

New Items 2020

Trix H0. The Fascination of the Original.

TRIX H0





6135

6475

Wagon 6475
Bentley
1900

Dear Trix H0 Fans,

TRIX

This year we are again presenting you many fascinating models for your gauge with our new items brochure.

The railroad has left its stamp on the life of entire cities and regions for many generations. For many rural areas in the past, it was even the lifeline connecting everyone with each other. It is thus no wonder that we always attach special importance to freight service in our models. This year we are putting the entire range on model railroad rails. Whether it's the rugged T3 from early Era I or the vigorous class 44 steam locomotive of the Sixties. It gets modern with a locomotive type that has pulled a lot on the rails with its power. We are talking about the locomotive series of the Class 66, which is taking up its service for the first time in the proven Trix quality.

Join us in exploring thoughts about the many facets of passenger service by train.

A class 78 / class 078 thus starts running steaming and hissing in shuttle train service as completely new tooling on your layout. It is accompanied by a car consist authentic for that time.

Welcome to the Trix H0 World and to our new items for 2020!

Some more information just for you:

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

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

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



TRIX H0

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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 Club Model for 2020



22976 Class RAm TEE "EDELWEISS" Diesel Powered Railcar Train

Prototype: Swiss Federal Railways (SBB) class RAm TEE diesel powered railcar train as the TEE "Edelweiss", with the train route Amsterdam – Brussels North – Luxembourg – Strasbourg – Basle – Zürich. 4-part set in a crimson/beige basic paint scheme. 1 motor car, 1 compartment car, 1 dining car, 1 open seating car with a cab control compartment. Diesel powered railcar train road number 501. The train looks as it did at the end of the Fifties.

Model: This is a 4-part unit. It has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted in the motor car. Two of the 3 driving wheelsets in each of the two 3-axle trucks are powered through cardan shafts. Traction tires. The train has factory-installed interior lighting in the compartment, dining, and open seating cars. The triple headlights and dual marker lights that change over with the direction of travel as well as the interior lighting will work in conventional operation and can be controlled digitally. The interior lighting in the

baggage compartment of the motor car can be controlled separately in digital operation. The engine room lighting in the motor car, the cab lighting in the motor car and in the cab control compartment of the open seating car, and table lamps in the dining car can each be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a multi-conductor special current-conducting coupling with a guide mechanism between the powered railcar train units for a continuous electrical connection for the entire train. The train has a pickup shoe circuit with current pickup at the front of the train, either the motor car or the open seating car with a cab control compartment. The train has many separately applied details. The Scharfenberg coupler (non-working) is modelled at both ends of the train. The minimum radius for operation is 437.5 mm / 17-1/4". The train can also be run on Radius 1 if you ignore the clearance gauge. Total length of the powered railcar train over the couplers approximately 113 cm / 44-1/2".

- Completely new tooling.
- Train constructed completely of metal.
- Digital decoder with extensive sound and light functions included.
- Factory-installed interior lighting and table lamps, can be controlled digitally.
- Factory-installed engine room and cab lighting included, can be controlled digitally.
- Controlled high-efficiency propulsion with a flywheel in the motor car, 4 axles powered.

The class RAm TEE diesel powered railcar train is being produced in a one-time series only for Trix Club members.

This model can be found in an AC version in the Märklin H0 assortment under item number 39706 exclusively for Insider members.



30 JAHRE **mhi**
märklin Händler-Initiative



EXKLUSIV

1/2020

SBB Class RAm Diesel Powered Railcar Train, TEE "EDELWEISS"

After the introduction on June 2, 1957 of a high-quality TEE network agreed in 1954, the Swiss Federal Railways (SBB) and the Dutch Railways (Nederlandse Spoorwegen – NS) agreed in 1955 on the joint development of a new diesel powered railcar train in the configuration VT+VM+VM+VS. The power units were built by Werkspoor in Amsterdam. Switzerland with SIG in Neuhausen for the intermediate cars and the cab control car and Brown-Boveri in Baden for the electrical equipment was responsible for the rest of the train. The striking shape of the ends of the end cars is due to the industrial designer Elsebeth van Blerkom employed at Werkspoor, which took the egg

shape as a prototype. The body of the power car was done as a torsion-resistant, self-supporting tube design with a cab, engine room, baggage compartment, rest areas, and an employee's toilet. In the engine room were two supercharged Werkspoor type RUHB 1616 diesel motors with 16 cylinders in a V form (each motor 1,000 horsepower / 735 kilowatts). The flange-mounted main generators respectively provided the current for two each BBC traction motors (each 292 kilowatts continuous output), which were geared to the end wheelsets of both three-axle trucks. A third four-stroke diesel motor, Werkspoor type RUB 168, with eight cylinders and 300 horse-

power output powered the onboard network, the air conditioning, and the dining car galley by means of a generator. The bodies for the intermediate cars and the cab control car were also constructed as self-supporting, stiff tube designs similar to the SBB lightweight steel cars and they were equipped with a standard SBB truck design. In order to provide passengers with pleasant travel, special comfort features were made available such as double-glazing of the large windows with blinds in between, which could be operated easily by passengers by means of a crank handle. Each car had air conditioning to maintain a constant temperature and continuous freshening of the air. All of the individual seats were extendable, equipped with adjustable seatbacks, and covered with top quality upholstery material.

All five powered railcar trains (SBB RAm 501–502, NS DE IV 1001–1003) were based in Zürich and used for the following TEE trains: "EDELWEISS" Zürich – Amsterdam, June 1957 – May 1974, "Étoile du Nord" (Amsterdam – Paris, June 1957 – August 1964), "L'Oiseau bleu" (Paris – Amsterdam, June 1957 – May 1964), "L'Arbalète" (Zürich – Paris, August 1964 – September 1969), and "Bavaria" (Zürich – Munich, August 1969 – February 1971). After the disastrous accident of the "Bavaria" at Aitrang on the evening of February 9, 1971, the remaining trains were still in use until the end of May 1974 as the TEE "EDELWEISS". In 1977, they were sold to the Canadian Ontario Northland Railway for use on their 388 kilometer / 242 mile long line Toronto – Timmins. After the end of their use in 1992, two cab control cars, two compartment cars, and a dining car were brought back to Europe in 1998, where they are currently being refurbished in the Netherlands.



Only two of the many individual special features: The finely etched ventilation grills on the motor car of the RAm TEE and the flawless lettering

Digital Functions under DCC and mfx

Headlight(s)
Interior lights
Diesel locomotive op. sounds
High Pitch Horn
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Low Pitch Horn
Engineer's cab lighting
Operating Sounds 1
Blower motors
Table Lamps
Light Function 1
Light Function 2
Replenishing fuel
Sanding
Conductor's Whistle
Doors Closing
Brake Compressor
Letting off Air
Horn blast 1
Horn blast 2
Generator Sounds
Rail Joints
Switching maneuver
Station Announcements



Ask your specialty dealer about the exclusive Trix poster brochure







The Exceptional One



22403 Class S 3/6 Steam Locomotive, the "Hochhaxige" / "High Stepper"

There were just 18 units of the subclass with gigantic 2 meter / 78-3/4" inch driving wheels in addition to the other units of the class S 3/6.

Now this beauty is also available for the first time in the famous Trix precision!

Prototype: Royal Bavarian State Railways class S 3/6 express steam locomotive, road number 3624, built in 1912 and the first locomotive of this subclass.

This locomotive can be found in an AC version in the Märklin assortment under item number 39436.

- **Completely and finely detailed new tooling.**
- **Driving wheels modelled to scale with a diameter 2 meters / 78-3/4" .**
- **Control rod prototypically picked out in color.**
- **Oncoming train light can be controlled digitally.**
- **Excellent running characteristics and pulling power.**
- **Flawless imprinting.**
- **31 functions in mfx operation.**
- **The first subclass with a straight cab now as a model.**

Completely and finely detailed new tooling



Our "New One" is impressive right down to the details. Realized for the first time as a Märklin model, our model impresses with a prototypical boiler construction and a unique view through the bar frame. No less impressive is the execution of the cab. Like the prototype, the boiler back wall is dotted with instruments, levers, and a prototypical control wheel picked out in color.



Digital Functions under DCC and mfx

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

The ideal add-ons for the "High Stepper" are the famous K.Bay.Sts.B. express train passenger cars with new car numbers, new overhaul dates, and a new train route from Nurnberg to Halle (S.)



Märklin 41359

Märklin 41358

Märklin 41369

Märklin 41379

22403

175 Years of Railroading in Württemberg



22458 Class G 12 Steam Freight Locomotive

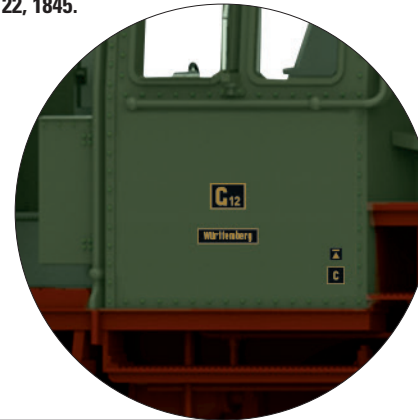
Prototype: Württemberg State Railways (W.St.E.) class G 12 steam freight locomotive. Olive green provincial railroad paint scheme. Road number 1901 built in 1919 under builder number 3865 by the Esslingen Machinery Company. The locomotive looks as it did when delivered around 1919.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. A factory-installed smoke unit is included. There is a permanent close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the front of the locomotive. There is a close coupler with an NEM coupler pocket and guide mechanism on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. Piston rod protection sleeves and brake hoses are included. Length over the buffers 21.2 cm / 8-3/8".

- 175 Years of Railroading in Württemberg (1845-2020).
- First line opening Cannstatt-Untertürkheim on October 22, 1845.

A freight car set to go with this locomotive can be found under item number 45175 in the Märklin HO assortment, with information about the required DC wheelsets.

This model can be found in an AC version in the Märklin HO assortment under item number 37586.



The imprinting is razor-sharp and authentically recreated from the prototype

A factory-installed smoke unit is included



175 Jahre Eisenbahnen
in Württemberg

Digital Functions under DCC and mfx	
Headlight(s)	
Smoke generator	
Steam locomotive op. sounds	
Locomotive whistle	
Direct control	
Sound of squealing brakes off	
Engineer's cab lighting	
Whistle for switching maneuver	
Air Pump	
Letting off Steam	
Sound of coal being shoveled	
Tipping grate	
Water Pump	
Injectors	
Sanding	
Replenishing fuel	
Replenishing fuel	
Replenishing fuel	
Switching maneuver	
Control function	
Sound of Couplers Engaging	
Rail Joints	
Safety Valve	
Conductor's Whistle	



Märklin 45175

22458

The Rugged T 3 with Freight Cars



24148 Freight Car Set for the T 3

Prototype: Three different freight cars as a set from Era I. A Royal Prussian Railroad Administration (KPEV) type Gm boxcar, Kattowitz 18684. A two-axle insulated boxcar, used on the LBE, Lübeck-Büchen 600 011 P. A KPEV type Omk[u] gondola with a load of coal and with iron board walls, Köln 64752. The cars look as they did around 1914.

Model: The type Gm boxcar has no brakeman's cab or end reinforcements and is reddish brown. The beer car for the brewery "Ratzeburger Aktien-Brauerei" has a brakeman's cab and spoked wheels and is cream white. The gondola has a brakeman's cab and an insert of real scale-sized coal, and is reddish brown.

Total length over the buffers approximately 30.5 cm / 12". AC wheelset for the type Omk[u] E700250, for the rest of the cars E700150.

- All of the cars are individually packaged.



A very beautiful beer car included

A freight train baggage car and another freight car set to go with these cars are available in Märklin under item numbers 46394 and 46985.

The ideal add-ons

46394 Freight Car Set



46985 Freight Train Baggage Car





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

22914 Class T 3 Steam Locomotive

Prototype: Royal Prussian Railroad Administration (KPEV) class T 3 steam tank locomotive, later the class 89.70-75. Road number 6135 HALLE. This locomotive was built in 1898 by Henschel in Kassel under builder number 4938.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a miniature motor in the boiler. 3 axles powered. Traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a clear view through the cab. The locomotive has many separately applied details. Brake hoses are included. Length over the buffers 9.9 cm / 3-7/8".

- Very beautiful Prussian paint scheme.
- Older design buffers.
- Provincial railroad lanterns.
- mfx digital decoder and extensive operating and sound functions included.

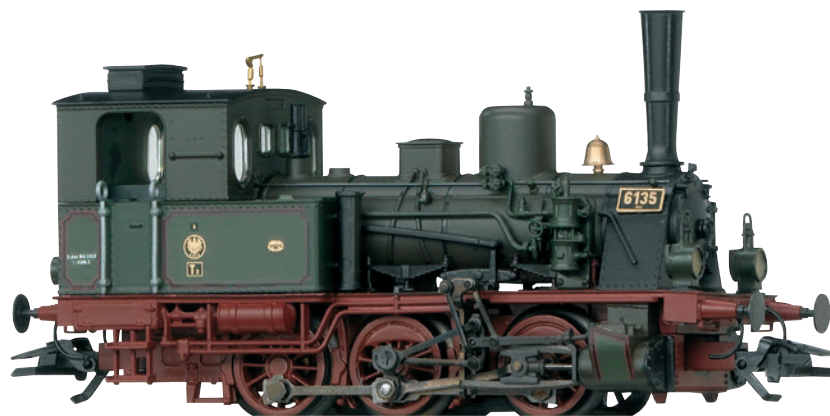
Cars to go with this locomotive can be found in the Trix H0 assortment under item number T24148.

Also in the Märklin H0 assortment under item numbers 46394 and 46985.

This model can be found in an AC version in the Märklin H0 assortment under item number 37148.

Digital Functions under DCC and mfx

Headlight(s)
Locomotive operating sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Air Pump
Locomotive whistle
Letting off Steam
Sound of coal being shoveled
Injectors
Coupler sounds
Grate Shaken
Replenishing fuel
Replenishing fuel
Conductor's Whistle



| Märklin 46985 |

24148

| Märklin 46394

| 22914 |

DRB Freight Transport in Era II



Road number 95 004 was built by Borsig in 1922 under builder number 11108. It was delivered on January 31, 1923. From March of 1923 to May of 1936, it was based in Dresden-Friedrichstadt, and from June of 1936 to May of 1941 in Pressig-Rothenkirchen.

25098 Class 95.0 Steam Locomotive

Prototype: German State Railroad (DRB) class 95.0 (former Prussian T20) freight tank locomotive. Version with 3 domes, water tanks riveted from inside without visible rivets and with openings, German State Railroad lanterns. Road number 95 004. The locomotive looks as it did around 1939.

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 is constructed chiefly of metal. A 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. In addition, the cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupler with an NEM pocket and a guide mechanism at both ends of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers approximately 17.4 cm / 6-7/8".

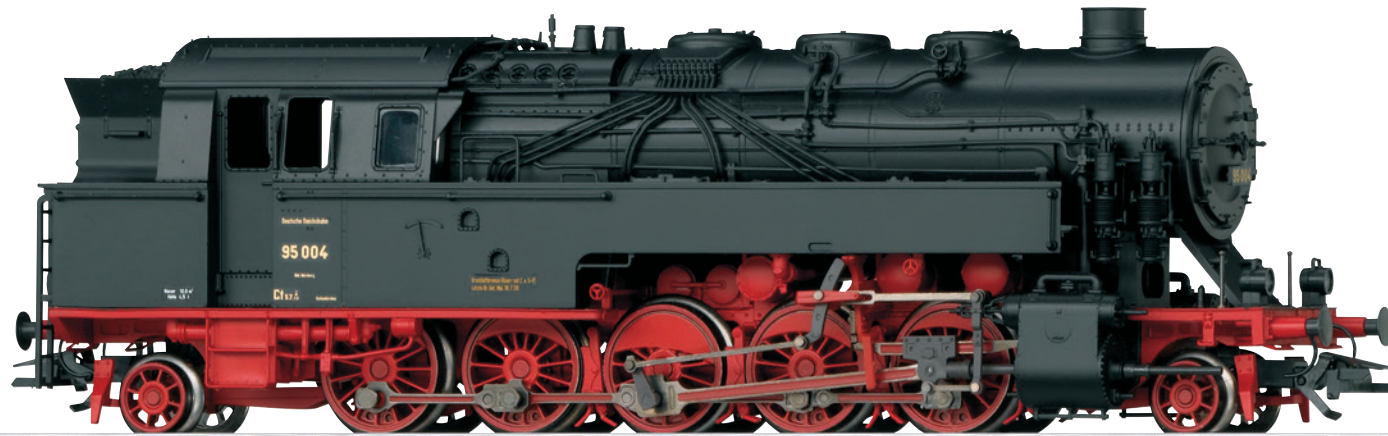
- Especially intricate metal construction.
- Partially open bar frame and many separately applied details.
- Cab lighting can also be controlled digitally.
- Additional sound functions included.

A freight car set to go with this locomotive is offered in the Märklin H0 assortment under item number 46017. Your specialty dealer will be happy to do the wheelset exchange at no charge.

This model can be found in an AC version in the Märklin H0 assortment under item number 39098.

Digital Functions under DCC and mfx

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



Märklin 46017

25098



Ideal steam locomotive for unit trains



22980 Class 44 Steam Locomotive

Prototype: German Federal Railroad (DB) class 44 heavy steam freight locomotive, with a type 2'2'T34 standard design coal tender. Black/red basic paint scheme. Standard design Witte smoke deflectors, pilot truck wheel set with spoked wheels, without smoke box central locking, with an inductive magnet on one side. Road number 44 1374. The locomotive looks as it did around 1962/63.

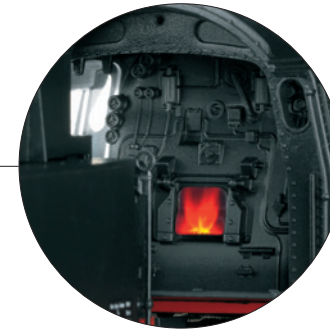
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the coal tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and flickering at the ash pan can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket and a guide mechanism on the tender and on the front

of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods, brake hoses, and imitation couplers are included as detail parts. Length over the buffers 26 cm / 10-1/4".

- **Version with a coal tender, based on the new tooling for the class 44 steam locomotive.**
- **Digital decoder and a variety of operation and sound functions included.**
- **Cab lighting, firebox flickering, and flickering at the ash pan can also be controlled digitally.**
- **Partially open bar frame with a mostly clear view between the running gear and the boiler.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

Four-axle standard design tank cars to go with this locomotive for making long unit trains can be found under item number 00727 as a 12-car display with different car numbers in the Märklin H0 assortment with information about the required DC wheelsets.

This model can be found in an AC version in the Märklin H0 assortment under item number 39881.



It's being fired up again!
The class 44 and its
firebox flickering



Digital Functions under DCC and mfx

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





22985 Class 44 Steam Locomotive

Prototype: Road number 44 1667. The locomotive looks as it did around 1962/63.

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

All additional information can be found under item number 22980.



In Shuttle Service in the Sixties



22876 Class 78 Steam Locomotive

Prototype: German Federal Railroad (DB) class 78 (former Prussian class T18) steam tank locomotive. Version with three boiler domes (D-D-S), and a rectangular sand dome. Riveted water tanks, cab roof with a rectangular top part, triple headlights with DB Reflex glass lamps. Road number 78 516. Based in Essen. The locomotive looks as it did around 1965.

Model: The locomotive has a 21-pin digital interface connector. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The locomotive has numerous separately applied grab irons and piping. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers approximately 17 cm / 6-11/16".

- Completely new tooling.
- Especially intricate metal construction.
- Many separately applied details.
- 21-pin digital interface connector included.
- A 72270 smoke generator can be installed.

This model can be found in an AC version in the Märklin H0 assortment under item number 39786.

New tooling



The image shows the first realization as a rendering

DB Tank Locomotive Road Number 78 516

Designed originally in 1911 for faster handling of passenger train service on the Isle of Rügen, the T 18 resulted in one of the most successful German tank locomotives with its symmetrical design with three coupled wheel sets, two trucks, large fuel and water tanks, and a maximum speed of 100 km/h / 62.5 mph in both directions of travel. It had two-cylinder hot steam running gear with externally mounted, horizontal cylinders positioned between the wheel sets of the pilot truck. Propulsion went to the second coupled wheel set and there was a two-axle truck front and rear, each with 40 mm / 1-9/16" of side play. The T 18 had a rugged frame. The annoying jerks still present on the prototype of 1912 at speeds of more than 60 km/h 37.5 mph were soon reduced by improved mass balancing. The T 18 was therefore authorized for 100 km/h / 62.5 mph despite its relatively small driving wheel diameter of 1,650 mm / 65".

By 1927, the DRG rostered all total 460 Prussian (and clones) as well as 20 Württemberg T 18 units as road numbers 78 001-282 and 351-528. In 1935, the Saar units (78 283-328) were added. After nationalization of the Eutin-Lübeck Railroad (ELE) in 1941, the DRG acquired its T 18 units as 78 329 and 330. About 420 units survived in the Western Zones after the end of World War II. After retiring locomotives damaged in the war, the DB still rostered 377 operational units on July 1, 1950, including 32 units on the railroad in Saarland. By the mid-Sixties, the class 78 units were an everyday sight in many railroad districts.

Road number 78 516 serving as the Märklin prototype was part of the next to the last delivery of the T 18. It was built in 1924 like almost all units at the Stettin Vulcan Works and had almost the last design of the former Prussian units with improved roof vents by virtue of a rectangular installation with adjustable hatches on the cab roof. It also had three domes (sand box, steam dome, and feed water dome) on the top of the boiler, older design buffers, continuous Knorr compressed air brakes, and De Limon lubrication pumps. Road number 78 516 took up service in the Essen District, which it kept

all of its working life. Its assignments were Mülheim/Ruhr-Speldorf, Oberhausen Main Station, Dortmund (there equipped with shuttle train control), Duisburg Main Station, Essen Main Station, and finally Paderborn. From the end of 1958 to the start of 1965, the

Essen District roster had always vacillated between 50 and 62 units, of which at least 20 were shuttle train locomotives. Starting in July of 1966, only Paderborn in the Essen District still hosted operational T 18 units, including road number 78 516. Yet it was also evident

there that these locomotives could no longer be used rationally. Road number 78 516 was soon put in storage on March 1, 1967 and retired shortly thereafter on May 22, 1967.



The Reliable Class 74 in Shuttle Service



23456 Passenger Car Set with a Cab Control Car

Prototype: German Federal Railroad (DB) corridor and cab control cars consisting of 3 Donnerbüchsen / "Thunder Boxes", two type Ci, 3rd class, and one type BCi, 2nd/3rd class, and one type Pwif-41/52 passenger train baggage car with an engineer's cab. The cars look as they did in the mid-Fifties.

Model: All of the cars have LED interior lighting that can be controlled from the cab control car. All of the cars have a bottle green paint scheme. The cab control car has an mfx digital decoder and many sound and light functions.

The cab control car also has headlights / marker lights that change over with the direction of travel from triple headlights to dual red marker lights. They can be controlled digitally. The cars have close couplers in NEM pockets with guide mechanisms.

Total length over the buffers approximately 60 cm / 23-5/8".

- All of the cars include LED interior lighting.
- Cab control car includes headlight(s) / marker lights that change over with the direction of travel.

This car set can be found in an AC version in the Märklin H0 assortment under item number 43146.

The locomotive to go with this car set in AC is available at Märklin under item number 36746.

Digital Functions under DCC and mfx
Interior lights
Headlight(s)
Load area door
Electric cart
Conductor – delay
Dialog
Loading – malfunction
Dialog
Conductor – departure
Shipping documents
Conductor – toilet
Bell
Operating sounds
Surrounding sounds
Station Announcements
Rail Joints

Cab control car includes an mfx digital decoder and a variety of sound and light functions



The headlights / marker lights on the cab control car change according to the direction





22550 Class 74 Steam Locomotive

Prototype: German Federal Railroad (DB) class 74 tank locomotive, former Prussian T12. Road number 74 867. Era III. The locomotive looks as it did around 1955.

Model: The locomotive has an mfx digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details.

Length over the buffers 12.7 cm / 5".

- mfx decoder and a speaker included.

This locomotive can be found in an AC version in the Märklin H0 program under item number 36746.

Digital Functions under DCC and mfx

Headlight(s)
Rear Headlights off
Locomotive operating sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Bell
Switching maneuver
Letting off Steam
Front Headlights off
Sound of coal being shoveled
Conductor's Whistle
Air Pump
Whistle for switching maneuver
Ticket please
Station Announcements

First time with expanded, digitally controlled light and sound functions as well as white/red headlight / marker light changeover



23456

22550

Brawny Powerhouse



24134 Tank Car

Prototype: German State Railroad (DR/GDR) tank car. Brakeman's platform and brakeman's cab included. Without company lettering, gray. The car looks as did around 1960.

Model: This is a 2-axle tank car. The platforms and ladders are separately applied.

Length over the buffers 10.2 cm / 4".

AC wheelset E700150.



24135 Acid Transport Car

Prototype: German State Railroad (DR/GDR) acid transport car. Car painted and lettered for the publicly owned company (VEB) "Zellstoffwerke Pirna". Brakeman's cab included. The car looks as it did around 1960.

Model: The car has detailed, intricate framed supports. The car is loaded with 12 acid containers.

Length over the buffers 11.3 cm / 4-7/16".

AC wheelset E700150





22113 Class 80 Steam Locomotive

Prototype: German State Railroad (DR/GDR) class 80 tank locomotive. The locomotive looks as it did around 1960.

Model: The locomotive has a multi-protocol digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details.

Length over the buffers approximately 11.1 cm / 4-3/8".

- Digital decoder and extensive sound functions.
- Many separately applied details.

This model can be found in an AC version with Telex couplers in the Märklin H0 program under item number 37063.

Digital Functions under DCC and mfx

Headlight(s)
Whistle for switching maneuver
Steam locomotive op. sounds
Locomotive whistle
Grate Shaken
Sound of squealing brakes off
Sound of coal being shoveled
Sound of Couplers Engaging
Direct control
Letting off Steam
Coupler sounds
Conductor's Whistle
Switching maneuver
Rail Joints
Air Pump
Sanding

*DR/GDR variation
Additional sounds included*



24128

24135

24134

22113

Typical DR Worker Transport



Road number 75 1116 was built in 1921 under builder number 2148 by the Karlsruhe Machinery Production Company. The original Baden road number was Vlc 1120.

The locomotive was based from 1949 to 1969 in Bautzen. It was retired at the Bautzen maintenance facility on August 14, 1969.

22792 Class 75.4 Steam Locomotive

Prototype: German State Railroad (DR/GDR) class 75.4 (former Baden Vlc) general-purpose steam tank locomotive. Version with dual headlights with DRB design electric lamps and riveted water tanks. Road number 75 1116.

The locomotive looks as it did around 1964.

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 is constructed largely of metal. 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. Maintenance-free warm white LEDs are used for lighting. The locomotive has numerous separately applied metal grab irons and lines. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- Especially intricate metal construction.
- Numerous separately applied metal grab irons and lines.
- DCC/mfx digital decoder and a wide variety of operations and sound functions included.
- Factory-installed smoke unit.

This model can be found in an AC version in the Märklin H0 assortment under item number 39758.

Digital Functions under DCC and mfx

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



New tooling: smoke box door and water tanks



Märklin 46395

22792



46395 Passenger Car Set for the Class 75

The ideal add-ons



Timelessly Elegant and Still Popular Today



22451 Class E 18 Electric Locomotive

Prototype: Class E 18 electric locomotive in a steel blue basic paint scheme. Version with flat lamps as lower head-lights and inductive magnets on both sides. Road number E 18 32. The locomotive looks as it did around 1964.

Model: The locomotive has an mfx digital decoder and extensive sound functions. The locomotive also has controlled high-efficiency propulsion with a flywheel. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be

turned off separately in digital operation. When the head-lights at both ends are turned off, then the "Double „A“ Light" function is on. Maintenance-free warm white and red LEDs are used for the lighting. The cabs and engine room have interior details. The locomotive body has numerous separately applied details. The locomotive has prototypical double arm pantographs. The running gear is finely detailed with prototypical modelling of the quill drive driving wheels. The buffers are constructed of metal and are separately applied in a convex and flat version. Length over the buffers 19.5 cm / 7-11/16".

Era III passenger cars to go with this locomotive can be found in the Trix and in the Märklin H0 assortment.

Digital Functions under DCC and mfx

Headlight(s)
Main Relay
Operating sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab2 End
Station Announcements
Conductor's Whistle
Blower motors
Blower motors
Pantograph Sounds
Sanding
Coupler sounds
Rail Joints
Brake Compressor
Operating sounds



The Lollo



22162 Class V 160 Diesel Locomotive



Prototype: German Federal Railroad (DB) class V 160 “Lollo” general-purpose locomotive in the pre-production version. Paint scheme for the prototype series. The sides of the locomotive have different arrangements of vents and windows. Road number V 160 006. The locomotive looks as it did in 1961.

Model: The locomotive has a digital decoder and extensive sound functions. The locomotive also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive 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. Maintenance-free warm white and red LEDs are used for the lighting. Metal grab irons are separately applied on the sides and ends. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the locomotive are included. Length over the buffers approximately 18.4 cm / 7-1/4”.

This model can be found in an AC version in the Märklin HO assortment under item number 39741.

Digital Functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Direct control
Sound of squealing brakes off
Rear Headlights off
Low Pitch Horn
Front Headlights off
Auxiliary diesel
Blower motors
Conductor's Whistle
Brake Compressor
Letting off Air
Sanding
Switching maneuver
Operating sounds
Warning announcement
Replenishing fuel
Coupler sounds
Coupler sounds
Surrounding sounds



The Class 078 with a Separately Applied Inductive Magnet



22875 Class 078 Steam Locomotive

Prototype: German Federal Railroad (DB) class 078 (former Prussian class T18) steam tank locomotive. Version with three boiler domes (D-D-S), and a rectangular sand dome. Riveted water tanks, cab roof with a rectangular top part, triple headlights with DB Reflex glass lamps. Road number 078 256-5. Based in Aalen. The locomotive looks as it did around 1969.

Model: The locomotive has a digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. Dual red marker lights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has numerous separately applied grab irons and piping. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers approximately 17 cm / 6-11/16".

- Completely new tooling.
- Especially intricate metal construction.
- Many separately applied details.
- Cab lighting can also be controlled digitally.
- Marker lights can be controlled separately in digital operation.
- A 72270 smoke generator can be installed.
- 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 39785.

Digital Functions under DCC and mfx
Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator contact
Direct control
Engineer's cab lighting
Front Headlights off
Bell
Marker light(s)
Sound of squealing brakes off
Sound of coal being shoveled
Conductor's Whistle
Letting off Steam
Switching maneuver
Whistle for switching maneuver
Air Pump
Water Pump
Injectors
Sanding
Safety Valve
Tipping grate
Generator Sounds
Replenishing fuel
Replenishing fuel
Replenishing fuel



The image shows the first realization as a rendering



23170

23120

23160

22875

TRIX
H0



Traveling in the Lightweight Express Train



23160 Passenger Car, 2nd Class

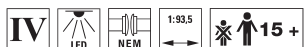
Prototype: German Federal Railroad (DB) passenger car, 2nd class, for so-called lightweight express trains (LS). Type Bymb 421. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. Chrome oxide green paint scheme. The car looks as it did around 1969.

Model: The car has factory-installed LED interior lighting and current-conducting couplers. The interior lighting works only in conjunction with the center entry cab control

car and can be turned on and off digitally with a decoder in the cab control car. A defined order of cars is required to do this. There are red transparent marker light inserts on the ends of the car. The underbody is specific to the type of car. The trucks are type Minden-Deutz heavy with double brake shoes. The minimum radius for operation is 360 mm / 14-3/16". Restroom downpipes and push/pull train control lines are included as separately mounted parts for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8".

- **Factory-installed LED interior lighting.**
- **Operating current-conducting couplers.**
- **Interior lighting can be digitally controlled with a decoder in the cab control car.**

This model can be found in an AC version in the Märklin H0 assortment under item number 43160.



23120 Passenger Car, 1st/2nd Class

Prototype: German Federal Railroad (DB) passenger car, 1st/2nd class, for so-called lightweight express trains (LS). Type ABymb 411. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. Chrome oxide green paint scheme. The car looks as it did around 1969.

All additional information can be found under item number 23160.

This model can be found in an AC version in the Märklin H0 assortment under item number 43120.





23170 Cab Control Car

Prototype: German Federal Railroad (DB) cab control car, 2nd class, for so-called lightweight express trains (LS). Type Bymf 436 without a baggage area. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. Chrome oxide green paint scheme. The car looks as it did around 1969.

Model: The car has a digital decoder. It also has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The car has factory-installed LED interior lighting that can be controlled digitally. The cab lighting can also be controlled digitally. The current-conducting couplers can be controlled digitally. The underbody is specific to the type of car. There are red transparent marker light inserts on the end of the car without a cab. The trucks are type Minden-Deutz heavy with double brake shoes. The truck at the end of the car with a cab has rail clearance devices, a "Sifa" (deadman's control system) relay box, inductive magnets, and a type D 62 generator. The minimum radius for operation is 360 mm / 14-3/16". Restroom downpipes and push/pull

train control lines are included as separately mounted parts for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8".

- **Digital decoder included.**
- **Headlights and marker lights, controlled digitally.**
- **Factory-installed LED interior lighting, controlled digitally.**
- **Cab lighting, controlled digitally.**
- **Operating current-conducting couplers, controlled digitally.**
- **Interior lighting for the entire car consist can be controlled digitally with a decoder in the cab control car.**

This model can be found in an AC version in the Märklin HO assortment under item number 43330.

Digital Functions under DCC and mfx

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

Cab control car includes red marker light / white headlight changeover



23170

23120

23160

22875

Powerful Pressure in the Boiler



The Berlin Machinery Builders, Inc. Schwartzkopff delivered the first class 41 fast freight locomotives in 1936. These units turned out to be general-purpose locomotives for medium heavy trains. Between 1936 and 1941, 366 locomotives of this class were built, most of which were acquired after World War II by the German Federal Railroad and the German State Railroad (East Germany).

22841 Class 041 Steam Locomotive
Prototype: German Federal Railroad (DB) class 041 steam freight locomotive with a tender and coal firing. Rebuilt design version with new design high-performance boiler, type 2'2 T34 coal tender, Witte smoke deflectors, DB Reflex glass lamps, inductive magnet on one side, and buffer plate warning stripes. Road number 041 282-5. The locomotive looks as it did around 1969/70.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 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 headlamps 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 that can be adjusted

for the track curves. 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 27.5 cm / 10-13/16".

- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **Digital decoder and a variety of operational and sound functions included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37928.

Digital Functions under DCC and mfx
Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Air Pump
Whistle for switching maneuver
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Replenishing fuel
Replenishing fuel
Replenishing fuel
Sanding
"Switcher Double ""A"" Light"
Switching maneuver
Generator Sounds
Operating Sounds 1
Rail Joints
Safety Valve
Sound of Couplers Engaging



The Class 41

The locomotive building industry developed the class 41 2-8-2 locomotive for fast freight trains as part of the DRG's standardized locomotive program. Schwartzkopff delivered two sample units in 1936. The frame was a new development; the boiler was the same as on the class 03, but was designed on the class 41 for 20 atmospheres or 290 pounds pressure per square inch. The axle load could be set at 18 tons or 20 tons per axle. The resulting class 41 was for the

first time a general-purpose locomotive that could be used anywhere. The two pre-production units were followed by 364 regular production locomotives that were improved somewhat and that were delivered by almost all of the German locomotive builders by 1941. These locomotives could run at 90 km/h or 56 mph and had 1,900 horsepower; they were used almost everywhere. After World War II, there were 216 locomotives on the DB's roster. It was soon found

out that the type St47K boilers were worn out. Since the class 41 was indispensable, the DB developed a completely welded, high-performance boiler with a combustion chamber. Compared to the previous long tube boiler, this version had a higher ratio of premium radiant heating surface and could therefore support a greater load. Between 1957 and 1961, 102 class 41 locomotives were equipped with this new boiler at the maintenance facility in Braunschweig. Together

with the front skirting being removed, this resulted in a considerably new look for the class 41 locomotives. 40 of these converted locomotives were also equipped for oil firing. The last grate-fired converted units were retired in 1971.



Created for Switching Work



24175 "2 Tubs" Coking Coal Tub Transport Car Set

Prototype: Two flat cars, each with two coking coal tubs, used on the German Federal Railroad (DB). Coking coal tubs with a capacity of 24 cubic meters / 847.55 cubic feet.

Model: The car floors are partially open and have a finely detailed load surface. The brakeman's platforms are separately applied. Each car comes with 2 removable containers that can be opened by hinges. They are loaded with real coking coal.

Total length over the buffers approximately 17.6 cm / 6-15/16". AC wheel set E700150.

- Coking coal tubs loaded with real coking coal.
- Removable containers that can be opened by hinges.
- Different car numbers and tub registration numbers.



24177 "3 Tubs" Coking Coal Tub Transport Car Set

Prototype: Two flat cars, each with three coking coal tubs, used on the German Federal Railroad (DB). Coking coal tubs with a capacity of 12 cubic meters / 423.78 cubic feet.

Model: The car floors are partially open and have a finely detailed load surface. The brakeman's platforms are separately applied. Each car comes with 3 removable containers that can be opened by hinges. They are loaded with real coking coal.

Total length over the buffers approximately 17.6 cm / 6-15/16". AC wheel set E700150.

- Coking coal tubs loaded with real coking coal.
- Removable containers that can be opened by hinges.





The locomotive, Road number 94 1232 was built in 1922. However, in the Sixties it had a boiler type from 1914 according to Design Sheet XIV 4f. Externally the locomotive looked like older units. Road number 94 1232 was based in Mannheim until 1968. It was then transferred to Crailsheim. Starting in 1968 it had the computer number 094 232-6. It is modelled as it looked in Crailsheim in 1969.

22863 Class 94 Steam Locomotive

Prototype: German Federal Railroad (DB) class 094 (former class 94.5-17) steam freight tank locomotive, with a bell and a feed water heater on the top of the boiler as well as older design buffers. Road number 094 232-6. The locomotive looks as it did around 1969 in Crailsheim.

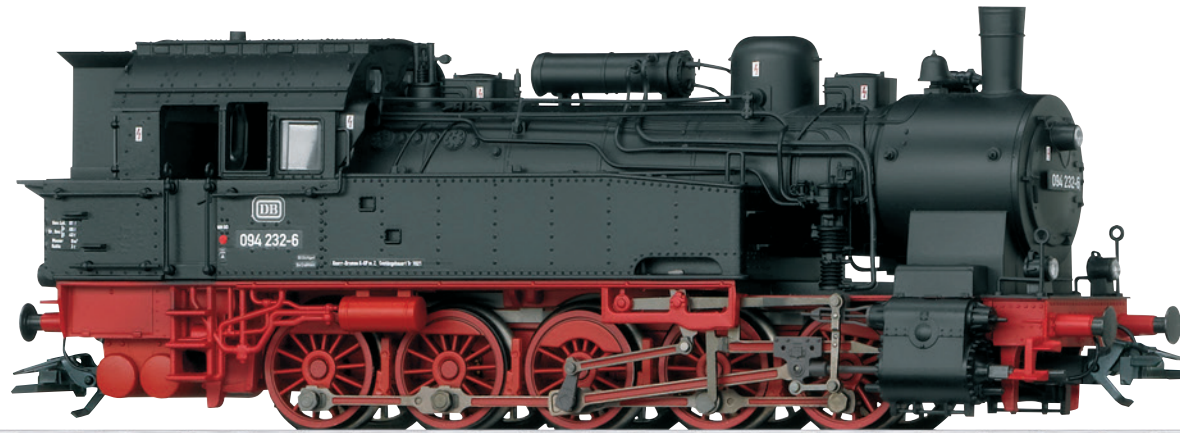
Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- mfx digital decoder and extensive operation and sound functions included.
- DB Reflex glass lamps included, switching radio antenna not on the cab roof.

This model can be found in an AC version with Telex couplers in the Märklin HO program under item number 37180.

Digital Functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Air Pump
Whistle for switching maneuver
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Rail Joints
"Switcher Double ""A"" Light"
Sanding
Replenishing fuel
Replenishing fuel
Replenishing fuel
Coupler sounds



24177

24175

22863

High Voltage Specialist



22973 Class 701 Powered Catenary Maintenance Rail Car

Prototype: Class 701 standard powered catenary maintenance rail car as a maintenance vehicle for the Cologne-Nippes catenary department, includes a work platform and double arm pantograph as well as a 2-axle catenary construction car. German Federal Railroad (DB). Gold yellow basic paint scheme for DB maintenance vehicles. Used for servicing and checking catenary. Powered catenary maintenance rail car number 701 018-4. The unit looks as it did in the Eighties.

Model: The unit has a digital decoder and extensive operation and sound functions. It also has controlled, high-efficiency propulsion. The unit has a compact-design, maintenance-free motor. 2 axles powered. Traction tires.

The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately front and rear. The unit has the double "A" light function. Maintenance-free warm white and red LEDs are used for the lighting. The engineer's cab has interior details. The work platform can be raised, lowered, and turned in digital operation. It is controlled using the control knob on the locomotive controller. Function button F1 is used to select running of the unit or activation of the work platform when the unit is stopped. The double arm pantograph can be raised and lowered in digital operation. The pantograph does not pick up power from the catenary. The unit has a special drawbar for coupling the catenary construction car to the

powered catenary maintenance rail car. The catenary construction car is loaded with rolls of cable and frames for guiding the cable. Total length over the buffers approximately 32 cm / 12-5/8".



The work platform in use

*Digitally controlled platform
Full sound and 32 functions*



- Work platform can be raised, lowered, and turned in digital operation.
- Double arm pantograph can be raised and lowered in digital operation.
- Digital decoder and extensive operation and sound functions included.
- Catenary construction car includes a typical load.

This model can be found in an AC version in the Märklin H0 assortment under item number 39973.



Digital Functions under DCC and mfx

Headlight(s)
On/off function
Diesel locomotive op. sounds
Horn
Pantograph control
Raise/Lower Work Platform
Raise/Lower Work Platform
Rotate Work Platform
Rotate Work Platform
Procedure function
Procedure function
Procedure function
Direct control
Surrounding sounds
Surrounding sounds
Sound of squealing brakes off
Surrounding sounds
Surrounding sounds
Surrounding sounds
Surrounding sounds
Warning Sound
Cab Radio
Sanding
Brake Compressor
Switching maneuver
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Warning announcement
Dialog
Dialog
Dialog

Oil-Fired in Occasional Border Schedules



25097 Class 95.0 Steam Locomotive with Oil Firing

Prototype: German State Railroad (DR/GDR) class 95.0 (former Prussian T 20) freight tank locomotive. Version with oil firing. Also included are triple headlights, turbodynamo, German State Railroad lanterns, 3 domes, and welded water tanks. Road number 95 0041-4. The locomotive looks as it did around 1978.

Model: The locomotive has an mfx 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 is constructed chiefly of metal. The triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. In addition, the cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupler with an NEM pocket and a guide mechanism at both ends of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers approximately 17.5 cm / 6-7/8".

- Partially new tooling.
- Especially finely executed metal construction.
- Partially open bar frame and many separately applied details.
- Cab lighting can also be controlled digitally.
- mfx 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 39097.

*First time with oil firing
Many parts were redesigned to realize oil firing*



Digital Functions under DCC and mfx

Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator contact
Direct control
Engineer's cab lighting
Switching maneuver
Sound of squealing brakes off
Letting off Steam
Operating Sounds 1
Operating Sounds 2
Whistle for switching maneuver
Water Pump
Injectors
Bell
Air Pump
Sanding
Replenishing fuel
Replenishing fuel
Replenishing fuel
"Switcher Double "A" Light"
Rail Joints
Coupler sounds



23147 "Silberlinge" / "Silver Coins" Passenger Car Set

Prototype: Two German Federal Railroad (DB) fast train passenger cars, known colloquially as "Silberlinge" / "Silver Coins". Both cars 2nd class. Fast train E 2002 from Ludwigstadt to Saalfeld. The cars look as they did at the end of the Seventies.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbodies are specific to the car types. The trucks have conventional brake shoes. Both cars have factory-installed LED interior lighting. Downpipes and switchman's steps are included. Total length over the buffers approximately 57 cm / 22-7/16".

This car set can be found for AC in the Märklin H0 assortment under item number 43147.

- Factory-installed LED interior lighting included.

The right fast train passenger car set for the oil-fired class 95



Museum Piece

At the start of the Thirties, hydraulic transmissions had proven successful on small locomotives and powered rail cars. The Voith-Föttinger hydraulic transmission had matured significantly since then and offered several advantages, and large diesel motors had achieved a satisfactory level of development. At the end of 1934, the German State Railroad therefore decided on the construction of the first large diesel locomotive in the world powered hydraulically, under the leadership of Krauss-Maffei. The entire project had a small snag however, because the locomotive was supposed to be completed by the beginning of the exhibition "100 Years of German Railroading" in mid-July of 1935. There were thus only eight months of construction time available. Despite many problems, an exemplary contribution

by all parties involved resulted in successful delivery on time of the diesel locomotive initially designated V 16 101 and running under its own power to the Nürnberg exhibition.

After that, there were various tests scheduled and in test runs, the locomotive left the performance of steam locomotives such as the Prussian P 8 somewhat in the dust. Final acceptance by the DRG took place in 1936. Then, this unit ran in the Munich area and was reclassified according to its design as V 140 001. After a successful probation period, the German State Railroad proudly presented it in 1937 at the Paris World Exhibition. It was awarded a "Grand Prix" there as an excellent engineering achievement of its time. World War II interrupted further development of powerful diesel locomotives

and put road number V 140 001 into storage. Yet after the end of the war, the great interest on the part of the occupation forces in technical innovations in Germany caused a resurrection of the locomotive that had suffered damage in the war. Krauss-Maffei took on the overhaul and added small improvements. At the end of 1947 / beginning of 1948 new test runs took place. After that V 140 001 was now in a wine red paint scheme and was stationed at Frankfurt-Griesheim available for scheduled use. Up to its final storage in December of 1952, it recorded at least about 130,000 kilometers / 81,250 miles in express, fast train, and passenger train service to Nürnberg, Heidelberg, and Fulda. A main inspection, its lone wolf status, increasing difficulty in procuring spare parts, and delivery of

new diesel locomotives led to the retirement on October 13, 1953 of the ancestor of all hydraulic diesel locomotives. As a pioneering design and pointing the way for the construction of large locomotives, it did not end up on the scrap heap, but was preserved and has been available for admiring since 2006 at the branch of the German National Museum in Munich at the roundhouse for "Lokwelt Freilassing" / "Freilassing Locomotive World".



22404 Class V 140 Diesel Locomotive

First large diesel locomotive in the world powered hydraulically – road number V 140 001 of the DRG.

Prototype: Class V 140 001 diesel hydraulic locomotive, blue basic paint scheme. German National Museum, Munich, Germany, museum version on loan to and installed in the roundhouse at Locomotive World, Freilassing, Germany. Lettered V 140 001 of the former German State Railroad (DR), Era II/VI.

Model: The locomotive has an mfx digital decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel. 3 axles powered through side rods. 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. The locomotive has the double "A" light function. The cab lighting can be turned off separately in digital operation.

Maintenance-free, warm white and red LEDs are used for the lighting. Length over the buffers 16.5 cm / 6-1/2".

- Glossy paint scheme.
- Extensive light and sound functions included.

Glossy paint scheme



Digital Functions under DCC and mfx

Headlight(s)
Bell
Diesel locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Special Function
Engineer's cab lighting
Engineer's cab lighting
Brake Compressor
Letting off Air
Replenishing fuel
Conductor's Whistle
Train announcement
Train announcement
Blower motors
Doors Closing
Sanding
Special Function
Coupler sounds
Rail Joints
Auxiliary diesel

Modern Commuter Service



22489 Class 648.2 Diesel Powered Commuter Rail Car



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Prototype: German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter rail car. "Traffic Red" basic paint scheme. Version with low mounted entries. Used in the Koblenz service area, with the train destination display "RE25 Koblenz Hbf". Powered rail car road numbers 648 204-5 and 648 704-4. The rail car looks as it did around 2016.

Model: The model has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel mounted in the Jakobs truck. 2 axles powered. Traction tires. The triple headlight and 2 red marker lights change over with the direction of travel, will work in conventional operation and can be controlled digitally. The headlights at powered rail car ends 2 and 1 can be turned off separately. The powered rail car has a "Double ‚A‘ Light Function". The model has factory-installed interior lighting. Maintenance-free, warm

white and red LEDs are used for the headlights, marker lights, and interior lighting. The destination displays are prototypically correct with yellow LEDs. The headlights, destination displays, and interior lights will work in conventional operation and can be controlled digitally. The running gear and the body are well detailed. There is a clear view through the windows. The model has a closed diaphragm and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the model. Total length approximately 48.1 cm / 18-15/16".

- **Factory-installed LED interior lighting.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37716.

Digital Functions under DCC and mfx

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

Digital decoder and a variety of light and sound functions included



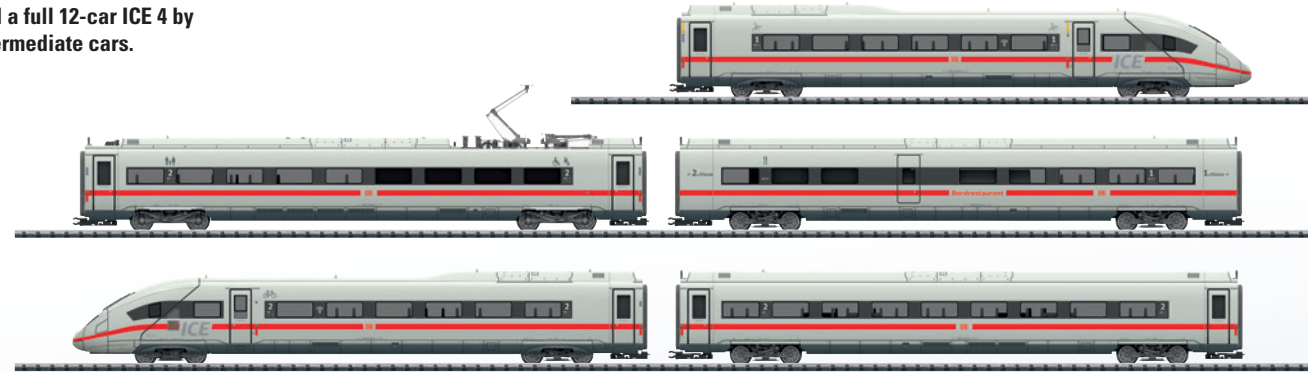
The Flagship of Long Distance Service



22971 ICE 4 Class 412/812 Powered Railcar Train

Prototype: German Railroad, Inc. (DB AG) ICE 4 high-speed train as the class 412/812. 1 type EW 1.2-H end car, class 812, 1st class. 1 type RW "Bordrestaurant" dining car, class 812, 1st class. 1 type TW 2.2 service car, class 412, 2nd class. 1 type MW 2-H intermediate car, class 812, 2nd class. 1 type EW 2.2-H end car, class 812, 2nd class. Powered Railcar Train 9010 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The train looks as it did in 2019.

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

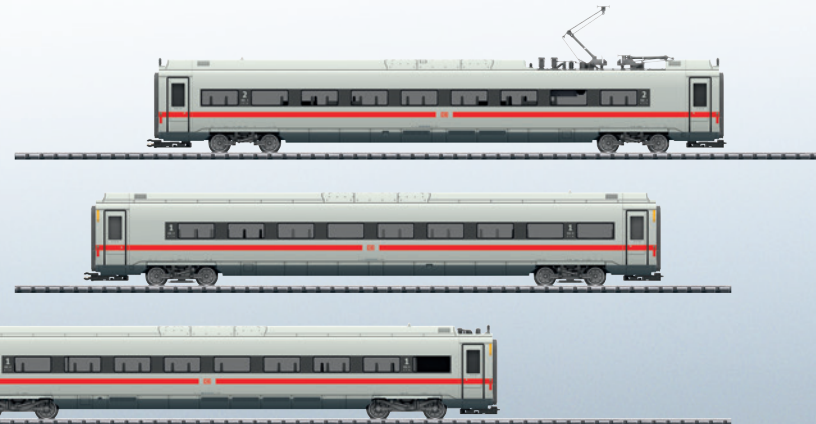


*Available starting in the 2nd half of 2020
Presented in the full-line catalog for 2019/2020*



23971 Add-On Car Set for the ICE 4

Prototype: Add-on cars for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. 1 type MW 1 intermediate car, class 812, 1st class. 1 type TW 1.2 intermediate car, class 412, 1st class. 1 type MW 2.2-HP intermediate car, class 812, 2nd class. Add-on to the powered railcar train 9010 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The cars look as they did in 2019.



23972 Add-On Car for the ICE 4

Prototype: Add-on car for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. Type TW 2.2 intermediate car, class 412, 2nd class. Add-on to the powered railcar train 9010 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The car looks as it did in 2019.



Germany's Fastest Climate Protector



25976 Class 412/812 ICE 4 Powered Railcar Train with a Green Stripe

- Completely new tooling.
- Version with a green stripe and plug symbol on the two end cars to indicate the train's run is done 100% with ecological current.
- Factory-installed LED interior lighting.
- Different lighting scenarios for the interior lighting controlled digitally.
- Pantographs on the service car can be raised and lowered separately as a digital function.
- Digital decoder with extensive light and sound functions.
- 5-piece basic train can be extended with the 3-piece add-on set and an additional intermediate car.



Prototype: German Railroad, Inc. (DB AG) ICE 4 high-speed train as the class 412/812 with a green stripe and plug symbol on the two end cars to indicate the train's run is done 100% with ecological current. 1 type EW 1.2-H end car, class 812, 1st class. 1 type RW "Bordrestaurant" dining car, class 812, 1st class. 1 type TW 2.2 service car, class 412, 2nd class. 1 type MW 2-H intermediate car, class 812, 2nd class. 1 type EW 2.2-H end car, class 812, 2nd class. The train looks as it did in 2019.

Version with a green stripe and plug symbol on the two end cars to indicate the train's run is done 100% with ecological current

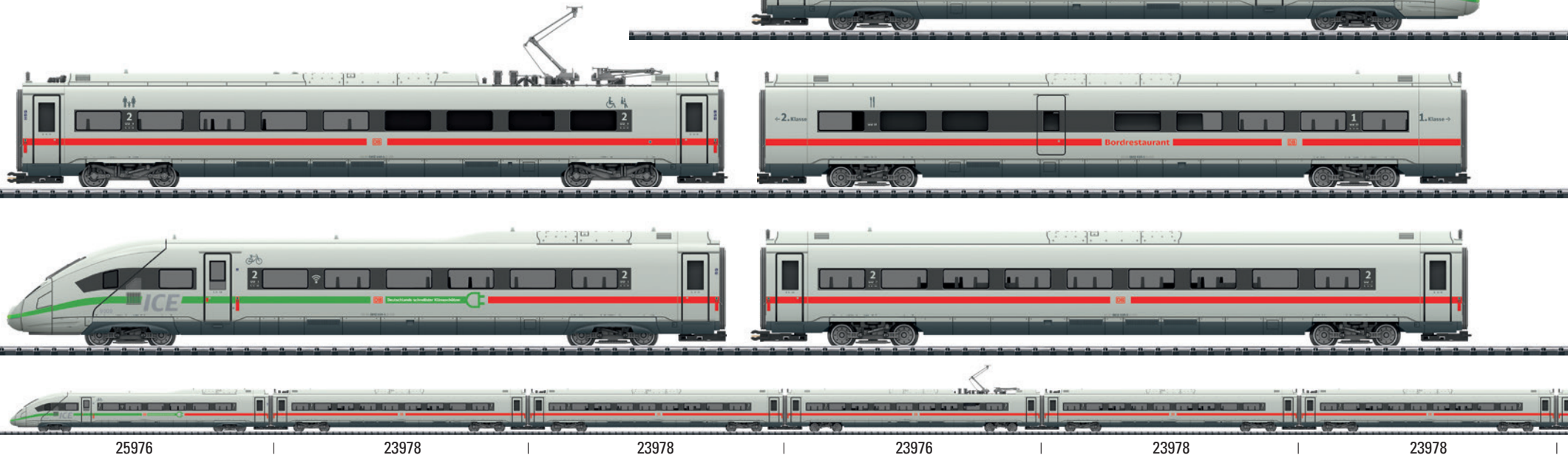
The 5-piece 25976 basic train can be extended with the 3-piece 23976 add-on set and the additional 23978 intermediate car.

The basic train for the ICE 4 high-speed train can be found in an AC version in the Märklin H0 assortment under item number 39716.

Available starting the 2nd half of 2020.

Digital Functions under DCC and mfx

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



25976

23978

23978

23976

23978

23978



23976 Add-On Car Set for the ICE 4

Prototype: Add-on cars for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812.

1 type MW 1 intermediate car, class 812, 1st class.

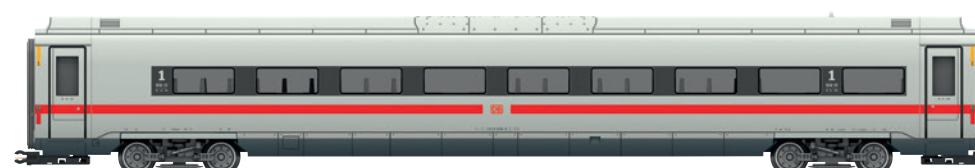
1 type TW 1.2 intermediate car, class 412, 1st class.

1 type MW 2.2-HP intermediate car, class 812, 2nd class.

Add-on to the ICE 4 with a green stripe and plug symbol on the two end cars. The cars look as they did in 2019

This add-on car set for the ICE 4 can be found in an AC version in the Märklin H0 assortment under item number 43726.

Available starting in the 2nd half of 2020.



23978 Add-On Car for the ICE 4

Prototype: Prototype: Add-on car for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. Type TW 2.2 intermediate car, class 412, 2nd class. Add-on to the powered railcar train ICE 4 with a green stripe and plug symbol on the two end cars. The car looks as it did in 2019.

This add-on intermediate car for the ICE 4 can be found in an AC version in the Märklin H0 assortment under item number 43728.

Available starting in the 2nd half of 2020.



23976

23976

25976

The Class 66 on the HGK



22691 Class 66 Diesel Locomotive



© T. Estler

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. Cologne Harbor and Freight Service, Inc. (HGK) diesel locomotive. The locomotive looks as it did in 2012.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "Double 'A' Light" function is on. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. End skirting is included that can also be installed on the buffer beam. Length over the buffers approximately 24.7 cm / 9-3/4".

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39060.

Digital Functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Rear Headlights off
Low Pitch Horn
Front Headlights off
Engineer's cab lighting
Blower motors
Light Function
Compressor
Letting off Air
"Switcher Double ""A"" Light"
Sanding
Low Pitch Horn
High Pitch Horn
Switching maneuver
Coupler sounds
Replenishing fuel
Coupler sounds

Dynamic smoke exhaust included



The image shows the first realization as a rendering



24141 "Bathing Systems" Stake Car Set

Prototype: German Railroad, Inc. (DB AG) type Snps 719 double stake cars. Used to transport bathing systems for the firm HBs (Hellweg Bathing Systems).

Model: The cars have detailed fixed stakes. The cars also have different car numbers. Each car is loaded with three "bathing systems". Both cars are individually packaged and there is a master package.

Total length over the buffers 48.0 cm / 18-7/8".

AC wheelset E700150.

Striking load of "bathing systems"



Switzerland



22899 Class Be 4/6 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Be 4/6 "Stängelilok" / "Little Sticks Locomotive" electric locomotive. Version as first delivered. Locomotive from the first production series. Dark brown basic paint scheme with black running gear. With older design buffers, cab doors at the ends of the locomotive with walkover plates, with sanding equipment, without an oncoming train light, and without an inductive magnet. Lengthwise cooling lines with 6 vertical mounting brackets. Road number 12305. The locomotive looks as it did in the mid-Twenties.

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. Both driving wheels and jackshafts in each group of driving wheels powered by cardan shafts. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. Triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The locomotive has the double "A" light function. The cab lighting and engine room lighting can be turned off separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. This locomotive has highly detailed metal construction with many separately applied details, such

as cooling pipes for the transformer oil. The cabs and engine room are modelled. Sanding equipment is included on the groups of driving wheels. The roof equipment is detailed with heating resistors, roof conductors, insulators, lightning arrester coils, and roof walk boards as well as double-arm pantographs with a simple contact strip. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses, imitations of prototype couplers, and access ladders are included. Length over the buffers 18.9 cm / 7-7/16".

An old-timer passenger car set to go with this locomotive can be found under item number 42388 in the Märklin H0 assortment with information about the required DC wheelsets.

- **Completely new tooling for the anniversary "100 Years of Electric Operation on the Gotthard 1920-2020".**
- **Highly detailed metal construction.**
- **Digital decoder and extensive operation and sound functions included.**
- **Cab lighting and engine room lighting can be controlled digitally.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39510.

100 Years of Electric Operation on the Gotthard



Märklin 42388

22899

Digital Functions under DCC and mfx

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



Switzerland



22422 Class Re 4/4 I Electric Locomotive



Prototype: Swiss Federal Railways (SBB) class Re 4/4 (later the class Re 4/4 I) electric locomotive from the first production series. Sapphire blue basic paint scheme. Original version with crossover doors and crossover plates. Road number 409. The locomotive looks as it did around 1957-59.

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 means of cardan shafts. 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. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The locomotive has the "double, A' light" function. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has separately applied roof walkways. It also has separately applied metal grab irons. The end crossover plates and grab irons are represented. Length over the buffers 17.1 cm / 6-3/4".

- **Prototypical elegant dark blue paint scheme.**
- **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 39422.

Digital Functions under DCC and mfx

Headlight(s)
Conductor's Whistle
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
Blower motors
Compressor
Main Relay
Letting off Air
Stat. Announce. – Swiss
Pantograph Sounds
Switching maneuver
Doors Closing
Sanding
Sound of Couplers Engaging





22969 Class Re 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Neutral fire red basic paint scheme. Locomotive name: "Munot". Version with end emblems in relief. Road number 460 106-8. The locomotive looks as it did in 2018.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered. Traction tires. The triple headlights and a white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. Long-distance headlights can be controlled digitally. You can switch between the Swiss headlight / marker light code and a white headlight / red marker light code. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has new, intricate single arm pantographs. It also has separately applied metal grab irons. The cabs have interior details. Length over the buffers 21.3 cm / 8-3/8".

- Version with end emblem in relief.
- New, intricate single arm pantographs.
- Four axles powered.
- Cab lighting.
- European and Swiss headlight / marker light changeover.

This model can be found in an AC version in the Märklin H0 assortment under item number 39461.



Tooling change:
new end registers with
the SBB logo in relief

Digital Functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Horn
Long distance headlights
Direct control
Engineer's cab lighting
Rear Headlights off
Horn
Front Headlights off
Sound of squealing brakes off
Blower motors
Conductor's Whistle
Light Function
Compressor
Light Function
Letting off Air
Sanding
Switching maneuver
Train announcement
Light Function
Doors Closing
Light Function
Stat. Announcement. – Swiss
Stat. Announcement. – Ital.
Stat. Announcement. – Swiss
Stat. Announcement. – Ital.
Train announcement
Train announcement
Train announcement



Switzerland



22849 Class Re 420 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II electric locomotive as a class Re 420. Rebuilt version as part of the LION modernization project for the Zürich S-Bahn service. "Fire Red" basic paint scheme. Road number 420 202-4. The locomotive looks as it did around 2019.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and 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. The light code can be switched to a red marker light when the locomotive is running "light".

The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, then the double "A" light function is on as a red emergency stop light. Long-distance headlights, cab lighting, and engine room lighting can be controlled separately in digital operation. 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".

- **First time with a centrally mounted motor and all 4 axles powered by means of cardan shafts.**
- **Digital decoder and a variety of extensive light and sound functions included.**

A bi-level car set for the Zürich S-Bahn service to go with this locomotive can be found under item number 43574 in the Märklin H0 assortment with information about the required DC wheelsets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37304.



Digital Functions under DCC and mfx

Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Sound of squealing brakes off
Light Function
Engineer's cab lighting
Long distance headlights
Engineer's cab lighting
Direct control
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Blower motors
Letting off Air
Pantograph Sounds
Sanding
Doors Closing
Compressor
Sound of Couplers Engaging
Conductor's Whistle
Main Relay
Whistle for switching maneuver
Switching maneuver



22883 Class Re 620 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 6/6 as the class Re 620 heavy electric locomotive, used for the SBB Cargo freight service area. Version in a "Fire Red" / ultramarine blue basic paint scheme. Rectangular headlights, UIC plugs, diagonal grab irons on the ends, a maintenance hatch on one side for air conditioning. Locomotive road number 620 011-7, with the locomotive coat-of-arms for "Rüti ZH". The locomotive looks as it did around 2019.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered (both axles in each of the outer trucks) by means of cardan shafts. 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. 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 lighting can be switched to 2 red marker lights. Long-distance headlights, cab lighting, and engine room lighting can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal entry grab irons. The couplers can be replaced by detailed end skirting. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 22.2 cm / 8-3/4".

This model can be found in an AC version in the Märklin H0 assortment under item number 37327.

- **First time to include a central motor and 4 axles in the outer trucks powered by means of cardan shafts.**
- **Frame and body constructed of heavy metal.**
- **Digital decoder and a variety of light and sound functions included.**
- **Long-distance headlights, cab lighting, and engine room lighting can be controlled in digital operation.**

Digital Functions under DCC and mfx

Headlight(s)
Light Function1
Electric locomotive op. sounds
Locomotive whistle
Long distance headlights
Engineer's cab lighting
Headlight(s): Cab2 End
Engineer's cab lighting
Headlight(s): Cab1 End
Direct control
Sound of squealing brakes off
Light Function 2
Whistle for switching maneuver
Pantograph Sounds
Blower motors
Compressor
Letting off Air
Main Relay
Stat. Announce. – Swiss
Conductor's Whistle
Sanding
Replenishing fuel
Sound of Couplers Engaging
Switching maneuver



Märklin 46333

22883

Netherlands



24367 "Wood Chips Transport" High Side Gondola Set

Prototype: Three type Ealnos 201 high side gondolas used by NS Cargo. Loaded with wood chips.

Model: The cars have separately applied grab irons. They also have new, different car numbers. The cars are individually packaged and weathered.

Total length over the buffers approximately 54 cm / 21-1/4". AC wheelset E700150.

- Cars in blue.
- New car numbers.
- Load of "wood chips" included.
- Realistic weathering that varies with each car.

Six cars with other different car numbers to go with this set can be found in an AC version in the Märklin H0 assortment under item number 47189.

First time with newly developed extensions





22692 Class 66 Diesel Locomotive



Rotterdam Rail Feeding (RRF) Class 66
The Rotterdam Rail Feeding was established in 2004 and started operations the next year. On April 15, 2008, it was taken over by the American railroad company Genesee & Wyoming. Since 2009, this company has been running freight service in all of the Netherlands and it also leases several class 66 units temporarily for this purpose.

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. Rotterdam Rail Feeding (RRF) diesel locomotive. The locomotive looks as it did in 2017.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "Double 'A' Light" function is on. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Other light functions such as special switching signs and warning signals can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the

lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. End skirting is included that can also be installed on the buffer beam.
Length over the buffers approximately 24.7 cm / 9-3/4".

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in an AC version in the Märklin HO assortment under item number 39061.

Digital Functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Rear Headlights off
Low Pitch Horn
Front Headlights off
Engineer's cab lighting
Blower motors
Light Function 1
Compressor
Light Function 2
Light Function 3
Low Pitch Horn
High Pitch Horn
Switching maneuver
Letting off Air
Sanding
Coupler sounds
Replenishing fuel
Coupler sounds

Dynamic smoke exhaust included

The image shows the first realization as a rendering



Belgium



22693 Class 66 Diesel Locomotive

LINEAS Group Class 66

The Belgian railroad company designated since 2017 as LINEAS was established for freight service in 2005 as a subsidiary of the state-owned SNCB. After privatization in 2011 and the entry of a private investor in 2015, the company has been operated since 2017 as LINEAS with a continuing 31% participation of SNCB. LINEAS has more than 200 locomotives and 7,000 freight cars on its roster, among them a leased class 66 as road number 513-10 with the NVR number 92 80 1266 037-1 D-BRLL with the firm's colors applied as adhesive sheets.

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. LINEAS Group diesel locomotive. The locomotive looks as it did in 2017.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "Double ,A' Light" function is on. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Other light functions such as special switching signs and emergency stop can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. End skirting is included that can also be installed on the buffer beam. Length over the buffers approximately 24.7 cm / 9-3/4".

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39062.

Digital Functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Rear Headlights off
Low Pitch Horn
Front Headlights off
Engineer's cab lighting
Blower motors
Light Function 1
Compressor
Light Function 2
Light Function 3
Low Pitch Horn
High Pitch Horn
Switching maneuver
Letting off Air
Sanding
Coupler sounds
Replenishing fuel
Coupler sounds

Dynamic smoke exhaust included



The image shows the first realization as a rendering



22677 Class MV Diesel Locomotive



Prototype: Danish State Railways (DSB) class MV diesel locomotive. NOHAB general-purpose locomotive in the black and red paint scheme of Era IV. Road number 1102. The locomotive looks as it did in 1983.

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. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. The switching lights can be controlled. The blinking lights on the sides of the locomotive can be used to signal a train is ready to depart. The blinking lights can be controlled digitally on the left and right. Maintenance-free, warm white, red, and orange LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief. Length over the buffers 21.7 cm / 8-1/2".

- First time with alternating blinking lights to signal a train is ready to depart.

This model can be found in an AC version in the Märklin HO assortment under item number 39685.



First time with alternating blinking lights to signal a train is ready to depart



Digital Functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
Horn
Light Function
Direct control
Light Function
Rear Headlights off
Horn
Front Headlights off
Sound of squealing brakes off
Engineer's cab lighting
Blower motors
Conductor's Whistle
Compressor
Letting off Air
Switching maneuver
"Switcher Double ""A"" Light"
Station Announcements
Operating sounds
Coupler sounds
Grade crossing
Replenishing fuel



25296 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by the railroad service company Hectorrail, registered in Sweden. The locomotive looks as it did in Era VI.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned

off separately in digital operation. When the headlights are off at both ends, the "double ‚A‘ light" function is on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the locomotive are included. End covers are included and can be mounted on the buffer beam.

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

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

This model can be found in an AC version in the Märklin H0 assortment under item number 37296.

Digital Functions under DCC and mfx

Headlight(s)
Engineer's cab lighting
Diesel locomotive op. sounds
Warning Sound
Engineer's cab lighting
Sound of squealing brakes off
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Direct control
Sanding
Sound of Couplers Engaging
Blower motors
Letting off Air
Buffer to buffer
Replenishing fuel
Conductor's Whistle
Switching maneuver
"Switcher Double "A" Light"



HECTORRAIL





22694 Class 66 Diesel Locomotive

CargoNet Group Class 66

In 2002, the new company CargoNet was formed from the freight service division of the Norwegian State Railways NSB (currently: Vy). In 2003, CargoNet leased six class 66 units for freight service on non-electrified lines. The original designation planned for these units was Di 9. They were designated however as road numbers CD66 401-406 and were used by CargoNet at the latest until 2012 in freight service from Trondheim on the Nordland Line as well as to Støren.

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. CargoNet Group diesel locomotive. The locomotive looks as it did in 2012.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts.

Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "Double ‚A‘ Light" function is on. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Other light functions such as long-distance headlights, special switching signs, and warning lights can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. End skirting is included that can also be installed on the buffer beam. Length over the buffers approximately 24.7 cm / 9-3/4".

- New tooling.
- Cab lighting can be controlled digitally.
- Control desk lighting can be controlled digitally.
- Factory-installed smoke generator.

This model can be found in an AC version in the Märklin HO assortment under item number 39063.

Digital Functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Rear Headlights off
Low Pitch Horn
Front Headlights off
Engineer's cab lighting
Long distance headlights
Light Function
Light Function1
Light Function 2
Light Function 3
Low Pitch Horn
Blower motors
Light Function
High Pitch Horn
Switching maneuver
Compressor
Letting off Air
Sanding
Coupler sounds
Replenishing fuel
Coupler sounds

Dynamic smoke exhaust included



The image shows the first realization as a rendering

Czech Republic



22454 Class 380 Electric Locomotive

Prototype: Czech State Railroad (ČD) class 380 (Škoda Type 109 E) electric locomotive. Road number 380 004-2 in a special paint scheme for the 100th anniversary of the founding of the Czechoslovakian State. The locomotive looks as it did in 2019.

Model: The locomotive has a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker

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

Length over the buffers approximately 20.7 cm / 8-1/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 36201.

Special paint scheme for the 100th anniversary of the founding of the Czechoslovakian State

Digital Functions under DCC and mfx

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





24553 Type Res Low Side Car

Prototype: Polish State Railroad (PKP) type Res 4-axle low side car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with steel side walls, stakes and rectangular buffers. The car looks as it did in Era IV.

Model: The car has metal inserts for good running characteristics. The underbody is specific to this car. The car has many separately applied details. Length over the buffers 22.9 cm / 9". AC wheelset E700150.





22014 Class 4000 Steam Locomotive

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy steam freight locomotive. Version with oil firing. Road number 4014. The locomotive looks as it did in 2019.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 8 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. 2 each 7226 smoke generators can be installed in the locomotive. The headlight changes over with the direction of travel. The headlight, the backup light on the tender, the number board lights, and the smoke unit contacts will work in conventional operation and can be controlled digitally. The engineer's cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the headlight, backup light on the tender, and the number board lights. The running gear is articulated for operation on curves. The locomotive has Boxpok driving wheels. The middle driving axles are spring-loaded. Steam lines are mounted to swing out and back with the cylinders. There is a close coupling between the locomotive and tender. There is a powerful speaker in the tender and the volume can be adjusted. Coupler hooks can be inserted in the pilot on the front of the locomotive.

The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over the couplers approximately 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

A freight car set to go with this locomotive can be found in the Trix H0 assortment under item number 24914.

This model can be found in an AC version in the Märklin H0 assortment under item number 37997.

- One-time series of the "Big Boy", road number 4014, with oil firing, put back into operation by Union Pacific in the prototype.
- Prototypical execution of the model.

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



Products bearing „Union Pacific“ are made under trademark license from the Union Pacific Railroad Company.

Digital Functions under DCC and mfx

Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator contact
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Number Board Lights
Bell
Operating sounds
Air Pump
Injectors
Auxiliary Blower
Conductor's Whistle
Cab Radio
Coupler sounds
Replenishing fuel
Replenishing fuel
Replenishing fuel
Headlight(s)
Switching maneuver
Rail Joints



22163 Class 4000 Steam Locomotive

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy steam freight locomotive. Version with oil firing. Road number 4014. The locomotive looks as it did in 2019.

Model: The locomotive comes from the factory with RP 25 wheels and Kadee-compatible couplers.

All additional information can be found under item number 22014.

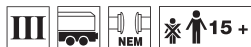
- One-time series of the "Big Boy", road number 4014, with oil firing, put back into operation by Union Pacific in the prototype.
- Prototypical execution of the model.

Factory-installed RP 25 wheels and Kadee-compatible couplers



24914

22014



24914 Freight Car Set

Prototype: Five Union Pacific Railroad (U.P.) freight cars and a caboose. Three type A-50-19 double-door boxcars (automobile car), two type S-40-12 livestock cars (stock car), and a type CA-3 / CA-4 caboose with a center cupola.

Model: The frames and floors are constructed of metal. The cars have detailed trucks with special wheelsets. The double-door boxcars and livestock cars have sliding doors that can be opened. The roof walks, ladders, brake equipment, and other details are separately applied. The caboose has platforms and hand brakes at both ends. The roof walks, ladders, and other details are separately applied. All of the cars have different car numbers and are individually packaged. The couplers can be replaced by other makes. Total length over the couplers approximately 91.7 cm / 36-1/8".

DC wheelset E32 0389 (RP25) and E32 0551 (Märklin AC wheelset).

A steam locomotive to go with this set can be found in the Trix H0 assortment under item number 22014.



Toy Fair Locomotive for 2020

TRIX
HO



22869 Class Ce 6/8 I "Köfferli" Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Ce 6/8 I "Köfferli" / "Little Suitcase" electric freight locomotive. Version when it was first delivered. Fictitious black basic paint scheme with gray running gear and red wheels. With older design buffers, cab doors without windows at the ends of the locomotive, and with walkover plates, with sanding equipment, without an oncoming train light, and without an inductive magnet. Road number 14 2020. The locomotive looks as it did in the Twenties.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 3 axles and jackshaft powered in each truck by cardan shafts. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. Triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker

light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The locomotive has the double "A" light function. The cab lighting and engine room lighting can be turned off separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. This locomotive has highly detailed metal construction with many separately applied details, such as cooling pipes for the transformer oil. The cabs and engine room are modelled. Sanding equipment is included on the groups of driving wheels. The roof equipment is detailed with heating resistors, roof conductors, insulators, and roof walk boards as well as double-arm pantographs with a simple contact strip. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses, imitations of prototype couplers, and access ladders are included. Length over the buffers 22.1 cm / 8-11/16".

- Digital decoder and extensive operation and sound functions included.
- Cab lighting and engine room lighting can be controlled digitally.

A freight car set to go with this locomotive can be found under item number 46050 in the Märklin HO assortment with information about the required DC wheelsets.

This model can be found in an AC version in the Märklin HO assortment under item number 39523.

Digital Functions under DCC and mfx

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



Märklin 46050

22869

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



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

The Club services* at a glance:

✕ 11 6 Issues of the Märklin 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.

✕ Club Car of the Year, free of charge

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✕ Annual Chronicle

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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.

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Club Car of the Year 2020, free of charge

Trix
H0



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

On-line under Club at www.trix.de

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 2020. Subject to change.
** Depending on availability.

Trix Club Cars for 2020



24820 Trix H0 Club Car for 2020

Prototype: Type G10 2-axle boxcar with a standard design brakeman's cab and spoked wheels. Used on the K.W.St.E. in Era I.

Model: This is a two-axle privately owned freight car with fictitious lettering for the Salach Paper Company. The model does not have end field reinforcement and has Era I paint and lettering. The car has a close coupler mechanism.

Length over the buffers 11.0 cm / 4-5/16".

The 24820 box car is being produced in 2020 in a one-time edition only for Trix Club members.

AC wheelset E34301211.



33920 Trix Express Club Car for 2020

Prototype: Type G10 2-axle boxcar with a standard design brakeman's cab and spoked wheels. Used on the K.W.St.E. in Era I.

Model: This is a two-axle privately owned freight car with fictitious lettering for the Salach Paper Company. The model does not have end field reinforcement and has Era I paint and lettering. The car has a close coupler mechanism.

Length over the buffers 11.0 cm / 4-5/16".

The 33920 box car is being produced in 2020 in a one-time edition only for Trix Club members.

AC wheelset E34301211.



Museumcar 2020

TRIX
HO



24720 Trix HO Museum Car for 2020

Prototype: Type G on a three-axle frame, used on the German Federal Railroad (DB). Privately owned car painted and lettered for E. Otto Schmidt Lebkuchen Factory in Nürnberg, Germany.

Model: The car has sliding doors that can be opened and a close coupler mechanism.

Length over the buffers 133 mm / 5-1/4".

AC wheelset E36667900.

Trix Express wheelset E33339010.

One-time series. Available only in the Märklineum Shop in Göppingen.



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STARTING FROM JUNE 25, 2020

HOURS OF OPERATION

Tuesday to Sunday 10 AM to 6 PM

Current special hours of operation

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Visit us at



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 Märklineum.

Hours of operation at the Service Point

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

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

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

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.

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.

Some important items of general importance are summarized below:

Connections for Track Layouts

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

Important Service Information **TRIX**

Deutschland

Service Center

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

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

Schweiz, France, Italia

Technische Hotline

Dienstag, Donnerstag und Samstag
von 14.00 – 18.00 Uhr

Ansprechpartner: Alexander Stelzer

Telefon +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-Mail service@maerklin.ch

Hotline technique

les mardi et jeudi de 14h00 à 18h00

Contact : Alexander Stelzer

Téléphone +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-mail service@maerklin.ch

Linea diretta tecnica

Martedì e giovedì dalle ore 14.00 alle 18.00

Interlocutore: Alexander Stelzer

Telefono +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-Mail service@maerklin.ch

Niederlande

Technische hotline

Maandag van 14.00 – 16.00 uur
Woensdag van 14.00 – 16.00 uur
Vrijdag van 14.00 – 16.00 uur
Aanspreekpartner: Sybran Wirisma

Telefoon +31 (0)522-78 21 88
E-mail service@marklin.nl

België / Belgique

Technische hotline

Maandag van 20.00 – 22.00 uur
Zondag van 10.00 – 12.00 uur
Aanspreekpartner: Hans Van Den Berge

Telefoon +32 (0) 9 245 47 56
E-mail customerservice@marklin.be

Hotline technique

le lundi de 20h00 à 22h00

le dimanche de 10h00 à 12h00

Contact : Hans Van Den Berge

Téléphone +32 (0) 9 245 47 56
E-mail customerservice@marklin.be

USA

Technical Hotline

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

Repair Service

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

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

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

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

Explanation of Symbols



DCC decoder.



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



21-pin connector.



Sound effects circuit.



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.



Dual red marker lights.



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 marker light(s).



Built-in LED interior lighting.



LED interior lighting can be installed.



Lighting with warm white LED's.



Metal locomotive frame and body.



Metal locomotive frame and boiler.



Mostly metal locomotive body.



Metal locomotive frame.



Metal car frame.



Scale for the passenger car length 1:87.



Scale for the passenger car length 1:93.5.



Scale for the passenger car length 1:100.



Close couplers in standard pocket with pivot point.



Close couplers in standard pocket with guide mechanism.



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



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



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



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



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



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

Era VI

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

Update CS2 4.2

Functionality after update of the CS2 to Version 4.2 (Up to 32 locomotive functions)

Update MS2 3.55

Functionality according to update for MS2 Version 3.55 (Up to 32 locomotive functions)

Age Information and Warnings.



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



For adults only.

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Märklin MHI Guarantee conditions

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

Warranty Conditions

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

he terms of the warranty do not apply

- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
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