	•
Front Headlights off	•	•
Cab Radio	•	•
Brake Compressor	•	•
Letting off Air	•	•
Sound of Couplers Engaging	•	•
Station Announcements	•	•
Switching maneuver	•	•

Single-arm pantographs included on the class 151 for the first time

“Linked by Rail” 189 213 Electric Locomotive

22862 Electric Locomotive.
Prototype: “Linked by Rail” road number 189 213 multi-system locomotive for ERS Railways. Builder designation ES 64 F4. B-B wheel arrangement, built starting in 2002.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons.
A certificate of authenticity and specially designed packaging are included
Length over the buffers 22.5 cm / 8-7/8”.

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 39862.

Front Side

Rear Side

Digital Functions	DCC	mfx
Long distance headlights	•	•
Electric locomotive op. sounds	•	•
High Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Low Pitch Horn	•	•
Front Headlights off	•	•
Compressor	•	•
Letting off Air	•	•
Station Announcements	•	•
Conductor’s Whistle	•	•

Freight Car Set

TRIX HO

VI NEM 15+

24548 Freight Car Set.
Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707 depressed-floor flat car. Designed for transport of containers, truck interchangeable load units, or semi-rigs.
Model: The frames, floors, and load wells on the cars are constructed of die-cast metal. The cars have special design low-mounted trucks. They also have close coupler mechanisms. The cars have many separately applied details. The load restraints are adjustable. The cars are each loaded with 1 semi-rig. The cars have different car numbers and are individually packaged.
Length over the buffers per car 18.9 cm / 7-7/16".

One-time series.

321973 Märklin AC wheel set.

91 43 0470 505-8 Electric Locomotive

The same locomotive for the GYSEV/Raaber Railroad, Inc. AG (road number 91 43 0470 505-8) was presented in Sopron on August 18, 2014. Since then it has been pulling passenger and freight trains in Hungary and Austria. We have thus achieved our plan: the carry the message of the anniversary with the same motif on the locomotives in all three countries participating in this historic process (in Hungary, Austria, and Germany) – EUROPE WITHOUT BORDERS. These historic events began with the Pan-European Picnic and have continued with the fall of the Berlin Wall and the reunification of Germany.

The locomotive decoration project was realized due to the initiative of Loc & More, Inc. and is based on its plans (graphic artist: Péter Tranta). The costs of the project were born by GYSEV, Inc. and Loc & More, Inc. – with the support of the Konrad Adenauer Foundation and the Foundation for a Civic Hungary (PMA). What is the Pan-European Picnic? A good summary of the events can be read on the home page of the Pan-European Picnic: http://www.paneuropaipiknik.hu/index.php?site=30 The author is Dr. Imre Tóth, historian, Director of the Sopron Museum. The presentation of the locomo-

VI DCC mfx NEM 15 +

22964 Electric Locomotive.
Prototype: Raaber Railroad, Inc. (GYSEV) multi-system electric locomotive road number 91 43 0470 505-8, built starting in 2000.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons.
Length over the buffers 22.5 cm / 8-7/8".

- **Specially designed packaging.**
- **Both locomotive sides imprinted differently.**
- **Certificate of authenticity.**

Limited one-time series.

In cooperation with Loc & More (http://www.locandmore.eu).

Digital Functions	DCC	mfx
Headlight(s)	•	•
Long distance headlights	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
High Pitch Horn	•	•
Front Headlights off	•	•
Station Announcements	•	•
Conductor's Whistle	•	•
Compressor	•	•
Letting off Air	•	•

GYSEV Raaberbahn

91 80 6182 509-0 Electric Locomotive

TRIX HO

tive decoration as a motif appeared as early as the 20th anniversary of the logo developed by the Picnic, this time in a silver color – corresponding to the 25th anniversary. A wire fence motif can be seen on the train in Austrian and Hungarian colors representing the border between Hungary and Austria. The GDR citizens are breaking out of the darkness of the communist era, severing the barbed wire, coming to the light of freedom, and uniting with their relatives and fellow citizens. The motif on the other side of the locomotive no longer "tells" the personal history of the German refugees, but rather represents the historic events that began with the Pan-European Picnic. The severed barbed wire, the houses of Sopron, the lighthouse as the town's landmark, a Trabi left behind, a watchtower … and thus we come to the Berlin Wall, to the Brandenburg Gate. The sky above is done in the colors of the three participating countries. Both sides and the ends of the locomotives also have inscriptions in the languages of the participating countries. They send the most important message: EUROPE WITHOUT BORDERS – since 25 years.
(Source: http://www.locandmore.eu)

VI DCC mfx NEM 15+

22965 Electric Locomotive.
Prototype: Mitsui Rail Capital Europe (MRCE) multi-system electric locomotive road number 91 80 6182 509-0, built starting in 2000.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons.
Length over the buffers 22.5 cm / 8-7/8".

- **Specially designed packaging.**
- **Both locomotive sides imprinted differently.**
- **Certificate of authenticity.**

Limited one-time series.

In cooperation with Loc & More (http://www.locandmore.eu).

Digital Functions	DCC	mfx
Headlight(s)	•	•
Long distance headlights	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
High Pitch Horn	•	•
Front Headlights off	•	•
Station Announcements	•	•
Conductor's Whistle	•	•
Compressor	•	•
Letting off Air	•	•

MRCE

Freight Service

IV 15+

24991 Refrigerator Car.
Prototype: German Federal Railroad (DB) type Ichqs-u 377.
Model: The end platforms are made of metal. The car has Relex couplers in NEM coupler pockets. The car has a different car number than Märklin 4415.
Length over the buffers 11.5 cm / 4-1/2".

- **Affordable Hobby version.**
- **NEM coupler pockets.**

700150 Märklin AC wheel set.

IV 15+

24992 Boxcar.
Prototype: German Federal Railroad (DB) type Gs 210.
Model: The car has Relex couplers in NEM coupler pockets. The car has a different car number than Märklin 4410.
Length over the buffers 11.5 cm / 4-1/2".

- **Affordable Hobby version.**
- **NEM coupler pockets.**

700150 Märklin AC wheel set.

Switzerland

TRIX
H0

II DCC mfx NEM 15 +

22953 "Crocodile" Electric Locomotive.
Prototype: Swiss Federal Railways (SBB) class Ce 6/8 II "Crocodile" freight locomotive. Design from the first production series. Dark brown basic paint scheme, with older design buffers, crossover plates at the ends, small switching steps and grab irons, with sanding equipment, without an oncoming train light and without an inductive magnet. The locomotive looks as it did around 1930.
Model: The locomotive has a digital decoder and extensive sound functions. 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. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has highly detailed metal construction with many separately applied details. The sanding equipment is located between the two groups of driving wheels. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. Length over the buffers 22.3 cm / 8-3/4".

- **Highly detailed metal construction.**
- **Digital decoder with extensive sound functions included.**
- **Locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel.**
- **New sanding equipment.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 39566.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Marker light(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Whistle for switching maneuver	•	•
Sound of Couplers Engaging	•	•
Letting off Air	•	•
Blower motors	•	•
Brake Compressor	•	•
Pantograph Sounds	•	•

Switzerland

22390 Switch Engine Double Set.
Prototype: 2 different Swiss Federal Railways (SBB/CFF/FFS) class Ee 3/3 "Halbschuh" / "Casual Shoe" electric switch engines. Design from the first production series in 1927/28, with a cab at one end and a switchman's platform at the front. One fir green version as it looked at the end of the Forties / beginning of the Fifties, with open buffers, road number 16314. One oxide red version as it looked at the beginning / middle of the Sixties, with open buffers, locomotive road number 16321.
Model: Both locomotives have digital decoders and extensive sound functions. Each locomotive has controlled high-efficiency propulsion with a miniature motor and a flywheel. 3 axles powered on each locomotive. Traction tires. The triple headlights and dual white marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be changed in digital operation to the Swiss headlight / marker light code, with 1 white marker light as well as 1 red marker light when the locomotive is running "light". Maintenance-free, warm white and red LEDs are used for the lighting. The locomotives have finely detailed metal construction with many separately applied parts. The locomotives have detailed roof equipment with double-arm pantographs. Both locomotives are individually packaged and marked, with an additional master package. Length over the buffers for each locomotive 10.9 cm / 4-1/4".

- **The "Halbschuh" / "Casual Shoe" from the first production series in 1927/28 as new tooling.**
- **Finely detailed metal construction.**
- **Digital decoders with extensive sound functions.**
- **Each locomotive powered with high-efficiency propulsion including a miniature motor with a flywheel.**
- **Locomotive can be switched to the Swiss headlight / marker light code and a red marker light for running "light".**
- **Warm white and red LEDs for lighting.**

One-time series.

This switch engine double set can be found in an AC version in the Märklin H0 assortment under item number 36332.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Marker light(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Marker light(s)	•	•
Whistle for switching maneuver	•	•
Sound of Couplers Engaging	•	•
Letting off Air	•	•
Blower motors	•	•
Brake Compressor	•	•
Pantograph Sounds	•	•
Switching maneuver	•	•

SBB "Halbschuh" / "Casual Shoe" Ee 3/3 16311-16326

Increasing electrification of the Swiss railroad network pointed up a need for electric switch engines. Compared to steam locomotives electric switch engines were ready to run without a lot of preparation time and only required power when they were actually in operation. After two prototypes (Ee 3/4) were taken into operation in 1923, the SBB purchased a first series of 16 units starting in 1928 from SLM and BBC. These three-axle units could be produced without a pilot wheel set due to technical progress in lowering the weight of their components. They were designated as Ee 3/3 16311-16326. They had a cab at one end of the locomotive, which together with the rather extended roof quickly acquired the more or less affectionate nicknames "Flat Iron" or "Casual Shoe". A characteristic feature was its Winterthur diagonal drive with a jackshaft driving powered by the traction motor and connected to the driving wheels by side rods. High levels of tractive effort could be realized by the wheel sets connected together without individual axles slipping. This concept was also used at that time on faster locomotives, but its real strength was in those situations where it was a matter of high levels of tractive effort. These locomotives were controlled by a flat sliding step switch with thirteen speed levels that controlled the voltage at the traction motor. These quaint switch engines were gradually retired starting in 1980. At the end of 1997, the last five units of the existing Ee 3/3 of this series still on the SBB were taken out of service. The "Casual Shoes" sold previously to private operators held on several more years until about 1995/96. Several units remained preserved such as road number Ee 3/3 16318 at Locorama in Romanshorn road number Ee 3/3 16311 at Swisstrain.

Switzerland

"Seetal Crocodiles"
The lines for the Swiss Seetal Railroad near Wildegg and Beromünster were electrified from 1910 to 1930 with 5.5 kilovolts / 25 Hertz current, a leftover from the private railroad era. When the railroads were nationalized in 1922, the SBB took the simultaneous decision to standardize the system of current for powering locomotives and to purchase a new locomotive. Hence, in 1926 three of the class De 6/6 were already equipped for the standard current of 15 kilovolts / 16 2/3 Hertz.
The "Seetal Crocodile" lives up to its name: The design for its frame is quite similar to that of the famous SBB Crocodiles.
Two groups of driving wheels (here without pilot trucks) support a three-part body. Since the Seetal locomotives had to be more maneuverable and lighter, suitable mechanical parts were used from the small class Ee 3/3 switch engine built at the same time. Each power truck frame is driven by a motor via a jackshaft and diagonal side rods, the whole putting out 850 kilowatts or 1,140 horsepower and enabling a top speed of 50 km/h or 31 mph. A characteristic feature of these units are the large air intakes on the appliance side of the locomotive for cooling the transformers, and the single pantograph.
These three small Crocodiles were in use on the SBB until 1983, since the 1950s primarily as switch engines. Road numbers 15302 and 15303 were scrapped in the spring of 1983. Road number 15301 came to the Oensingen-Balsthal Railroad, where it was used for another 10 years as a freight locomotive. This single preserved locomotive is maintained at present by the "Seetalkrokodil 15301" Association.

VI DCC mfx NEM 15 +

22246 "Seetal Crocodile" Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) Class De 6/6 "Seetal Crocodile", former motive power of the Swiss Federal Railways (SBB), later of the Oensingen-Balsthal Railroad (OeBB). Brownish red basic paint scheme. The locomotive looks as it currently does in real life as a museum locomotive with road number 15301.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 6 axles powered. Traction tires. The locomotive has an articulated frame to enable it to negotiate sharp curves. The triple headlights and a white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the headlights. The locomotive has separately applied metal grab irons. Brake hoses are included separately. Length over the buffers 16.2 cm / 6-3/8".

- **Altered handrails and new walkover plates included.**
- **Digital decoder and extensive sound functions for the first time.**
- **Museum version with road number 15301.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37526.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Whistle for switching maneuver	•	•
Front Headlights off	•	•
Sound of Couplers Engaging	•	•
Conductor's Whistle	•	•
Letting off Air	•	•
Brake Compressor	•	•
Pantograph Sounds	•	•

Belgium

22672 Diesel Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 204 diesel locomotive. NOHAB general-purpose locomotive in the green paint scheme of Era III.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

A car set to go with this locomotive can be found under item number 43544 in the Märklin H0 assortment.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Conductor's Whistle	•	•
Front Headlights off	•	•
Whistle for switching maneuver	•	•
Switching maneuver	•	•
Engineer's cab lighting	•	•
Engineer's cab lighting	•	•

Luxembourg

22673 Diesel Locomotive.
Prototype: Luxembourg State Railways (CFL) class 1600 diesel locomotive. NOHAB general-purpose locomotive in the wine red paint scheme of Era III.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief.
Length over the buffers 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

Digital Functions	DCC	mfx
Headlight(s)	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Conductor's Whistle	•	•
Front Headlights off	•	•
Whistle for switching maneuver	•	•
Switching maneuver	•	•
Engineer's cab lighting	•	•
Engineer's cab lighting	•	•

Netherlands

22127 Electric Locomotive.
Prototype: Dutch State Railways (NS) class 1200 heavy general-purpose locomotive. Road number 1203. The locomotive looks as it did around 1970.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. Brake hoses can be mounted on the buffer beam.
Length over the buffers 20.8 cm / 8-3/16".

- **Now with a centrally mounted motor.**
- **Four axles powered.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions included.**

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Stat. Announce. – Dutch	•	•
Electric locomotive op. sounds	•	•
Horn blast 1	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Conductor's Whistle	•	•
Front Headlights off	•	•
Compressor	•	•
Blower motors	•	•
Horn blast 2	•	•
Switching maneuver	•	•

22164 Electric Locomotive.

Prototype: Dutch State Railways (NS) class E 186 electric locomotive. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx and DCC digital decoder as well as extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has 4 pantographs that can be raised and lowered.

Length over the buffers 21.7 cm / 8-1/2".

Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Brake Compressor	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Rail Joints	•	•

One-time series.

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France

VI NEM 15 +

24364 Covered Hopper Car Set.
Prototype: 3 type Uapps covered hopper cars for transporting grain (Cerealier), used on the French State Railways (SNCF). Privately owned car type with a round cross section of the load area.
Model: The cars have a metal insert for a low center of gravity and quiet running. They also have many separately applied details. The cars have different car numbers. They have NEM coupler pockets with a close coupler mechanism.
Total length over the buffers 51.5 cm / 20-1/4".

One-time series.

700150 Märklin AC wheel set .

Italy

TRIX
H0

22610 Electric Locomotive.
Prototype: Mehrzweck-Elektrolokomotive Baureihe E 483 der GTS Rail, Italien. Betriebszustand um 2011.
Model: The locomotive has an mfx and DCC digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. Warm white and red LEDs are used for the lighting.
Length over the buffers 21.7 cm / 8-1/2".

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Sound of Couplers Engaging	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Operating Sounds 1	•	•
Operating Sounds 2	•	•
Brake Compressor	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Rail Joints	•	•

Sweden

TRIX
H0

22276 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 snowplows (Norrland plows) and SAB rubber-cushioned wheels. The locomotive looks as it did around 1970. Authentic traces of weathering.
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".

- **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.**
- **Authentic traces of weathering.**

One-time series.

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

Norway

22277 Heavy Ore Locomotive.
Prototype: Norwegian State Railways (NSB) class El 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 snowplows (Norrland plows) and spoked wheels. The locomotive looks as it did around 1970. Authentic traces of weathering.
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 29.0 cm / 11-7/16".

- **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.**
- **Authentic traces of weathering.**

One-time series.

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

Norway

III DCC mfx NEM 15+

22671 Diesel Locomotive.
Prototype: Norwegian State Railways (NSB) class Di3 diesel locomotive. NOHAB general-purpose locomotive in the brown paint scheme of Era III.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

Digital Functions	DCC	mfx
Headlight(s)	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Conductor's Whistle	•	•
Front Headlights off	•	•
Whistle for switching maneuver	•	•
Switching maneuver	•	•
Engineer's cab lighting	•	•
Engineer's cab lighting	•	•

Denmark

III DCC mfx NEM 15+

22670 Diesel Locomotive.
Prototype: Danish State Railways (DSB) class MY 1100 diesel locomotive. NOHAB general-purpose locomotive in the wine red paint scheme of Era III.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief.
Length over the buffers 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

A car set to go with this locomotive can be found under item number 42768 in the Märklin H0 assortment.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Conductor's Whistle	•	•
Front Headlights off	•	•
Whistle for switching maneuver	•	•
Switching maneuver	•	•
Engineer's cab lighting	•	•
Engineer's cab lighting	•	•

USA

22063 Steam Locomotive with a Tender.
Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy freight locomotive. Version with the road number 4020. The locomotive looks as it did around 1950.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 8 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. The middle driving axles are spring-loaded. The headlight, backup light on the tender, and the number board lights are maintenance-free, warm white LEDs. 2 smoke generators (7226) can be installed in the locomotive; the contacts for them are on constantly. The headlight, backup light on the tender, and the number board lights will work in conventional operation and can be controlled digitally. The cab lighting can be controlled in digital operation. There is a powerful speaker in the tender and the volume can be adjusted. Coupler hooks can be inserted in the pilot on the front of the locomotive. There is a close coupling between the locomotive and tender. Steam lines are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included.
Length over the couplers 46.5 cm / 18-5/16".
The locomotive comes in a wooden case.

- **Coolers of the second production run in front of the smoke box.**
- **Changes to the headlight.**
- **mfx digital decoder included.**

One-time series.

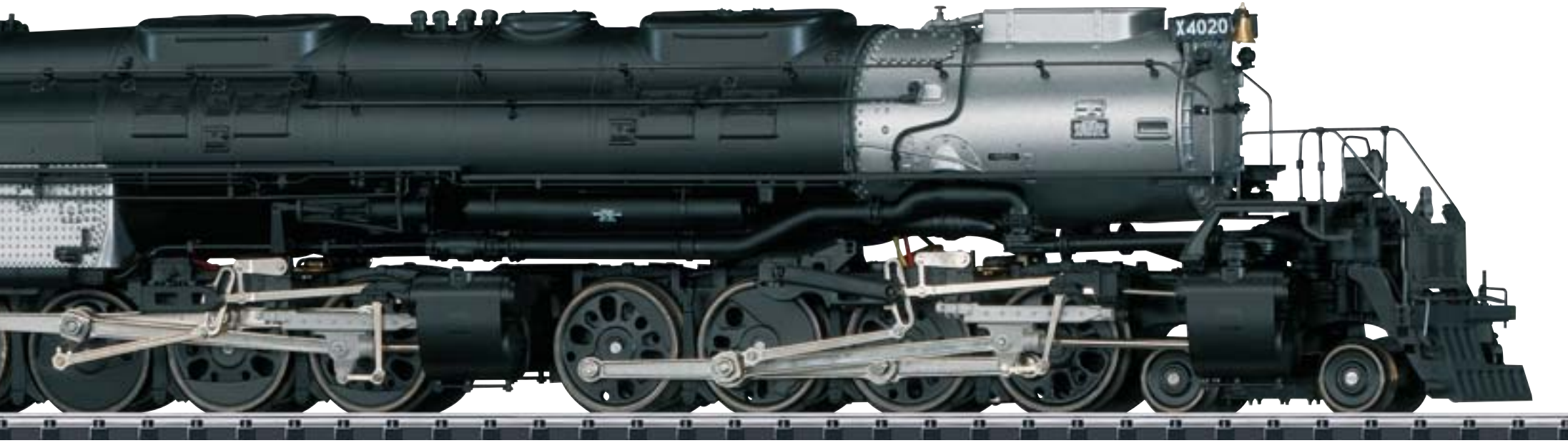
The image of this model is a retouched digital image.

Notes for operating this locomotive: The locomotive can be used on curved track with a radius of 360 mm / 14-3/16" or more, however we recommend larger radii. Due to the overhang of the long boiler, signals, catenary masts, bridge railings, tunnel portals, etc. must be installed for sufficient clearance on curves. The track must be well mounted due to the heavy weight of the locomotive. The locomotive can only be run through a turntable or transfer table.

Car sets to go with this locomotive can be found in the Märklin H0 assortment under item numbers 45659 and 45660.

This model can be found in an AC version in the Märklin H0 assortment under item number 37996.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Engineer's cab lighting	•	•
Bell	•	•
Warning Sound	•	•
Sound of squealing brakes off	•	•
Air Pump	•	•
Injectors	•	•
Auxiliary Blower	•	•
Sound of Couplers Engaging	•	•
Rail Joints	•	•
Operating Sounds 2	•	•
Cab Radio	•	•



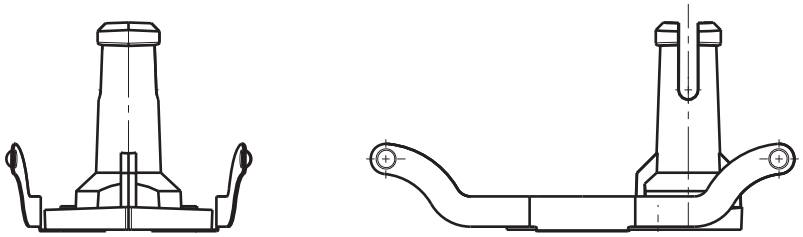
Märklin 45706 | Märklin 45660 | Märklin 45659 | 22063

Accessories

TRIX H0

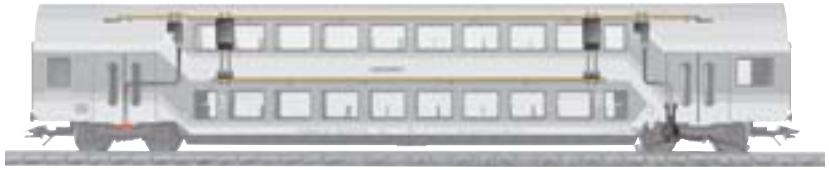
15 +

66720 Electrical Pickup Hardware.
This set has the electrical pickup hardware for the 66718, 66719, and Märklin 73141 lighting kits. The electrical pickup is done through all of the wheels. The set has asymmetrical mounting to fit the new generation express train passenger cars and commuter cars ("Silberlinge"). Length over the buffers 28.2 cm / 11-1/8".



15 +

73141 LED Lighting Kit.
This lighting kit can be used with the 43581-43586 cars. It consists of a pickup shoe and current-conducting close coupler.



Trix Express

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.

V 160 “Lollo” Diesel Locomotive

32161 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 160 “Lollo” general-purpose locomotive in the pre-production version. Paint scheme for the prototype series. The sides of the locomotive have different arrangements of vents and windows. Road number V 160 005. The locomotive looks as it did around 1962.
Model: This locomotive is for operation on 3-rail Trix Express track. It has a digital decoder and extensive sound functions. The locomotive also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Metal grab irons are separately applied on the sides and ends. The locomotive has detailed buffer beams. Brakes hoses that can be mounted on the locomotive as well as a bridge plug for direct analog operation are included.
Length over the buffers 18.4 cm / 7-1/4”.

- **First time for the V 160 “Lollo” pre-production locomotive for Trix Express.**
- **Prototype series paint scheme as delivered.**
- **Frame and body constructed of metal.**
- **Extensive light and sound functions.**

One-time series.

The class 216 is the ideal motive power for the 31152 freight car set.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Diesel locomotive op. sounds	•	•
High Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Low Pitch Horn	•	•
Headlight(s): Cab1 End	•	•

Freight Car Set

TRIX EXPRESS

III NEM 15 +

31152 Freight Car Set.
Prototype: 1 each pressurized gas tank car painted and lettered for the firm VTG, 1 each type Kds 54 silo car lettered for "Quarz-Werke", and each type KKt 75 dump car. All of the cars used on the German Federal Railroad (DB).
Model: These cars are for operation on 3-rail Trix Express track. They have close coupler mechanisms and NEM coupler pockets. All of the hatches on the dump car can be opened. All of the cars are individually packaged. Trix Express as well as Märklin couplers are included.
Total length over the buffers 37.9 cm / 14-15/16".

- **First time for Trix Express.**

One-time series.

Your specialty dealer will be happy to exchange the wheel sets at no charge:
700150 Märklin AC wheel set.
700580 Trix DC wheel set.

The locomotive to go with these cars is available under item number 32161 (Trix Express).

31152 | 32161

Electric Locomotive 144 097-3

Universal and Reliable. After an interruption due to the great economic crisis, the electrification of the German State Railroad's network was continued starting in 1930. New, powerful locomotives were needed for the new routes. The German railroad industry developed innovative concepts and prototypes for this purpose for modern general-purpose locomotives. In particular, the design from Siemens showed clear progress compared to the previous provincial railroad designs that had merely been developed further. This unit was designed as a lightweight general-purpose locomotive and was built on a welded frame, mounted on trucks with integrated buffer beams and powered with axle-suspended motors. Four axle-suspended motors on the axles provided the drive. This gave this compact locomotive a total adhesion weight of 78 metric tons on the driving wheels without the need for pilot trucks and still below the critical 20 metric ton limit for axle loads. The modern motors put out 2,200 kilowatts / 2,950 horsepower, which was available directly at the axles without the need for an expensive gear drive. The maximum speed reached on level track was 90 km/h or 56 mph. The German State Railroad purchased 174 regular production locomotives with seven more units were built new for the German Federal Railroad. These units turned in particularly good results and they were rated in regular service as almost indestructible well into the Eighties.

IV DCC mfx NEM 15 +

32441 Electric Locomotive.

Prototype: German Federal Railroad (DB) electric locomotive road number 144 097-3. B-B wheel arrangement, built starting in 1932.

Model: This locomotive is for operation on 3-rail Trix Express track. It has a digital decoder and extensive sound functions. The locomotive also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered. Traction tires. The triple headlights lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. A bridge plug for direct analog operation is included

Length over the buffers approximately 17.5 cm / 6-7/8".

- **First time for Trix Express.**
- **Extensive sound functions.**

One-time series.

The class 144 is the ideal motive power for the 31151 commuter car set.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab1 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab2 End	•	•
Compressor	•	•
Letting off Air	•	•
Conductor's Whistle	•	•
Blower motors	•	•
Sanding	•	•
Station Announcements	•	•
Station Announcements	•	•

“Commuter Service” Passenger Car Set

TRIX EXPRESS

IV | LED | LED | NEM | 15 +

31151 “Commuter Service” Passenger Car Set.
Prototype: 3 different German Federal Railroad (DB) 4-axle passenger cars. Type AByg Umbauwagen/Rebuild Car, 1st/2nd class, type Byg Umbauwagen/Rebuild Car, 2nd class, and type BDyg Umbauwagen/Rebuild Car, 2nd class with a baggage area. Era IV. The cars look as they did around 1970.
Model: These cars are for operation on 3-rail Trix Express track. The cars have built-in LED interior lighting. They also have close coupler mechanisms and NEM coupler pockets. The cars have operating current-conducting close couplers. Trix Express as well as Märklin couplers are included for the end of the train. A third rail pickup shoe is included for operating the cars on the Märklin system.
Total length over the buffers 67.2 cm / 26-1/2“.

- **Built-in LED interior lighting.**

One-time series.

Your specialty dealer will be happy to exchange the wheel sets at no charge:
700150 Märklin AC wheel set.

The locomotive to go with these cars is available under item number 32441 (Trix Express).

31151 | 32441

Netherlands

32399 Electric Locomotive.
Prototype: Dutch State Railways (NS) class 1800 general-purpose locomotive. New classification for the former class 1600. Road number 1855 with the coat-of-arms for the city of Eindhoven.

Model: This locomotive is designed for operation on 3-rail Trix Express track. The locomotive frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital interface connector. It also has high-efficiency propulsion. 2 axles powered. Traction tires. The dual headlights change over with the direction of travel. Length over the buffers 21.0 cm / 8-1/4".

- **First time for the class 1800 in Trix-Express.**

One-time series.

The class 1800 is the ideal motive power for the 31141 passenger car set.

First time for the class 1800 in Trix-Express

V | NEM | 1:100 | 15 +

31141 "Inter-City" Passenger Car Set.
Prototype: Four Dutch State Railways (NS) Inter-City cars. 1 type ICR-A10 open seating car, 1st class. 2 type ICR-B10 open seating cars, 2nd class. 1 type ICR-BKD combination car, 2nd class with a galley and baggage area.
Model: These cars are designed for operation on 3-rail Trix Express track. The cars have close coupler mechanisms and NEM coupler pockets. Trix Express and Märklin couples are included.
Total length over the buffers 105.6 cm / 41-9/16".

One-time series.

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

The locomotive to go with these cars is available under item number 32399 (Trix Express).

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 2015):

✘ ***II 6 Issues of the Märklin Magazine.***
The leading magazine for model railroaders! You'll find everything about your hobby here: Detailed information on layout construction, product and other technical information straight from the source, exciting reports on models, tips for forthcoming events, and lots more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing subscriptions can be carried over.

✘ ***The Trix Club News 6 Times a Year.***
On 24 pages and this six times a year you will find everything about "Your Gauge and Your Club". Behind-the-scene articles and looking over the shoulder of the people in production making your models for an in-depth look at the world of Trix.

✘ ***Exclusive Club Models.***
Club models exclusively developed and produced are available only if you are a club member. A personalized and valuable certificate will be sent directly to you at your home address for all locomotive models after they have been delivered.

✘ ***Club Car of the Year, free of charge.***
Look forward to the attraction of Car of the Year only available to club members. Choose between H0 Gauge, N Gauge or Trix Express. Each model a collectible every year.

✘ ***Annual Chronicle 2 times a year.***
Re-live the highlights of the Trix model railroading year on DVD whenever and as often as you like.

✘ ***Catalog / New Items Brochures.***
Club members receive the annual main catalogue free of charge from their retailer. We also send you our new items brochures direct to your home.

✘ ***Club Card.***
Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. As a member you are not only our premium customer, you also receive a broad array of advantages with our almost 100 cooperative partners. Among them are the Miniatur Wunderland in Hamburg, the Museum of Industry and Culture in Osnabrück, or the DB Museum in the Transportation Museum in Nürnberg. In addition, your personal membership card can be used to order all exclusive products offered in the club.

✘ ***Discounts for attending seminars.***
Club members benefit from lower prices when they book seminars that we arrange.

✘ ***Favorable shipping terms from the Online Shop.***
Club members enjoy favorable shipping terms within Germany from our Online Shop.

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

It's quite easy to become a member in the Trix Club:
Fill out the registration form on page 139 and send it to us or register online at the club page http://club.trix.de

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

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

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

Status: 1/2015

Trix Club Cars for 2015

TRIX CLUB

15955 Minitrix Trix Club Car for 2015.
Prototype: Type Kds 56 privately owned car painted and lettered for "Frankenzucker", used on the German Federal Railroad (DB). Car with 2 chambers for powdered freight, authorized for foodstuffs.
Model: The car has a close coupler mechanism. It also has separately applied lines and steps.
Length over the buffers 53 mm / 2-1/8".

One-time series in 2015 only for Trix Club members.

24815 Trix H0 Trix Club Car for 2015.
Prototype: Type Kds 54 privately owned car painted and lettered for "Frankenzucker", used on the German Federal Railroad (DB). Car with 2 chambers for powdered freight, authorized for foodstuffs.
Model: The car is authentically painted and lettered for Era III. The car has a close coupler mechanism. It also has separately applied lines and steps.
Length over the buffers 10.0 cm / 3-15/16".

One-time series in 2015 only for Trix Club members.

700150 Märklin AC wheel set.
33 3578 11 Trix Express wheel set.

33915 Trix Express Trix Club Car for 2015.
Prototype: Type Kds 54 privately owned car painted and lettered for "Frankenzucker", used on the German Federal Railroad (DB). Car with 2 chambers for powdered freight, authorized for foodstuffs.
Model: The car is authentically painted and lettered for Era III. The car has a close coupler mechanism. It also has separately applied lines and steps.
Length over the buffers 10.0 cm / 3-15/16".

One-time series in 2015 only for Trix Club members.

700150 Märklin AC wheel set.
700580 Trix DC wheel set.

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

Trix Club Anniversary Cars

15555 Minitrix Trix Club Anniversary Car.
Prototype: Privately owned tank car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a tank car painted and lettered for "Deiglmayer'sche Oelmühlen München-Ost".
Model: The car has spoked wheels and a close coupler mechanism.
Length over the buffers 55 mm / 2-3/16".

Special car for anniversary celebrants.

Only for members with 15 continuous years of membership in the Trix Club.

24221 Trix H0 Trix Club Anniversary Car.
Prototype: Privately owned tank car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a tank car painted and lettered for "Deiglmayer'sche Oelmühlen München-Ost".
Model: The car is authentically painted and lettered for Era I. The frame and body are finely constructed. The car has spoked wheels. It also has an NEM coupler pocket and a close coupler mechanism.
Length over the buffers 10.4 cm / 4-1/8".

Special car for anniversary celebrants.

Only for members with 15 continuous years of membership in the Trix Club.

34 3012 11 Märklin AC wheel set (oxidized spokes, conductive).
34 3826 04 Märklin AC wheel set (gray spokes, non-conductive).
36 6693 00 Trix Express wheel set.

33967 Trix Express Trix Club Anniversary Car.
Prototype: Privately owned tank car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a tank car painted and lettered for "Deiglmayer'sche Oelmühlen München-Ost".
Model: The car is authentically painted and lettered for Era I. The frame and body are finely constructed. The car has spoked wheels. It also has an NEM coupler pocket and a close coupler mechanism.
Length over the buffers 10.4 cm / 4-1/8".

Special car for anniversary celebrants.

Only for members with 15 continuous years of membership in the Trix Club.

34 3012 11 Märklin AC wheel set (oxidized spokes, conductive).
34 3826 04 Märklin AC wheel set (gray spokes, non-conductive).
36 6692 00 Trix DC wheel set.

Trix Club · Registration Form

TRIX CLUB

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

☐ Mr. ☐ Mrs./Ms.

Title

*Last Name, First Name (please print)

* Street, Number

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

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

*Country

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

@ E-mail address

Language requested

☐ German ☐ English
☐ French ☐ Dutch

Club News requested in

☐ German ☐ English

I would like to receive my annual car either in

☐ **Minitrix** or ☐ **Trix H0** or ☐ **Trix Express**

(All three are not possible – even for an extra charge)

I am particularly interested in

☐ **Minitrix** ☐ **Trix H0** ☐ **digital** ☐ **analog**

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

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

Fields marked with * must be completed.

Date Signature

I am paying my one year membership fee of EUR 79.95/CHF 129.90/$ 109.00 U.S. Funds (as of 2015):

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

☐ by means of the following direct debit authorization:

I hereby authorize you, subject to revocation, to debit my checking account to pay for the club membership fee

Account No.

Bank Code

Bank branch

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

*Last Name, First Name (please print)

*Street, Number

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

(CH)

☐ By payment order that I receive with the invoice.

(All Countries)

☐ Bank transfer (after receipt of invoice)

By credit card: ☐ Mastercard ☐ Visa

Name of the cardholder

Credit card no.

valid until /

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

Date Signature

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

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

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

Subject to change.

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

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

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

Data protection notice:

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

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

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

Date Signature

NH 2015

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany

Your current benefits* at a glance:

All 6 Issues of the Märklin Magazin.
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See you soon in the Trix Club!

TRIX CLUB

Club Car of the Year 2015, free of charge

H0

N

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

** Subject to availability

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

Mailing Address	Trix Club, Postfach 9 60, 73009 Göppingen, Germany
Telephone	+ 49 / (0) 71 61 / 608-213
Fax	+ 49 / (0) 71 61 / 608-308
E-mail	club@trix.de
Internet	www.trix.de

Museum Cars for 2015

IV NEM 15+

15565 Minitrix Museum Car for 2015.
Prototype: Type Hbbikks-tt two-axle sliding wall car. VW T3 delivery truck.
Model: This privately owned freight car is painted and lettered for the firm Bühler Motoren, Nürnberg, Germany used on the German Federal Railroad (DB). The model's paint and lettering is for Era IV. The railroad car has a close coupler mechanism.
Length over the buffers 97 mm / 3-13/16".
The model delivery truck is an exclusive version.

One-time series.

Available only at the Märklin Museum in Göppingen.

IV NEM 15+

24715 Trix H0 Museum Car for 2015.
Prototype: Type Hbbikks-tt two-axle sliding wall car. VW T3 delivery truck.
Model: This privately owned freight car is painted and lettered for the firm Bühler Motoren, Nürnberg, Germany, used on the German Federal Railroad (DB). The model's paint and lettering is for Era IV. The railroad car has a close coupler mechanism.
Length over the buffers 17.8 cm / 7".
The model delivery truck is an exclusive version.

One-time series.

Available only at the Märklin Museum in Göppingen.

700150 Märklin AC wheel set.

Repair Service

Trix Direct Service.

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

Hours of operation at the Service Point
in the Märklin Museum, 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.

Important Service Information

Deutschland

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

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

Nederland

Technische hotline
Maandag t/m donderdag: 09.00 – 13.00 uur
en 13.30 – 17.00 uur
Aanspreekpartner: G. Keuterman
Telefoon +31 (0) 74 - 2664044
E-mail techniek@marklin.nl

Schweiz, France, Italia

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

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

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

België / Belgique

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

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

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.

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 — DCC decoder.

SX — Selectrix decoder.

SX2 — Selectrix 2 decoder.

DCC / SX — DCC/Selectrix decoder.

Digital locomotives or digital device for the Märklin Digital System (Motorola format).

mfx — Digital decoder with up to 16 digitally controllable functions when operated with the **60212/60213/ 60214/60215 Central Station**. With up to 9 functions with the **60652/60653 Mobile Station.** With up to 5 functions with the **6021 Control Unit.** Available functions depend on how the locomotive is equipped.

NEM — Small digital connector (66836/66838 Selectrix decoders).

NEM — Large digital connector (66837 Selectrix decoder).

14 — 14-pin connector.

21 — 21-pin connector.

Sound effects circuit.

Single headlight in the front.

Single headlight front and rear that changes over with the direction of travel.

Dual headlights in the front.

Dual headlights in the front that change over in one direction of travel.

Dual headlights front and rear.

Dual headlights front and rear that change over in one direction of travel.

Dual headlights front and rear that change over with the direction of travel.

Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.

One red marker light.

Dual red marker lights.

Triple headlights in the front.

Triple headlights in the front that change over in one direction of travel.

Triple headlights in the front, one white marker light in the rear that change over with the direction of travel.

Triple headlights in the front, dual white marker lights in the rear.

Triple headlights in the front, dual headlights that change over in one direction of travel.

Triple headlights in the front, dual red marker lights in the rear that change over with the direction of travel.

Triple headlights front and rear.

Triple headlights front and rear that change over in one direction of travel.

Triple headlights front and rear that change over with the direction of travel.

Triple headlights in the front, dual white marker lights in the rear that change over with the direction of travel.

Built-in interior lighting.

Interior lighting can be installed.

Built-in marker light(s).

Marker light(s) can be installed.

LED — Built-in LED interior lighting.

LED — LED interior lighting can be installed.

LED — Lighting with warm white LED's.

Metal locomotive frame and body.

Metal locomotive frame and boiler.

Mostly metal locomotive body.

Metal locomotive frame.

Metal car frame and body.

Mostly metal car body.

Metal car frame.

1:87 — Scale for the passenger car length 1:87.

1:93,5 — Scale for the passenger car length 1:93.5.

1:100 — Scale for the passenger car length 1:100.

Power supply can be switched to operate from catenary.

NEM — NEM coupler pocket and close coupler mechanism.

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).

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

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

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

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

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

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

Index to the Item Numbers

TRIX

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

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

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

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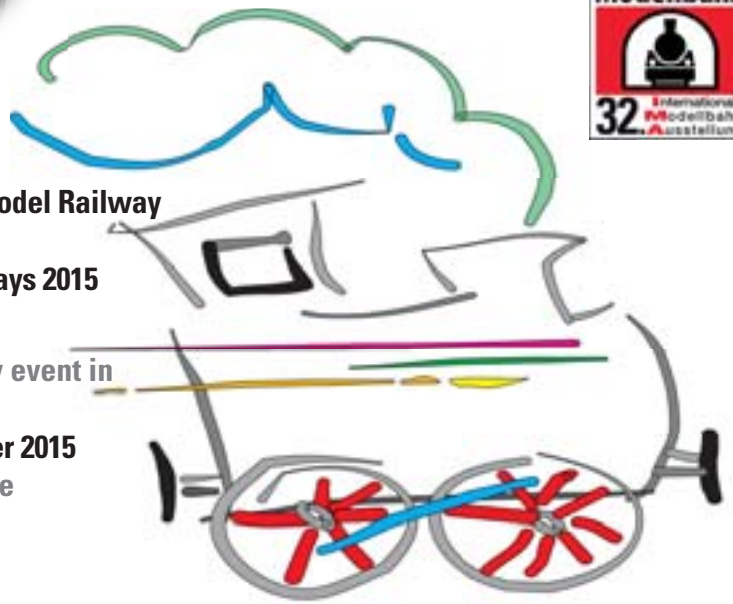

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TRIX

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