TRIX

New Items 2018

Trix. The Fascination of the Original.

E

Dear Trix Fans,

Welcome to the New Items Year for 2018! This year we are again presenting you with many impressive models for Minitrix, Trix H0, and Trix Express in our New Items brochure.

From Royal Trips down to Modern Shuttle Train Service

At Trix 2018 is a travel year. Inspired by the ninetieth birthday of the Rheingold, we have realized real highlights of the individual railroad eras in marvelously detailed models for all collectors and model railroad fans. The rolling through-train service was not alone in importance to us; we have also extended helping hands on the siding.

We thus created our impressively realized Switching Crocodile that was designed for you in the level of implementation typically exclusive to Club models. No less spectacular is the realization of the Ardelt type powerhouse. A 57 metric ton rotary crane with steam propulsion that reproduces as a model all of the types of movement appropriate to the powerful prototype along with sound. Let's also take a look at the track routes of the individual eras.

From the "Beauty on Rails" down to the newest class 102 for the route Nürnberg-Munich, everything is represented in this brochure. Surrender to dreaming or enjoy one of the fastest runs in railroad history. All of the senses are focused on travel with these new items – and in the proven Trix quality.

Your Trix Team wishes you much fun exploring the new items for 2018!

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

TRIX

TRIX MINITRIX

TRIX HO

TRIX EXPRESS

TRIX CLUB

TRIX


18 527

Dear Minitrix Fan,

We are looking forward to a new Minitrix season with you. In addition to many new items and surprises for the rails, this year we are presenting you with two more gems for your layout. Lovingly realized and in the scale and look appropriate to the prototypes, two new building kits are waiting to be used.
The many new individual locomotives, sets, or cars from the individual eras are also terrific for the rails. A starter set with a separate infrared controller for the first time is just such a surprise this year.
For fans of the period around 1910 and for the 100th anniversary of the class S 3/6 steam locomotive with road number 3673, a “Beauty on Rails” is going on a journey in impressive detailing.

No less elegant is the special set for the ninetieth anniversary of the Rheingold. It will get colorful with the “New Colors” passenger car set that started its service as a presentation consist on December 10, 1986.
This is however only a small look at the extremely extensive offering of models for the New Items for 2018. Many other models, locomotives or cars, are waiting to be discovered by you. For these models are also no less colorful and they are equally at the highest level of technology.

We hope you have a lot of fun browsing through and discovering the Minitrix New Items for 2018!

EXCLUSIV 1/2018

TRIX
MINITRIX

One-Time Series for 2018

The Märklin-Händler-Initiative (MHI) or Märklin Dealer Initiative is an international association of mid-level toy and model railroad specialty dealers.

Since 1990, the MHI has been producing one-time special series for its members that are available exclusively through the specialty dealers of this association.

MHI special productions are innovative products with special differentiation in paint, imprinting, and technical features for the advanced model railroader or also replicas from earlier Märklin times. The MHI also promotes model trains for children with special products and supports its members to do this.

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

All MHI special productions are identified with the pictogram .

The dealers of our international association can be described in particular as having the full assortment of Märklin and/or Trix products as well as having special qualifications for giving advice and service. We emphasize this with a 5-year warranty on MHI products.

MHI dealers near you can be found on the Internet at www.mhi-portal.eu.

märklin
MHI

Minitrix Club Model for 2018

The year 1956 was memorable: Triple headlights were introduced on branch lines, there were now only two passenger car classes, and on September 29, the DB took delivery of the first electric locomotive from the new type program – an E 41. Indeed, in Germany steam motive power still accounted for 87 percent of all gross ton kilometers, but for the first time DB bought more electric locomotives than steam locomotives. "Motive power for the structural transformation" was the message. The smallest new construction electric locomotive with a length of 15.66 meters / 610-3/4" over the buffers, 2,400 kilowatts / 3,217 horsepower hourly output, and a service weight of 67 metric tons fit this image ideally. "Light train service on main and branch lines", was the notation in the type program as the planned application – as a universal type for express, passenger, and freight trains the 451 units purchased between 1956 and 1969 worked as the successor to the E 44 in commuter service between the Alps and the North Sea.

"Many club members know the E 41 from their youth, for it was used in commuter service and limited stop passenger service, later for express and Citybahn trains", explains Minitrix product manager Claus Ballsieper, who also saw this standard design locomotive pulling freight trains. Road number E 41 374 on the roster in 1966 was selected as the prototype for the exclusive Minitrix Club model for 2018 for more than just the familiarity of the class. "Minitrix is hereby realizing the E 41 for the first time – and indeed industrywide for the first time with headlight / marker light changeover", says the product manager emphasizing the exclusivity of the club model that moreover was placed into service in a unique paint scheme. The unit was delivered in 1965 to the Frankfurt (M)-Griesheim District with an experimental greenish beige painted frame, which also made the model in Era III a one of a kind. Other characteristics of road number E 41 374 within its class were the ends with double lamps and headlights as well as vertical grab irons with a step grating, a continuous rain gutter on the edge of the roof, type DBS 54 pantographs, and five double forced air vents with vertical fins on each side of the of the body.

The German Federal Railroad laid great value on extensive standardization of electrical and mechanical parts for the modernization of its motive power with electric locomotives. The reason for this was to minimize spare parts inventories and to save costs. Siemens/Krauss Maffei developed the classes E 10 and E 40, and AEG/Krupp the class E 50 heavy freight locomotive. Henschel and Brown, Boveri & Cie designed the class E 41 with the DB. The E 41 had an axle load of 16.8 metric tons and was up to any task on electrified lines. The E 41 shared with its

© Hans Dahlhaus

sibling classes the clean lines of the locomotive body welded to the bridge frame with its hollow girders as well as standardized components such as drive mechanism or axle bearings. However, there were also many departures from the other new construction locomotive designs. The E 41 thus did not have a high-voltage control installed, but rather a simple low-voltage control. The relay system had physical and acoustic effects for passengers: When the locomotive was accelerating a pushed shuttle train, the coarse switching steps in the relays caused rough pushing from the locomotive and a magnetic field in the current divider led to a loud bang when the relays were switching. Yet, these surrounding circumstances had if anything folklore characteristics and affected in no way the use of the ubiquitous units of this class with their speed of 120 kilometers per hour / 75 miles per hour.
"The four-axle E41 has become legendary from its characteristic startup sound that gave the units nicknames such as ‚Firecracker'", says the Minitrix product manager, addressing the special acoustic feature that he has included in the extensive sound repertoire of this digital model. In addition, operating sounds such as running sounds, squealing brakes, and vents as well as railroad technical sounds such as station announcements, multiple whistles, bell sound, or conductor calls. "A total of 28 digital functions can be controlled in DCC – including light functions such as headlights and cab lighting."
The first units of the class E 41 were based at the maintenance facilities for the Karlsruhe and Munich Districts. In succeeding years, the authors Roland Hertwig / Werner Streil ("The Class E 41") have verified that the class E 41 / 141 locomotives were in 15 districts from Hamburg to Munich and from Essen to Kassel. From the Mid-Sixties on, the area of use spread to shuttle train operation in commuter service. Road number E 41 374 was based on June 9, 1965 at Frankfurt (M)-Griesheim, from where 32 class E 41 locomotives ran "primarily on the route Frankfurt (M)–Giessen–Hagen" (Hertwig/Streil). On April 30, 2001, the DB retired road number 141 374-9 at the maintenance facility at Nürnberg West.
In 2006, the class 141 was finally removed from the active roster. "The popular E 41 locomotives have not however disappeared", says Claus Ballsieper, referring to the many museums, where these famous standard design locomotives are preserved. "If you want to see a prototype of the club model, you will quickly find a lot of material at our club cooperation partners – but there is only one locomotive with the ochre colored frame: as a Minitrix Club model."

Text: Rochus Rademacher

The great period of the DB's class E 41 new construction electric locomotives began in the mid-Fifties. They became the symbol of electrification. Minitrix is realizing the general-purpose locomotive, road number E 41 374, as a digital club model for 2018 – exclusive in its features, paint scheme, and appearance.

16141 Class E 41 Electric Locomotive
Prototype: German Federal Railroad (DB) class E 41 standard design electric locomotive. Chrome oxide green basic paint scheme with special paint scheme for the frame in green/beige. Version with double lamps, multiple forced air vents with vertical fins, and continuous rain gutter. Road number E 41 374. The locomotive looks as it did around 1966.
Use: Light freight and passenger trains in commuter and long distance service.

Model: The locomotive is new tooling. The body and frame are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC and Selectrix. 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 this lighting and there is cab lighting. All of the lighting can be controlled digitally. The locomotive has NEM coupler pockets. It also has separately applied grab irons.
Length over the buffers 98 mm / 3-7/8".

- **New tooling.**
- **Digital sound with many functions.**
- **Striking paint scheme.**

One-time series for Trix Club members.

Body constructed completely of die-cast metal

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Electric locomotive op. sounds	•	•	
Engineer's cab lighting	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Bell	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Brake Compressor	•	•	
Blower motors	•	•	
Letting off Air	•	•	
Light Function	•	•	
Special Function	•	•	
Sanding	•	•	
Whistle for switching maneuver	•	•	
Locomotive whistle	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Conductor – departure	•	•	
Procedure function	•	•	
Station Announcements	•	•	
Rail Joints	•	•	
Sound of Couplers Engaging	•	•	

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms.
See Page 127 for an explanation of the symbols and age information.

One-Time Series for 2018

The V 100 was too light for heavy switching work. This was why the German Federal Railroad commissioned a new class from the firm Maschinenbau Kiel (MaK). The V 90 – designated the class 290 from 1968 on – was to be closely based on the successful V 100 general-purpose locomotive. This was not very apparent externally; the V 90 was more angular than the V 100. However, inside the German Federal Railroad had proven components installed, such as the diesel prime mover that worked in the V 100.20 (212) and a very similar universal joint drive shaft. On August 4, 1968, the German Federal Railroad accepted road number V 90 001. Twenty pre-production locomotives demonstrated the quality of the design in hard daily switching work. The regular production version had only slight design changes. By September 4, 1974, the German Federal Railroad had taken delivery of 387 regular production units from MaK, Deutz, and Henschel. Procurement came to a halt, since a more powerful variant was ready in the form of the class 291. Road number 290 999 was a locomotive that the German Federal Railroad leased from the military. It was purchased in 1990 and the German Federal Railroad assigned it road number 290 408. Today, these locomotives are working at all larger switchyards and are also providing motive power for transfer trains. However, they do not have their original road numbers. After installation of radio remote control, the DB designated them the class 294.

© Archiv Märklin

V | DCC SX | 15 +

16293 Class 290 Diesel Locomotive
Prototype: German Railroad, Inc. (DB Cargo) class 290 heavy switch engine. Former class V 90. "Traffic Red" paint scheme around 2002. Road number 290022-3.
Use: Switching and freight trains.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC and Selectrix. 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 and can be controlled digitally. The locomotive has cab lighting. It also has separately applied grab irons.
Length over the buffers 89 mm / 3-1/2".

- **Body and frame constructed of metal.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Digital sound with many functions.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Diesel locomotive op. sounds	•	•	
Warning Sound	•	•	
Direct control	•	•	
Special Function	•	•	
Rear Headlights off	•	•	
Special Function	•	•	
Front Headlights off	•	•	
Sound of squealing brakes off	•	•	
Horn	•	•	
Brake Compressor	•	•	
Special Function	•	•	
Bell	•	•	
Sound of Couplers Engaging	•	•	

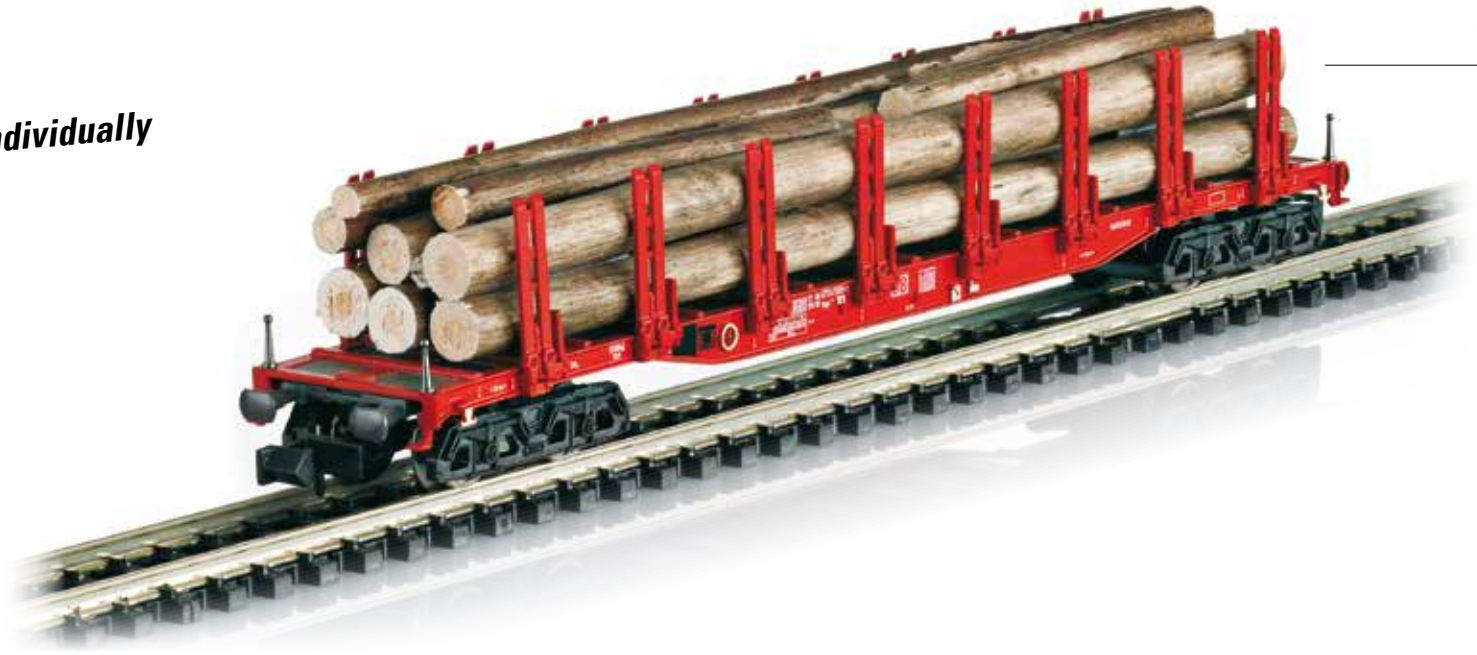
VI NEM 15 +

15930 Set with 3 Stake Cars
Prototype: Three German Railroad, Inc. (DB AG) type Snps 719 double stake cars. European standard design.
Use: Transport of freight not sensitive to moisture.
Model: The cars have a close coupler mechanism. They also have a load of real wood. The cars are individually package.
Total length over the buffers 399 mm / 15-11/16".

- **Load of logs.**

One-time series.

All of the cars are individually packaged



15930 16293

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms.
See Page 127 for an explanation of the symbols and age information.

“Freight Train” Digital Starter Set

VI DCC SX NEM 15 +

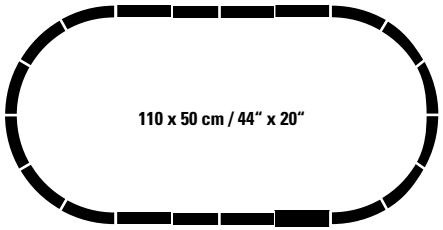
11145 “Freight Train” Digital Starter Set
Prototype: German Railroad, Inc. (DB AG) class 185.2 electric locomotive, 1 each type Rils 652 sliding tarp car, 1 each type Res 687 flat car.
Model: The locomotive frame is constructed of die-cast metal. The locomotive has a DCC-Selectrix decoder and a 5-pole motor with a flywheel. The headlights change over with the direction of travel. 4 axles powered. Traction tires. The cars have close coupler mechanisms. The set includes a switched mode power pack and a wireless infrared controller. The oval of track includes Radius 2 curved track. Space required: 110 x 50 cm / 44“ x 20”. Total length over the buffers for the train approximately 366 mm / 14-3/8“.

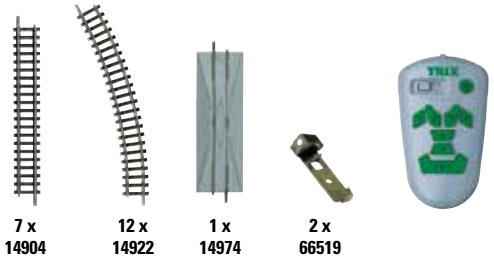
- **DCC-Selectrix decoder included in the locomotive.**

The set can be expanded with the entire Minitrix track program.

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

First time with an infrared controller





See Page 127 for an explanation of the symbols and age information.


RAILION
DB Logistics
RAILION
185 266-7

Welcome to Minitrix “my Hobby“

A hobby is pure leisure time enjoyment for many people. It is the compensation for the daily round of activity. Our new line “my Hobby” is tailored exactly to these needs and is aimed at everyone who views their hobby as an escape from the daily grind.

You do not have to do without the proven Minitrix quality for your daily portion of passion. Here Minitrix is offering the right alternatives for those people who pursue their hobby mostly for fun.

In 1956, the German Federal Railroad's central office in Munich reached agreement with the locomotive builder Krupp in Essen on the development of a single-motor general-purpose diesel locomotive. The original plan was for a unit with a nominal performance of 1,600 horsepower and a class designation of V 160 corresponding to the usage at that time. It was to have two cabs, two two-axle trucks, a maximum speed of 120 km/h / 75 mph, a maximum length over the buffers of around 16,000 mm / 52 feet 6 inches as well as sufficient train heating for an express train of ten cars. In 1960/61, the firm of Krupp delivered six prototypes as road numbers V 160 001-006. They were equipped with different 1,900 horsepower motors and gear drives. In 1962/63, four more units (V 160 007-010) from Henschel followed. The first nine locomotives had a fully rounded hood underneath the end windows that quickly gave them the nickname “Lollo” (from the Italian movie actress Gina Lollobrigida). The tenth locomotive by contrast showed the squared modern look from road number V 320 001. This became the typical identifier of the entire V 160 family. The pre-production locomotives designated as 216 001-010 starting in 1968 were retired between 1978 and 1984. Road numbers V 160 003 (DB Museum), V 160 001, 004, and 006 (Italy) as well as road number V 160 002 since brought back to Germany again remain preserved. After an extensive overhaul by September 2015, it is now the only operational “Lollo” in Germany. The rest of the pre-production locomotives were scrapped.

III | 14 | 15 +

16162 Class V160 Diesel Locomotive
Prototype: German Federal Railroad (DB) diesel locomotive, road number V160 005, preproduction series. Nicknamed “Lollo”. B-B wheel arrangement, built starting in 1964.
Use: Passenger and freight trains.

Model: The locomotive has a digital interface connector and a 5-pole motor. 4 axles powered. Traction tires. The headlights will work in analog operation and can be controlled digitally.
Length over the buffers 100 mm / 3-15/16“.

Affordable model from the Hobby program

See Page 127 for an explanation of the symbols and age information.

III NEM 15 +

18082 Hobby Freight Car
Prototype: German Federal Railroad (DB) type Omm 53 high-side gondola. European standard type, 10.0 meters / 32 feet 6 inches long.
Model: The car has a close coupler mechanism and simplified construction.
Length over the buffers 63 mm / 2-1/2".

MINITRIX my HOBBY

| 18082 | 18082 | 18082 | 18082 | 18082 | 18082 | 18082 | 18082 | 18082 | 18082 | 16162 |

Ludmilla

IV | DCC SX | 15 +

16234 Class 132 Diesel Locomotive
Prototype: German State Railroad (DR) diesel locomotive, road number 132 372-4, C-C wheel arrangement, built starting in 1974 in the Soviet Union for the German State Railroad, nicknamed "Ludmilla".

Use: Heavy passenger and freight trains.
Model: The locomotive has a built-in digital decoder and sound generator for DCC and Selectrix operation. It also has a motor with a flywheel. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel.
Length over the buffers 126 mm / 4-15/16".

- **Affordable model with sound from the new Hobby Program.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Low Pitch Horn	•	•	•
Diesel locomotive op. sounds	•	•	
High Pitch Horn	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Station Announcements	•	•	
Ticket please	•	•	
Sanding	•	•	
Brake Compressor	•	•	
Letting off Air	•	•	
Special sound function	•	•	

MINITRIX my HOBBY

© M. Lohneisen

IV NEM 15+

18083 Hobby Freight Car
Prototype: German State Railroad (DR) high-side gondola, car number Es 5520. European standard type, 10.0 meters / 32 feet 6 inches long.
Model: The car has a close coupler mechanism and simplified construction.
Length over the buffers 63 mm / 2-1/2".

MINITRIX my HOBBY

| 18083 | 18083 | 18083 | 18083 | 18083 | 18083 | 18083 | 18083 | 18083 | 18083 | 16234 |

See Page 127 for an explanation of the symbols and age information.


K.BAY.STS.B.


3673

Beauty on Rails

From 1908 to 1931, the Royal Bavarian State Railroad bought what is probably the most famous and beautiful of all of the Bavarian express locomotives. That means that the last S 3/6 locomotives were delivered 6 years after the introduction of the class 01 standard design locomotive, undoubtedly proof of this successful design. The famous S 3/6 was the symbol of Bavarian locomotive construction.

There were only slight differences between the first 4 subclasses of this locomotive. The diameter of the driving wheels was 1,870 mm / 73-5/8". Thanks to its great power and very efficient use of coal, the S 3/6 was assured of its great success. One hundred fifty nine locomotives were built in 16 groups.
It took on the main role in Bavarian express train service immediately after its introduction.

It pulled express trains from Munich to Nürnberg, Regensburg, Lindau, Ulm, Würzburg, Aschaffenburg, Salzburg, and Kufstein. It even pulled famous trains such as the Orient Express. In the German State Railroad period, its use as motive power for the Rheingold was surely the high point of its career. The last of the S 3/6 was retired from the German Federal Railroad in 1966. Several museum locomotives remain preserved, among them one in the German Museum in Munich and an operational unit at the Bavarian Railroad Museum in Nördlingen that is currently one of the busiest steam locomotives for special excursions.

I DCC SX NEM 15 +

16183 Class S 3/6 Steam Locomotive
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class S 3/6 express locomotive, road number 3673. Early production run with a "wind-splitter" engineer's cab and gas lighting.
Use: Limited stop passenger trains, express trains, and international long distance trains.
Model: The locomotive and tender are constructed of die-cast metal. The motor and gear drive are built into the boiler. 3 axles powered. Traction tires. The locomotive has a digital decoder for DCC, Selectrix, and conventional operation, built into the tender along with the sound circuit with a speaker. The locomotive has dual headlights that change over with the direction of travel and that can be controlled digitally. There is also an additional light "Zg 7" (headlight for oncoming trains) that can be turned on in the forward direction of travel (off in analog operation). There is a close coupling between the locomotive and tender. Length over the buffers 134 mm / 5-1/4".

- **For the 100th anniversary of road number 3673.**
- **Decoder for DCC, Selectrix, and conventional operation.**
- **Prototypical sound.**
- **Numbered certificate of authenticity.**
- **Limited to 555 pieces.**

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Light(s) for Oncoming Train	•	•	•
Steam locomotive op. sounds	•	•	
Conductor's Whistle	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Replenishing fuel	•	•	
Locomotive whistle	•	•	
Doors Closing	•	•	
Letting off Steam	•	•	
Sound of coal being shoveled	•	•	
Replenishing fuel	•	•	
Air Pump	•	•	
Feed Pump	•	•	
Injectors	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Whistle for switching maneuver	•	•	

15970 | 15969 | 15968 | 16183

I LED NEM 15 +

15968 Bavarian Express Train Baggage Car
Prototype: Royal Bavarian State Railways type PPü, built starting in 1908.
Use: Express trains, domestic and abroad.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later. Length over the buffers 108 mm / 4-1/4".

Lighting kits to go with this car:
66616 LED Lighting Kit.
66618 LED Lighting Kit.

I LED NEM 15 +

15969 Bavarian Express Train Passenger Car
Prototype: Royal Bavarian State Railways type ABBü, built starting in 1905.
Use: Express trains, domestic and abroad.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later. Length over the buffers 119 mm / 4-11/16".

Lighting kits to go with this car:
66616 LED Lighting Kit.
66618 LED Lighting Kit.

I LED NEM 15 +

15970 Bavarian Express Train Passenger Car, 3rd Class
Prototype: Royal Bavarian State Railways type CCü, built starting in 1908.
Use: Express trains, domestic and abroad.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later. Length over the buffers 119 mm / 4-11/16".

Lighting kits to go with this car:
66616 LED Lighting Kit.
66618 LED Lighting Kit.

See Page 127 for an explanation of the symbols and age information.

The Rheingold – Traveling like Kings

After the catastrophe of World War I and the political upheavals in Europe, traveling began to grow again in popularity. The railroad was used almost exclusively for long distances, since it promised a fast, comfortable mode of conveyance. The sleeping and dining car firms run under private ownership dominated in long distance service. They offered an extensive palette of services up to and including the ultimate luxury. The German State Railroad Company (DRG) did not want to sit on its hands and do nothing with regard to its competition, and this new, self-confident firm was determined to underscore its presence on European rails with a deluxe train possessed of an international quality. In 1927, the German State Railroad officially disclosed the order for express train passenger cars to form long distance express trains, which were intended to represent innovation and comfort by rail. The "Who's who" of the German car building industry participated in the building of these cars, among others, the firms Waggon und Maschinenfabrik AG, Görlitz and the Waggonfabrik Wegmann & Co. A total of 26 Rheingold parlor cars were built: 4 cars, 1st class, type SA4ü, with seating for 28, 4 cars, 1st class, type SA4üK, with a galley and seating for 20, 8 cars, 2nd class, type SB4ü, with seating for 43, 10 cars, 2nd class, type SB4üK, with a galley and seating for 29. For their time they represented the longest German cars with a length of 23.50 meters / 77 feet 1-3/16 inches. The bodies were constructed entirely of steel and the total weight was between 50 and 52 metric tons, i.e. up to 12 metric tons more than a conventional express train passenger car. Trucks (Görlitz II heavy) were developed just for the "Rheingold" series. They had to withstand high train speeds and had a wheelbase of 3.60 meters / 11 feet 9-3/4 inches. In addition, there are also 3 baggage cars, type SPw4ü, each with a length over the buffers of 19.68 meters / 64 feet 6-13/16 inches and facilities for goods in bond and for transporting pet dogs. The extremely elegant paint scheme for these prestigious cars attracted attention and interest. Initially, the color scheme for the outer surface of the cars was a kind of plum color with the pier panels in cream, later violet / cream with the widely known golden "Rheingold" lettering. The interior space of the cars offered the highest level of luxury, in first class even individually upholstered armchairs with high backs. Attention was given to the different wishes of the passengers, so that there were compartments as well as large open parlor areas. The Rheingold had to face comparisons with the Orient Express right from the start, and the passengers enjoyed luxury in the parlor cars, as only crowned heads of state had known it in the past. The interior conformed to the taste of that time. Famous German artists and architects participated, and the influences of the artistic avant-garde school for building and design in Dessau were reflected, with names such as Walter Gropius, Mies van der Rohe, or Paul Klee involved. The best care was offered to passengers at their seats in the trains running between Basle and Hook of Holland. Customs and passport control were done in the train during the trip, an exception for that time, but one that shorted the travel time considerably. All of the railroads that participated in the operation of the train were convinced of the significance and importance of this train, and it was natural that the most powerful and beautiful locomotives were used as motive power for the Rheingold. The outbreak of World War II brought the Rheingold to an abrupt end, and its cars were stored during the war or put to special uses for the German army and the Red Cross and after 1945 for the occupation forces.

II | DCC SX | NEM | 15 +

16181 Class 18.5 Steam Locomotive

Prototype: German State Railroad Company (DRG) steam locomotive, road number 18 527, 4-6-2 design with a type 2´2´ T 31,7 tender. Built starting in 1923.

Use: Heavy express trains.

Model: The locomotive and tender are constructed of die-cast metal. The motor and gear drive are built into the boiler. 3 axles powered. Traction tires. The locomotive has a digital decoder for DCC, Selectrix, and conventional operation, built into the tender along with the sound circuit with a speaker. The locomotive has dual headlights that change over with the direction of travel and that can be controlled digitally. There is a close coupling between the locomotive and tender.

Length over the buffers 144 mm / 5-11/16".

- **For the 90th anniversary of the Rheingold.**
- **Decoder for DCC, Selectrix, and conventional operation.**
- **Prototypical sound.**
- **First time with a type 2´2´ T 31,7 tender.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Whistle for switching maneuver	•	•	•
Steam locomotive op. sounds	•	•	
Conductor's Whistle	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Replenishing fuel	•	•	
Locomotive whistle	•	•	
Doors Closing	•	•	
Letting off Steam	•	•	
Sound of coal being shoveled	•	•	
Replenishing fuel	•	•	
Air Pump	•	•	
Feed Pump	•	•	
Injectors	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Light Function	•	•	

90 Years of the Rheingold

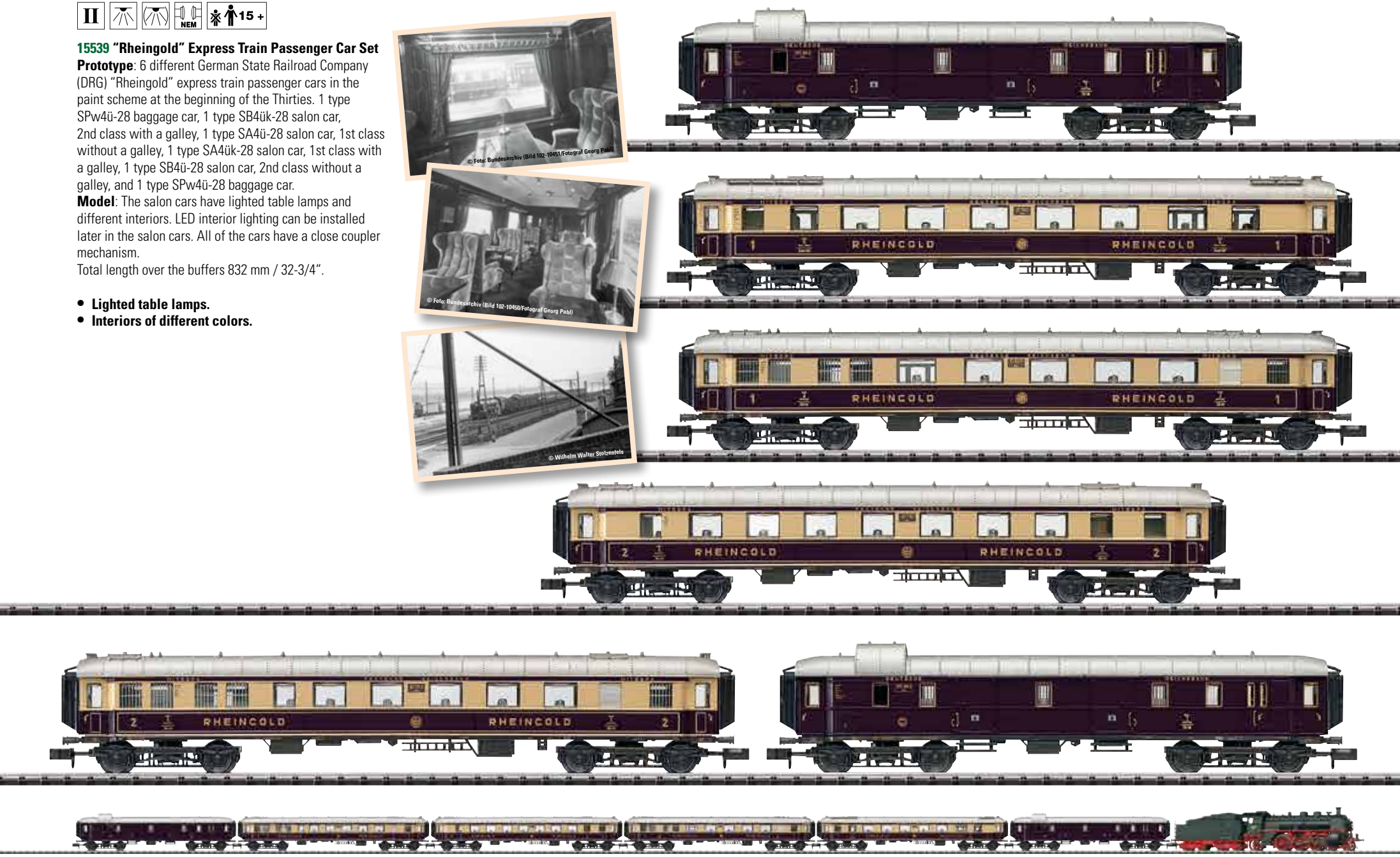
Class 18.5 for the first time with a "long" Bavarian tender

See Page 127 for an explanation of the symbols and age information.

II NEM 15 +

15539 "Rheingold" Express Train Passenger Car Set
Prototype: 6 different German State Railroad Company (DRG) "Rheingold" express train passenger cars in the paint scheme at the beginning of the Thirties. 1 type SPw4ü-28 baggage car, 1 type SB4ük-28 salon car, 2nd class with a galley, 1 type SA4ü-28 salon car, 1st class without a galley, 1 type SA4ük-28 salon car, 1st class with a galley, 1 type SB4ü-28 salon car, 2nd class without a galley, and 1 type SPw4ü-28 baggage car.
Model: The salon cars have lighted table lamps and different interiors. LED interior lighting can be installed later in the salon cars. All of the cars have a close coupler mechanism.
Total length over the buffers 832 mm / 32-3/4".

- **Lighted table lamps.**
- **Interiors of different colors.**



“Silberlinge” / “Silver Coins” in Commuter Service

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•

15942 Passenger Car
Prototype: German Federal Railroad (DB) type BD4nf-59 cab control car, 2nd class with a baggage area. “Silberling” / “Silver Coin” design. “Hasenkasten” / “Rabbit Hutch” end with a baggage area and a rubber diaphragm.
Model: The headlights and marker lights change over on the cab end from 3 x white to 2 x red. They will work in analog and digital operation. These lights can be controlled in digital operation with a built-in DCC/SX function decoder. The car has a close coupler mechanism. An interior lighting kit can be installed in the car later.
Length over the buffers 165 mm / 6-1/2”.

- **Function decoder.**

Lighting kits to go with this car:
66616 Lighting Kit.

First time with a decoder

15445 Passenger Car
Prototype: German Federal Railroad (DB) commuter car, 1st/2nd class (type AB4nb-59). Nicknamed “Silberling” / “Silver Coin”.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later.
Length over the buffers 165 mm / 6-1/2”.

Lighting kits to go with this car:
66616 Lighting Kit.

15446 Passenger Car
Prototype: German Federal Railroad (DB) commuter car, 2nd class (type B4nzb-64). Nicknamed “Silberling” / “Silver Coin”.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later.
Length over the buffers 165 mm / 6-1/2”.

Lighting kits to go with this car:
66616 Lighting Kit.

15942 | 15445 | 15446 | 16141

IV 14 15 +

15422 Henschel Design Steam-Powered Rotary Snowplow
Prototype: German Federal Railroad (DB) Henschel-design steam-powered rotary snowplow with a type 2'2' T 26 tender. The units look as they did around 1970.
Use: Winter service in snowy areas.
Model: The model has a digital interface connector and the tender is constructed of die-cast metal. The work lights and the plow wheel will work and the model can be controlled digitally with the 66840 or 66857 decoder.
Length over the buffers 139 mm / 5-1/2".

- **Powered plow wheel.**
- **Lighted work lights.**

Powered plow wheel

16251 15422

III NEM 15 +

15440 Refrigerator Car
Prototype: Type Tehs 50 refrigerator car, privately owned car used on the German Federal Railroad (DB).
Model: The car has a close coupler mechanism.
Length over the buffers 68 mm / 2-11/16".

See Page 127 for an explanation of the symbols and age information.

30 Years of the InterRegio

The DB introduced a new train system for long-distance service on September 25, 1988 under the brand designation "InterRegio" (IR). It was intended to replace the "D-Zug" express trains of that time that ran in individual schedules. Regions and medium sized cities were to be linked to the long-distance network in two-hour schedules with fixed operational routes and modern, comfortable rolling stock. The IR was intended to form a useful supplement and expansion of the existing systems beneath the supplemental fare networks of the InterCity (IC) and EuroCity (EC) and (starting in 1991) the InterCity Express (ICE) with direct connections at "System and Junction Stations". Analog to the IC trains, the block formation was used again on these dual-class trains with updated rolling stock, whereby the Bistro car separated the two car classes.
The first to go into operation daily with eight pairs of trains was IR Line 12 between Hamburg and Kassel. These trains were pulled by the DB's parade horses – the class 103.1 six-axle classy racers based at the Hamburg-Eidelstedt maintenance facility. Between 1969 and 1974, 145 of these powerful units with road numbers 103 101-245 were added to the DB roster. They were designed and built from the start for a speed of up to 265 km/h / 165.63 mph but they were allowed a maximum of 200 km/h / 125 mph. The class 103 units with their elegant streamlined shape and the Siemens rubber ring spring cardan shaft drive were the most powerful German electric locomotive and had an hourly performance of 7,780 kilowatts / 10,581 horsepower.
"Orient Red" locomotives were planned exclusively as motive power for the trains formed completely of new, white-blue IR cars. This was to satisfy the corporate identity. By 1997, 84 units fell into the "Orient Red" paint pot. With delivery of the first regular production class 101 units in the fall of 1997, the class 103.1 units disappeared increasingly from IC service and larger waves of retirement lapped up around them. The last domain for these former classy racers was built around the IR service and their scheduled use was actually supposed to end in December of 2001. The high level of damage on the classes 101 and 112.1 forced the railroad to recall the already written off class 103.1 for a new long-term expansion on a large scale in the summer of 2001. One more time the last of the "Mohicans" were pulling IR trains, which showed what was still in them after 30 years of bone grinding work. Nothing lasts forever and all planned use of the class 103.1 units ended on December 14, 2002.

V | DCC SX | NEM | 15+

16344 Class 103 Electric Locomotive
Prototype: German Federal Railroad (DB) class 103.1 (5th production run), road number 103 228-3, in an "Orient Red" paint scheme. C-C wheel arrangement, built starting in 1973.
Use: TEE, EC, Intercity, and Interregio trains.
Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC and Selectrix. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and can be controlled digitally. Warm white LEDs are used for this lighting and there is cab lighting and engine room lighting. All of the lighting can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 126 mm / 4-15/16".

Cars to go with this locomotive can be found under item numbers 15948 and 15949.

Limited to 499 pieces


© Thomas Estler

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Electric locomotive op. sounds	•	•	
Engineer's cab lighting	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Headlight(s): Cab2 End	•	•	
Light Function	•	•	
Headlight(s): Cab1 End	•	•	
Train announcement	•	•	
Conductor's Whistle	•	•	
Brake Compressor	•	•	
Blower motors	•	•	
Letting off Air	•	•	
Special light function	•	•	
Special sound function	•	•	
Sanding	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Train radio	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Train announcement	•	•	
Train announcement	•	•	
Doors Closing	•	•	
Sound of Couplers Engaging	•	•	

See Page 127 for an explanation of the symbols and age information.

IV V NEM 15 +

15948 "30 Years of the InterRegio" Passenger Car Set
Prototype: German Federal Railroad (DB) 1 type Aim 260 InterRegio open seating car, 1st class, 1 type Arbuimz 262 InterRegio Bistro Café car, 1st class, and 1 type Bim 263 InterRegio open seating / compartment car, 2nd class. All cars from around 1988 / 1989. Train route IR 1774 Konstanz-Flensburg.

Model: The cars have built-in LED interior lighting and a close coupler mechanism. The car set has special book-style packaging for a stylish presentation, including placeholders for the 16344 locomotive to go with the set and up to 3 add-on cars, item number 15949.
Total length over the buffers 495 mm / 19-1/2".

- **LED interior lighting.**
- **Special book-style packaging.**

Limited to 499 pieces

30 Years of the InterRegio

IV V NEM 15 +

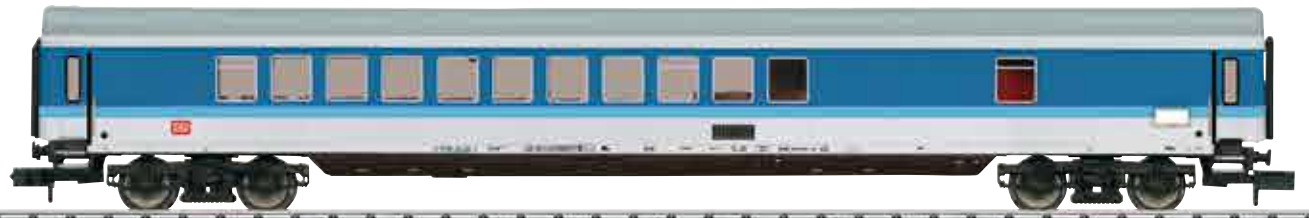
15949 Passenger Car
Prototype: German Federal Railroad (DB) type Bim 263 InterRegio open seating / compartment car, 2nd class.
Model: The car has built-in LED interior lighting and a close coupler mechanism
Length over the buffers 165 mm / 6-1/2".

- **LED interior lighting.**

V LED NEM 15 +

15897 Entertainment Car
Prototype: German Federal Railroad (DB) type WGmh 854 bar/entertainment car in the Interregio design around 1993.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later.
Length over the buffers 165 mm / 6-1/2".

First time for the car in N Gauge



© Thomas Estler

IV NEM 15 +

15453 Heavy-Duty Flat Car
Prototype: German Federal Railroad (DB) type Sa 705 heavy-duty flat car.
Use: Transport of heavy freight and vehicles.
Model: The car is loaded with 3 reproductions of steel slabs with a realistic appearance. Stakes are included that can be installed on the car. The frame is constructed of die-cast metal. The car has NEM coupler pockets and a close coupler mechanism.
Length over the buffers 84 mm / 3-5/16".

- **Freight load of steel slabs.**

| 15453 | 15453 | 15453 | 15453 | 15453 | 15453 | 15453 | 16495 |

See Page 127 for an explanation of the symbols and age information.

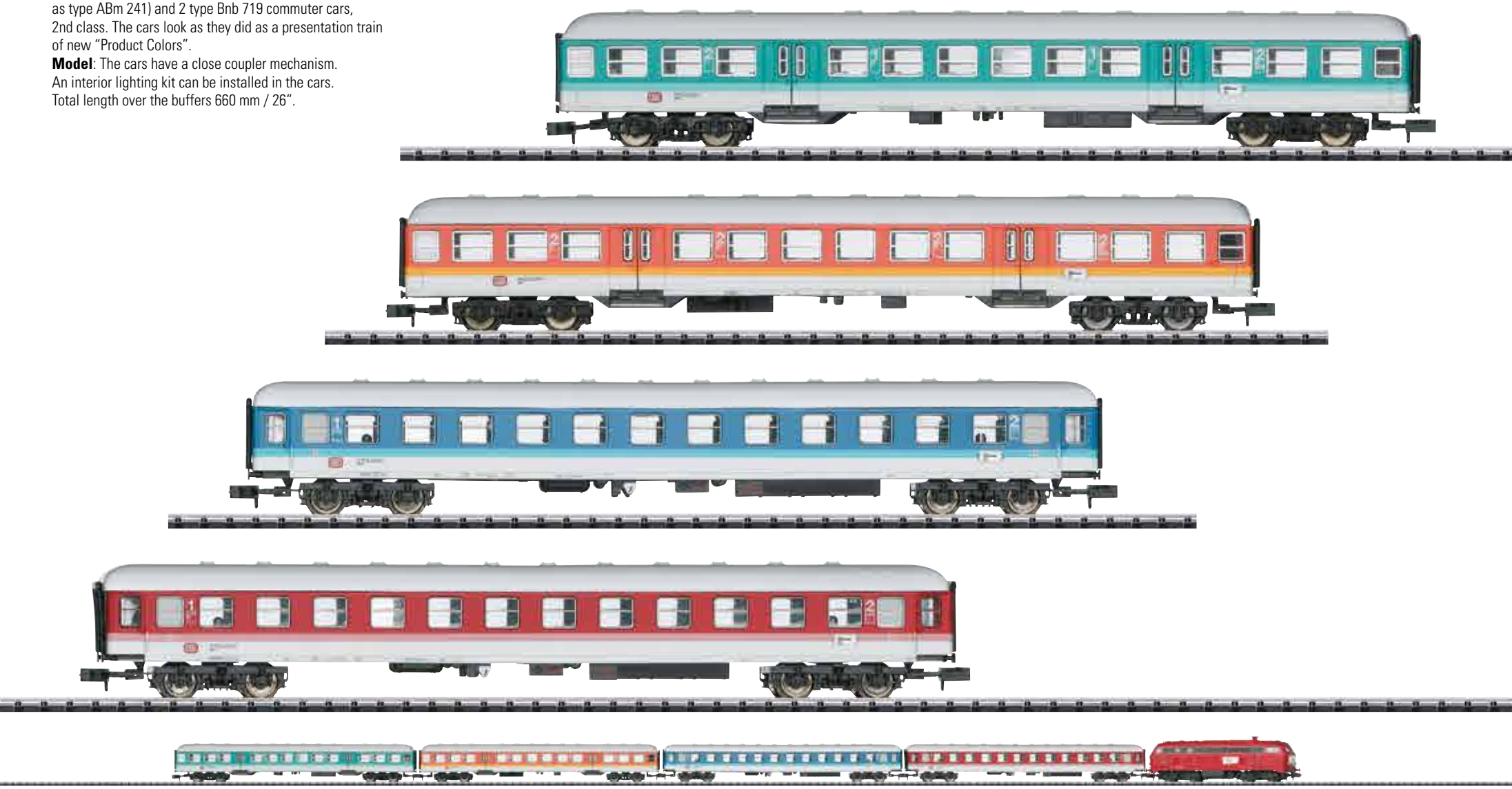
Product Colors

IV V NEM 15 +

15806 "New Colors" Passenger Car Set
Prototype: 4 German Federal Railroad (DB) presentation cars consisting of 2 type ABm 241 cars (the original prototype cars are type Bcm 241, which were designated as type ABm 241) and 2 type Bnb 719 commuter cars, 2nd class. The cars look as they did as a presentation train of new "Product Colors".
Model: The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars. Total length over the buffers 660 mm / 26".

Lighting kits to go with this car:
66616 LED Lighting Kit.

The class 218 locomotive goes with these cars and is available under item number 16288.



15806 | 16288

See Page 127 for an explanation of the symbols and age information.

As early as the beginning of the Seventies, the German Federal Railroad undertook a "Large Experiment" to create a new color scheme for its passenger cars and powered rail cars. These units were quickly designated by railroad fans as "Popwagen" / "Pop Cars" (including the class 614) and were positively accepted back then, particularly with respect to all of the color schemes that followed. Yet these colors probably seemed too daring to the DB board of directors at that time and thus came the rather unfortunate "Ocean Blue / Beige" starting in 1974, which was quickly developed to the dismay of all railroad photographers. However, ten years later there was a "change of mind" and/or a change of generations at the upper levels of the DB. Perhaps in step with the spirit of the times, because outside of the DB companies were also attempting to position themselves not only visually as "new" in their appearance but also changed to the public. The magic phrase of the hour was now "Corporate Identity". Following in this spirit of the times, on December 10, 1986 the DB introduced its new color concept, which had been preceded by extensive studies at the largely unknown and since then disbanded DB Design Center. The new color concept was now planned to explain only the train classes with a standard paint scheme in four different product colors. Distinguishing car types by any colors was abandoned. The four presentation cars were now shown as follows:
InterCity: RAL 3031 "Orient Red" / RAL 4009 "Pastel Violet"
InterRegio: RAL 5023 "Distant Blue" / RAL 5024 "Pastel Blue"
Commuter Service: RAL 6033 "Mint Turquoise" / RAL 6034 "Pastel Turquoise"
S-Bahn: RAL 2012 "Salmon Orange" / RAL 1034 "Pastel Yellow"
As presentation cars, the DB simply removed four cars in service that were not needed. Two type "Bcm 241" slumber coaches were thus rebranded without further ado as type "ABm 241" InterCity and InterRegio cars in order to document externally 1st and 2nd class. A type "Bnb 719" commuter car would not have been allowed to run in S-Bahn service. Only with the type "Bnb 719" in "Mint Green" for commuter service did the product color agree with the train class. All said the DB Design Center had attempted a bold step here blessed from above in the direction of a modern railroad. Unfortunately, this color concept was also not destined to be around very long because already in the Nineties everything changed again, this time to the ICE/IC white and Regional service red.

In Heavy Freight Service

16156 Class 150 Electric Locomotive

Prototype: German Federal Railroad (DB) heavy freight locomotive, road number 150 014-9. "Orient Red" paint scheme. The largest design of the standard type electric locomotives from the new construction program in the Fifties. Rebuild version with rectangular Klatte individual vents and simple lamps. Without a rain gutter. The locomotive looks as it did around 1992.

Use: Heavy freight trains and passenger trains in commuter service.

Model: The model has tooling changes. It also has a built-in digital decoder and a sound generator for operation with DCC and Selectrix. 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 this lighting and there is cab lighting. All of the lighting can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons.

Length over the buffers 122 mm / 4-13/16".

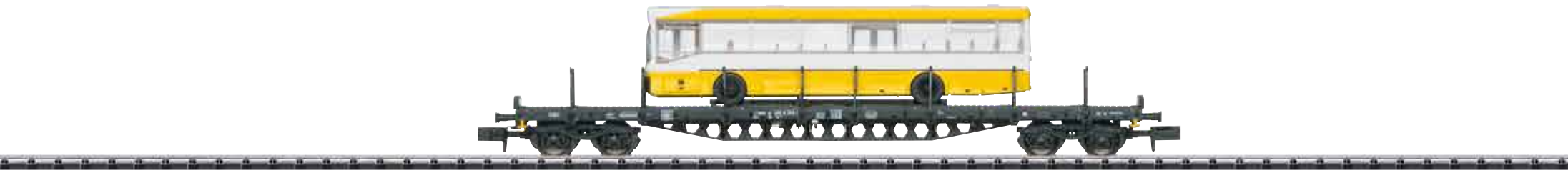
- **Tooling changes.**
- **Simple lamps.**
- **Digital sound with many functions.**

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

© Alfred Lehnert, Sammlung: Peter Wittmann

IV V NEM 15 +

15861 Freight Car
Prototype: German Federal Railroad (DB) type Rs 684 flat car. European standard design, 19.90 meters / 65 feet 3-1/2 inches in length. Loaded with a city bus.
Model: The car has a close coupler mechanism. The trucks are type Minden-Siegen.
Length over the buffers 124 mm / 4-7/8".



IV V NEM 15 +

15862 Freight Car
Prototype: German Federal Railroad (DB) type Rs 684 flat car. European standard design, 19.90 meters / 65 feet 3-1/2 inches in length. Loaded with a city bus.
Model: The car has a close coupler mechanism. The trucks are type Minden-Siegen.
Length over the buffers 124 mm / 4-7/8".

See Page 127 for an explanation of the symbols and age information.

The Guarantor in Light Freight Service

16142 Class 141 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) standard design electric locomotive, road number 141 083-6. "Traffic Red" basic paint scheme. Version with double lamps and Klatte design air vents. 2003 to 2006. Road number 141 083-6 now stands inoperable in the Bavarian Railroad Museum in Nördlingen.

Use: Light freight and passenger trains in commuter and long distance service.

Model: The locomotive is new tooling. The body and frame are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC and Selectrix. 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 this lighting and there is cab lighting. All of the lighting can be controlled digitally. The locomotive has NEM coupler pockets. It also has separately applied grab irons. Decals to represent the last run in 2006 are included.
Length over the buffers 98 mm / 3-7/8".

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

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

Digital sound with many functions

15306 | 16142

See Page 127 for an explanation of the symbols and age information.

© Archiv Märklin

In S-Bahn Service

VI DCC SX NEM 15 +

15890 "S-Bahn" Passenger Car Set
Prototype: German Railroad, Inc. (DB AG), DB Regio business area (Nürnberg S-Bahn), type Bxf 796.1 cab control car and type ABx 791.1 S-Bahn car, 1st/2nd class car.
Use: S-Bahn trains.
Model: The headlights and marker lights change over on the cab end from 3 x white to 2 x red. They will work in analog and digital operation. These lights can be controlled in digital operation with a built-in DCC/SX function decoder. The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars later.
Total length over the buffers 311 mm / 12-1/4".

Lighting kits to go with this car:
66616 LED Lighting Kit.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•

VI NEM 15 +

15490 Passenger Car
Prototype: German Railroad, Inc. (DB AG), DB Regio (Nürnberg S-Bahn) business area, type Bx 794.1 S-Bahn car, 2nd class.
Use: S-Bahn trains.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later.
Length over the buffers 153 mm / 6".

Lighting kits to go with this car:
66616 LED Lighting Kit.

15890 | 15490 | 16111

See Page 127 for an explanation of the symbols and age information.

Long-Distance Service

VI NEM 15 +

15887 Passenger Car Set
Prototype: German Railroad, Inc. (DB AG) South East Bavarian Railroad (Regio DB AG) type Bimz 264 express train passenger car, 2nd class, type Bimz 256 express train passenger car, 2nd class, in the current long-distance paint scheme, and type WRmz 135 dining car in the "Traffic Red" paint scheme. The cars look as they did in 2014.
Use: IC and IRE, as well as PbZ (Special Purpose Passenger Service, i.e. a train to transfer cars from DB Long Distance Service and DB Regio between their places of use).

Model: The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars later. Total length over the buffers 495 mm / 19-1/2".

- **All of the cars in these paint schemes for the first time.**

Lighting kits to go with this car:
66616 LED Lighting Kit.

All three cars on the N Gauge market for the first time

© Archiv Märklin


© Archiv Märklin


© Archiv Märklin

VI LED NEM 15 +

15858 Passenger Car
Prototype: Current German Railroad, Inc. (DB AG) version of a type Bimz 546.8 IRE express train passenger car, 2nd class.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later.
Length over the buffers 165 mm / 6-1/2".

Lighting kits to go with this car:
66616 LED Lighting Kit.

15858 | 15711 | 15858 | 16955

V NEM 15 +

15650 Stake Car
Prototype: German Railroad, Inc. (DB AG) type Roos 639. European standard design, 19.90 meters / 65 feet 3-1/2 inches in length. Version with high end walls, plug-in stakes, and rectangular buffers.
Model: The end walls on the car are fixed in place and the stakes can be removed. The trucks are type Y 25. The car has NEM coupler pockets and a coupler mechanism. The car has a freight load of lumber.
Length over the buffers 124 mm / 4-7/8".

- **High-quality freight load of lumber.**

VI NEM 15 +

15821 Gas Tank Car
Prototype: Pressurized gas tank car, privately owned car painted and lettered for Drachen Propane Gas, Inc., headquartered in Frankfurt/M, used on the German Railroad, Inc. (DB AG).

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

See Page 127 for an explanation of the symbols and age information.

Steam Locomotive 01 118

The class 01 was the epitome of German express steam locomotives for many years and almost to the end of steam motive power in both German states. Neither lay people nor experts could escape being fascinated with it and the way it conveyed power, elegance, and speed. The first type plans of the German State Railroad Company (DRG) established in 1920 included the classes 01 and 02, one each of a two-cylinder and a four-cylinder compound express locomotive that were identical in all other parts. After the conclusion of comparison tests with ten each pre-production locomotives of both classes, the dice fell in favor of the two-cylinder unit and regular production of them began with road number 01 012 starting in 1927. Procurement of them did not end until 1938. This was a time span of more than twelve years, which almost inevitably resulted in design changes.

A total overhaul of the design preceded the units of the third series (01 102-190): While road numbers 01 102-149 still had a copper firebox, the steel firebox was introduced starting with road number 01 150. The firebox and the boiler shell now had a larger number of cleaning holes and the piston feed pump was replaced. The frame design was reinforced and the running gear, the springing as well as the brake rigging was extensively improved. The permissible speed could thus be increased from 120 to 130 km/h / 75 to 81.25 mph. The design changes to the last production run (01 191-232) by contrast included essentially only replacing the standard piston valves with pressure balance valves of a design by Karl Schulz.
After World War II, 65 operational units remained in the Soviet Zone on the later DR of the GDR. A thorough overhaul and redesign into the new class 01.5 was done there to 35 units between 1962 and 1965. There was also still enough to do for the remaining older design class 01 units. The maintenance facilities at Berlin-East Station and Dresden developed specially into strongholds for them starting in 1967, where they could show what they still had over the next ten years pulling heavy international express trains on the line Berlin – Dresden. Here road number 01 118 might have proven itself, starting in mid- 1970 with the computer-generated road number 01 2118-6. The end of the summer schedule for 1977 on September 24 also saw the conversion to diesel locomotives of express trains pulled by the class 01 between Berlin and Dresden. Along with most of its colleagues there was now only heating service for road number 01 2118. Yet in March of 1980, there was one last furious comeback: The drastically increased price for petroleum oil imported from the USSR forced the DR to conserve heating oil and diesel fuel. Road number 01 2118 along with other coal-fired colleagues was transported to the maintenance facility at Saalfeld, where they now had to pull mainly limited stop and passenger trains via Gera to Leipzig until the end of February 1981. In the same year, the association "Historic Railroad of Frankfurt" was able to acquire the locomotive and it was used there in museum operations. Special runs also took it to France, Luxembourg, the Netherlands, and Switzerland. With overhauls done at regular intervals and the installation of the PZB 90 train safety system in the spring of 2004 it is the only locomotive of its class that has been kept operational continuously since being placed into service in 1934.

VI DCC SX 15 +

16011 Steam Locomotive with a Tender, Road Number 01 118

Prototype: Historic Frankfurt Railroad Museum locomotive, road number 01 118. The locomotive looks as it did in 2010. Version with an older design boiler, closed front skirting, and large Wagner smoke deflectors. The only German steam locomotive in uninterrupted use since leaving the shops of the locomotive builder Krupp (Essen) in 1934 until the present.

Model: The locomotive and tender frame as well as the tender body are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator with the formats DCC and Selectrix. The motor and gear drive are in the tender, and the motor has a flywheel. 3 axles powered. 4 traction tires. The tender is. Firebox flickering is done by means of processor-controlled LEDs (red-orange). Warm white LEDs are used for the triple headlights, cab lighting, and running gear lights. The smoke box door can be opened. There is an NEM coupler pocket on the back of the tender.
Length over the buffers 150 mm / 5-7/8".

- **Smoke box door can be opened.**
- **Running gear lights.**
- **Famous locomotive.**

An accessory parts kit with brakeman's steps, rail guards, and a front coupler with a pocket is included.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Running gear lights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Engineer's cab lighting	•	•	
Flickering Light in Fire Box	•	•	
Whistle for switching maneuver	•	•	
Letting off Steam	•	•	
Replenishing fuel	•	•	
Replenishing fuel	•	•	
Special sound function	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Special sound function	•	•	
Air Pump	•	•	
Special sound function	•	•	
Special light function	•	•	
Generator Sounds	•	•	

See Page 127 for an explanation of the symbols and age information.

TRIX
MINITRIX

IV | 14 | NEM | 15 +

15820 Steam-Powered Rotary Snowplow
Prototype: German State Railroad (DR) Henschel-design steam-powered rotary snowplow with a type 2'2' T 26 tender. Road number 30 50 979 5216-5 for the Greifswald District (based at Bw Stralsund), Saffron Yellow paint scheme. The units look as they did around 1986.
Use: Winter service in snowy areas.
Model: The model has a digital interface connector and the tender is constructed of die-cast metal. The work lights and the plow wheel will work and the model can be controlled digitally with the 66840 or 66857 decoder. Length over the buffers 139 mm / 5-1/2".

- **Powered plow wheel.**
- **Lighted work lights.**
- **Authentically weathered.**

First time for the DR version

16234 | 15820

Comfortable and Punctual to Your Destination

VI DCC SX NEM 15 +

16642 Class 246 Diesel Locomotive

Prototype: Metronom Railroad Company LLC (metronom), Uelzen, Germany, diesel electric road engine, road number 246 002-0 "Buxtehude". Built by Bombardier as a regular production locomotive from the TRAXX type program.

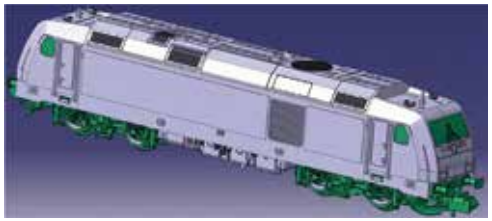
Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive has a close coupler mechanism. The headlights, marker lights, cab lighting, long-distance headlights, and many other sound functions can be controlled digitally. The fuel tank is now correctly reproduced in die-cast zinc.

Length over the buffers 118 mm / 4-5/8".

- **Correct reproduction of the fuel tank.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Sound.**

© C. Ballsieper

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Diesel locomotive op. sounds	•	•	
Long distance headlights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Headlight(s): Cab2 End	•	•	
Horn	•	•	
Headlight(s): Cab1 End	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Brake Compressor	•	•	
Blower motors	•	•	
Door Warning Sound	•	•	
Train announcement	•	•	
Special sound function	•	•	
Special light function	•	•	
Low Pitch Horn	•	•	
High Pitch Horn	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	



VI DCC SX LED NEM 15 +

15944 Bi-Level Cab Control Car

Prototype: Metronom Railroad Company LLC (metronom) type DABpbzkfa bi-level cab control car, 1st/2nd class. In the current paint scheme with additional lettering "Snack- und Mehrzweckwagen" (Snack and General Purpose Car). Built starting in 2003.

Model: The car has built-in LED interior lighting, and headlights and marker lights that change over on the cab end from 3 x white to 2 x red. They will work in analog and digital operation. These lights can be controlled in digital operation with a built-in DCC/SX function decoder. The car has a close coupler mechanism.

Length over the buffers 167 mm / 6-9/16".

- **LED interior lighting.**
- **Lighted train destination signs.**
- **Colorful paint scheme.**

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•

VI LED NEM 15+

15945 Bi-Level Car
Prototype: Metronom Railroad Company LLC (metronom) type DBdpza bi-level car, 2nd class. In the current paint scheme with additional lettering "Fahrradwagen" (Bicycle Car). Used starting in 2007.
Model: The car has built-in LED interior lighting and a close coupler mechanism.
Length over the buffers 167 mm / 6-9/16".

- **LED interior lighting.**
- **Lighted train destination signs.**
- **Colorful paint scheme.**

VI LED NEM 15+

15946 Bi-Level Car
Prototype: Metronom Railroad Company LLC (metronom) type DBpza bi-level car, 2nd class. In the current paint scheme with additional lettering "Ruhewagen" (Quiet Car). Used starting in 2007.
Model: The car has built-in LED interior lighting following the prototype with less brightness and a yellow cast to the lighting. The car also has a close coupler mechanism.
Length over the buffers 167 mm / 6-9/16".

- **LED interior lighting adapted to the prototype.**
- **Lighted train destination signs.**
- **Colorful paint scheme.**

Prototypical with yellow LEDs

VI LED NEM 15+

15947 Bi-Level Car
Prototype: Metronom Railroad Company LLC (metronom) type DBpza bi-level car, 2nd class. In the current paint scheme. Used starting in 2007.
Model: The car has built-in LED interior lighting following the prototype with less brightness and a yellow cast to the lighting. The car also has a close coupler mechanism.
Length over the buffers 167 mm / 6-9/16".

- **LED interior lighting.**
- **Lighted train destination signs.**
- **Colorful paint scheme.**

See Page 127 for an explanation of the symbols and age information.

Unique Item

Over the past 40 years, the 218 series has shaped the image of Deutsche Bahn away from the main electrified lines like no other diesel locomotive. Both in double traction in front of heavy InterCity trains in the Allgäu and on the Marschbahn line or used in regional transport services as push-pull trains – the 218s clearly played a significant role in determining the image of traction with diesel locomotives. However, in recent years, their numbers have dwindled considerably. With a service life of around 40 years, many have been decommissioned and very few got a second chance after they were sold. One of the lucky ones was 218 469, which had to be taken out of service on 25 February 2016 at the DB factory in Kempten. Railsystems RP GmbH in Gotha then purchased the locomotive, overhauled it and since then has also used it as a rental locomotive for spot transport. In the course of 2016, notable technical images were added to the red paint on the side walls as well as a golden bar laterally on the front. What captures particular attention, however, is the Pin-up Girl perched on a shark-like torpedo, on one side of the driver's cab. Known as "Betty Boom", she is reminiscent of the decoration featured on bombers and fighter planes in World War II (nose art).

VI DCC SX NEM 15 +

16289 Class 218 Diesel Locomotive

Prototype: Railsystems RP GmbH (RP) general-purpose locomotive, Road Number 218 469-5. Diesel hydraulic locomotive with roof version for the MTU 16V 4000 R40 motor. Exhaust hoods moved. In the current paint scheme ("Nose Art").

Model: The locomowtive is a tooling variation with a new roof version to represent the fourth production series. 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 LED's 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".

- **Tooling variation.**
- **Digital sound with many functions.**
- **Extensive paintwork.**

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

© RAILSYSTEM RP GMBH

IV NEM 15 +

15931 Self-Unloading Hopper Car
Prototype: German State Railroad (DR) type Otmm 70 self-unloading hopper car in Era IV. The car looks as it did around 1983/84.
Model: The hopper car has a freight load insert of scale-sized real coal and authentically weathered. The car has a close coupler mechanism.
Length over the buffers 60 mm / 2-3/8".

| 15931 | 15931 | 15931 | 15931 | 15931 | 15931 | 15931 | 16413 |

VI NEM 15 +

15706 Chlorine Gas Tank Car
Prototype: PCC Rokita chlorine gas tank car. The car looks as it currently does in real life.
Model: The car has a detailed partially open frame. The trucks are type Y 25. The car has a separately applied work platform. It also has a separately applied brakeman's platform.
Length over the buffers 80 mm / 3-1/8".

Detailed Imprinting

See Page 127 for an explanation of the symbols and age information.

Switzerland

IV DCC SX 15+

16881 Class Re 4/4 II Electric Locomotive

Prototype: Swiss Federal Railways (SBB) electric locomotive, road number 11131 (class Re 4/4 II). B-B wheel arrangement, Built starting in 1967 for the SBB. The locomotive looks as it did at the end of the Eighties.
Fir green basic paint scheme, with round lamps and a double-arm pantograph.
Use: Fast passenger trains.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC and Selectrix. 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 this lighting (the marker light can be switched over and turned off) and there is cab lighting. All of the lighting can be controlled digitally.
Length over the buffers 93 mm / 3-5/8".

- **New mechanism.**
- **Sound like the prototype.**
- **Cab lighting included.**

Round lamps included

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	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Compressor	•	•	
Blower motors	•	•	
Main Relay	•	•	
Long distance headlights	•	•	
Special sound function	•	•	
Stat. Announce. – Swiss	•	•	
Sanding	•	•	
Special light function	•	•	
Special light function	•	•	

VI DCC SX 15+

16882 Class Re 4/4 II Electric Locomotive

Prototype: Swiss Federal Railways (SBB) electric locomotive, road number 11139 (class Re 4/4 II). B-B wheel arrangement, Built starting in 1967 for the SBB. The locomotive looks as it did in 2015. Fire red basic paint scheme, with rectangular lamps and a double-arm pantograph.

Use: Fast passenger trains.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC and Selectrix. 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 this lighting (the marker light can be switched over and turned off) and there is cab lighting. All of the lighting can be controlled digitally.
Length over the buffers 93 mm / 3-5/8".

- **New mechanism.**
- **Sound like the prototype.**
- **Cab lighting included.**

Rectangular lamps included

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	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Compressor	•	•	
Blower motors	•	•	
Main Relay	•	•	
Long distance headlights	•	•	
Special sound function	•	•	
Stat. Announce. – Swiss	•	•	
Sanding	•	•	
Special light function	•	•	
Special light function	•	•	
Special light function	•	•	
Train announcement	•	•	
Train announcement	•	•	
Train announcement	•	•	

See Page 127 for an explanation of the symbols and age information.

Pure Mountain Enjoyment

VI LED NEM 15 +

15674 Gotthard Panorama Express (GoPEx) Passenger Car Set

Prototype: 3 Swiss Federal Railways (SBB/CFF/FFS) type Apm express train passenger cars. Open seating cars with high observation windows extending up into the roof area.

Current use: Gotthard Panorama Express "GoPEx".

Model: The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars later. Total length over the buffers 495 mm / 19-1/2".

15674 | 16882

Switzerland

VI NEM 15 +

15671 Passenger Car
Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Apm express train passenger car. Open seating car, 1st class.
Current use: International long-distance trains.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later. Length over the buffers 165 mm / 6-1/2".

Lighting kits to go with this car:
66616 LED Lighting Kit.

"Stuttgart – Zürich"

VI NEM 15 +

15672 Passenger Car
Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Bpm express train passenger car. Open seating car, 2nd class.
Current use: International long-distance trains.
Model: The car has a close coupler mechanism. An interior lighting kit can be installed in the car later. Length over the buffers 165 mm / 6-1/2".

Lighting kits to go with this car:
66616 LED Lighting Kit.

15672 | 15672 | 15672 | 15671 | 16882

VI NEM 15 +

15937 Flat Car with Containers
Prototype: Swiss Federal Railways cargo business area (SBB Cargo) type Rs four-axle flat car. Loaded with 2 COOP refrigerated containers. The car looks as it currently does around 2017.
Model: The car has type Y 25 trucks and a close coupler mechanism. It is loaded with 2 refrigerated containers. Length over the buffers 124 mm / 4-7/8".

15937 | 11638

The Swiss family firm WASCOSA has the business model of leasing special freight cars. Among the over 7,000 units of the extensive car pool are the innovative type Habbiillnss sliding wall boxcars for the transport of weather-sensitive, high capacity, palletized freight. With a load surface of 62.4 square meters / 671.66 square feet, a maximum cargo load of 63.5 metric tons, two or more sliding and locking separation walls and a maximum speed of 120 km / h / 75 mph they are setting new standards for functionality and logistics.

VI NEM 15 +

15874 High-Capacity Sliding Wall Boxcar Set.
Prototype: 3 type Habbiillnss high-capacity sliding wall boxcars. Privately owned cars of the firm Wascosa, leased to the Swiss Post, Inc. All of the cars have different advertising designs. The cars look as they currently do in 2017.

Model: The car have a close coupler mechanism. All of the cars have different car numbers. Total length over the buffers 435 mm / 17-1/8".

- **Current look.**
- **Attractive, striking design.**

15874 | 16261

See Page 127 for an explanation of the symbols and age information.

Switzerland

"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.

V | DCC SX | NEM | 15 +

16737 Class D753 Diesel Locomotive

Prototype: HUPAC universal locomotive, road number D753. Its striking appearance has given it the nicknames Diving Goggles and Cobra. Built starting in 1970, updated starting in 1991 and starting in 2001. Diesel electric drive. The locomotive looks as it did around 2004. The Hupac Group consists of 17 firms with locations in Switzerland, in Italy, Germany, the Netherlands, Belgium, Poland, Russia, and China.

Model: The body and frame are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC and Selectrix. 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 this lighting and there is cab lighting. All of the lighting can be controlled digitally.
Length over the buffers 104 mm / 4-1/8".

- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Digital sound with many functions.**
- **Interchangeable, close end skirting.**

One-time series.

© Philippe Blaser

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	•	•	

VI NEM 15 +

15541 Slumber Car Set
Prototype: 2 Italian State Railways (FS) type UIC-X (Bcm) slumber cars. The cars look as they did in Era VI.
Model: The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars later.
Total length over the buffers 330 mm / 13".

Lighting kits to go with this car:
66616 LED Lighting Kit.

V NEM 15 +

15656 Gondola
Prototype: Italian State Railways (FS) type Eanos high side gondola.
Use: Moisture-sensitive freight loads, here logs.
Model: The high side gondola has a close coupler mechanism. It also has a freight load of logs.
Length over the buffers 98 mm / 3-7/8".

- **Freight load of logs.**

One-time series.

See Page 127 for an explanation of the symbols and age information.

France

IV | 14 | NEM | 15 +

16005 Class BB 22200 Electric Locomotive
Prototype: French State Railways (SNCF) fast general-purpose locomotive, road number BB-22270. Universal locomotive with the technical features of a multiple system locomotive. Version in the "Beton-Plaques" paint scheme and with 2 pantographs.

Model: The locomotive has a digital interface connector. 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 109 mm / 4-5/16".

SNCF® is a registered brand of SNCF Mobilités. All rights reserved.

IV | NEM | 15 +

15502 Nizza – Paris Express Train Passenger Car Set
Prototype: French State Railways (Société nationale des chemins de fer français / SNCF), 2 type B10 express train passenger cars, 2nd class, and 1 type A7Dd express train passenger car with a baggage compartment, 1st class. The cars look as they did in 1978 with the train route "Nizza – Paris" / "Nice – Paris".
Model: The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars later.
Total length over the buffers 306 mm / 12-1/16".

- **New tooling.**

The locomotive to go with this car set is available under item number 16005.

Lighting kits to go with this car:
66616 LED Lighting Kit.

One-time series.

See Page 127 for an explanation of the symbols and age information.

© Yves Broncard

IV DCC SX NEM 15 +

16691 Class BB 9200 Electric Locomotive
Prototype: French State Railways (SNCF) class BB 9200 electric express locomotive in the classic paint scheme of "Le Capitole". Built starting in 1957.
Model: This locomotive is new tooling. It has a built-in digital decoder and sound generator for operation with DCC and Selectrix. 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 this lighting and there is cab lighting and engine room lighting. All of the lighting can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons.
Length over the buffers 101 mm / 4".

- **New tooling.**
- **Sound.**

Available in the summer of 2019.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Horn	•	•	•
Electric locomotive op. sounds	•	•	
Engineer's cab lighting	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Headlight(s): Cab2 End	•	•	
Horn	•	•	
Headlight(s): Cab1 End	•	•	
Horn	•	•	
Conductor's Whistle	•	•	
Brake Compressor	•	•	
Blower motors	•	•	
Letting off Air	•	•	
Special light function	•	•	
Special sound function	•	•	
Sanding	•	•	
Doors Closing	•	•	
Sound of Couplers Engaging	•	•	
Pantograph Sounds	•	•	

IV NEM 15 +

15950 "Le Capitole" Express Train Passenger Car Set
Prototype: 2 type A9 express train passenger cars, 1st class, and 1 type A7Dd express train passenger car, 1st class with a baggage compartment, painted and lettered for the French State Railways (Société nationale des chemins de fer français / SNCF). In the elegant, ruby red paint scheme of the "Le Capitole" express train.

Model: The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars later. The car set has special book-style packaging for a stylish presentation, including placeholders for the 16691 locomotive to go with the set and the add-on car set, item number 15951. All of the cars have the lettering "Le Capitole" on the sides.
Total length over the buffers 306 mm / 12-1/16".

Lighting kits to go with this car:
66616 LED Lighting Kit.

- **New tooling.**
- **Special book-style packaging.**

IV NEM 15 +

15951 "Le Capitole" Add-On Car Set
Prototype: 2 type A9 express train passenger cars, 1st class, painted and lettered for the French State Railways (Société nationale des chemins de fer français / SNCF). In the elegant, ruby red paint scheme of the "LeCapitole" express train.

Model: The cars have a close coupler mechanism. An interior lighting kit can be installed in the cars later. One car has the lettering "Le Capitole" on the sides and one car does not.
Total length over the buffers 204 mm / 8".

Lighting kits to go with this car:
66616 LED Lighting Kit.

- **New tooling.**

80 Years of the SNCF

SNCF® is a registered brand of SNCF Mobilités. All rights reserved.

Spain

V | SX2 | 14 | 15 +

12556 Class 252 Electric Locomotive
Prototype: Red Nacional de los Ferrocarriles Españoles (renfe) / Spanish State Railways class 252. B-B wheel arrangement. Built in 1992.
Use: Passenger and freight trains.
Model: The locomotive has a built-in digital decoder for DCC, Selectrix, and conventional operation. It also has a motor with 2 flywheels. The locomotive body is constructed of die-cast metal. 4 axles powered. Traction tires.
Length over the buffers 122 mm / 4-13/16".

- **Body constructed of die-cast metal.**

One-time series.

V | NEM | 15 +

15649 Container Transport Car
Prototype: Red Nacional de los Ferrocarriles Españoles (renfe) / Spanish State Railways type Lgnss container transport car der Red Nacional de los Ferrocarriles Españoles (renfe). Used for a 40-foot standard container.
Model: The car has a close coupler mechanism. The container is removable.
Length over the buffers 92 mm / 3-5/8".

One-time series.

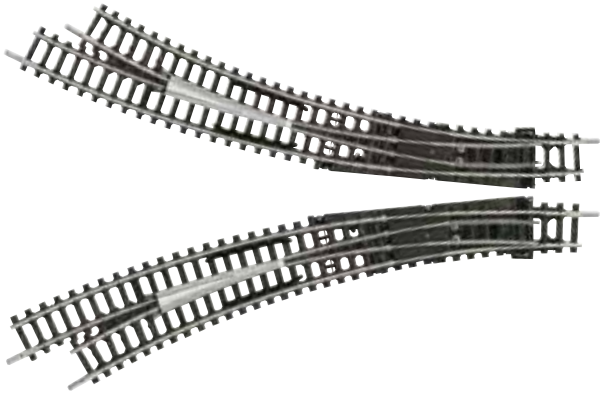
15649 | 15649 | 15649 | 15649 | 15649 | 15649 | 15649 | 15649 | 15649 | 12556

Netherlands

TRIX MINITRIX

VI NEM 15 +

15537 Container Transport Car
Prototype: AAE type Sgns four-axle container transport car, leased to RN/HRC. Loaded with 20-foot tank containers painted and lettered for the freight forwarder DEN HARTOGH.
Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler mechanism. The car is loaded with 3 tank containers.
Length over the buffers 123 mm / 4-7/8".



15 +

14947 Left Turnout
14948 Right Turnout
R3/R4 right curved turnout with a polarized frog.
The R3/R4 curved turnout was developed with the same approach as the R1/R2 curved turnout except that it is matched to the R3 and R4 Radius curves and that a curve angle of 30° can be taken into account.
The resulting track layout has a considerably closer spacing. Despite this, the space required is still not all that large even on smaller layouts.

Curved turnouts for the R3 and R4 Radius curves. Turnout curve is 30°. Optional stop turnout function. An electric mechanism can be installed in the turnout.

15 +

66510 30 VA Switched Mode Power Pack, 230 Volts
This switched mode power pack is for connections to and for powering the 60112 or 60114/60113 or 60116 track box. The input is 230 volts / 50 Hertz and the output is 15 volts / 30 watts DC voltage (special for Minitrix). This is a plugin switched mode power pack in a plastic housing and comes with authorization as a toy. Connections: hollow socket 5.5/2.5 mm, positive pole inside. The 66510 switched mode power pack is designed for use indoors.

See Page 127 for an explanation of the symbols and age information.

Accessories

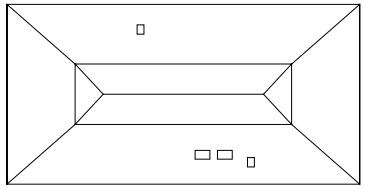
III IV V VI 15 +

66324 Kit for the "Raiffeisen Warehouse with Market"
Kit for the "Raiffeisen Warehouse with Market". The prototype stands in Eckartshausen near Crailsheim, right in front of the station, and it still had a track siding up to the mid-Nineties. It now belongs to the BAG Hohenlohe (formerly Velag, United Farming Coop).

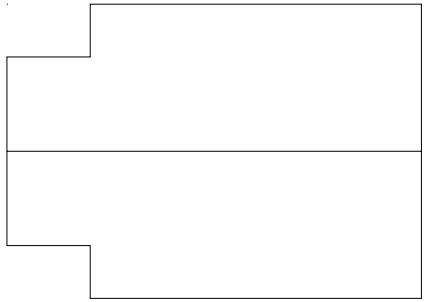
This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included. Dimensions (area): 174 x 98 mm / 6-7/8" x 3-7/8".

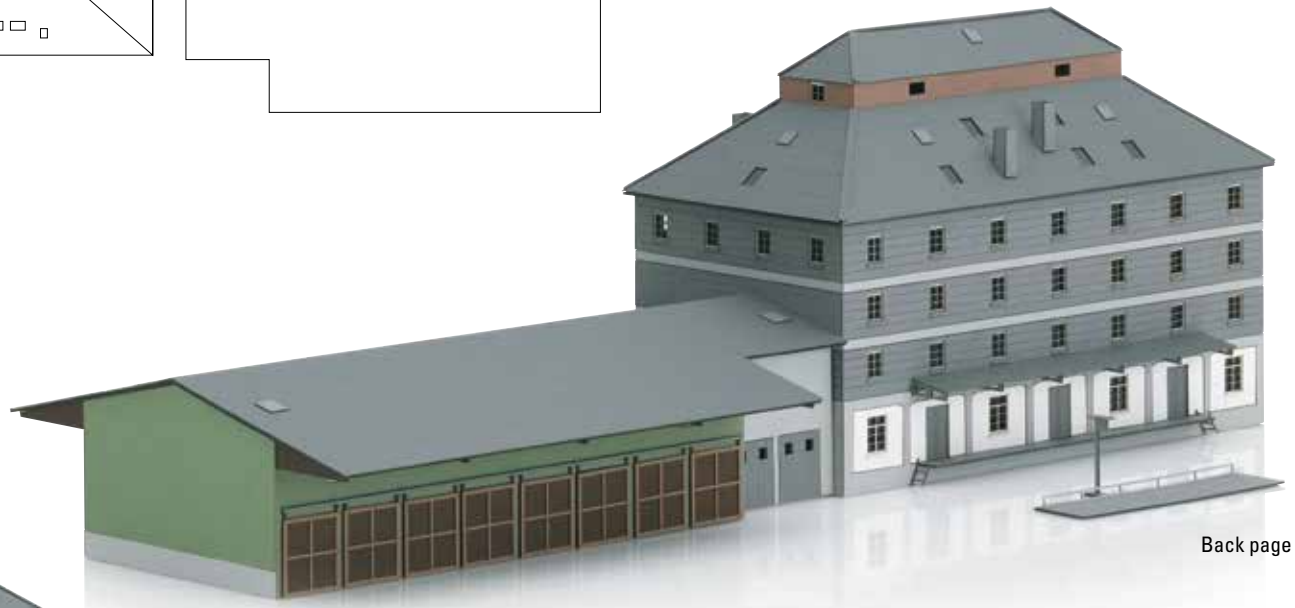
Raiffeisen Building with Market

Raiffeisen Building
174 x 98 mm / 6-7/8" x 3-7/8"



Warehouse with Market
209 x 82 mm / 8-1/4" x 3-1/4"





Back page

Front page

See Page 127 for an explanation of the symbols and age information.

© Hans Steigleder

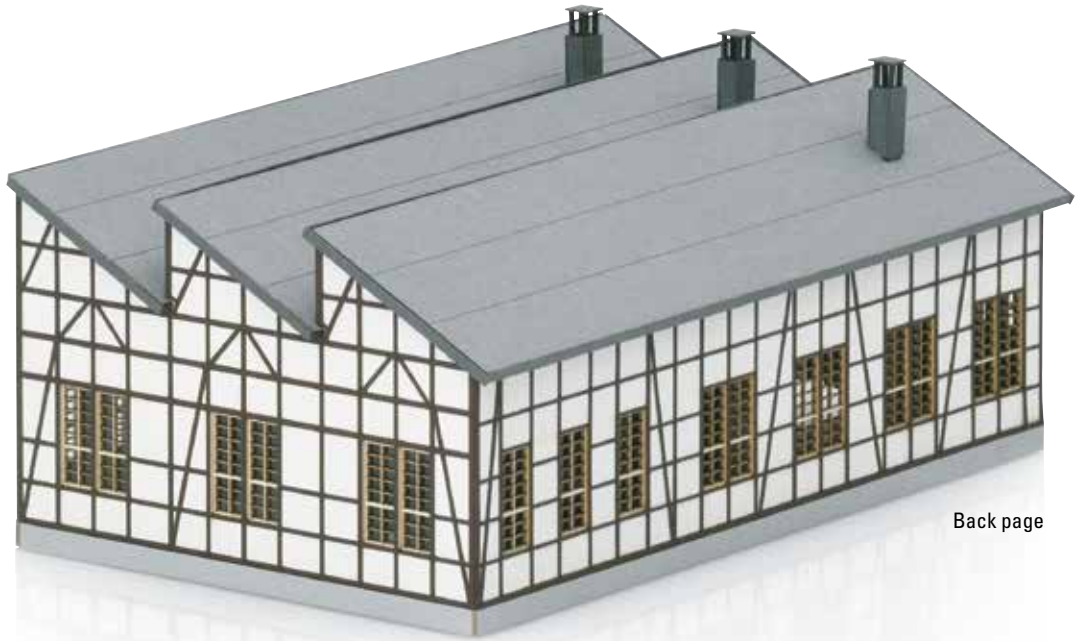
Accessories

III IV 15 +

66326 "Rottweil" Locomotive Shed Building Kit

"Rottweil" Locomotive Shed. This is a 3-stall locomotive shed, which can be built on next to it and behind it as desired. Four (4) of this kit are required to build the "Rottweil" locomotive shed to scale (2 kits next to each other and 2 kits for the extension). The workshop is included (prototypical facility with 5 locomotive stalls and a built-on workshop) for a prototypical structure. As an option, a 6-stall structure without a workshop is also possible. The stall doors can be opened and are ready for installation of servomotors (not included with this kit). The center-to-center track spacing will work with the 66540 transfer table.
This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.
Dimensions (L x W x H) for a 3-stall locomotive shed: 168 x 102 x 67 mm / 6-5/8" x 4" x 2-5/8".
Dimensions (L x W x H) for a prototype 5-stall locomotive shed with a workshop attachment (4 kits): 276 x 188 x 67 mm / 10-7/8" x 7-3/8" x 2-5/8".

- **Various possible structures.**
- **Works with the 66540 transfer table.**



Back page

Front page

See Page 127 for an explanation of the symbols and age information.


1
2
3
4
5


14282

Dear Trix H0 Fans,

From Royal Travel down to Modern Shuttle Service

At Trix H0 2018 is a travel year. Inspired by the ninetieth birthday of the Rheingold, we have realized real highlights of the individual railroad eras in marvelously detailed models for all collectors and model railroad fans. The rolling through-train service was not alone in importance to us; we have also extended helping hands on the siding.
We thus created our impressively realized Switching Crocodile that was designed for you in the level of implementation typically exclusive to Club models.
No less spectacular is the realization of the Ardelt type powerhouse. A 57 metric ton rotary crane with steam propulsion that reproduces as a model all of the types of movement appropriate to the powerful prototype along with sound.
Let's also take a look at the track routes of the individual eras. From the Palatine Diva from the year 1910 down to the newest class 102 for the route Nürnberg-Munich, everything is represented in this brochure. Surrender to dreaming or enjoy one of the fastest runs in railroad history. All of the senses are focused on travel with these new items – and in the proven Trix quality.

We hope you have a lot of fun browsing in the New Items brochure and trying out the new AR functions.

Your Trix Team

H0 Trix Club Model for 2018

The Swiss Railways (SBB) recognized before World War I the advantages of electric railroad operation. In November of 1913 the decision was reached to electrify the Gotthard line between Erstfeld and Bellinzona. The rising cost of coal and the lack of coal during the following war years confirmed the correctness of this decision and contributed to the acceleration of electrification at the end of the war. Electrification of the Gotthard grades as well as the Gotthard tunnel was completed by December 12, 1920.

The SBB had to come up with a brand new locomotive for freight trains, because there was hardly any data available for such a mountain locomotive. The builders Maschinen-Fabrik Oerlikon (MFO) and Schweizerische Lokomotiv- und Maschinenfabrik ?Winterthur (SLM) suggested a 2-6-6-2 locomotive with long hoods and two powered trucks. "The" Gotthard was born with this "Crocodile" as it was quickly named. Between 1919 and 1922 a total of 33 locomotives were delivered as Ce 6/8II 14251-14283 that were destined to dominate heavy freight service on the Gotthard.

The two powered truck frames, each with three powered axles and a Bissel pilot truck, were connected by a close coupling. A short locomotive body was enthroned between the two powered truck frames which gave the locomotive marvelous maneuverability on curves. The locomotive body on the Ce 6/8II measured just 6,020 mm / 19 feet 9 inches with the total length of the locomotive at 19,460 mm / 63 feet 10-5/16 inches. This would be the only road engine with such a short locomotive body on the SBB. The drive system was done with two traction motors per powered truck via countershaft, jackshaft, triangular rods, and side rods to the driving axles. Between 1942 and 1947 thirteen of these units were equipped with new, more powerful traction motors at the same time that the maximum speed was raised from 65 to 75 km/h / 41 to 47 mph. The performance rose accordingly from 1,650 to 2,700 kilowatts / 2,212 to 3,619 horsepower and the modified locomotives were given the class designation Be 6/8II with the road numbers 13251-13259, 13261 and 13263-13265.

The first of the original Ce 6/8II to be retired was from 1965 on. At the same time eleven units began to be converted for use at large switch yards, whereby the following changes were done: installation of switching radio, removal of one pantograph, and installation of new platform railings in front of the hoods. These "switcher crocodiles" were in service the longest and ran well into 1986. A total of seven Ce/Be 6/8II were preserved as famous and popular locomotives: SBB Historic (14253), the Swiss Transportation Museum in Lucerne (13254), the South Railroad Museum in Mürzzuschlag, Austria (13257), the Technology Museum of Speyer (14267), Club del San Gottardo (14276), and the Auto and Technology Museum in Sinsheim (14282).

© Foto: Ralph Schorno/Slg. Christian Zellweger

IV DCC mfx NEM 15 +

22967 Class Ce 6/8 II "Crocodile" Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Ce 6/8 II "Crocodile" freight locomotive. Design from the first production series in the version as a switch engine with one pantograph, brakeman's platforms, brakeman's steps, older design buffers, and oil cooler housing. Fir green basic paint scheme. Locomotive road number 14282. The locomotive looks as it did at the end of the Seventies.
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 are built into the brakeman's platforms with a closed sheet metal housing. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker light. The 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 pantograph can be raised and lowered as a separate digital function. There is a Telex coupler at each end of the locomotive and each coupler can be controlled separately in digital operation. The locomotive has highly detailed metal construction with many separately applied details. The oil cooler housing 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.
A figure of a brakeman for the brakeman's platform is included.
Length over the buffers 22.3 cm / 8-3/4".

- **Prototypical tooling changes as a switching Crocodile.**
- **Locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel.**
- **Pantograph that can be raised and lowered in digital operation.**
- **Telex coupler at each end of the locomotive, each coupler can be controlled separately in digital operation.**
- **New oil cooler housing.**
- **Figure of a brakeman included.**
- **Digital decoder with extensive operation and sound functions included.**

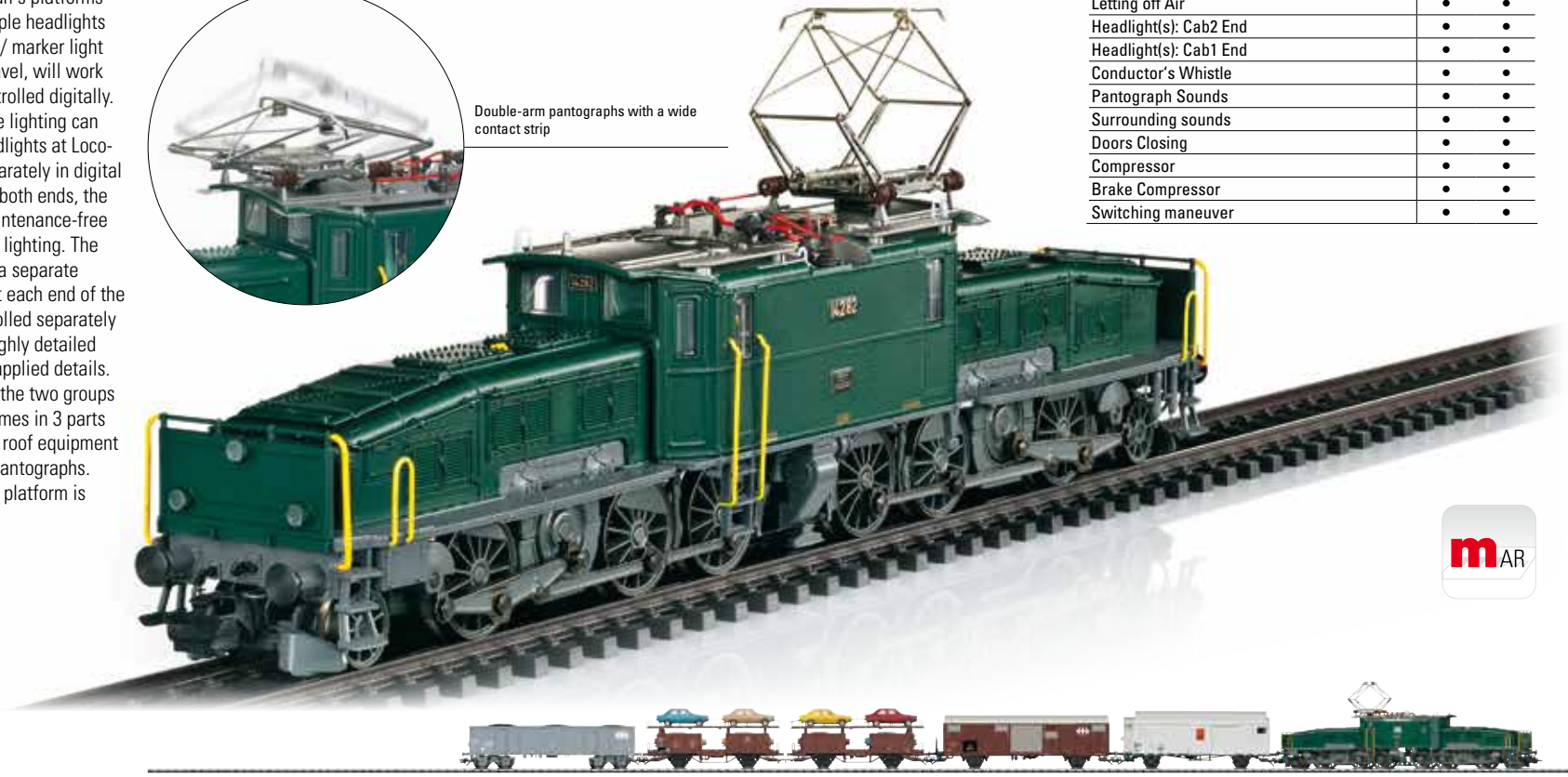
The switching Crocodile under item number 22967 is being produced in 2018 in a one-time series only for Trix Club members.

A freight car set to go with this locomotive is also being offered exclusively for Trix Club members under item number 23567.

This model can be found in an AC version in the Märklin H0 assortment under item number 39567 exclusively for Insider members.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Marker light(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Pantograph 1	•	•
Telex coupler on the front	•	•
Whistle for switching maneuver	•	•
Telex coupler on the rear	•	•
Sound of squealing brakes off	•	•
Sound of Couplers Engaging	•	•
Train radio	•	•
Train radio	•	•
Blower motors	•	•
Pantograph Sounds	•	•
Sanding	•	•
Rail Joints	•	•
Letting off Air	•	•
Headlight(s): Cab2 End	•	•
Headlight(s): Cab1 End	•	•
Conductor's Whistle	•	•
Pantograph Sounds	•	•
Surrounding sounds	•	•
Doors Closing	•	•
Compressor	•	•
Brake Compressor	•	•
Switching maneuver	•	•

Double-arm pantographs with a wide contact strip



23567 | 22967

märklin MHI

mAR

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms.
See Page 127 for an explanation of the symbols and age information.

Car set for Club Model

IV | NEM | 15 +

23567 Freight Car Set for the Class Ce 6/8 II Switching Crocodile

Prototype: 5 different types of freight cars. Three of them Swiss Federal Railways (SBB) cars and one pair of German Federal Railroad (DB) auto transport cars. 1 type Eaos high side gondola, 1 type Gls boxcar, 1 type Hbck boxcar, and 1 pair of type Laaes 541 auto transport cars. All of the cars look as they did at the end of the Seventies.

Model: The high side gondola has a factory-installed, red blinking LED marker light as a Swiss marker light. The car is loaded with real scale-sized coal. The pair of auto transport cars is loaded with 8 automobiles in different colors. There is a permanent coupling between the car halves. The upper deck can be lowered. Suitable chock blocks to fix the automobiles in place are included. All of the cars have different car numbers and are individually packaged. There is also a master package.

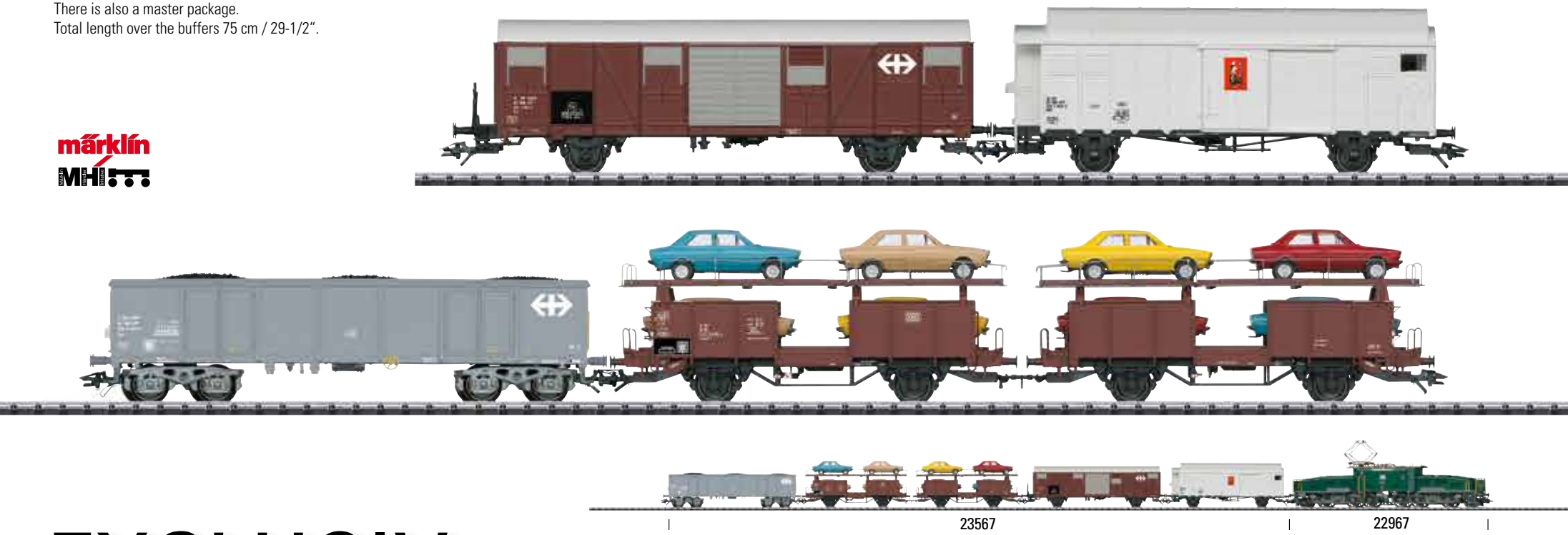
Total length over the buffers 75 cm / 29-1/2".

- **Red blinking Swiss marker light.**
- **High side gondola with a load of coal.**
- **Pair of auto transport cars 8 contemporary model automobiles.**

The 23567 freight car set is being produced in 2018 in a one-time series only for Trix Club members.

The electric locomotive to go with this freight car set is the class Ce 6/8 II switching Crocodile and it can be found under item number 22967 also exclusively for Trix Club members.

This freight car set can be found in an AC version in the Märklin H0 assortment under item number 46567 exclusively for Insider members.



23567 22967

EXCLUSIV 1/2018

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms.See Page 127 for an explanation of the symbols and age information.

The Palatine Diva

TRIX H0

I DCC mfx NEM 15 +

22966 Class S 2/6 Steam Express Locomotive

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 2/6 steam express locomotive in a brownish violet basic paint scheme with gold boiler bands, for use on the left Rhine (Palatine) network. The locomotive looks as it did around 1910 to 1912.

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".

- **Elegant, detailed construction in a brownish violet paint scheme.**
- **Used on the left Rhine (Palatine) network.**
- **Digital decoder and a variety of operating and sound functions included decoder.**

An express train passenger car set painted and lettered for the Palatine Railroad to go with this locomotive can be found in the Märklin H0 assortment under item number 41354, with information about the wheel set exchange to DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37018.

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	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Sanding	•	•
Rail Joints	•	•

Finely modeled construction with partially open bar frame

Märklin 41354 | 22966

Coffret de train “Rheingold 1928”

An impressive set for what is probably the most wonderful travel experience of the early Thirties. Lovingly realized, rich in detail and with an eye on the special. Listen in on a conversation for example in the parlor car or enjoy the evening trip with a glass of champagne.

21928 “1928 Rheingold” Train Set

Prototype: Rheingold train set consisting of a class 18.5 steam express locomotive with a type 2´2´T31,7 tender in the black/red basic paint scheme for use as a Rheingold locomotive, 1 type SB4ük-28 parlor car, 2nd class with a galley, 1 type SA4ü-28 parlor car, 1st class without a galley, 1 type SA4ük-28 parlor car, 1st class with a galley, 1 type SB4ü-28 parlor car, 2nd class without a galley, 1 type SPw4ü-28 baggage car. Train route Hook of Holland – Düsseldorf – Cologne – Mannheim – Basle SBB and Amsterdam – Düsseldorf – Cologne – Mannheim – Zürich. German State Railroad Company (DRG). Locomotive road number 18 527. The train looks as it did around 1931.

Model: The steam 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 has a factory-installed smoke unit. The dual headlights change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting and the flickering light in the firebox can also be controlled in digital operation. 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 baggage car has a digital decoder to control the light and sound functions. It also has factory-installed red LED marker lights. All of the passenger cars have the lettering “Rheingold” in relief. All of the cars have factory-installed interior lighting, and the passenger cars include lighted table lamps. There are operating current-conducting couplers between the cars. The interior lighting and the table lamps can be controlled jointly in digital operation and will work in conventional operation. Maintenance-free warm white and red LEDs are used for the lighting. Figures of an engineer and fireman are included for the steam locomotive. A consecutively numbered certificate of authenticity is included with the train set.

Total length over the buffers approximately 157 cm.

- **Digital decoder with a variety of operation and sound functions, mounted in the locomotive.**
- **Additional digital decoder for light and sound functions, mounted in the baggage car.**
- **Locomotive includes cab lighting and flickering light in the firebox.**
- **Cars include factory-installed interior lighting.**
- **Operating current-conducting couplers between the cars.**
- **For the anniversary “90 Years of the 1928 Rheingold”, limited worldwide to 699 train sets.**
- **Consecutively numbered certificate of authenticity included.**

One-time edition limited worldwide to 699 train sets.

This train set can be found in an AC version in the Märklin H0 assortment under item number 26928.

Limited to 699 pieces

Consecutively numbered certificate of authenticity included

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	•	•
Coal being shoveled and firebox flickering	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Sanding	•	•
"Switcher Double ""A"" Light"	•	•
Switching maneuver	•	•
Generator Sounds	•	•
Generator Sounds	•	•
Rail Joints	•	•
Safety Valve	•	•
Sound of Couplers Engaging	•	•
Conductor's Whistle	•	•
Station Announcements	•	•
Station Announcements	•	•
Surrounding sounds	•	•

See Page 127 for an explanation of the symbols and age information.

Steaming Iron Horse

22225 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: German State Railroad Company (DRG) class 42 heavy steam freight locomotive with a type 2´2´T30 tub-style tender. Dark gray basic paint scheme. With standard design Witte smoke deflectors, pilot truck wheel set with solid wheels, both lower headlights in the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. Locomotive road number 42 506. The locomotive looks as it did around 1944.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting can be controlled 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 rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included.
Length over the buffers 26.4 cm / 10-3/8".

- **Prototypical tooling changes for the version as a German State Railroad locomotive.**
- **Frost protection cladding on the air pump and lubrication lines included.**
- **Rail clearance devices with large scoops.**
- **Especially finely modelled metal construction.**
- **Digital decoder and a variety of operation and sound functions included.**

The type Erz IId four-axle hopper cars for transporting iron ore go well with this locomotive and can be found in the Trix H0 assortment under item number 24122 as a 6-car set with different car numbers. Another 12 cars with different car numbers can be found in the Märklin H0 assortment under item number 46230 with information about the required DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 39044.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
"Switcher Double ""A"" Light"	•	•
Rail Joints	•	•
Sanding	•	•
Replenishing fuel	•	•
Generator Sounds	•	•
Generator Sounds	•	•
Sound of Couplers Engaging	•	•

24122 22225

From Iron Ore to Steel

TRIX H0

II NEM 15 +

24122 Type OOt Saarbrücken / Erz IId Hopper Car Set with 6 Cars

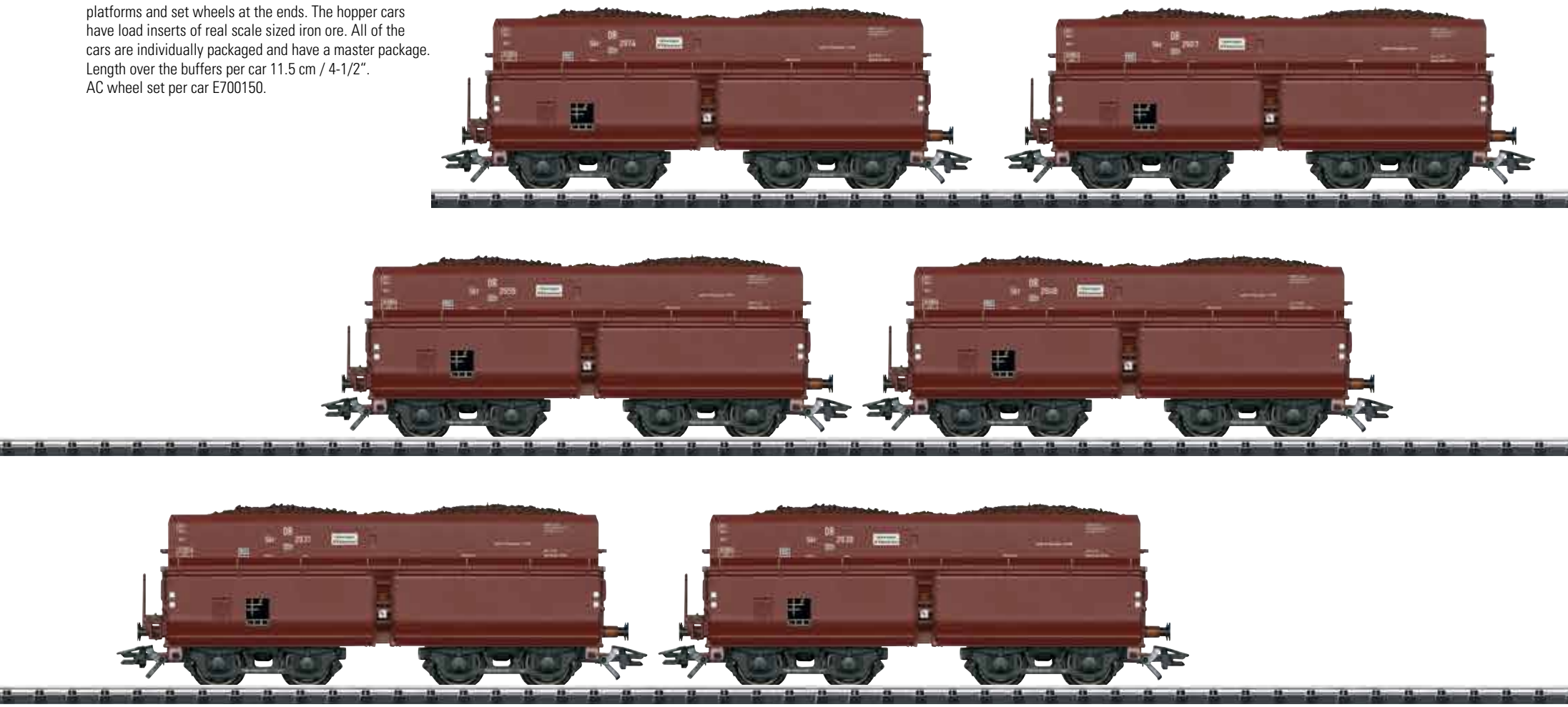
Prototype: 6 German State Railroad Company (DRG) four-axle type OOt Saarbrücken / Erz IId (later designation OOtz 43) hopper cars. Version with medium height upper superstructures and brakeman's platforms. Used to transport iron ore. Standard design pressed sheet trucks, without lower beams welded in as reinforcement. The cars look as they did around 1944.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and set wheels at the ends. The hopper cars have load inserts of real scale sized iron ore. All of the cars are individually packaged and have a master package. Length over the buffers per car 11.5 cm / 4-1/2".
AC wheel set per car E700150.

- **Prototypical tooling changes for the version as type OOt Saarbrücken / Erz IId hopper car.**
- **Loaded with real iron ore.**
- **Many different car numbers.**
- **Ideal for unit trains.**

The heavy steam freight locomotive to go with these cars is the class 42 and it can also be found under item number 22225 in the Trix H0 assortment.

A type OOt Saarbrücken / Erz IId hopper car set with 12 additional car numbers can be found in the Märklin H0 assortment under item number 46230 along with information about the required DC wheel sets.



See Page 127 for an explanation of the symbols and age information.

“800 Years of Rostock” Train Set

1218 HANSE- UND UNIVERSITÄTSSTADT 1419 ROSTOCK

CELEBRATION in Rostock
In 2018, the hanseatic city of Rostock will celebrate its 800th birthday. The documentary confirmation of the city’s town charter is dated June 24, 1218. In 2019, the University of Rostock is celebrating the 600th anniversary of its establishment as the oldest university in the Baltic Sea area.
In the anniversary year 2018, special event highpoints are planned in the areas of culture, sport, science, and international affairs.
Rostock invites you cordially to join in the celebration!

II DCC mfx LED NEM 15 +

21344 “800 Years of Rostock” Train Set
Prototype: German State Railroad Company (DRG) class 89.80 steam tank locomotive. Former Mecklenburg class T 3b branch line locomotive. DR type X low side car without a brakeman’s cab with a crate of ships equipment “August Cords”. Privately owned tank car with a brakeman’s cab, used on the DR. Version as a tank car from Original Lehment Rostocker, theme “Mann und Fru” / “Man and Wife”. “Mahn und Ohlerich” beer car with a brakeman’s cab. The train looks as it did in the Twenties/ Thirties.
Model: The locomotive has an mfx digital decoder mfx and extensive sound functions. There is a miniature motor in the boiler. 3 axles powered. Traction tires. The frame is detailed with a representation of 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 lighting. There is a clear view through the cab. The locomotive has many separately applied details. The frame and body for the tank car are finely modelled. The cars have spoked wheels. The cars have NEM coupler pockets and a close coupler mechanism. The beer car has a Württemberg brakeman’s cab.
Total length over the buffers approximately 43 cm / 16-15/16“.

- **Locomotive and M&O cars include new road/car numbers.**
- **Extensive sound functions.**
- **mfx digital decoder.**

This train set is being issued in a one-time series for 800th anniversary of Rostock.

This model can be found in an AC version in the Märklin H0 assortment under item number 26614.

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

In honor of the 800th anniversary of Rostock

See Page 127 for an explanation of the symbols and age information.

TRIX
H0

The Largest German Steam Locomotive

III DCC mfx NEM 15+

22946 Class 45 Heavy Freight Steam Locomotive with a Tender

Prototype: German Federal Railroad (DB) class 45 heavy freight steam locomotive. Version with an older design boiler and a type 2´3 T38 tender. Wagner smoke deflectors. Silver-colored boiler bands. Locomotive road number 45 022. The locomotive looks as it did around 1952.

Model: The locomotive has a digital decoder and extensive sound functions. It also has high-efficiency propulsion with a flywheel, built into the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally.

The locomotive has cab lighting and flickering in the firebox that can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler in an NEM pocket, with a guide mechanism, on the rear of the tender. It can be controlled digitally. The locomotive has a reproduction of the internal cylinder. It also has numerous separately applied lines and grab irons. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 29.5 cm / 11-5/8".

- **The most powerful German steam locomotive.**
- **Particularly finely detailed metal construction.**
- **Digital decoder and a wide variety of operating and sound functions included.**

A freight car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46028 to make longer coal trains. Information is also included there about the wheel set exchange to DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37454.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Flickering Light in Fire Box	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Injectors	•	•
Water Pump	•	•
Rail Joints	•	•
Station Announcements	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Sanding	•	•
Cab chatter	•	•
Switching maneuver	•	•
Coal being shoveled and firebox flickering	•	•

Older design boiler with handpainted boiler bands

Märklin 46028 | 22946

III DCC mfx NEM 15 +

22034 Class 98.3 Steam Locomotive ("Glaskasten")
Prototype: German Federal Railroad (DB) class 98.3 "Glaskasten" / "Glass Box" (former Bavarian class PtL 2/2) without a jackshaft. The locomotive looks as it did around 1952.
Model: The locomotive has a digital decoder (DCC/mfx). It also has a miniature motor in the boiler. 2 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has a buffer capacitor. The inner boiler is constructed of metal.

The locomotive has numerous separately applied handrails and grab irons. The boiler parts and other details are finely reproduced.
Length over the buffers 8.0 cm / 3-1/8".

Buffer capacitor built in

Digital Functions	DCC	mfx
Headlight(s)	•	•
Direct control	•	•

III DCC mfx NEM NEM 15 +

22324 Class 24 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. Locomotive road number 24 044. The locomotive looks as it did around 1957.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor in the boiler. 3 axles powered. Traction tires. The boiler is constructed of metal. The locomotive 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. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler with an NEM pocket and a guide mechanism on the rear of the tender. There is a close coupler in an NEM pocket on the front of the locomotive.
Length over the buffers 19.4 cm / 7-5/8".

- **Locomotive includes an mfx decoder and a variety of sound functions.**
- **Detailed, affordable beginner's model.**

Top features at a beginner price, factory-installed smoke unit included

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

See Page 127 for an explanation of the symbols and age information.


TRIX
HO

The Prairie Pony as the Class 37

IV DCC mfx NEM NEM 15 +

22437 Class 37 Steam Locomotive with a Tender (Former Class 24)

Prototype: German State Railroad (DR) class 37 steam passenger locomotive with a tender. Standard design locomotive with Wagner smoke deflectors. The locomotive looks as it did around 1970 shortly after being renumbered and has the computer-generated road number 37 1009-2. This unit was last based at the maintenance facility in Güsten. In 1972, it was sold to the Federal Republic of Germany. There it was changed back to 24 009.

Model: The locomotive has a digital decoder and extensive sound functions. It also has a special motor in the boiler. 3 axles powered. Traction tires. The boiler is constructed of metal. The locomotive has a smoke unit contact for installation later of a smoke unit (72270). The triple headlights change over with the direction of travel. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler with an NEM pocket and a guide mechanism on the rear of the tender. There is a close coupler in an NEM pocket on the front of the locomotive.

Length over the buffers 19.4 cm / 7-5/8".

- **Locomotive includes a multi-protocol decoder and a variety of sound functions.**
- **Detailed, affordable beginner's model.**

One-time series.

A version as a class 37

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

© Georg Otte/Eisenbahn-Kurier

See Page 127 for an explanation of the symbols and age information.

Legendary Beauty

TRIX
H0

22240 Class 39 Passenger Steam Locomotive
Prototype: German Federal Railroad (DB) class 39.0-2 passenger steam locomotive), with a type 2´2´T34 standard design box-style tender. Short Wagner smoke deflectors. Bright metal version boiler bands. Locomotive road number 39 138. The locomotive looks as it did around 1960/61.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. The headlights and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Firebox flickering can also be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender has a close coupler with a guide mechanism and an NEM coupler pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included. Length over the buffers 26.7 cm / 10-1/2".

- **Bright metal version boiler bands.**
- **Digital decoder and a variety of operation and sound functions included.**

The express train passenger cars to go with this locomotive, the so-called "Hechtwagen" or "Pike Cars", can be found in the Märklin H0 assortment under item numbers 42234, 42254, 42255, and 42264 with information about the wheel set exchange to DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 39395.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Flickering Light in Fire Box	•	•
Whistle for switching maneuver	•	•
Air Pump	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Coal being shoveled and firebox flickering	•	•
Tipping grate	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Sanding	•	•
"Switcher Double ""A"" Light"	•	•
Switching maneuver	•	•
Generator Sounds	•	•
Light Function	•	•
Rail Joints	•	•
Safety Valve	•	•
Sound of Couplers Engaging	•	•
Cab chatter	•	•

Bright metal version boiler bands

Märklin 42264 | Märklin 42254 | Märklin 42234 | 22240

Impressive Power Equipment

23057 Ardelt 57 Metric Ton Steam Crane

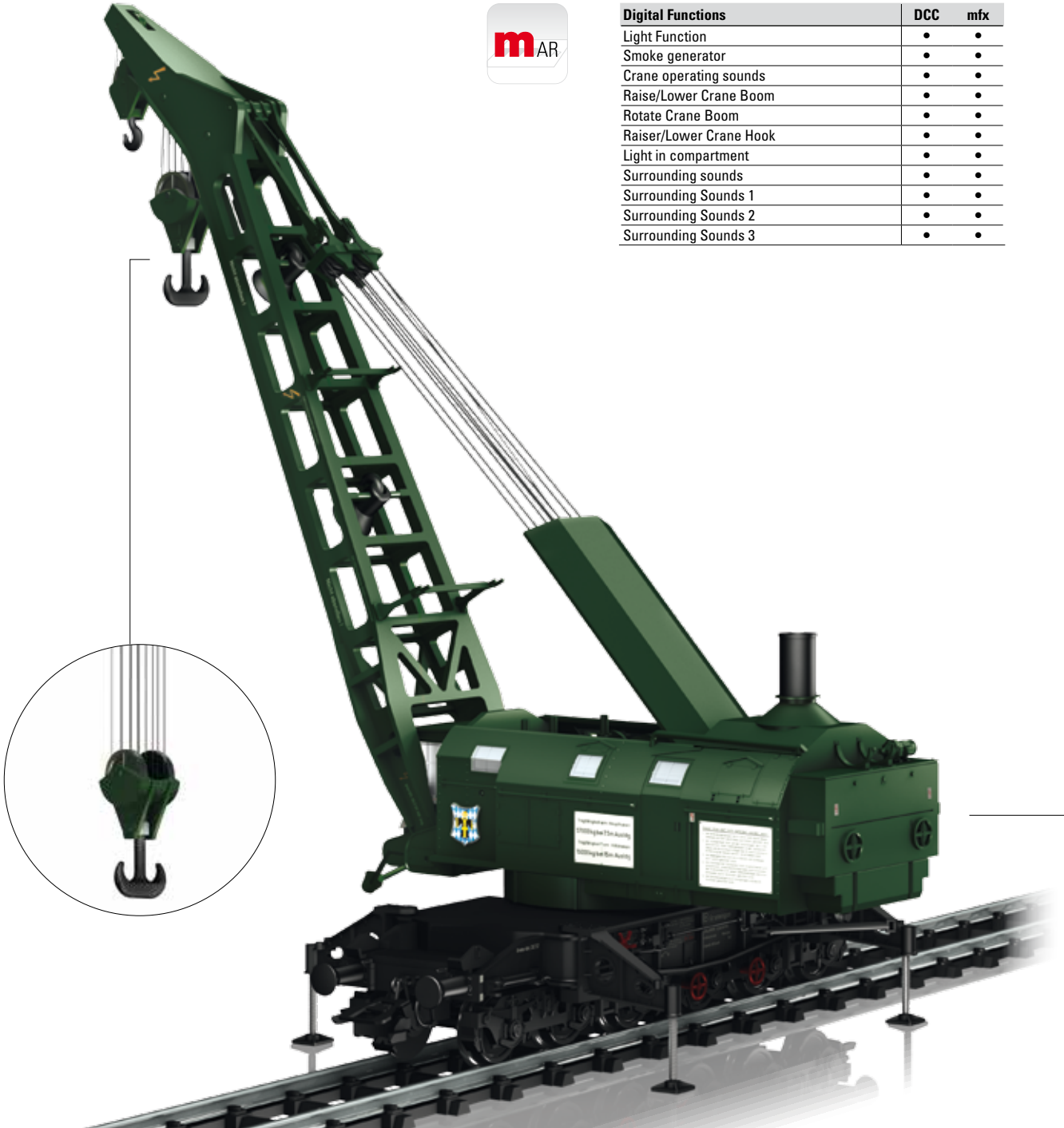
Prototype: German Federal Railroad (DB) 6-axle railroad rotary crane car with Ardelt system steam propulsion with a lifting capacity of 57 metric tons, with a crane tender car (converted from a type Rms Stuttgart car) and an equipment car. “Bottle Green” paint scheme for the steam crane. Road number “München 6664”. The cars look as they did around 1958.

Model: The crane car has a digital decoder and sound functions. The crane superstructure with its boom can be rotated 360° on the gear ring. The boom can be raised and lowered by means of a pulley. The main hook made of metal can be raised and lowered by means of a pulley. The crane cab lighting can be controlled digitally. Two floodlights on the boom can be controlled digitally. LEDs are used for the lighting. The crane car has a built-in smoke unit that can be controlled digitally. 4 support arms can be swung out manually and they can be positioned with spindles on the bases included with the crane car. The smoke stack with a smoke hood can be removed or installed. A counterweight made of metal can be partially removed and placed on the buffer attachment. The crane car has a 6-axle car frame and a crane housing constructed of metal. There is a stake car (converted from a type Rms Stuttgart car) with a guide block as a crane tender car. A former Association Design type G car with end area reinforcement and without a hand brake functions as an equipment car. The minimum radius for operation is 437.5 mm / 17-1/4“!
Total length over the buffers approximately 146 cm / 57-1/2”.

- **Steam crane car completely new tooling constructed chiefly of metal.**
- **DCC/mfx digital decoder with extensive sound functions included.**
- **Crane superstructure with its boom can be rotated 360°.**
- **Boom can be raised and lowered by means of a pulley.**
- **Main hook can be raised and lowered by means of a pulley.**
- **Cab lighting.**
- **Two working floodlights.**
- **Built-in smoke unit.**
- **New tooling for the crane tender car.**

This model can be found in an AC version in the Märklin H0 assortment under item number 49570.

One-time series.



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

Maintenance and expansion of a rail network are essential for smooth railroad operations. Among the work required for this are the changing out of turnouts, the trimming of trees that have grown too high, or the rerailing of locomotives and cars. After accidents, locomotives and cars must be salvaged, rubble has to be removed, and rescue measures often have to be led quickly and efficiently under enormous time constraints. The conditions for this are often only suboptimal or simply bad. Sometimes a rail line has no road next to it or it is completely isolated such as in tunnels, on grades, or in deep cuts in the landscape. Often there is also a quantity of obstacles such as catenary, station platforms, masts, pillars and poles, or signal installations to manage. The railroad therefore needs cranes specially adapted to perfection for its requirements. These units must ensure appropriate maneuverability and mobility on the track with and without a load, efficient power for lifting, supporting, positioning, and excellent maneuverability even in tricky areas difficult to access. There was a lot to clear away in the Western Zones after World War II and the DRG thus ordered four steam cranes in 1948 from the firm Ardelt. These units had a lifting capacity of 57 metric tons and were delivered in 1949. They were rostered by the just established DB as Essen 6660, Mainz 6600, München 6664, and Wuppertal 6602. These cranes were designed in such a way that their counterweight could be stored on the sub-frame of the crane car and the lower parts of the counterweight could be stored by means of two spool wheels in the "hawker's tray" between the buffer beam and support arm pivots. This allowed an adequate boom swing on this six-axle unit without exceeding the center axle load of 18 metric tons and an acceptable support width of six meters / 19 feet 6 inches while still maintaining a maximum lifting capacity of 57 metric tons. During transport, the smoke stack addition merely had to be removed and secured behind and above the weights. The crane car's total weight was 106 metric tons. A stake car put in front with a mounting block as a boom tender prevented the boom from swinging out during transport. This 22.6 meter / 73 foot 5 inch long team was allowed a maximum speed of 80 km/h / 50 mph when used in freight trains. The main tasks of these cranes were placing locomotives and cars on the track, bridge construction sites, and reloading, whereby even the heaviest locomotives could be put back on the track by two cranes working together. A reversible 75 horsepower two-cylinder steam engine in the steam-powered crane provided the required drive mechanism. All four cranes were retired in 1978/79, but one remains preserved at the Auto & Technology Museum in Sinsheim. The former "6600 Mainz" can be admired there coupled to a fireless steam locomotive.

© Fritz Willke, Slg. Stefan Carstens

See Page 127 for an explanation of the symbols and age information.

In Light Express Train Service

22505 Class 23.0 Passenger Steam Locomotive with a Tender

Prototype: German Federal Railroad (DB) class 23.0 passenger steam locomotive. Road number 23 003. The locomotive looks as it did around 1963/64.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel. The headlights and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. A 7226 smoke generator can be installed in the locomotive. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. The front of the locomotive and the back of the tender have a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Brake hoses and piston rod protection sleeves are included.
Length over the buffers 24.5 cm / 9-5/8".

- **Improved spacing between locomotive and tender.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39236.

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

Improved spacing between locomotive and tender

22754 Class V 200.0 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 200.0 heavy diesel hydraulic locomotive. General-purpose locomotive in the classic crimson paint scheme as it looked around 1958. Road number V 200 052.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. The cab lighting change over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cab and engine room parts are new tooling. The separately applied side and end grab irons are constructed of metal. The couplers can be replaced with closed end skirting pieces.
Length over the buffers 21.0 cm / 8-1/4".

- **Center motor now included. All four axles powered.**
- **Cab lighting.**
- **Engine room lighting.**
- **Engine room parts are new tooling.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37806.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Engineer's cab lighting	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Sound of squealing brakes off	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Brake Compressor	•	•
Letting off Air	•	•
Switching maneuver	•	•
Sanding	•	•
Replenishing fuel	•	•

See Page 127 for an explanation of the symbols and age information.

Electric Mountain Railroading

22738 Class ET 87 Electric Powered Rail Car Train

Prototype: German Federal Railroad (DB) class ET 87 electric powered rail car train. Wheel arrangement 4-2 + B-2 + 2-4. Consisting of a control car "a" (ES 87 03 a), powered car (ET 87 03) and a control car "b" (ES 87 03 b). Crimson paint scheme. The unit looks as it did around 1955.

Model: The train has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion and a powered center unit. 2 axles powered. Traction tires. Dual headlights and dual red marker lights change over with the direction of travel. The train has factory-installed interior lighting. The headlights / marker lights and the interior lighting can be controlled digitally and will work in conventional operation. Maintenance-free LEDs are used for the lighting. The passenger areas have interior details. There is an open view into the engineer's cabs in the end cars. There is a close-coupled special connection between the cars. The ends of the train have NEM coupler pockets.

Length over the buffers 49.0 cm / 19-5/16".

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Bell	•	•
Headlight(s): Cab1 End	•	•
Pantograph Sounds	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Brake Compressor	•	•
Letting off Air	•	•

This model can be found in an AC version in the Märklin H0 assortment under item number 37487.

Jack-of-all-Trades

TRIX
H0

22710 Class E 44 Electric Locomotive
Prototype: German Federal Railroad (DB) class E 44 electric locomotive. "Bottle Green" paint scheme. Road number E 44 088. The locomotive looks as it did in 1959.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled, high-efficiency propulsion. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a servomechanism to raise and lower each pantograph in digital operation.
Length over the buffers approximately 17.5 cm / 6-7/8".

- **Servomechanism to raise and lower pantographs in digital operation included.**
- **DCC/mfx digital decoder included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37444.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Station Announcements	•	•
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	•	•
Pantograph control	•	•
Conductor's Whistle	•	•
Pantograph control	•	•
Compressor	•	•
Letting off Air	•	•
Switching maneuver	•	•

The locomotive has a servomechanism to raise and lower each pantograph in digital operation

See Page 127 for an explanation of the symbols and age information.

© Thomas Estler

In M.U. (Multiple Unit) Operation between Aachen and Montzen

TRIX H0

IV DCC mfx NEM 15 +

22826 Class 212 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. Crimson basic paint scheme. Locomotive road number 212 067-3. The locomotive looks as it did in the Mid-Seventies.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included.

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

This model can be found in an AC version in the Märklin H0 assortment under item number 37009.

Digital decoder included

Extensive sound functions

Digital Functions	DCC	mfx
Headlight(s)	•	•
Conductor's Whistle	•	•
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	•	•
Doors Closing	•	•
Letting off Air	•	•
Brake Compressor	•	•
Blower motors	•	•
Replenishing fuel	•	•
Rail Joints	•	•
Switching maneuver	•	•
"Switcher Double ""A"" Light"	•	•
Sanding	•	•
Sound of Couplers Engaging	•	•
Station Announcements	•	•

IV NEM 15 +

24046 Tank Car

Prototype: Heavy oil tank car, used on the German Federal Railroad (DB). Four-axle railroad maintenance car type. Brakeman's platform included.

Model: This is a heavy oil maintenance car with a new car number. The ladder at the end and the detailed sheet metal sheathing are modelled. The car has NEM coupler pockets and a close coupler mechanism.

Length over the buffers 13.1 cm / 5-1/8".

AC wheel set: 4 x E700150

- **Detailed construction.**
- **Brakeman's platform included.**

This model can be found with a different car number in an AC version in the Märklin H0 assortment under item number 47946.

New car number

Ideal for unit trains

See Page 127 for an explanation of the symbols and age information.

Powerhouse for the Geislingen Grade

IV DCC mfx NEM 15+

22872 Class 193 Electric Freight Locomotive

Prototype: German Federal Railroad (DB) class 193 heavy electric freight locomotive. Chrome oxide green basic paint scheme. Locomotive road number 193 012-2. The locomotive looks as it did around 1977.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 2 axles of each truck powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends of the locomotive, the function for the "double A" light is activated. The cab lighting changes over with the direction of travel and can also be controlled digitally. In addition, a startup light changes over with the direction of travel and can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive comes from the factory with a figure of an engineer in Cab 1. The locomotive has separately applied grab irons. The cabs and the engine room have interior details in relief. Brake hoses and coupler hooks are included that can be mounted on the locomotive.

Length over the buffers approximately 20.3 cm / 8".

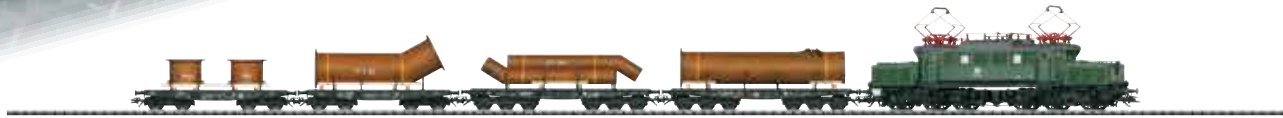
- **Startup light can be controlled digitally.**
- **Cab lighting can be controlled digitally.**
- **Digital decoder and extensive operation and sound functions included.**
- **Figure of a locomotive engineer in Cab 1.**

Heavy-duty flat cars with different freight loads to go with this locomotive can be found in the Märklin H0 assortment under item number 48695 along with information about the wheel set exchange to DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37872.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
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	•	•
Light Function	•	•
Blower motors	•	•
Blower motors	•	•
Sound of Couplers Engaging	•	•
Pantograph Sounds	•	•
Rail Joints	•	•
Brake Compressor	•	•
Letting off Air	•	•
Sanding	•	•
Warning announcement	•	•
Conductor's Whistle	•	•
Station Announcements	•	•
Doors Closing	•	•
Compressor	•	•
Squeaking sounds from wheels	•	•
Station Announcements	•	•
Station Announcements	•	•
Blower motors	•	•
Operating sounds	•	•
Switching maneuver	•	•

Figure of a locomotive engineer in Cab 1



Märklin 48695 | 22872

See Page 127 for an explanation of the symbols and age information.


TRIX
H0

Exclusive Long-Distance Service

IV DCC mfx NEM 15+

22064 Class 112 Electric Locomotive

Prototype: German Federal Railroad (DB) class 112 electric locomotive. Express locomotive with aerodynamic ends, with the so-called "Bügelfalte" / "Pants Crease". Without a continuous rain gutter, without skirting, and without buffer cladding. Continuous row of vents consisting of 7 "Klatte" vent grills. Road number 112 488-2. The locomotive looks as it did in 1986.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The locomotive has separately applied metal grab irons. It also has cabs with interior details, including separately applied control wheels. The locomotive has separately applied roof walks.
Length over the buffers approximately 18.9 cm / 7-7/16".

- **Electric locomotive with continuous row of vents consisting of 7 "Klatte" vent grills.**
- **DCC/mfx digital decoder included.**

The class 112 electric locomotive is part of the 26983 train set in the Märklin H0 assortment.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Station Announcements	•	•
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	•	•
Sanding	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Compressor	•	•
Letting off Air	•	•
Warning announcement	•	•
Coupler sounds	•	•

IV DCC mfx NEM 1:93,5 15 +

23485 "Offshoot Train" Car Set

Prototype: German Federal Railroad (DB) Rheingold offshoot train TEE 16 passenger cars from Salzburg to Emmerich. Two type Avmz 111.1 compartment cars, one type Apmz 122 open seating car, and one type WGmh 854 entertainment car. Crimson/ivory paint scheme. The cars look as they did in 1986.

Model: The entertainment car has an DCC/mfx digital decoder and extensive sound functions. The trucks are a Minden-Deutz heavy design with disk brakes and magnetic brakes but without roll stabilizers. The car has factory-installed interior lighting that can be controlled separately in digital operation. Maintenance-free LEDs are used for the lighting. All of the cars have factory-installed LED interior lighting and operating current-conducting couplers. The open seating car has built-in marker lights.

Total length over the buffers approximately 114 cm / 44-7/8".

- **Type WGmh 854 entertainment car in the TEE paint scheme for the first time in 1:93.5 scale.**
- **Entertainment car includes an DCC/mfx digital decoder and extensive sound functions.**
- **All of the cars include factory-installed LED interior lighting.**
- **Interior lighting can be controlled digitally.**
- **One car includes built-in marker lights.**

This car set is part of the 26983 train set in the Märklin H0 assortment.

Digital Functions	DCC	mfx
Interior lights	•	•
Current-conducting coupler	•	•
Doors Closing	•	•
Greeting	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Special sound function	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•

See Page 127 for an explanation of the symbols and age information.

On Time Departure

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

23491 Passenger Car
Prototype: German Federal Railroad (DB) type Bnb 719 commuter car, 2nd class. "Silberling" / "Silver Coin" design. The car looks as it did around 1975.
Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car type. The trucks are a Minden-Deutz light design. The car is equipped with factory-installed built-in interior lighting with warm white LEDs and red marker lights.
Length over the buffers 28.2 cm / 11-1/8".

All of the cars have factory-installed LED interior lighting

Built-in factory-installed red marker lights

IV | NEM | 1:87 | 15 +

23492 Passenger Car
Prototype: German Federal Railroad (DB) limited stop train passenger car for the route Augsburg – Donauwörth – Treuchtlingen – Nürnberg. Type Byg 514, four-axle "Umbauwagen" / "Rebuild Car", 2nd class. The car looks as it did around 1975.
Model: The minimum radius for operation is 360 mm / 14-3/16". This "Umbauwagen" / "Rebuild Car" has "Schwanenhals" / "Pennsylvania" design trucks. The car has factory-installed built-in interior lighting with warm white LEDs.
Length over the buffers 22.4 cm / 8-13/16".

"Schwanenhals" / "Pennsylvania" trucks included

IV | NEM | 1:87 | 15 +

23494 Passenger Car
Model: This "Umbauwagen" / "Rebuild Car" has Prussian standard design trucks.
All other information can be found in the model description for 23492.

Prussian standard design trucks included

23491 | 23494 | 23492 | 23448 | 23497 | 23496 | 22716

All of the cars have factory-installed LED interior lighting

IV NEM 1:87 15 +

23496 Type Mdyge 986 Auxiliary Baggage Car
Prototype: Express freight baggage car as a type MDyge 986 auxiliary baggage car with walls sheathed in plywood. Chrome oxide green basic paint scheme.
Model: The auxiliary baggage car has "Schwanenhals" / "Pennsylvania" style trucks.
Length over the buffers 26.3 cm / 10-3/8".
All other information can be found in the model description for 23492.

IV NEM 1:93,5 15 +

23497 Passenger Car
Prototype: Type ABm 225 express train compartment car, 1st and 2nd class. Car in chrome oxide green basic paint scheme.
Model: The express train car has Minden-Deutz heavy style trucks.
Length over the buffers 28.2 cm / 11-1/8".
All other information can be found in the model description for 23492.

IV NEM 1:93,5 15 +

23448 Passenger Car
Prototype: Type Bm 234 express train compartment car, 2nd class. Car in chrome oxide green basic paint scheme.
Model: The express train car has Minden-Deutz heavy style trucks.
Length over the buffers 28.2 cm / 11-1/8".
All other information can be found in the model description for 23492.

See Page 127 for an explanation of the symbols and age information.

© Thomas Estler

In the Current IC Design

TRIX H0

VI DCC mfx NEM 15 +

22681 Class 146.5 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 146.5 electric locomotive for long-distance service. Dual system locomotive from the TRAXX family of locomotives (P 160 AC2). Light gray long-distance paint scheme with "Traffic Red" striping, in the current IC design. Locomotive for the train routing: IC 2035 from Norddeich to Leipzig Hbf. Road number 146 575-6. The locomotive looks as it did starting in 2015.

Model: The locomotive has a digital decoder with extensive sound functions. Different station announcements alternate with the direction of travel. A greeting for passengers just boarded and train announcements for the next stop also alternate with the direction of travel. The locomotive has controlled, high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting.

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

- **Ideal locomotive for the new IC2 bi-level cars to form correct 6-part trains.**
- **Digital decoder and extensive operation and sound functions included.**
- **Multiple train announcements for the next stop of the IC 2035 and IC 2036 when changing the direction of travel included.**

The IC2 bi-level cars to go with this locomotive can also be found as new tooling in the Trix H0 assortment under item numbers 23248, 23249, 23250, 23251, and 23252 to form a prototypical 6-part train.

This model can be found in an AC version in the Märklin H0 assortment under item number 37447.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Station Announcements	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Surrounding sounds	•	•
Conductor's Whistle	•	•
Doors Closing	•	•
Greeting	•	•
Train announcement	•	•
Sound of Couplers Engaging	•	•
Pantograph Sounds	•	•
Sanding	•	•
Blower motors	•	•
Letting off Air	•	•
Compressor	•	•
Station Announcements	•	•

mAR

See Page 127 for an explanation of the symbols and age information.

In the Current IC Design

VI NEM 1:93,5 15 +

23248 IC2 Bi-Level Intermediate Car, 1st Class
Prototype: German Railroad, Inc. (DB AG) type DApza 687.2 bi-level intermediate car, 1st class, for long-distance service. Light gray long-distance service paint scheme with "Traffic Red" stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leizpig Hbf. Car position number 5. The car looks as it did in 2016.
Model: The minimum radius for operation is 360 mm / 14-3/16". The car has high-mounted entries above the trucks. It also has factory-installed LED interior lighting on both levels and operating current-conducting close couplers. The car has lighted train destination signs on the sides. The interior lighting only works in conjunction with the bi-level cab control car and it can be turned on and off in digital operation by means of a decoder in the cab control car. A defined car order is specified to do this. The ends of the car have transparent red marker light inserts. The car has prototypical Görlitz design trucks with separately applied folding steps.
Length over the buffers 28.6 cm / 11-1/4".

- **Completely new tooling.**
- **Factory-installed LED interior lighting.**
- **Interior lighting in the entire car consist can be controlled by means of a decoder in the cab control car.**
- **Prototypical train route: IC 2035 from Norddeich to Leizpig Hbf.**
- **Car position number 5.**

The electric locomotive to go with this car is the class 146.5 and it can also be found in the Trix H0 assortment under item number 22681 to form a prototypical 6-unit train along with the bi-level cars 23248, 23249, 23250, 23251, and 23252.

This model can be found in an AC version in the Märklin H0 assortment under item number 43481.

VI NEM 1:93,5 15 +

23249 IC2 Bi-Level Intermediate Car, 2nd Class
Prototype: German Railroad, Inc. (DB AG) type DBpza 682.2 bi-level intermediate car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with "Traffic Red" stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leizpig Hbf. Car position number 2. The car looks as it did in 2016.
Model: All other information can be found in the model description for 23248.

- **Car position number 2.**

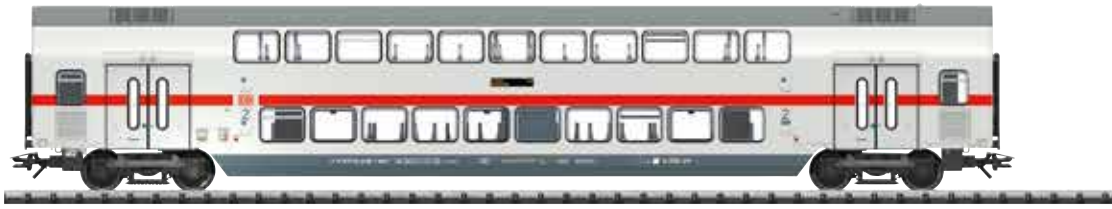
This model can be found in an AC version in the Märklin H0 assortment under item number 43482.

VI NEM 1:93,5 15 +

23251 IC2 Bi-Level Intermediate Car, 2nd Class
Prototype: German Railroad, Inc. (DB AG) type DBpza 682.2 bi-level intermediate car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with "Traffic Red" stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leizpig Hbf. Car position number 3. The car looks as it did in 2016.
Model: All other information can be found in the model description for 23248.

- **A different car number.**
- **Car position number 3.**

This model can be found in an AC version in the Märklin H0 assortment under item number 43484.



See Page 127 for an explanation of the symbols and age information.

VI NEM 1:93,5 15 +

23252 IC2 Bi-Level Intermediate Car, 2nd Class
Prototype: German Railroad, Inc. (DB AG) type DBpza 682.2 bi-level intermediate car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with "Traffic Red" stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leizpig Hbf. Car position number 4. The car looks as it did in 2016.
Model: All other information can be found in the model description for 23248.

- **A different car number.**
- **Car position number 4.**

This model can be found in an AC version in the Märklin H0 assortment under item number 43485.

VI DCC mfx NEM 1:93,5 15 +

23250 IC2 Bi-Level Cab Control Car, 2nd Class
Prototype: German Railroad, Inc. (DB AG) type DBpbzfa 668.2 bi-level cab control car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with "Traffic Red" stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leizpig Hbf. Car position number 1. The car looks as it did in 2016.
Model: The minimum radius for operation is 360 mm / 14-3/16". The car has low-mounted entries between the trucks. It also has factory-installed LED interior lighting on both levels and an operating current-conducting close coupler on the end of the car without an engineer's cab. The car has a lighted train destination sign on the end of the car. The interior lighting and the train destination signs on the sides of the other bi-level intermediate cars can be turned on and off in digital operation by means of a decoder in the cab control car. A defined car order is specified to do this. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. Long-distance headlights can also be controlled digitally. The headlights / marker lights changeover, interior lighting, and the train destination signs on the sides will work in conventional operation. By removing a piece of skirting, a normal coupler can be installed on the end of the car with an engineer's cab to allow a locomotive to couple to that end of the train. The end of the car without an engineer's cab has transparent red marker light inserts. The car has prototypical Görlitz design trucks.
Length over the buffers 29.2 cm / 11-1/2".

- **Completely new tooling.**
- **Factory-installed LED interior lighting.**
- **Interior lighting in the entire car consist can be controlled by means of a decoder in the cab control car.**
- **Headlights and long-distance headlights can also be controlled digitally.**
- **Prototypical train route: IC 2035 from Norddeich to Leizpig Hbf.**
- **Car position number 1.**

Digital Functions	DCC	mfx
Headlight(s)	•	•
Long distance headlights	•	•
Train destination sign	•	•
Interior lights	•	•

This model can be found in an AC version in the Märklin H0 assortment under item number 43483.

22681 | 23248 | 23249 | 23251 | 23252 | 23250

© Thomas Estler

The Newest Generation of TRAXX

TRIX
H0

22689 Class 147 Electric Locomotive
Prototype: German Railroad, Inc. (DB AG) class 147 electric locomotive (TRAXX AC 3 LM) and without flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Road number 147 009-5. The locomotive looks as it did starting in December 2016.
Model: The electric locomotive is constructed of metal and has a digital decoder and extensive sound functions. The locomotive has a special motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Prototypical reproduction of the side surfaces.
Length over the buffers 21.7 cm / 8-1/2".

- **Modern Bombardier TRAXX 3 electric locomotive constructed of metal.**
- **Digital decoder and a variety of sound functions included.**
- **Version without flex panels on the sides of the locomotive.**

This model can be found in an AC version in the Märklin H0 assortment under item number 36637.

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

Full sound digital model with outstanding value for the money

See Page 127 for an explanation of the symbols and age information.

High Speed in the New Design

VI DCC mfx 15+

22195 Class 102 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 102 electric locomotive (Škoda Type 109 E) in the "Traffic Red" paint scheme. The locomotive looks as it did new in 2016. Road number 102 003-1.

Model: This electric locomotive is constructed of metal and includes a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary).
Length over the buffers 20.7 cm / 8-1/8".

- **Completely new tooling for the modern Škoda Type 109 E electric locomotive.**
- **Locomotive includes a built-in digital decoder and a variety of sound functions.**
- **Couplers include a guide mechanism.**

This model can be found in an AC version in the Märklin H0 assortment under item number 36202.

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

Prototypical:
The roof equipment of the class 102

The new face of the
Munich-Nürnberg Express

A hand sample
is shown in the image.

In June of 2013, the DB AG took a risk and placed an order for the first time for six electric locomotives with the Czech locomotive builder Škoda, which is steeped in tradition. The order included six units of the type 109 E as the class 102 for the Munich-Nürnberg Express (MNE) with six six-part bi-level shuttle train sets.
On July 24, 2008, Škoda presented its first three-phase locomotive with the factory designation of 109 E, the class 380, to the public. Preceding this was an order in 2003 from the Czech State Railways (ČD) for 20 units with the following stipulations: supplement/replacement of the classes 371/372 in cross-border service, in addition, use under 3 kilovolts DC, permission to be operated in neighboring countries, and a maximum speed of at last 200 km/h / 125 mph. The reason for the long development period was the introduction of the EN 15227 Crash Norm, which mandated a reworking of the locomotive body design. Porsche Design contributed various designs for this, on which the current look is based. The locomotive body with its ribbed side walls sits on the welded, reinforced frame, whereby the cabs represent separate modules taking into account the newest crash-safety requirements. In the event of a collision, the use of special buffers and deformation elements protects the ends of the locomotive as does the deformation zone and the new design for the rail clearance devices. The three removable roof hoods consist of welded aluminum shapes to save weight. The two three-phase asynchronous motors per truck are controlled by means of two water-cooled IGBT rectifiers, each with four four-quadrant choppers and a braking unit. The traction motors switched in double star each have their own traction inverters for their individual wheel set control.
After extensive testing of the two prototypes, the regular production locomotives, road numbers 380 003-020, were placed into service from 2009 to 2011. On June 27, 2013, the class 380 was given the name of the long-distance runner Emil Zátopek (1922–2000) in his honor. His nickname was "The Czech Locomotive". In contrast to the Czech units, DB locomotives, road numbers 102 001-006, are only configured for 15 kilovolts / 16.7 hertz. Other equipment features conforming to DB usage are the DSA single-arm pantographs with three-point mounting as well as the use of ZDS/ZWS, PZB, ETCS Level 1, and a fully automatic brake testing system.

See Page 127 for an explanation of the symbols and age information.

The Specialists on the Dock

VI NEM 1:87 15 +

24800 Type Sggrss 80 Double Container Transport Car

Prototype: Type Sggrss 80 6-axle double container transport car with articulation, for combined load service. Reddish brown basic paint scheme. CD Cargo a.s., as a subsidiary of the Czech State Railroad. Loaded with two 40-foot box containers. The car looks as it currently does in real life.

Model: The cars have prototypical partially open transport car floors constructed of metal, with striking fish belly design side sills. The trucks are type Y 25. Both transport car halves are mounted flexibly on the center truck. The underside of the transport car floors have separately applied brake lines and air tanks. There are folding cross-over plates on the upper side of the transport car floors in the area of the articulation. There are separately applied handrails above the car ends and the switching hooks. The cars are loaded with two 40-foot box containers that can be removed.

Length over the buffers 30.7 cm / 12-1/8".
AC wheel set E700150.

- **Completely new tooling for the type Sggrss 80 double container transport car.**
- **Detailed construction chiefly of metal.**
- **Used in container trains as unit trains for ocean harbor to interior service.**
- **Containers are removable and can be stacked.**

Modern freight locomotives to go with these cars are the classes 152, 185, 189, or 193, and they can be found in the Trix H0 assortment.

Other double container transport cars to form unit trains can be found under the Märklin item numbers 47800, 47801, 47802, and 47803 as well as the Trix item number 24801.

One-time series.

VI NEM 1:87 15 +

24801 Type Sggrss 80 Double Container Transport Car

Prototype: Type Sggrss 80 (AAE Type S119) 6-axle double container transport car with articulation, for combined load service. Light gray basic paint scheme. Privately owned car for the firm AAE Cargo AG, CH-Baar, Switzerland, leased to BoxXpress, Hamburg, registered in Germany. Loaded with a 40-foot box container and a 20-foot box container. The car looks as it currently does in real life.

Model: The cars have prototypical partially open transport car floors constructed of metal, with striking fish belly design side sills. The trucks are type Y 25. Both transport car halves are mounted flexibly on the center truck. The underside of the transport car floors have separately applied brake lines and air tanks. There are folding cross-over plates on the upper side of the transport car floors in the area of the articulation. There are separately applied handrails above the car ends and the switching hooks. The cars are loaded with a 40-foot box container and a 20-foot box container that can be removed.

Length over the buffers 30.7 cm / 12-1/8".
AC wheel set E700150.

- **Completely new tooling for the type Sggrss 80 double container transport car.**
- **Detailed construction chiefly of metal.**
- **Used in container trains as unit trains for ocean harbor to interior service.**
- **Containers are removable and can be stacked.**

Modern freight locomotives to go with these cars are the classes 152, 185, 189, or 193, and they can be found in the Trix H0 assortment.

Other double container transport cars to form unit trains can be found under the Märklin item numbers 47800, 47801, 47802, and 47803 as well as the Trix item number 24800.

One-time series.

See Page 127 for an explanation of the symbols and age information.

Switzerland

TRIX
H0

DCC mfx NEM 15 +

22843 Class Re 4/4 II Electric Locomotive
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 II electric locomotive. Version borrowed from the paint scheme for the Rhaetian Railroad class Ge 4/4 II, road number 617. The SBB locomotive will run for a year in Switzerland in this paint scheme.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. 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 switched to 1 red marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends as a red emergency light. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The couplers can be replaced by end skirting included with the locomotive. Length over the buffers 17.1 cm / 6-3/4".

This model can be found in an AC version in the Märklin H0 assortment under item number 37351.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Marker light(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	•	•
Conductor's Whistle	•	•
Blower motors	•	•
Brake Compressor	•	•
Letting off Air	•	•
Sanding	•	•
Switching maneuver	•	•
Special sound function	•	•

Switzerland

There were oil-fired steam locomotives even in Switzerland. At the end of 1953, the "Oilephant" – the converted class C 5/6 "Elephant", road number 2976, first began running. With oil firing based on the Sprenger system, this unit quickly showed its advantages compared to coal-fired locomotives. Demonstrably lower fuel consumption as well as simpler operation and trouble-free adaptation to different load relationships had the experts' attention. The foreseeable discontinuation of steam locomotives on the SBB then resulted unfortunately in no more conversions.

22926 Class C 5/6 "Elephant" Steam Locomotive with a Tender

Prototype: Swiss Federal Railways (SBB) class C 5/6 "Elephant" steam freight locomotive, with a 3-axle tender and conversion to oil firing. Locomotive road number 2976. The locomotive looks as it did in the Fifties.

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 chiefly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights on the locomotive and 2 lights on the tender 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 can also be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The front of the locomotive has an NEM pocket and a close coupler. The rear of the tender has an NEM pocket, a close coupler, and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and imitation prototype couplers are included.
Length over the buffers 22.3 cm / 8-3/4".

- **The most powerful SBB steam locomotive, with the nickname "Elephant".**
- **The only locomotive of this class converted to oil firing.**
- **Prototypical tooling changes including an oil tank on the tender.**
- **Cab lighting can also be controlled digitally.**
- **Factory-installed smoke unit.**
- **Digital decoder and extensive operation and sound functions included.**

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 39251.

Thanks to the coupler mechanism, the "Oilephant" even masters sharp curves

See Page 127 for an explanation of the symbols and age information.

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	•	•
Letting off Steam	•	•
Replenishing fuel	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Switching maneuver	•	•
"Switcher Double ""A"" Light"	•	•
Replenishing fuel	•	•
Sanding	•	•
Rail Joints	•	•
Sound of Couplers Engaging	•	•

SBB Class C 5/6 Steam Locomotive, Road Number 2976, with Oil Firing

After the Swiss Federal Railways (SBB) took over the Gotthard Line in 1909, it quickly became apparent that locomotives had to be acquired with greater performance in order to make operations on the steep grades on the Gotthard and the approach lines on flat territory more efficient. In addition to serving as motive power for freight locomotives, these locomotives also had to be capable of pulling express trains on the steep grades, which required a maximum speed of 65 km/h / 41 mph in addition to high pulling power. The two prototypes, road numbers 2901 and 2902, of the class C 5/6 were available for testing as early as 1913. They were equipped with four-cylinder running gear and simple expansion, which did not turn out particularly well. On the regular production locomotives, recourse was therefore made to the good experiences with the running gear for the C 4/5 locomotives in the series 2701-32 and four-cylinder compound running gear based on "Von-Borries" was installed. Between 1913 and 1917, 28 regular production units were placed into service with the road numbers 2951-2978, whereby road number 2978 was also the last standard gauge steam locomotive delivered to the SBB. However as early as 1921, these units (immediately designated as "Elephants") became superfluous with the complete electrification of the Gotthard Line, and they were transferred to flat territory as well as to large switchyards. Even though Swiss steam operation had lost importance due to the rapid electrification of the main lines, there was still experiments with oil firing on steam locomotives to save fuel and realize simpler operation. The designer Edwin Sprenger from Goldau patented such a setup and in the Thirties, he tested it on an SBB Ec 3/5. In 1952, Sprenger asked the SBB again whether he could install his improved oil firing on a C 5/6 and test it in operation. The SBB agreed and the C 5/6, road number 2976, was selected. Shortly before this, it had been overhauled internally with the replacement of the firebox tube wall and was now ready to run trouble-free. The first official test run with a freight train took place on December 3, 1953 between Erstfeld and Aarau and the results were encouraging. The oil consumption was significantly less than coal firing. Initially, the locomotive was run with heating oil, which was carried in a 4,000 liter / 1,057 gallon tank in the tender. Later, the tank volume was increased to 7,000 liters / 1,849 gallons and a steam heating system was installed so that the unit could be fired with cheaper heavy oil. Despite the good results with the "Oilephant", the SBB showed little interest in converting other locomotives. In December of 1962, the C 5/6, road number 2976, was "mothballed" in Erstfeld and it was no longer put into operation. After its official retirement at the end of March 1965, it was then quickly scrapped.

Märklin 46056 | 22926

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.

III DCC mfx NEM 15 +

22961 Class De 6/6 "Seetal Crocodile"
Electric Locomotive

Prototype: Swiss Federal Railways (SBB) Class De 6/6 "Seetal Crocodile". Brownish red basic paint scheme. Locomotive road number 15302. The locomotive looks as it did in the mid-Sixties.

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 (Swiss light changeover) 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".

- **Locomotive road number 15302 as it looked in Era III.**
- **Digital decoder and extensive operating and sound functions included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37511.

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	•	•
Sound of Couplers Engaging	•	•
Conductor's Whistle	•	•
Letting off Air	•	•
Brake Compressor	•	•
Pantograph Sounds	•	•
Switching maneuver	•	•
Blower motors	•	•
Sanding	•	•
Rail Joints	•	•
Doors Closing	•	•

VI DCC mfx 15 +

22392 Class Ee 3/3 "Halbschuh" / "Casual Shoe" Electric Switch Engine

Prototype: Former Swiss Postal System PTT class Ee 3/3 "Halbschuh" / "Casual Shoe" electric switch engine. Oxide red version. Design from the first production series in 1927/28, with a cab at one end and a switchman's platform at the front. The locomotive looks as it did in Era IV.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a miniature motor and a flywheel. 3 axles powered. 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 locomotive has finely detailed metal construction with many separately applied parts. It also has detailed roof equipment with double-arm pantographs.
Length over the buffers 10.9 cm / 4-1/4".

- **Finely detailed metal construction.**
- **Digital decoder with extensive sound functions.**
- **Warm white and red LEDs for lighting.**

This model can be found in an AC version in the Märklin H0 assortment under item number 36353.

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

See Page 127 for an explanation of the symbols and age information.

Switzerland

VI DCC mfx NEM 15 +

22095 Class 475 Electric Locomotive

Prototype: BLS Cargo class 475 multiple system electric locomotive with the advertising lettering "Die Alpinisten" or "The Alpinists". The locomotive looks as it currently does in real life.

Model: This electric locomotive is constructed of metal and includes an mfx/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. Triple headlights and two red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary).
Length over the buffers 21.8 cm / 8-9/16".

- **Locomotive includes a variety of sound functions.**
- **Digital decoder included.**
- **Detailed, affordable beginner model with extensive features.**

An AC model can be found in the Märklin H0 assortment under item number 36198.

One-time series.

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

First time with 4 pantographs

See Page 127 for an explanation of the symbols and age information.

VI DCC mfx NEM 15 +

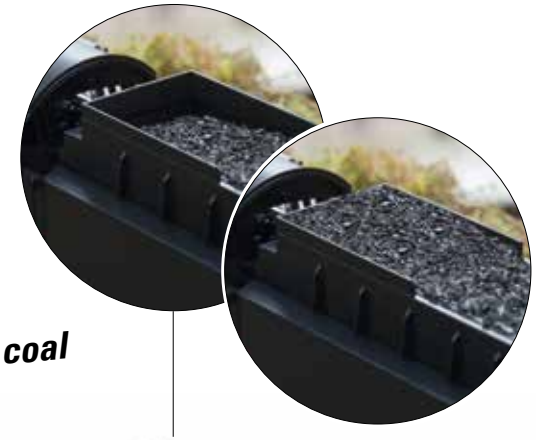
22035 Express Steam Locomotive with a Tender, Road Number 01 202

Prototype: Express steam locomotive with a type 2´2´T34 coal tender, road number 01 202. Version as Swiss Pacific Association museum locomotive road number 01 202. Includes older design boiler, silver boiler bands, shortened running boards, Witte smoke deflectors, and an inductive magnet. The locomotive looks as in currently does in real life.

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. A 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed will work in conventional operation and can be controlled digitally. The locomotive has firebox flickering that can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender that can be adjusted for track curves. The rear of the tender has a guide mechanism and a close coupler with an NEM pocket. A mechanism is built into the tender to lower the coal load in order to represent visually the consumption of coal in the tender. The lowering and raising of the coal load can be activated by means of special function F8. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and figures of a locomotive engineer and a fireman are included. Length over the buffers 27.5 cm / 10-13/16".

- **Museum Pacific 01 202.**
- **Digital decoder and extensive operation and sound functions included.**
- **Simulated fuel consumption visually with the lowering of the coal pile.**
- **Lowering and raising of the coal load possible by means of special function F8.**
- **Prototypical tooling changes such as shortened running boards.**
- **Figures of a locomotive engineer and a fireman included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39005.



Visual consumption of coal included

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Coal being shoveled and firebox flickering	•	•
Whistle for switching maneuver	•	•
Control function	•	•
Air Pump	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Sanding	•	•
Cab chatter	•	•
"Switcher Double ""A"" Light"	•	•
Switching maneuver	•	•
Generator Sounds	•	•
Operating sounds	•	•
Rail Joints	•	•
Safety Valve	•	•
Sound of Couplers Engaging	•	•
Conductor's Whistle	•	•

Austria

Class 42 Heavy Steam Freight Locomotive
In World War II there was already discussion in 1941 about a wartime steam locomotive with an 18 metric ton axle load, the boiler of the class 44, and the running gear of the class 50 for use on lines in the Eastern March (Austria) and the occupied areas in Russia. Two projects were finally favored from the 20 project suggestions for this so-called "Third Wartime Steam Locomotive" (KDL 3). After that, 8,000 units (a little later reduced to 5,000) were to be built of the class 42. Finally, the "Design" steering committee determined the following quantities: 2,500 locomotives with a stay bolt boiler and a bar frame, 1,150 locomotives with a Brotan boiler and a sheet metal frame, and 650 locomotives with a Brotan boiler and a condensation tender. Henschel delivered the first two units in 1943 with a Brotan boiler and the road numbers 42 0001 and 42 0002. Schwartzkopff built the first locomotive with a stay bolt boiler in 1944 as road number 42 501. The class 42 units were a completely new design compared to the predecessor class 52 wartime locomotives derived from the class 50. Externally they had the simple construction of the wartime locomotives with an enclosed cab and only one side window, simple Degenkolb smoke deflectors, and solid wheels on the pilot truck. Yet they offered a striking appearance with the lanterns built into the cylinder block and

III 21 NEM 15 +

22229 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: Austrian Federal Railways (ÖBB) class 42 heavy steam freight locomotive with a type 2´2´T30 tub-style tender. Without smoke deflectors, pilot truck wheel set with solid wheels, rail clearance devices with large scoops, both lower headlights in the front of the locomotive built into the cylinder block. With added boards on the coalbunker on the tender. The locomotive looks as it did in the Fifties.

Model: The locomotive has a 21-pin digital interface connector. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double 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 rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included.
Length over the buffers 26.4 cm / 10-3/8".

- **Prototypical tooling changes for the version as an Austrian locomotive.**
- **Rail clearance devices with large scoops.**
- **Especially finely modelled metal construction.**
- **21-pin digital decoder digital interface connector included.**

Railroad technical lettering on item numbers 22229 and 22345 identical.

This model can be found in an AC version in the Märklin H0 assortment under item number 39045 with an mfx+ World of Operation digital decoder and sound.

One-time series.

21-pin digital decoder digital interface connector included

the short running boards falling to the cylinders. The dome arrangement and the dome sheathing was also unusual.The originally planned quantities were not achieved because of the war. The industry delivered all total 865 of these 80 km/h / 50 mph fast and approximately 1,800 horsepower units. Subsequent production after World War II in Poland and Vienna-Floridsdorf increased the quantity in the end to 1,063 units. In the western zones, there were still 701 locomotives left, many of them not operational however. The DB distanced itself rather quickly from them. The last was put into storage on March 27, 1956. Yet with the incorporation of Saarland in 1957, class 42 units came back to the DB roster. Up until October of 1962, they were used mostly in the greater Saarbrücken area to pull ore trains and in heavy pusher service. In the neighboring country of Luxembourg road number 5519 (planned as 42 2718, built in 1948 in Vienna-Floridsdorf) is still in existence as the last operational unit of this class and it is used for special runs under steam.

III DCC mfx NEM 15+

22345 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: Austrian Federal Railways (ÖBB) class 42 heavy steam freight locomotive with a type 2´2´T30 tub-style tender. Without smoke deflectors, pilot truck wheel set with solid wheels, rail clearance devices with large scoops, both lower headlights in the front of the locomotive built into the cylinder block. With added boards on the coalbunker on the tender. The locomotive looks as it did in the Fifties.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting can be controlled 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 rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included.
Length over the buffers 26.4 cm / 10-3/8".

- **Prototypical tooling changes for the version as an Austrian locomotive.**
- **Rail clearance devices with large scoops.**
- **Especially finely modelled metal construction.**
- **Digital decoder and a variety of operation and sound functions included.**

Railroad technical lettering on item numbers 22229 and 22345 identical.

This model can be found in an AC version in the Märklin H0 assortment under item number 39045.

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	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
Rail Joints	•	•
Sanding	•	•
Replenishing fuel	•	•
Generator Sounds	•	•
Generator Sounds	•	•
Sound of Couplers Engaging	•	•
"Switcher Double ""A"" Light"	•	•
Cab chatter	•	•

See Page 127 for an explanation of the symbols and age information.

France

V DCC mfx 15 +

22327 Class BB 12000 "Bügeleisen" / "Flat Iron" Electric Locomotive

Prototype: French State Railways (SNCF) class BB 12 000. Version in a green basic paint scheme with separate marker lights. Road number BB 12100. The locomotive looks as it did in Era V in 1990.

Model: The locomotive has a digital decoder and 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. Warm white a LEDs are used for the lighting. Brake hoses and reproduction prototype couplers can be mounted on the buffer beam.

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

- **Pantographs mounted on freestanding frames.**
- **Numerous separately applied grab irons.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37339.

Even more like the prototype

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

VI DCC mfx NEM 15 +

22922 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. French State Railways (SNCF) locomotive, assigned to the freight service area Fret Benelux. Light gray/green basic paint scheme with umbra gray frame. Locomotive road number 1616. The locomotive looks as it did around 2010.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" 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 many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. End covers are included and can be mounted on the buffer beam.

Length over the buffers 20 cm / 7-7/8".

- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **Digital decoder and extensive operation and sound functions included.**

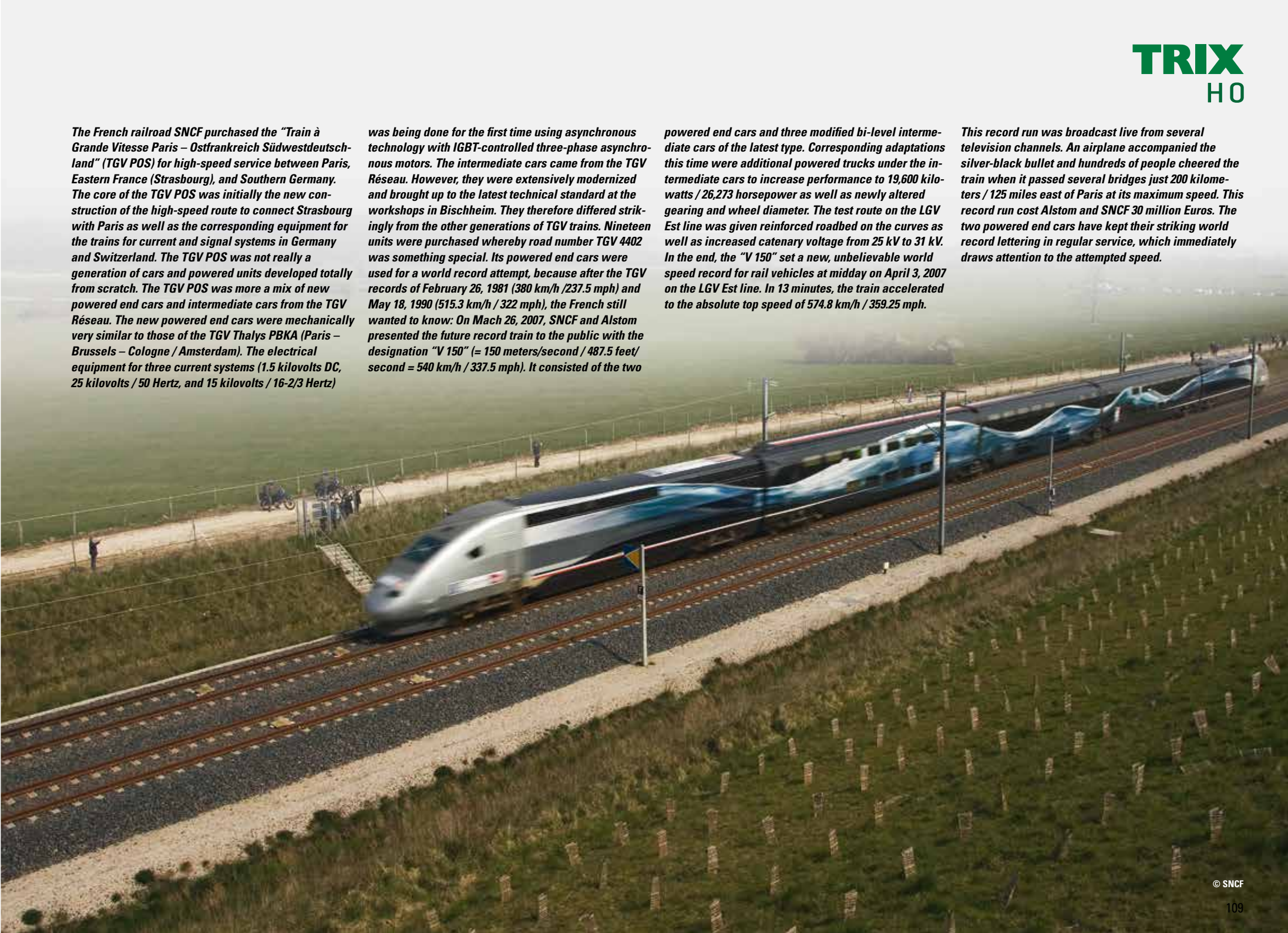
This model can be found in an AC version in the Märklin H0 assortment under item number 37209.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Engineer's cab lighting	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Direct control	•	•
Sanding	•	•
Sound of Couplers Engaging	•	•
Blower motors	•	•
Letting off Air	•	•
Operating sounds	•	•
Switching maneuver	•	•

SNCF® is a registered brand of SNCF Mobilités.
All rights reserved.

See Page 127 for an explanation of the symbols and age information.

The French railroad SNCF purchased the "Train à Grande Vitesse Paris – Ostfrankreich Südwestdeutschland" (TGV POS) for high-speed service between Paris, Eastern France (Strasbourg), and Southern Germany. The core of the TGV POS was initially the new construction of the high-speed route to connect Strasbourg with Paris as well as the corresponding equipment for the trains for current and signal systems in Germany and Switzerland. The TGV POS was not really a generation of cars and powered units developed totally from scratch. The TGV POS was more a mix of new powered end cars and intermediate cars from the TGV Réseau. The new powered end cars were mechanically very similar to those of the TGV Thalys PBKA (Paris – Brussels – Cologne / Amsterdam). The electrical equipment for three current systems (1.5 kilovolts DC, 25 kilovolts / 50 Hertz, and 15 kilovolts / 16-2/3 Hertz) was being done for the first time using asynchronous technology with IGBT-controlled three-phase asynchronous motors. The intermediate cars came from the TGV Réseau. However, they were extensively modernized and brought up to the latest technical standard at the workshops in Bischheim. They therefore differed strikingly from the other generations of TGV trains. Nineteen units were purchased whereby road number TGV 4402 was something special. Its powered end cars were used for a world record attempt, because after the TGV records of February 26, 1981 (380 km/h /237.5 mph) and May 18, 1990 (515.3 km/h / 322 mph), the French still wanted to know: On Mach 26, 2007, SNCF and Alstom presented the future record train to the public with the designation "V 150" (= 150 meters/second / 487.5 feet/second = 540 km/h / 337.5 mph). It consisted of the two powered end cars and three modified bi-level intermediate cars of the latest type. Corresponding adaptations this time were additional powered trucks under the intermediate cars to increase performance to 19,600 kilowatts / 26,273 horsepower as well as newly altered gearing and wheel diameter. The test route on the LGV Est line was given reinforced roadbed on the curves as well as increased catenary voltage from 25 kV to 31 kV. In the end, the "V 150" set a new, unbelievable world speed record for rail vehicles at midday on April 3, 2007 on the LGV Est line. In 13 minutes, the train accelerated to the absolute top speed of 574.8 km/h / 359.25 mph. This record run was broadcast live from several television channels. An airplane accompanied the silver-black bullet and hundreds of people cheered the train when it passed several bridges just 200 kilometers / 125 miles east of Paris at its maximum speed. This record run cost Alstom and SNCF 30 million Euros. The two powered end cars have kept their striking world record lettering in regular service, which immediately draws attention to the attempted speed.



© SNCF

France

VI DCC mfx LED LED 1:87 15 +

22790 TGV Duplex V 150 High-Speed Train

Prototype: French State Railways (SNCF) TGV Duplex V 150 (train à grande vitesse) high-speed train, in the version for service and composition as a 5-part powered rail car train for the world record run on April 3, 2007. 1 powered end car (TK2), 1 transition car (R8), 1 intermediate car (R4), 1 transition car (R1), 1 powered end car (TK1). Double anti-roll shock absorbers on the trucks, powered end car TK2 without a pantograph on the roof, altered cab windows, and a one-piece hood. Only powered end car TK1 equipped with a pantograph. Powered rail car train road number 4402. The train looks as it did in 2007.

Model: Both end cars (TK1 and TK2) are powered. The train has a digital decoder and extensive sound functions. It has controlled, high-efficiency propulsion with a flywheel in both powered end cars, centrally mounted. 4 axles powered through cardan shafts in each end car. Traction tires. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The third headlight for the French headlight code can be turned off separately in digital operation (light function). Maintenance-free, warm white and red LEDs are used for the lighting. The cabs in the powered end cars have interior details. The train has separately applied metal grab irons. A powered end car and a transition car are permanently coupled together in pairs and have special close couplings with a guide mechanism. There is an additional guide mechanism in the Jakobs truck. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. The interior lighting is powered through a continuous electrical connection through the entire train. Powered end car TK2 prototypically has a pantograph removed. Only powered end car TK1 has a pantograph. The pantographs work mechanically but are not wired to take power. The train is a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. The TGV Duplex V 150 high-speed train comes with a consecutively numbered certificate of authenticity. Length of the 5-part powered rail car train approximately 125 cm / 49-1/4".

- **Powered rail car train includes prototypical tooling changes for the world record run on April 3, 2007.**
- **Factory-installed LED interior lighting.**
- **Digital decoder and extensive operation and sound functions included.**
- **Both end cars powered.**
- **TGV Duplex V 150 limited worldwide to 999 powered rail car trains.**
- **Consecutively numbered certificate of authenticity included.**

One-time edition limited worldwide to 999 powered rail car trains.

The TGV Duplex V 150 powered rail car train can be found in an AC version in the Märklin H0 assortment under item number 37797.

World record 2007

Limited to 999 pieces

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Light Function	•	•
Whistle for switching maneuver	•	•
Conductor's Whistle	•	•
Doors Closing	•	•
Station Announcements	•	•
Stat. Announce. – Fren.	•	•
Pantograph Sounds	•	•
Sanding	•	•
Blower motors	•	•
Letting off Air	•	•
Brake Compressor	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Cheering	•	•

TGV® is a registered brand of SNCF Mobilités.
All rights reserved.

© SNCF

The world speed record in pictures.
See more at:
https://www.youtube.com/watch?v=EOdATLzRGHc

The content of the highlighted link is not subject to our responsibility or influence.

See Page 127 for an explanation of the symbols and age information.

TRIX
H0

© SNCF

Luxembourg

VI DCC mfx 15 +

22220 Heavy Steam Freight Locomotive with a Tub-Style Tender, Road Number 5519

Prototype: Heavy steam freight locomotive with a type 2′2′T30 tub-style tender (former class 42). Luxembourg State Railways (CFL) museum locomotive. Black basic paint scheme with black wheels and side and drive rods inlaid in red. With standard design Witte smoke deflectors, pilot truck wheel set with solid wheels, rail clearance devices with large scoops, both lower headlights in the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. With a clearance gauge on the tender. Locomotive road number 5519. The locomotive looks as it currently does in real life.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting can be controlled 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 rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included.
Length over the buffers 26.4 cm / 10-3/8".

- **Prototypical tooling changes for the version as a CFL museum locomotive.**
- **Rail clearance devices with large scoops.**
- **Especially finely modelled metal construction.**
- **Digital decoder and a variety of operation and sound functions included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39046.

Museum locomotive

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
Rail Joints	•	•
Sanding	•	•
Replenishing fuel	•	•
Generator Sounds	•	•
Generator Sounds	•	•
Sound of Couplers Engaging	•	•
"Switcher Double ""A"" Light"	•	•

VI DCC mfx NEM 15 +

22343 Class G 2000 BB Vossloh Diesel Locomotive
Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by the Italian railroad company SERFER, Servizi Ferroviari SrL. The locomotive looks as it did in Era VI.
Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" 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 many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the locomotive are included. End covers are included and can be mounted on the buffer beam.
Length over the buffers 20 cm / 7-7/8".

- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **Digital decoder and extensive operation and sound functions included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37215.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Diesel locomotive op. sounds	•	•
Warning Sound	•	•
Engineer's cab lighting	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Direct control	•	•
Sanding	•	•
Sound of Couplers Engaging	•	•
Blower motors	•	•
Letting off Air	•	•
Operating sounds	•	•

Märklin 46871 | Märklin 46871 | 22343

See Page 127 for an explanation of the symbols and age information.

Sweden

III IV DCC mfx NEM 15 +

22350 Class Ub Electric Switch Engine
Prototype: Swedish State Railways (SJ) class Ub electric switch engine. Brown basic paint scheme. Locomotive road number Ub 709. The locomotive looks as it did in Era III/IV.
Model: The locomotive has a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The dual headlights will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The roof equipment is separately applied. The locomotive has separately applied metal grab irons. Brake hoses and drawbar equipment can be installed on the buffer beam.
Length over the buffers 11.2 cm / 4-7/16".

This model can be found in an AC version in the Märklin H0 assortment under item number 36352.

First time with extensive sound functions

Digital Functions	DCC	mfx
Headlight(s)	•	•
Electric locomotive op. sounds	•	•
Warning Sound	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Telex coupler on the rear	•	•
Whistle for switching maneuver	•	•
Telex coupler on the front	•	•
Sound of Couplers Engaging	•	•
Letting off Air	•	•
Blower motors	•	•
Brake Compressor	•	•
Pantograph Sounds	•	•
Sanding	•	•
Switching maneuver	•	•

Czech Republic

VI 21 NEM 15 +

22284 Class 380 Electric Locomotive
Prototype: Czech State Railroad (ČD) class 380 electric locomotive (Škoda Type 109 E). The locomotive looks as it did in 2017. Road number 380 006-7.
Model: This electric locomotive is constructed of metal. It includes a 21-pin digital interface connector with a bridge plug for conventional operation. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two red marker lights change over with the direction of travel. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary).
Length over the buffers 20.7 cm / 8-1/8".

- **21-pin interface connector included.**
- **Completely new tooling for the modern Škoda Type 109 E electric locomotive.**
- **Couplers include a guide mechanism.**

See Page 127 for an explanation of the symbols and age information.

Czech Republic

TRIX
H0

VI DCC mfx 15+

22196 Class 380 Electric Locomotive

Prototype: Czech State Railroad (ČD) class 380 electric locomotive (Škoda Type 109 E) in the "Traffic Red" paint scheme. The locomotive looks as it did in 2017. Road number 380 006-7.
Model: This electric locomotive is constructed of metal and includes a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary).
Length over the buffers 20.7 cm / 8-1/8".

- **Completely new tooling for the modern Škoda Type 109 E electric locomotive.**
- **Locomotive includes a built-in digital decoder a variety of sound functions.**
- **Couplers include a guide mechanism.**

This model can be found in an AC version in the Märklin H0 assortment under item number 36203.

Prototypical roof equipment

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

New Semaphore/ Target Signals

Stop-and-Go on the Rails.

Just like the real life prototype, signals fulfill important control and safety functions on a model railroad too.

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

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

mfx DCC III IV 15+

70422 "Sh 0 / Sh 1" Yard Signal
The signal has a gray mast with a movable front and rear lens.

mfx DCC III IV 15+

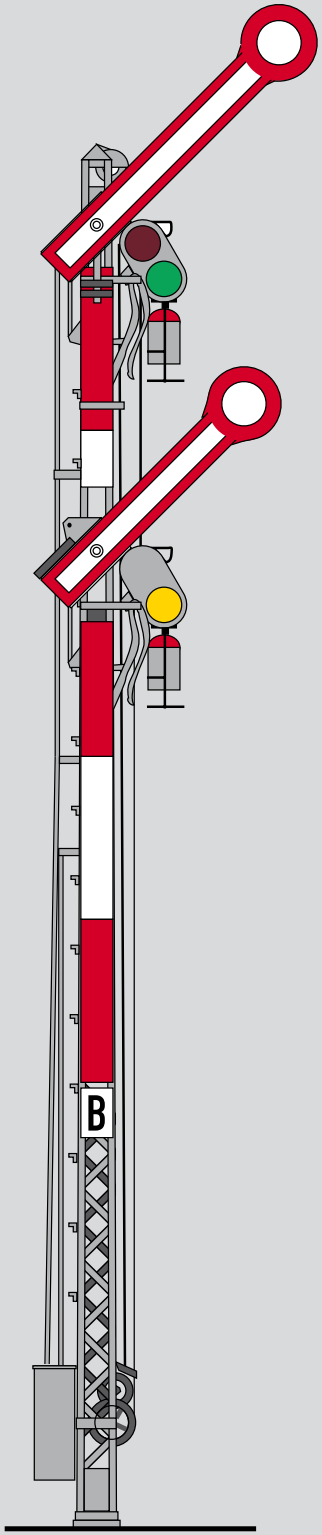
70362 "Vr 0 / Vr 1" Distant Signal
The signal has a gray mast and a movable disk. The signal changes from yellow/yellow (Vr 0) to green/green (Vr 1).

Now Signals for Era III Too

mfx DCC III IV 15+

70382 "Vr 0 / Vr 1 / Vr 2" Distant Signal
The signal has a gray mast with a movable arm and movable disk. The signal changes from (Vr 0) to green/green (Vr 1) or to yellow/green (Vr 2). It has 2 servos.

See Page 127 for an explanation of the symbols and age information.

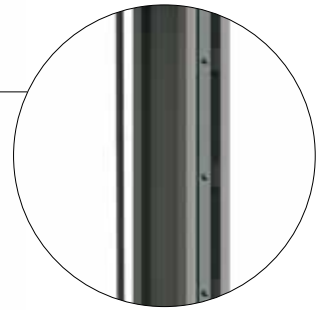


Prototypical Bouncing

TRIX HO

mfx DCC III IV 15+

70393 "Hp 0 / Hp 1"
Home Signal with a Narrow Mast
The signal has a semaphore and an open gray narrow mast. The signal changes from red (Hp 0) to green (Hp 1).



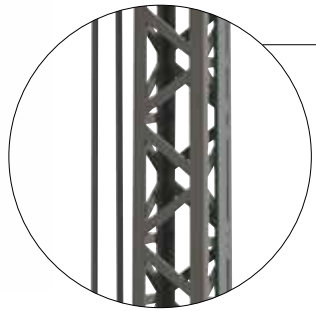
Partially open narrow mast

mfx DCC III IV 15+

70413 "Hp 0 / Hp 1 / Hp 2"
Home Signal with a Narrow Mast
The signal has 2 independent semaphores and an open gray narrow mast. The signal changes from red (Hp 0) to green (Hp 1) or red (Hp 0) to green/yellow (Hp 2).

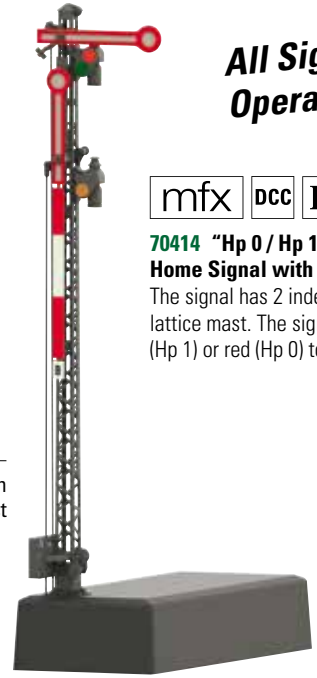
mfx DCC III IV 15+

70394 "Hp 0 / Hp 1"
Home Signal with a Lattice Mast
The signal has a semaphore and an open gray lattice mast. The signal changes from red (Hp 0) to green (Hp 1).



Partially open lattice mast

All Signals also for Below-Baseboard Operation



mfx DCC III IV 15+

70414 "Hp 0 / Hp 1 / Hp 2"
Home Signal with a Lattice Mast
The signal has 2 independent semaphores and an open gray lattice mast. The signal changes from red (Hp 0) to green (Hp 1) or red (Hp 0) to green/yellow (Hp 2).

Additional information about the signals can be found on our Internet page at **www.maerklin.de/signale**

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.

III | 21 | NEM | 15 +

31181 "German Federal Railroad Transfer Freight Train" Train Set

Prototype: German Federal Railroad (DB) class V 60 switch engine. Diesel hydraulic drive with a jackshaft. Version from the Sixties. 1 tank car, 1 refrigerator car, 1 type Kmmfks 52 sliding roof gondola, used on the German Federal Railroad (DB).

Model: The locomotive frame and body parts are constructed of die-cast metal. The locomotive has a 21-pin digital interface connector. It also has a powerful 5-pole motor. 3 axles and the jackshaft driven. The locomotive has triple headlights. The platforms are constructed of metal. The cars have close coupler mechanisms.
Total length over the buffers 46.5 cm / 18-5/16".

Available summer of 2019

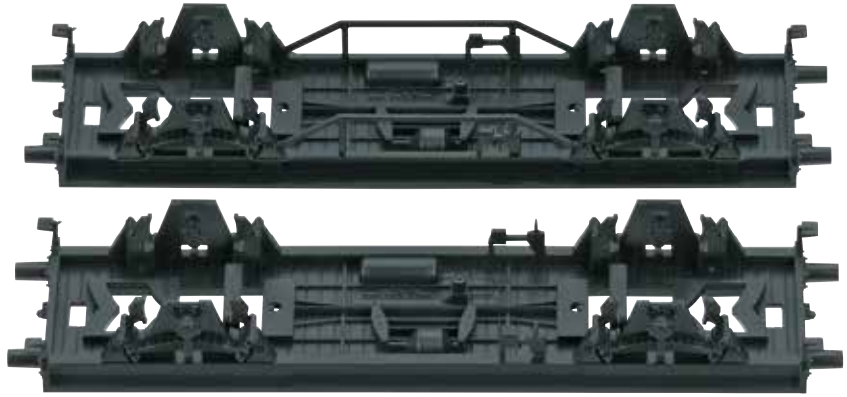
15 +

66661 Trix Express Couplers
Contents: 30 Trix Express coupler heads, each packaged in pairs (with and without coupler loops). These couplers are for use on locomotives and cars with standard coupler pockets (NEM 362) and guide mechanisms. These couplers are compatible with older Trix Express standard couplers.

NEM 15 +

66733 Trix Express Conversion Set
Contents: All of the parts for converting a car from the Märklin Start Up program (cars without coupler guide mechanisms) to Trix Express. Included are, 2 different car floors, a weight, 2 each centering springs, drawbars, and couplers.

Two Trix Express wheel sets are also required. They can be obtained at no charge from a specialty dealer in the wheel set exchange when buying a car new.



See Page 127 for an explanation of the symbols and age information.

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

TRIX CLUB

Did you already know? At Trix, there is the exclusive club of all fans of Trix model trains. An association with many advantages for the club member. You will receive from us exclusive information, benefits, products not available to everyone, and much more. Get information here in detail about the advantages awaiting you and register right now.

The Club services at a glance:*

✘ *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.

✘ *Annual Chronicle*

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

✘ *Catalog / New Items Brochures*

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

✘ *Club Card*

Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. Because as a member you are more than our premium customer, you also receive **a bundle of advantages at the over 100 partners currently working with us**. Among them are the Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. In addition, your personal membership card can be used to order all exclusive products offered in the club.

✘ *Discounts for attending seminars*

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

✘ *Favorable shipping terms from the Online Shop*

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

✘ *Club Trips***

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

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

Club Car of the Year 2018, free of charge

H0

N

It's quite easy to become a member in the Trix Club:
Either on-line under Clubs at maerklin.de or fill out the registration form on Page 123 and send it to us by mail.

Trix Club
Postfach 9 60
73009 Göppingen
Germany

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

* The services mentioned here refer to 2018. Subject to change.
** Depending on availability.

Status: 1/2018

Trix Club Cars for 2018

TRIX CLUB

I NEM 15 +

15958 Minitrix Trix Club Car for 2018
Prototype: Association Design A 7 type Km gondola with hinged hatches with a 15 metric ton load weight in the reddish brown paint scheme of the Westphalian Provincial Railroad (WLE). Suitable for the transport of moisture-sensitive freight.
Model: The car has a close coupler mechanism.
Length over the buffers 42 mm / 1-5/8".

The 15958 gondola with hinged hatches is being produced in 2018 in a one-time edition only for Trix Club members.

I NEM 15 +

24818 Trix H0 Trix Club Car for 2018
Prototype: Type Km Association Design A 7 gondola with hinged hatches, 15 metric ton load weight, in the reddish brown paint scheme of the Westphalian Provincial Railroad (WLE). Suitable for the transport of moisture-sensitive freight.
Model: The car has a close coupler mechanism.
The hinged hatches can be opened.
Length over the buffers 7.5 cm / 2-15/16".

The 24818 gondola with hinged hatches is being produced in 2018 in a one-time edition only for Trix Club members.

700150 Märklin AC wheel set.
33357811 Trix Express wheel set.

I NEM 15 +

33918 Trix Express Trix Club Car for 2018
Prototype: Type Km Association Design A 7 gondola with hinged hatches, 15 metric ton load weight, in the reddish brown paint scheme of the Westphalian Provincial Railroad (WLE). Suitable for the transport of moisture-sensitive freight.
Model: The car has a close coupler mechanism.
The hinged hatches can be opened.
Length over the buffers 7.5 cm / 2-15/16".

The 33918 gondola with hinged hatches is being produced in 2018 in a one-time edition only for Trix Club members.

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

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms.
See Page 127 for an explanation of the symbols and age information.

Trix Club Anniversary Cars

Anniversary models reward long years of club membership. We have exclusive models in Minitrix, Trix H0 an Trix Express for all Insiders, who have been members of the Trix Club without interruption for five, ten, or fifteen years. These models can only be obtained by club members.

5 Years of Membership

15925 Tank Car for N Gauge

24080 Grade Measurement Car for H0 Gauge

33965 Tank Car for Trix Express

10 Years of Membership

15220 Track Cleaning Car for N Gauge

24220 Track Cleaning Car for H0 Gauge
33966 Track Cleaning Car for Trix Express

15 Years of Membership

15555 Tank Car for N Gauge

24221 Tank Car for H0 Gauge

33967 Tank Car for Trix Express

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms.
See Page 127 for an explanation of the symbols and age information.

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.

I am paying my one year membership fee of EUR 79.95/CHF 109.95/$ 109.00 U.S. Funds (as of 2018):

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

☐ by means of the following direct debit authorization:

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

Account No.

Bank Code

Bank branch

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

*Last Name, First Name (please print)

*Street, Number

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

(CH)

☐ By payment order that I receive with the invoice.

(All Countries)

☐ Bank transfer (after receipt of invoice)

By credit card: ☐ Mastercard ☐ Visa

Name of the cardholder

Credit card no.

valid until /

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

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

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

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

Subject to change.

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

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

The deadline begins with the mailing of this application. Mailing in the cancellation promptly 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

Date Signature

Date Signature

NH. 2018

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany

Your current benefits* at a glance:

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

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

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

Club Card
Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. Because as a member you are more than our premium customer, you also receive a **bundle of advantages at the over 100 partners currently working with us.** Among them are the Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. In addition, your personal membership card can be used to order all exclusive products offered in the club.

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

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

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

Register right now online at www.maerklin.de/Clubs.
Please select registration code NH. 2018.

TRIX CLUB

Club Car of the Year 2018, 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

Museumcar 2018

TRIX

IV NEM 15 +

15568 Minitrix Museum Car for 2018
Prototype: Privately owned type Leig Unit / Less-than-Carload-Lot Unit GIlmhs 37 painted and lettered for the firm Ernst Paul Lehmann Patentwerk in Nürnberg, used on the German Federal Railroad (DB), built starting in 1949. Lightweight freight train unit for Less-than-Carload-Lot service.

Model: The cars have sliding doors that can be opened. They also have a close coupler mechanism.
Length over the buffers 146 mm / 5-3/4".

One-time series. Available only in the Märklin Museum in Göppingen.

For the anniversary "50 Years of LGB"

IV NEM 15 +

24718 Trix H0 Museum Car for 2018
Prototype: Privately owned type GIlmhs 37 "Leig-Einheit" painted and lettered for Ernst Paul Lehmann Patentwerkes in Nürnberg, used on the German Federal Railroad (DB). The cars look as they did in 1968.
Light freight train unit for "Less-than-Car-Load-Lot" express service.

Model: Both cars are permanently coupled together and are connected by a diaphragm. The cars have detailed construction with large format imprinting on the sides. This model is for the 50th anniversary of LGB.
Length over the buffers 26.6 cm / 10-1/2".

AC wheel sets: 4 x E700150

One-time series. Available only at the Märklin Museum in Göppingen.

LGB pin included for the anniversary "50 Years of LGB"

See Page 127 for an explanation of the symbols and age information.

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.

General Notes

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

Some important items of general importance are summarized below:

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

Important Service Information

Deutschland

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

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

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

USA

Technical Hotline

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

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.

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

Explanation of Symbols

DCC — DCC decoder.

SX — Selectrix decoder.

SX2 — Selectrix 2 decoder.

DCC SX — DCC/Selectrix decoder.

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

NEM — Large digital connector (66837 Selectrix decoder).

14 — 14-pin connector.

21 — 21-pin connector.

Sound effects circuit.

Single headlight at the front.

Single headlights that change over with the direction of travel.

Dual headlights at the front.

Dual headlights that change over with the direction of travel.

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

One red marker light.

Dual red marker lights.

Triple headlights at the front.

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

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

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

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

Built-in interior lighting.

Built-in interior lighting.

Interior lighting can be installed.

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.

NEM — Close couplers in standard pocket with pivot point.

NEM — Close couplers in standard pocket with guide mechanism.

Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MH International).
These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 128 for warranty terms.

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.

Age Information and Warnings.

0-3 — **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.

15 + — **For adults only.**

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

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

Our address: Gebr. Märklin & Cie. GmbH · Reparatur-Service
Stuttgarter Straße 55-57 · 73033 Göppingen · Germany
E-mail: service@maerklin.de · Internet: www.maerklin.de


F.S.

50th anniversary of LGB

VI NEM 15+

24316 HSB Fire Extinguishing Water Car
Prototype: HSB, Harz Narrow Gauge Railways, fire extinguishing water car. This car makes it possible for the HSB to bring necessary fire extinguishing water as quickly as possible to the site of a fire. Era VI.
Model: This model is appearing in honor of the 50th anniversary of LGB and shows the bond of the Märklin and Trix brand with LGB. One side of the fire extinguishing water car shows the logo for the 50th anniversary. The other side shows prototypically the original of the HSB car. A brakeman's platform is included.
Length over the buffers 10.2 cm / 4".
AC wheel set 2 x E700150.

- **Platform and ladders separately applied.**

Two different designs on the sides

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

www.trix.de

Service:
Telephone: 650-569-1318
E-mail: digital@marklin.com

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors.
Prices are current as of the print date for this catalog – we reserve the right to change prices between years – prices are in effect until the release of the next price list / next catalog.
Some of the images are hand samples, retouched images, and renderings.
The regular production models may vary in details from the models shown.

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

All rights reserved. Copying in whole or part prohibited.

© Copyright by Gebr. Märklin & Cie. GmbH

Printed in Germany

298055 – 01 2018

Visit us:
www.facebook.com/trix

Märklin fulfills the requirements for a quality control management system adhering to the ISO 9001 Standard. This is checked and certified at regular intervals by the test agency TÜV Süd using monitoring tests. You thereby have the assurance that you are purchasing a tested quality product.