New Items 2021

Trix H0. The Fascination of the Original.

TRIX H0

E


78 507
DB
78 507

Dear Trix H0 Fans,

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

This year the Trix H0 new items are sprinkled with boldness, inventiveness, and real challenges. Was it the demands of steep and mountainous lines or the desire for comfortable and fast travel, pioneers and engineers with a wealth of tricks have always found a solution, which brought performance by rail another step forward.

Sometimes it was electric locomotives such as the E 44 bursting with energy, which were only designed for the curving, steep route Freilassing – Berchtesgaden; sometimes it was real powerhouses, which brought ore in long trains with steam and thunder from Emden to the steel plants on the Rhine and Ruhr. Great moments of railroad history are not the only ones able to set the scene appropriately in these new items. Basic, rugged locomotives such as the class 78, which provided regularly scheduled and usually smooth train service across the country, are not coming up too short in these new items.

Let's leave the glorious period of steam in railroading and turn to the electric locomotives of a more recent time. Trix H0 is surprising people with several pieces of new tooling. In addition to the German Crocodile and the "Iron Pig", the Austrian legend "the Alpine Lizard" is also coming up on your Track 1 as highly detailed metal construction.

The TGV Duplex is arriving state of the art in these new items. With its impressive length of over 2 meters / 78 inches, it links the urban areas of Paris and Munich with its transit of partial routes.

Regardless of whether it is in the earlier eras of railroading or now in the time of modern mobility, great models are waiting to be discovered by you.

Welcome to the Trix H0 world and our new items for 2021!

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

Trix Club Model for 2021

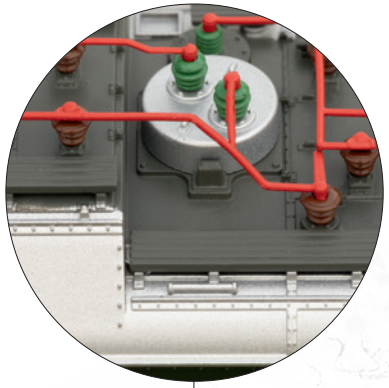
After the steam and diesel locomotives of 2019 and 2020, electric motive power is taking its turn again with a class E 44.5 locomotive. A small, extraordinary class with significant units, which were important in terms of railroad technology and they were successful in use in the Bavarian foothills.

III DCC mfx NEM 15 +

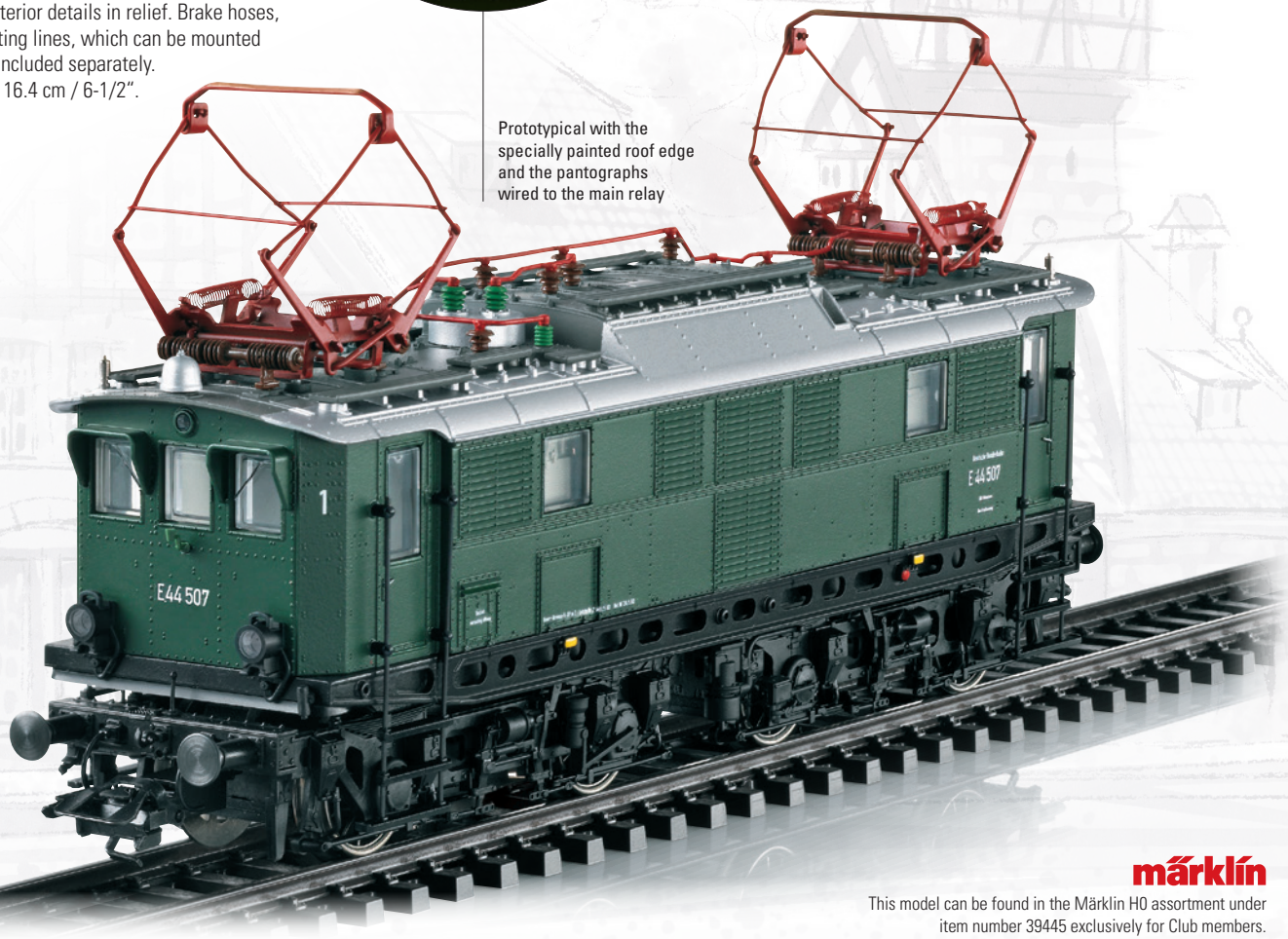
22394 Class E 44.5 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 44.5 electric passenger locomotive. Used mainly on the rail line between Freilassing and Berchtesgaden. Bottle green basic paint scheme. Version from the 2nd production series, with prototypical openings on the side sills. Locomotive road number E 44 507. The locomotive looks as it did around 1960.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 2 axles driven in each truck with 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 respectively and separately in digital operation. When the headlights are off at both ends of the locomotive, then the "Double A Light" function is on at both ends. The cab lighting can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are using for the lighting. Both double-arm pantographs can be raised and lowered as a digital function. The locomotive has separately applied grab irons. The cabs have interior details. The engine room has interior details in relief. Brake hoses, coupler hooks, and heating lines, which can be mounted on the locomotive, are included separately. Length over the buffers 16.4 cm / 6-1/2".



Prototypical with the specially painted roof edge and the pantographs wired to the main relay



The electric locomotive, road number E 44 507, as new tooling rich in detail for the first time from Trix

Exclusivement réservé aux membres du club Trix.

märklin

This model can be found in the Märklin H0 assortment under item number 39445 exclusively for Club members.

EXKLUSIV 1/2021

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI).
5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 65 for warranty terms.
See Page 64 for an explanation of the symbols and age information.

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

- **Completely new tooling.**
- **Intricate metal construction with many separately applied details.**
- **Double-arm pantographs, which can be raised and lowered in digital operation.**
- **Cab lighting can be controlled in digital operation.**
- **The part of the roof on the locomotive visible to passengers is prototypically set off in color.**
- **Digital decoder and extensive operations and sound functions included.**

The pantographs on road number E 44 507 are raised and lowered in a refined manner using a servomotor

A convincing model: The side sills are partially open and the trucks are highly detailed

Fonctions numériques sous DCC et mfx
Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Direct control
Pantograph control
Headlight(s): Cab2 End
Pantograph control
Headlight(s): Cab1 End
Sound of squealing brakes off
Sound of Couplers Engaging
Whistle for switching maneuver
Engineer's cab lighting
Bell
Engineer's cab lighting
Blower motors
Rail Joints
Letting off Air
Replenishing fuel
Switching maneuver
Conductor's Whistle
Sanding
Surrounding sounds
Station Announcements
Warning announcement
Brake Compressor
Doors Closing
Operating sounds
Grade crossing

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

23458 | 22394

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

Car Set for Our Trix Club Model

23458 Passenger Car Set for the Class E 44.5
Prototype: 5 different design German Federal Railroad (DB) cars, each car in a basic bottle green paint scheme. 2 standard design two-axle compartment cars, 2nd class type Be (Cd-21b) and 1st/2nd class type ABe (BC-21). 2 standard design two-axle "Donnerbüchsen" / "Thunder Box" corridor cars, 1st/2nd class type ABiwe (BCi-28) and 2nd class, type Bie (Ci-28). 1 type Pw4üe (Pw4ü-30) four-axle baggage car. Assigned to the Freilassing Station. The cars look as they did around 1960.
Model: All of the cars have factory-installed LED interior lighting and current-conducting close couplers. The baggage car has built-in marker lights. The entire car consist is supplied with current using the wheel pickups on the baggage car. The passenger cars have approximately 30 miniature figures from the firm Preiser in them.
Total length over the buffers approximately 89 cm / 35".

- **Factory-installed LED interior lighting.**
- **Baggage car includes built-in marker lights.**
- **Current-conducting couplers.**
- **Passenger cars have approximately 30 miniature figures as passengers in them.**

Through the Alpine foothills idyllically with the window open

Exclusively for Trix Club Members.

All of the cars have built-in interior lighting and current supplied using the baggage car

This passenger car set can be found in the Märklin H0 assortment under item number 43144 exclusively for Club members.

EXKLUSIV 1/2021

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI).
5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 65 for warranty terms.
See Page 64 for an explanation of the symbols and age information.

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

All four passenger cars include figures installed in the compartments or in the corridors

Baggage car includes built-in marker lights and wheel pickups for power supply

EXKLUSIV 1/2021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E 44 507
E 44 507
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Right across the Country

In the Thirties, many class G 8.1 locomotives were converted to the class 56.2-8. The most striking feature of this conversion was the addition of a pilot truck. Moving the cab and the boiler also resulted in a completely new side view of the locomotive. These conversion measures allowed the permissible maximum speed to be increased by 15 km/h / 9 mph to 70 km/h / 44 mph. This meant that these locomotives were also suitable for passenger train service. Approximately 370 locomotives of this type were taken over by the German Federal Railroad. In 1967, the last locomotive of this class was retired on the DB.

III DCC mfx NEM 15 +

22903 Class 56 Steam Locomotive

Prototype: German Federal Railroad (DB) class 56.2-8 steam freight locomotive. Rebuilt Prussian G 8.1 with a pilot truck. German State Railroad lanterns on the locomotive and tender, without a bell. Type 3T 16,5 coal tender. Road number 56 814. The locomotive looks as it did starting in 1950 at the Nördlingen maintenance facility.
Model: The locomotive has an mfx 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 72270 smoke unit can be installed in the locomotive. 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. Warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have a close coupler with an NEM pocket. The locomotive has many separately applied details such as piping and sand pipes. Protective piston rod sleeves, brake lines, and imitation prototype couplers are included.
Length over the buffers 21.1 cm / 8-5/16".

- **Newly developed smokebox door.**
- **Multi-protocol digital decoder and extensive operational and sound functions included.**

New tooling for the smokebox door

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

In regularly scheduled use all over Germany, whether it was branch lines or main lines, whether it was freight or passenger trains

See Page 64 for an explanation of the symbols and age information.

märklin

This model can be found in the Märklin H0 assortment under item number 37518.

Center Entry Cars

These German Federal Railroad (DB) cars for so-called lightweight express trains (LS) are colloquially also known as "Mitteleinstiegswagen" / "Center Entry Cars". Version with small marker lights mounted high on the ends of the car and sliding windows on the entries at the ends of the car. Bottle green paint scheme.

On the models, the interior lighting for the entire car consist can be controlled digitally using a decoder in the cab control car.
The cars have factory-installed LED interior lighting and current conducting couplers. The ends of the cars have red transparent marker light inserts. The underbodies are 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 drainpipes and shuttle trains are included for mounting on the cars for presentation in a display case.
Length over the buffers 28.2 cm / 11-1/8".

III LED NEM 1:93,5 15+

23126 Passenger Car, 1st/2nd Class
Prototype: Passenger car, 1st/2nd class. Type AB4ym(b)-51.

märklin

This model can be found in the Märklin H0 assortment under item number 43126.

III LED NEM 1:93,5 15+

23166 Passenger Car, 2nd Class
Prototype: Passenger car, 2nd class. Type B4ym(b)-51.

märklin

This model can be found in the Märklin H0 assortment under item number 43166.

III DCC mfx LED NEM 1:93,5 15+

23176 Cab Control Car
Prototype: Cab control car. Type BPw4ymgf-54 with a baggage area without a side corridor.
Model: The car has a digital decoder. It also has triple headlights and dual red marker lights that will work in conventional operation and can be controlled digitally. The cab lighting can be controlled digitally. The end of the car without a cab has red transparent marker light inserts. The car has a truck at the cab end with track clearance devices, a train safety (Sifa) relay box, an inductive magnet, and a D 62 generator.

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

Digital functions under DCC and mfx
Headlight(s)
Current-conducting coupler
Interior lights
Engineer's cab lighting

märklin

This model can be found in the Märklin H0 assortment under item number 43336.

See Page 64 for an explanation of the symbols and age information.

22877 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 78 507. Based in Essen. The locomotive looks as it did around 1965.

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. 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. The cab lighting can also be controlled in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has numerous separately applied metal 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".

- **Especially intricate metal construction.**
- **Many separately applied details.**
- **Cab lighting can be controlled digitally.**
- **Marker lights can be controlled separately in digital operation.**
- **A 72270 smoke generator can be installed.**
- **mfx digital decoder and a variety of operation and sound functions included.**

Digital functions under DCC and mfx
Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator contact
Direct control
Engineer's cab lighting
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

märklin

This model can be found in the Märklin H0 assortment under item number 39787.

23176 | 23166 | 23126 | 22877

TRIX
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From Iron Ore to Steel

IV NEM 15+

24150 Erz IIId Hopper Car Set

Prototype: Six German Federal Railroad (DB) type Fad 155 (former OOtz 41) "Erz IIId" four-axle hopper cars. Version with a high upper hopper, two unloading hatches per side, and end brakeman's platforms. Used to transport iron ore. Standard design welded pressed sheet metal trucks, with girders welded in place as reinforcement. The cars look as they did at the end of the Sixties.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and a set wheel at the end. The hopper cars have load inserts and are loaded with real scale-sized iron ore. All of the cars are individually packaged and there is a master package.

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

AC wheelset E700150.

The class 043 Öl heavy steam freight locomotive to go with these cars can be found under item numbers 22986 in the Trix H0 assortment.

märklin

An Erz IIId hopper car set with 12 more car numbers can be found in the Märklin H0 assortment under item number 46213 along with information about the required DC wheelsets.

46213 (Märklin)

See Page 64 for an explanation of the symbols and age information.

TRIX
H0

24150 | 22986

“Langer Heinrich” / “Long Henry” Oil Jumbo

It was an impressive sight when two class 44 Öl (starting in 1968: 043) heavy freight steam locomotives were double-headed to pull the ore trains “Langer Heinrich” / “Long Henry” with up to 4,000 metric tons load up to 80 km/h / 50 mph from Emden in the direction of the Ruhr Area or Saarland. This use of these oil-fired units was the high point for many years of heavy freight service on the DB and can now be reproduced on a model railroad. Starting in 1955, the DB had 32 class 44 locomotives equipped with oil firing, which allowed an increase in performance of around 190 horsepower. By the end of steam motive power on the DB in October of 1977, the last class 043 units were in use at Rheine and Emden.

IV DCC mfx NEM 15+

22986 Class 043 Steam Locomotive

Prototype: German Federal Railroad (DB) class 043 heavy freight locomotive, with a type 2´2´T34 standard design oil tender. Black/red basic paint scheme. Cab with two side windows, with standard version Witte smoke deflectors, pilot truck wheelset with spoked wheels, without smokebox door central locking, with inductive magnets on both sides. Road number 043 087-6. The locomotive looks as it did around 1971.

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 oil tender are constructed mostly of metal. The 7226 smoke generator can be installed in the locomotive. The triple headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupling between the locomotive and tender. There is an NEM coupler pocket with a guide mechanism and a close coupler on the back of the tender and the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16“. Piston rod protection tubes, brake hoses, and imitation prototype couplers are included.
Length over the buffers 26 cm / 10-1/4“.

See Page 64 for an explanation of the symbols and age information.

- **Especially intricate metal construction.**
- **Digital decoder and a variety of operation and sound functions included.**
- **Partially open bar frame and a mostly open view between the running gear and the boiler.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **Ideal steam freight locomotive for unit trains with the "Erz IIId" hopper cars.**

Created for Heavy Trains
These locomotives could pull trains with a total load of 1,200 metric tons, 600 metric tons on grades. The steam locomotives were designated as "Jumbo" due to their pulling power and they were used with great success almost everywhere in Germany as well as in many other European countries.

The front of the class 043 is also realized prototypically with an abundance of details

Digital functions under DCC and mfx
Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Air Pump
Letting off Steam
Operating Sounds 1
Water Pump
Injectors
Replenishing fuel
Replenishing fuel
Replenishing fuel
Sanding
"Switcher Double ""A"" Light"
Switching maneuver
Generator Sounds
Operating Sounds 2
Rail Joints
Safety Valve
Sound of Couplers Engaging

märklin

This model can be found in the Märklin H0 assortment under item number 39884.

Another 12 cars with different car numbers can be found in the Märklin H0 assortment under item number 46213, with information about the necessary DC wheelsets.

The Erz IIId cars to go with this locomotive can be found under item number 24150 on page 14.

46213 (Märklin) | 24150 | 22986 |

TRIX
H0

The German Crocodile

IV DCC mfx NEM 15+

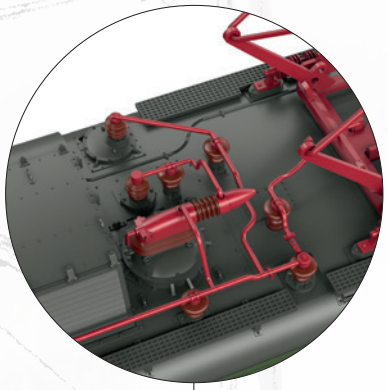
25990 Class 194 Electric Locomotive

Prototype: German Federal Railroad (DB) class 194 heavy freight electric locomotive. Chrome oxide green basic paint scheme. Locomotive road number 194 050-1. The locomotive looks as it did around 1982.

Model: The locomotive has a digital decoder and extensive sound functions. It has controlled high efficiency propulsion with a flywheel, centrally mounted. Both outer driving wheels in each truck powered using cardan shafts. Traction tires. The locomotive has an articulated frame to allow it to negotiate curves better. 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 turned off at both ends, the double "A" light function is on. The cab lighting can be controlled separately in each case. An approach light changes over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. The cabs and engine room have interior details in relief. Brake hoses and imitation prototype couplers are included and can be mounted on the locomotive.

Length over the buffers 21.4 cm / 8-7/16".

- **Completely new tooling.**
- **Especially intricate metal construction.**
- **Many separately applied details.**
- **Approach light can be controlled digitally.**
- **Cab lighting can be controlled digitally.**
- **Digital decoder and extensive operation and sound functions included.**



Prototypical and a wealth of detail for the conductors on the entire roof

The German Crocodile – a Classic for the German Federal Railroad (DB) and Trix

Completely new tooling

One detail to look at more closely: The UIC cable moves on every curve!

The power truck frames and the approach lamps are executed with precision

© Frank Lüdecke, Eisenbahnstiftung

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

märklin

This model can be found in an AC version in the Märklin H0 assortment under item number 39990.

A contemporary freight car set to go with this locomotive can be found in the Märklin H0 assortment under item number 47370, with information about the necessary replacement wheelsets.

| 4661 (Märklin) | 47370 (Märklin) | 25990 |

See Page 64 for an explanation of the symbols and age information.

Don't be afraid of Digital – helpful tips can be found at www.trix.de

“Iron Pig”

25991 Class 254 Electric Locomotive

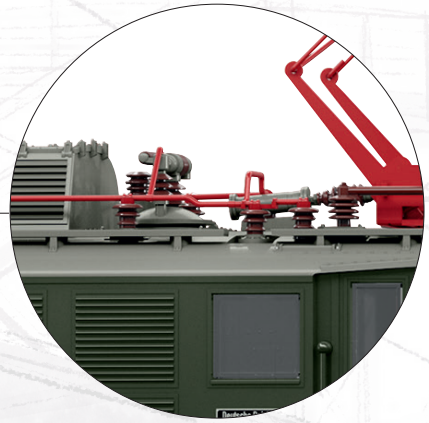
Prototype: German State Railroad (DR/GDR) class 254 heavy freight electric locomotive. Bottle green basic paint scheme with a black frame and red trucks. Locomotive road number 254 106-8. The locomotive looks as it did around 1989.

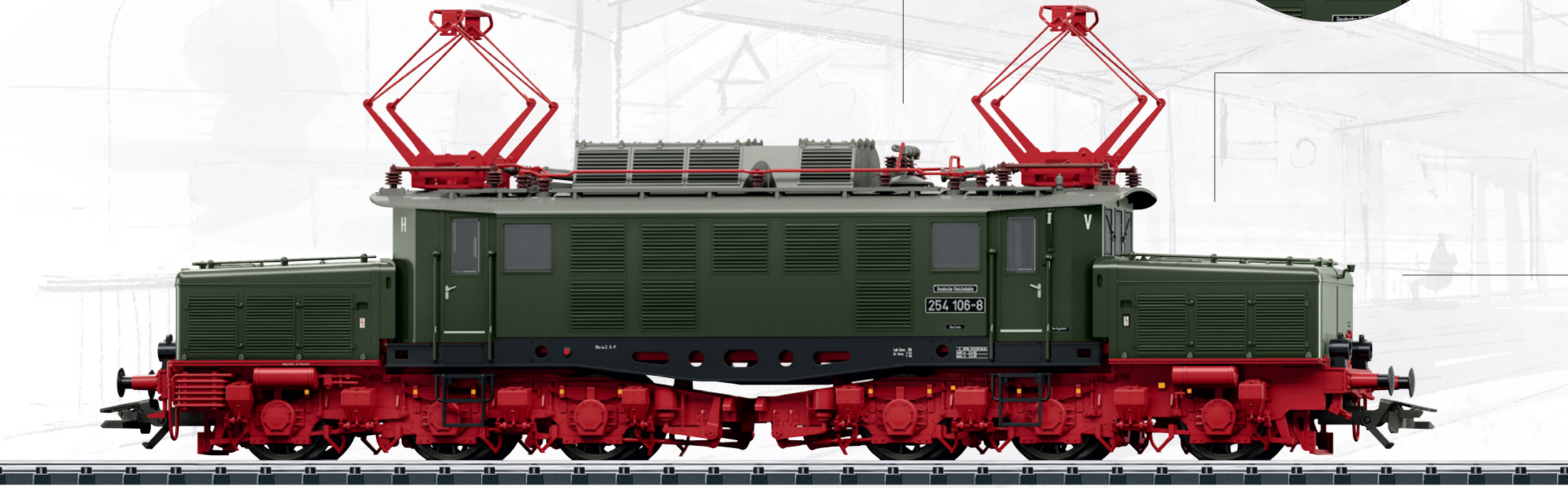
Model: The locomotive has a digital decoder and extensive sound functions. It has controlled high efficiency propulsion with a flywheel, centrally mounted. Both outer driving wheels in each truck powered using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over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

The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, the double “A” light function is on. The cab lighting can be controlled separately in each case. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. The cabs and engine room have interior details in relief. Brake hoses and imitation prototype couplers are included and can be mounted on the locomotive. Length over the buffers 21.4 cm / 8-7/16“.

- **Completely new tooling.**
- **Especially intricate metal construction.**
- **Many separately applied details.**
- **Cab lighting can be controlled digitally.**
- **Digital decoder and extensive operation and sound functions included.**

The modelling of the roof equipment follows the prototype superbly

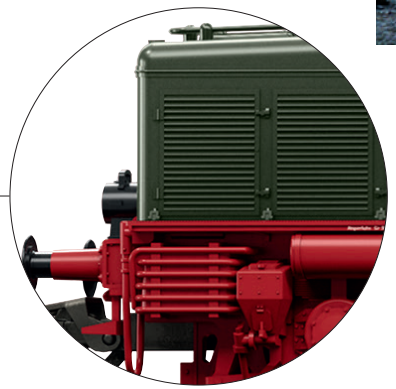




See Page 64 for an explanation of the symbols and age information.

The frame and locomotive body are constructed precisely of metal

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



This model is likewise convincing with its numerous separately applied and attached parts

märklin

This model can be found in the Märklin H0 assortment under item number 39991.

24123 | 24123 | 24123 | 25991

The car set to go with this model can be found on the following page

Black Gold

IV NEM 15 +

24123 Type Fcs Dump Car Set
Prototype: Three German State Railroad (DDR/GDR) type Fcs 6450 dump cars in Era IV. The cars look as they did around 1983/84.
Model: The dump cars have load inserts and real scale-sized coal. The cars are authentically weathered. All of the cars have different car numbers and are individually packaged.
Length over the buffers per car 11.2 cm / 4-3/8".
AC wheelset E700150.

- **All of the cars include load inserts and real coal.**
- **All of the cars include authentic weathering and different car numbers.**

Reissue with new car numbers

24123 | 24123 | 24123 | 25991

See Page 64 for an explanation of the symbols and age information.

TRIX
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50 Jahre
InterCity
1971–2021

Toy Fair Locomotive for 2021

VI DCC mfx LED NEM 15 +

25050 Class 103.1 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 103.1 electric locomotive. Version with "long" cabs, single-arm pantographs, end skirting, and buffer cladding. Fictitious paint scheme for the anniversary "50 Years of IC Trains in Germany". Road number 103 050-1.

Model: The locomotive has a digital decoder and extensive sound functions. It also has 5-pole controlled high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The cab and engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied windshield wipers. It also has separately applied metal grab irons and roof conductors. Closed skirting, brake lines, plugs, and prototype couplers that can be mounted on the locomotive are included.

Length over the buffers 23.2 cm / 9-1/8".

- **Paint scheme inspired by the current long-distance DB locomotives and cars.**
- **Digital decoder with extensive operation and sound functions included.**
- **Cab and engine room lighting can be controlled digitally.**

Digital functions under DCC and mfx
Headlight(s)
Electric locomotive op. sounds
Engineer's cab lighting
Locomotive whistle
Direct control
Light Function
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Sound of squealing brakes off
Conductor's Whistle
Blower motors
Compressor
Letting off Air
Sanding
Switching maneuver
Procedure function
Conductor
Warning announcement
Surrounding sounds

märklin

This model can be found in the Märklin H0 assortment under item number 39173.

23030 | 23060 | 23141

IC cars to go with this locomotive can be found in the Trix H0 assortment under the following item numbers:

23030 IC Cab Control Car, 2nd Class

23060 Type Bvmkz 856 Compartment Car

23080 Type Bvmz 185.5 Compartment Car

23070 Type Avmz 108.1 Compartment Car

23140 Type Bpmz 295.4 Open Seating Car

23141 Type Bpmbz 295.6 Open Seating Car

23775 Type Apmz 125.3 Open Seating Car

23095 Type WRmz 137 Dining Car

23140 | 23080 | 23095 | 23775 | 23070 | 25050 |

See Page 64 for an explanation of the symbols and age information.

Locomotive for Cross-Border Freight Service

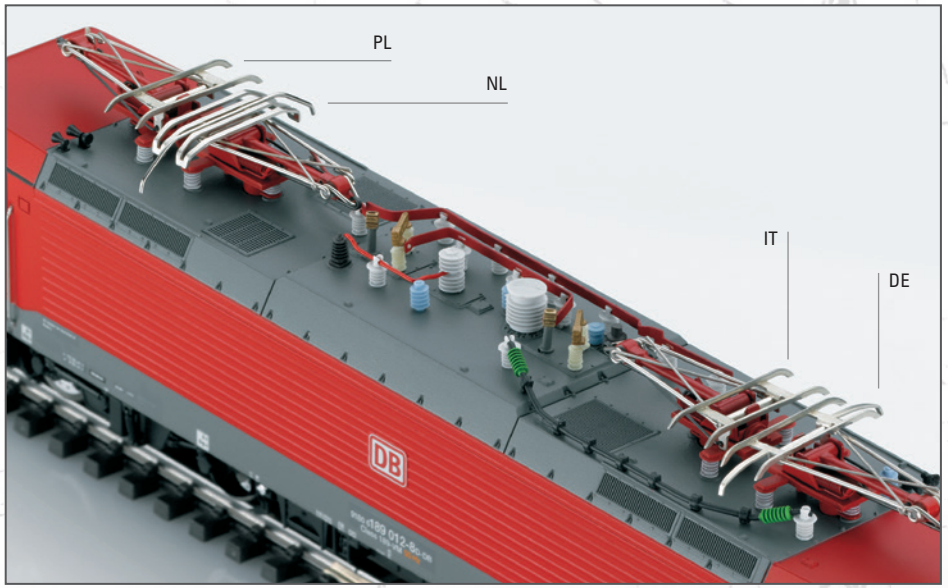
VI DCC mfx NEM 15+

22800 Class 189 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 189 electric locomotive. Multi-system with 4 pantographs for cross-border freight service. Road number 189 012-8. The locomotive looks as it did around 2018.

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 using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" light function is on at both ends. The long-distance headlights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons. The locomotive is prototypically equipped with different pantographs.

Length over the buffers 22.5 cm / 8-7/8".



Digital functions under DCC and mfx
Headlight(s)
Electric locomotive op. sounds
Long distance headlights
Horn
Direct control
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Switching maneuver
Sound of squealing brakes off
Sound of Couplers Engaging
Compressor
Letting off Air
Sanding
Warning announcement
Station Announcements

märklin

This model can be found in the Märklin H0 assortment under item number 39866.

Prototypically equipped with four different pantographs

Long-distance headlights can be controlled

See Page 64 for an explanation of the symbols and age information.

VI NEM 15+

24218 Type Zans Tank Car

Prototype: Type Zans four-axle, 95 cubic meter / 25,096 gallon tank car with an uninsulated tank and a ladder on the end. Privately owned car for On Rail, Inc. (ORV), registered in Germany. The car looks as it did in 2018.

Model: The car's trucks are the modern type Y25 Lsd1 with double brake shoes. The car has a brakeman's platform and a ladder on the end. The brake rigging, discharge pipes, dome cover, safety bars, and numerous other levers and grab irons are separately applied. The safety bars are metal.
Length over the buffers approximately 19.6 cm / 7-3/4".
DC wheelset E700580.

Numerous separately applied levers and grab irons

märklin

This model can be found in an AC version with a different car number in the Märklin H0 assortment under item number 47543.

Raw Wood for the Sawmill

VI | NEM | 15 +

24146 Wood Transport Stake Car Set

Prototype: Three German Railroad, Inc. (DB AG) type Snps 719 double stake cars. The cars look as they did in 2017.

Model: The cars have finely detailed, fixed double stakes with tension levers. The load surfaces are picked out in a different color. Two cars are each loaded with 2 stacks of lumber and one car is loaded with a long stack of lumber. The cars are individually packaged.

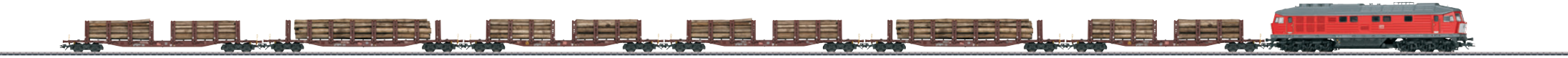
Total length over the buffers approximately 72 cm / 28-3/8".

AC wheel set E700150.

Attractive load of wood

märklin

This model can be found in the Märklin H0 assortment under item number 47146.



24146 | 47146 (Märklin) | 36435 (Märklin)

VI NEM 15+

24224 Type RImmps Heavy-Duty Flat Car
Prototype: German Federal Army type RImmps heavy-duty flat car loaded with a German Federal Army armored transport vehicle (GTK) "Boxer" in a camouflage paint scheme. The units look as they did around 2012.
Model: The heavy-duty flat car frame is constructed of metal. The model of the military vehicle is mostly constructed of metal. Additional separately applied components are made of detailed plastic. The unit is authentically painted. It is also lettered with identification markings. The military vehicle model is supplied by Schuco.
Length over the buffers approximately 12.4 cm / 4-7/8".
AC wheel set E700150.

| 48875 (Märklin) | 24224 | 48874 (Märklin) | 48873 (Märklin) | 48872 (Märklin) | 36435 (Märklin) |

VI NEM 15+

24509 Carlsberg and Tuborg Container Transport Car Set
Prototype: Two German Railroad, Inc. (DB AG) type Sgns container transport cars. Loaded with 2 swap body containers respectively with attractive designs for the breweries Carlsberg and Tuborg. The cars look as they did in 2019.
Model: The container transport cars have a prototypically partially open flat car floor constructed of metal with striking fish belly style side sills. The cars have different car numbers and are individually packaged.
Total length over the buffers approximately 46 cm / 18-1/8". AC wheelset E700150.

Motive power to go with these cars can be found under item number 22656.

märklin

Additional cars to add to the train can be found in an AC version in the Märklin H0 assortment under item numbers 47109, 47112, and 47113 with information about the required exchange wheelsets.

See Page 64 for an explanation of the symbols and age information.

Switzerland

25511 Class Be 4/6 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Be 4/6 electric locomotive. Locomotive from the first production series. Fir green basic paint scheme with gray running gear. With older design buffers, cab doors at the ends of the locomotive with walkover plates, with sanding equipment, with an oncoming train light, and with an inductive magnet. Lengthwise cooling lines with 6 vertical mounting brackets. Road number 12306. The locomotive looks as it did around 1950.

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 using 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 running authorization lights can be controlled separately in digital operation. 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".

- **Highly detailed metal construction.**
- **Digital decoder and extensive operation and sound functions included.**
- **Cab lighting and engine room lighting can be controlled digitally.**
- **Additional red running authorization lights can be controlled in digital operation.**

Digital functions under DCC and mfx
Headlight(s)
Marker lights
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
Special light function

Roof equipment as on the prototype – from the heating resistors to the roof walks, everything is in its place

The protective covers for the resistors are set off elegantly from the green of the locomotive

The cooling lines on the sides for the transformer oil are shown highly detailed

märklin

This model can be found in the Märklin H0 assortment under item number 39511.

See Page 64 for an explanation of the symbols and age information.


1875
12306

Switzerland

25260 Class RAe 4/8 Double Powered Rail Car

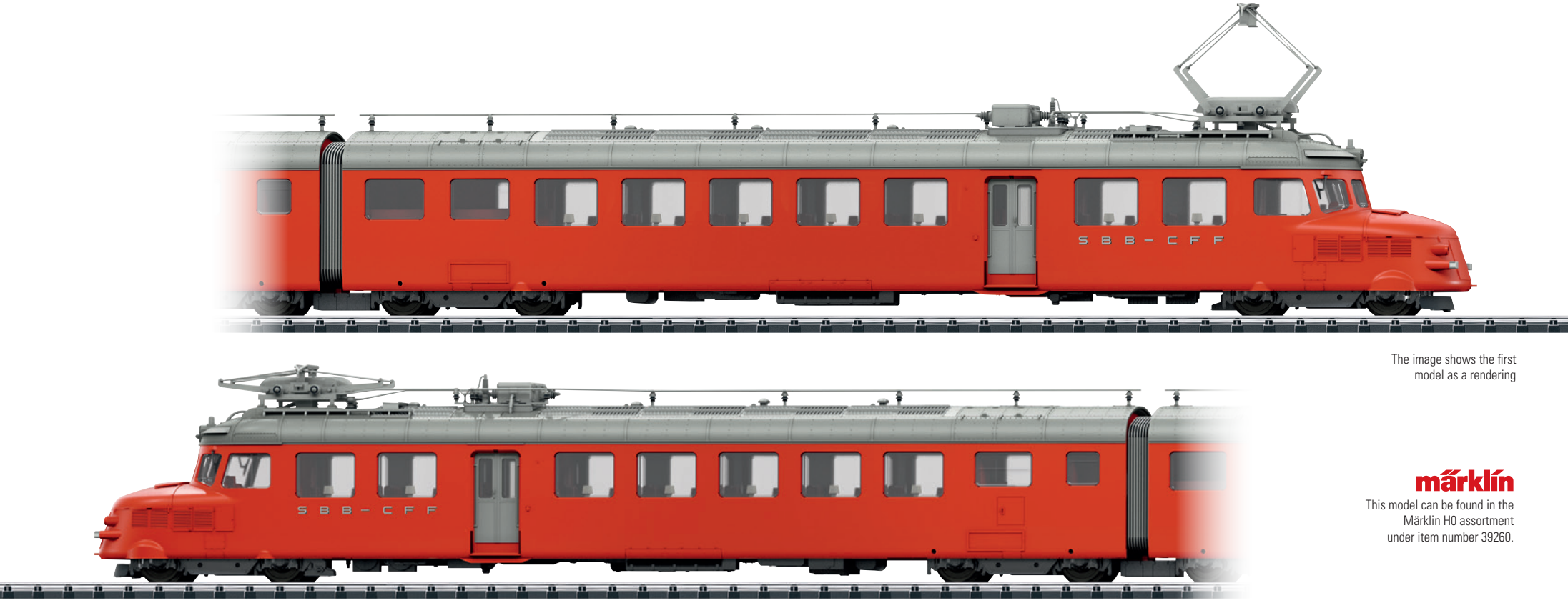
Prototype: Swiss Federal Railways (SBB) class RAe 4/8 "Churchill Arrow" electric double powered rail car. Used as a charter train for excursion and business runs. Fire red basic paint scheme. Powered rail car road number RAe 4/8 1021. The unit looks as it currently does in real life.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel. Both axles in the external truck of Vehicle Part 1 are powered. Traction tires. The unit has a Swiss headlight / marker light code of triple headlights and one white marker light, which 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. There is also a red running authorization light (oncoming light) in the direction of travel respectively. It can be controlled digitally and it changes over with the direction of travel. The model has factory-installed interior lighting, which will work in conventional operation and can be controlled digitally. The cab lighting can also be controlled digitally. The table lamps can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. Four external truck frames are included to replace the current frames for use on large radius curves or displays.
Length over the buffers approximately 53 cm / 20-7/8".

- **Completely new tooling.**
- **Factory-installed interior lighting.**
- **Can be switched to a red marker light.**
- **Cab lighting can be controlled digitally.**
- **Table lamps can be controlled digitally.**
- **Running authorization lights can be controlled digitally.**
- **Digital decoder with a variety of light and sound functions.**

Digital functions under DCC and mfx
Headlight(s)
Interior lighting
Locomotive operating sounds
Locomotive whistle
Table Lamps
Engineer's cab lighting
Marker lights
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Locomotive whistle
Compressor
Operating sounds
Operating sounds
Pantograph Sounds
Conductor's Whistle
Operating sounds
Blower motors
Operating sounds
Operating sounds
Doors Closing
Sanding
Operating sounds
Generator Sounds
Special light function
Operating sounds
Greeting

The current class RAe 4/8 1021 ("Double Red Arrow") acquired its unforgettable fame in 1946, when the train was made available to the former British prime minister at that time for his painting vacation on Lake Geneva. Since then, this train has become known as "Churchill Arrow" thanks to its runs with Sir Winston Churchill. Churchill visited among others Bern and Zürich, where he was greeted by the cheering population. On September 19, 1946, Churchill gave a visionary speech at the University of Zürich, in which he called for the establishment of a kind of United States of Europe with his key sentence, "Let Europe arise."
Even before it was put into operation, the double red powered rail car planned for business trips was presented in 1939 at the unforgettable "Landi" national exhibition in Zürich as road number Re 4/8 301 (starting in 1948 as road number RBe 4/8 651, starting in 1959 as road number RAe 4/8 1021). SLM (mechanical parts), SWS (interiors) as well as the three electrical firms BBC, MFO, and SAAS (all electrical parts) participated in the building of the unit. No technically new territory was attempted in order to produce a reliable unit in as short a construction time as possible. Recourse was had to already familiar parts and construction methods as much as possible from the single-unit "Red Arrow" recently placed into service. The double powered rail car consists of two equally long cars independent of each other, each with two two-axle trucks, of which the inner one in each case is equipped with one motor each per wheelset. A large part of the electrical equipment and auxiliary systems such as transformers, controls, compressors, and brake equipment was installed in the low hoods. However, the special controls using so-called "Wander Transformers" always caused problems with longer layovers in the Zürich main workshops responsible for the unit.
After 1946, the train was henceforth called "Churchill Arrow" and continued in use for excursions and special runs in Switzerland until it suffered damage from a fire in 1979 and later was sold for scrap. In 1996, the Mittelthurgau Railroad (MThB) acquired the unit and it was overhauled with newer electrical components. Due to the insolvency of the MThB, the "Churchill Arrow" ended up back in the hands of the SBB in 2002. Since then, it has been used as an operational component of SBB passenger service. It is the oldest powered rail car on the railroad. It is used around 50 to 70 times a year and it accumulates about 20,000 km / 12,500 miles per year as part of custom charter runs and public adventure trips.



The image shows the first model as a rendering

märklin

This model can be found in the Märklin H0 assortment under item number 39260.

See Page 64 for an explanation of the symbols and age information.

Switzerland

VI DCC mfx NEM 15+

22846 Class 421 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II electric locomotive as a class Re 421, used for the SBB Cargo freight area. Fire red / ultra marine blue basic paint scheme. Road number 421 378-1. The locomotive looks as it did around 2018.

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 using cardan shafts. Traction tires. The triple headlights and one (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 Ends 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. The 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".

- **High-efficiency propulsion as a centrally mounted motor.**
- **All 4 axles powered using cardan shafts.**
- **Digital decoder with extensive light and sound functions included.**

Digital functions under DCC and mfx
Headlight(s)
Marker lights
Electric locomotive op. sounds
Locomotive whistle
Sound of squealing brakes off
Special 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
Stat. Announce. – Swiss
Sound of Couplers Engaging
Conductor's Whistle
Main Relay
Whistle for switching maneuver
Switching maneuver

märklin

This model can be found in the Märklin H0 assortment under item number 37340.

VI DCC mfx NEM 15 +

22830 Class 465 Electric Locomotive

Prototype: Class 465 electric locomotive in the new design for the Bern-Lötschberg-Simplon Railroad (BLS). The locomotive looks as it did in 2020.
Road number 465 011-5.

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 switching lights, warning lights, and running authorization lights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The cabs have interior details.
Length over the buffers approximately 21.3 cm / 8-3/8".

- **Numerous lighting functions can be controlled separately in digital operation.**
- **New design for the BLS.**

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
Light Function
Doors Closing
Light Function
Sound of Couplers Engaging
Coupler sounds

märklin

This model can be found in the Märklin H0 assortment under item number 39462.

See Page 64 for an explanation of the symbols and age information.

Switzerland

VI DCC mfx NEM 15+

22697 Class 77 Diesel Locomotive

Prototype: Type JT42CWRM diesel electric freight locomotive, better known as Class 77. Crossrail, Inc. 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 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 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 stoplights can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust. 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 with dynamic smoke exhaust.**

Dynamic smoke exhaust included

Tighter EU exhaust gas regulations starting on January 1, 2009 forced the American builder Electro-Motive Division (EMD) starting in 2005, to overhaul fundamentally the Class 66 (EMD JT42CWR) built for the European market. The history of this class began in 1985, when EMD (at that time a 100% subsidiary of General Motors) built an affordable diesel locomotive for the British market. Out of this came a six-axle, diesel-electric unit, the type EMD JT26CW-SS in an angular design and with a 2,460 kilowatt / 3,299 horsepower diesel motor, the GM 16-645E3C. The locomotive was designated as the Class 59. EMD used as a basis the American diesel locomotive, type SD40-2, built in large quantities due to its proven, simple construction, which had turned out very reliable. Initially for British railroads, EMD then overhauled and improved the Class 59 in the mid-Nineties as externally largely unchanged locomotives with a 2,350 kilowatt / 3,151 horsepower GM-Motor 12N-710G3B-EC as the Class 66 (type JT42CWR), which initially went into operation starting in 1998 at the British company EVU. Its diesel motor powered a three-phase generator, type M AR8/CA6, which provided electrical energy to the six series-wound commutator traction motors installed in the trucks and geared to the wheelsets using an axle-hung gearbox. The locomotive engineer sat on the left side instead of the right because the locomotives were planned only for use in Great Britain.

By the end of 2005, the lower emissions variant emerged due to tighter EU exhaust gas regulations as type JT42CWRM (in Great Britain: JT42CWR-T1) with an improved and overall reliable 2,420 kilowatt / 3,299 horsepower diesel motor, type 12-710G3B-T2, for fuel efficiency. On several railroads, it was no longer rostered as the Class 66 but as the Class 77. These improved locomotives were given better sound insulation in the cab, improvements to safety and comfort for the engineer as well as optional air conditioning. Additional external accessories were now two-part cab side windows, larger vent louvers, as well as a third door on one side due to partial removal of the continuous side corridor in the locomotive body. Increased safety, improved adhesion, and a longer maintenance interval were achieved with the "EMD HTCR-E" radial truck. In addition, there was the "EM2000TM" microprocessor control system for load control, motor control, and adhesion control, whereby a diagnosis system and the memory storage of past runs was implemented at the same time.

A total of 244 units were delivered of the improved variant JT42CWR(M/-T1) by the end of production in 2016. Many of these units belong to leasing firms such as the Porterbrook Leasing Company (5 units), Eversholt Rail (26 units), Beacon Rail Leasing (40 units), Macquarie European Rail (24 units), or Alpha Trains (7 units), which leased the locomotives to third parties in numerous European countries. There is thus a variety of paint schemes and lettering and they change constantly. Forty-one units went in 2009 to the roster of the Egyptian National Railways (ENR) and in 2011/12, six units enriched the Societé d´Exploitation Transgabonais (SETRAG) for service in Gabon in Africa. The Euro Cargo Rail (ECR), part of the DB group, acquired the most units currently with 60 JT42CWRM locomotives. They currently run for the most part as the class 247 for DB Cargo in Germany. Privately held EVU belongs to the owners of these locomotives such as the Belgian Crossrail (8 units), the French Akiem (10 units), and the British GB Railfreight (17 units).

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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 Function1
Compressor
Light Function 2
Light Function 3
Low Pitch Horn
High Pitch Horn
Switching maneuver
Light Function
Light Function
Letting off Air
Sanding
Sound of Couplers Engaging
Replenishing fuel
Coupler sounds
Warning announcement
Warning announcement
Operating sounds

märklin

This model can be found in the Trix H0 assortment under item number 39065.

See Page 64 for an explanation of the symbols and age information.

Austria

IV DCC mfx NEM 15 +

25089 Class 1189 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1189 "Austrian Crocodile" electric locomotive. Version in a fir green basic paint scheme. Road number 1189.04. The locomotive looks as it did at the beginning to mid-Seventies.

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. Two each driving wheels in both driving frames are powered using cardan shafts. Traction tires. The locomotive has articulated running gear to enable it to negotiate curves. The triple headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be changed to a white marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the switching light is on (1 each white at both ends of the locomotive). The cab and engine room lighting can be controlled separately in digital operation.

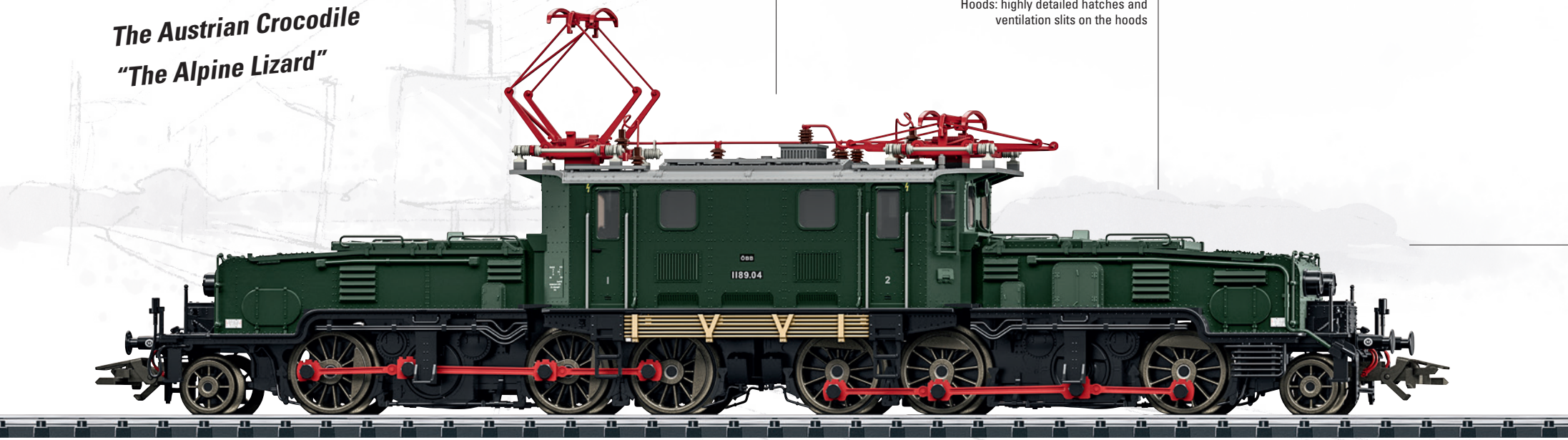
Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has highly detailed metal construction with many separately applied details, such as cooling pipes for the transformer oil. The cabs and engine room have interior details. The locomotive has detailed roof equipment. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses and imitation prototype couplers are included.
Length over the buffers approximately 23.4 cm / 9-3/16".

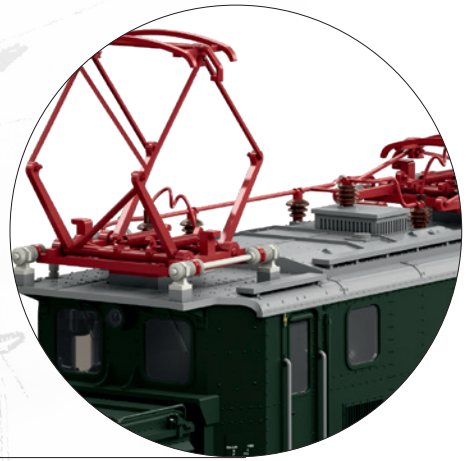
- **Completely new tooling in highly detailed metal construction.**
- **Digital decoder with extensive operation and sound functions included.**
- **Cab and engine room lighting can be controlled digitally.**

The Austrian Crocodile
"The Alpine Lizard"

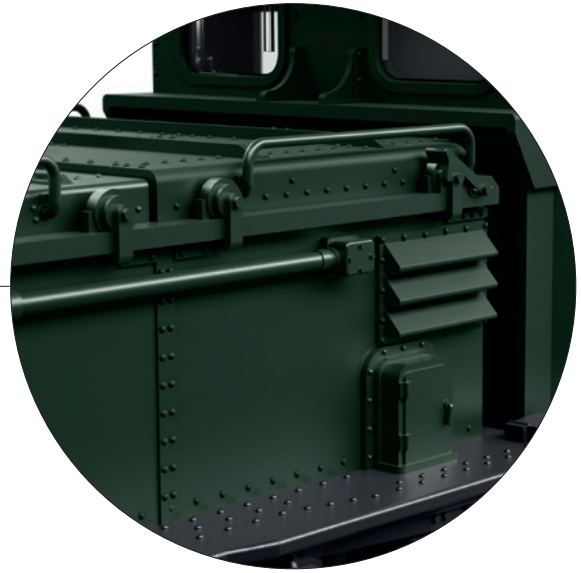
Roof equipment: view from above of the finely detailed pantographs and lines on the ends

Hoods: highly detailed hatches and ventilation slits on the hoods





The class 1189 electric locomotive as completely new tooling with highly detailed metal construction



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
Switching maneuver
Engineer's cab lighting
Sound of squealing brakes off
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Blower motors
Letting off Air
Pantograph Sounds
Sanding
Rail Joints
Brake Compressor
Doors Closing
Coupler sounds
Coupler sounds
Operating sounds

Locomotive ends: striking lamps and the box on the ends typical for this locomotive

märklin

This model can be found in the Märklin H0 assortment under item number 39089.

Freight car sets to go with this locomotive can be found under item number 24121 and under item number 46231 in the Märklin H0 assortment with information about the respective replacement wheelsets.

24121 | 46231 (Märklin) | 25089

See Page 64 for an explanation of the symbols and age information.

The car set to go with this model can be found on the following page

Austria

IV NEM 15 +

24121 Hopper Car Set

Prototype: Three Austrian Federal Railways type Fad (former DRB type OOtz 43) four-axle type hopper cars. Version with medium height upper superstructures and brakeman's platforms. Used to transport limestone. Standard design pressed sheet trucks, without lower beams welded in as reinforcement. The cars look as they did around 1971.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and set wheels at the ends. The hopper cars have scale sized load inserts. All of the cars are individually packaged and have a master package.

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

AC wheel set E700150.

Ideal for unit trains

Attractive load included

märklin

A hopper car set with three additional car numbers can be found in the Märklin H0 assortment under item number 46231 along with information about the required replacement wheel sets.

| 24121 | 46231 (Märklin) | 25089 |

See Page 64 for an explanation of the symbols and age information.


SNCF
4709
TGV 310018

As usual, a TGV Duplex also consists of two powered end cars and eight intermediate cars connected to each other by Jakobs trucks. The most striking feature was the new version of the powered end cars with rounded shapes, single-piece end windshield, engineer's control desk arranged in the center, and improved crash protection. The aerodynamic design of the new powered end car nose and the improved transition between the cars resulted now in only a 4% air resistance at a speed of 300 km/h / 188 mph compared to a normal single-level TGV. The intermediate cars are built mostly of aluminum extrusions in order not to exceed the permissible wheelset load of 17.5 metric tons. Many other small details such as seating reduced in weight, wiring with thinner sheathing, hollow wheelset axles, and altered brake disks contributed significantly to maintaining the permissible total weight. With the beginning of the new millennium, the recognition prevailed at the SNCF that in the future TGV trains would be ordered from Alstom only with IGBT-controlled three-phase asynchronous propulsion technology and only in bi-level versions.

In the summer, the SNCF ordered 55 sets of a third generation of bi-level TGV trains as the TGV Euroduplex/2N2. Here the intermediate cars underwent extensive overhauls and now offered a higher level of comfort including a modern passenger information system, accessibility for handicapped people, and wider corridors. These units (801-825, 4701-4730) are all equipped with three-system powered end cars (such as on the TGV POS). However, only the units 4701-4730 are equipped with the signal systems ERTMS-2, LZB-PZB, and Signum for service to Germany and Switzerland. The other 25 bi-level TGV trains (units 801-825) were initially given powered end cars with only the signal technical equipment for French routes. They are given priority to replace old PSE sets on routes with high-volume demand. The powered end cars are however already equipped for the installation of train safety systems for use in Germany and Switzerland as the need arises. Follow-up orders for the construction of up to 71 additional trains (units 826-896) were given by the SNCF starting in the spring of 2012, most of which were delivered recently and which are to replace the TGV Atlantique in coming years.

France

VI DCC mfx LED 1:87 15 +

22381 TGV Euroduplex High-Speed Train

Prototype: French State Railways (SNCF) TGV Euroduplex (train à grande vitesse) high-speed train, in the version for service between Paris and Munich. 2 powered end cars (TK1 and TK2), 1 bi-level transition car (R1), 1st class, 1 bi-level transition car (R8), 2nd class. Powered rail car train road number 4709. The train looks as it does in Era VI.

Model: This is 4-part basic set. Both end cars (TK1 and TK2) are powered. The train has a digital decoder and extensive sound functions. It has controlled, high-efficiency propulsion in both powered end cars, centrally mounted. 4 axles powered using cardan shafts in each end car. Traction tires. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The third headlight for the French headlight code can be turned off separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The cabs in the powered end cars have interior details. The train has separately applied metal grab irons. A powered end car and a transition car are permanently coupled together in pairs and have special close couplings with a guide mechanism. There is an additional guide mechanism in the Jakobs truck. The end cars have a power pickup changeover feature so that the pickup at the front of the train is the one picking up power. The interior lighting is powered through a continuous electrical connection through the entire train. Each powered end car has two single-arm pantographs in different versions with a contact strip on one for the DB and on the other for the SNCF. The pantographs work mechanically but are not wired to take power. The train is a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides.
Length of the 4-part powered rail car train approximately 102 cm / 40-1/8".

- **Tooling change for the version as a TGV Euroduplex for the route Paris – Munich.**
- **Scale 1:87 reproduction.**
- **Factory-installed LED interior lighting.**
- **Extensive sound functions included.**
- **Both end cars powered.**

The 22381 basic set can be expanded to a prototypical 10-part unit with the 23487, 23488, and 23489 add-on sets.

See Page 64 for an explanation of the symbols and age information.

The entire consist of the TGV Duplex has a remarkable length of over 2 meters / 78 inches

Digital functions under DCC and mfx
Headlight(s)
Interior lights
Electric locomotive op. sounds
Horn blast 1
Direct control
Sound of squealing brakes off
Light Function
Horn blast 2
Conductor's Whistle
Doors Closing
Station Announcements
Stat. Announce. – Fren.
Pantograph Sounds
Sanding
Blower motors
Letting off Air
Compressor
Train announcement
Surrounding sounds
Station Announcements

märklin

This powered rail car train can be found in an AC version in the Märklin H0 assortment under item number 37793.

France

The Models:
French State Railways (SNCF) TGV Euroduplex (train à grande vitesse) high-speed train, in the version for service between Paris and Munich.

This is a 2-part add-on car set for lengthening the TGV Euroduplex high-speed train, item no. 22381, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides.
Length of the pair of cars 43 cm / 16-15/16".

© T. Estler

VI | LED | 1:87 | 15+

23487 Add-On Car Set 1 for the TGV Euroduplex
1 bi-level intermediate car (R2), 1st class, and 1 bi-level intermediate car (R3), 1st class. Powered rail car train road number 4709. The cars look as they do in Era VI.

The 22381 basic set can be expanded with the 23487, 23488, and 23489 extension sets to a prototypical 10-car unit.

VI | LED | 1:87 | 15 +

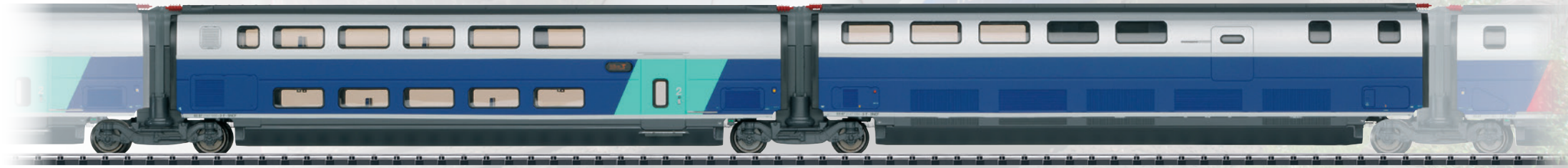
23488 Add-On Car Set 2 for the TGV Euroduplex
1 bi-level intermediate car (R6), 2nd class, and 1 bi-level intermediate car (R7), 2nd class. Powered rail car train road number 4709. The cars look as they do in Era VI. Length of the pair of cars 43 cm / 16-15/16".

All of the cars include factory-installed warm white LED interior lighting

VI | LED | 1:87 | 15 +

23489 Add-On Car Set 3 for the TGV Euroduplex
1 bi-level intermediate car (R4), bar car 2nd class, and 1 bi-level intermediate car (R5), 2nd class. Powered rail car train road number 4709. The cars look as they do in Era VI. Length of the pair of cars 43 cm / 16-15/16".

märklin
These models can also be found in the Märklin H0 assortment.



23489 | 23487 | 22381

See Page 64 for an explanation of the symbols and age information.

Italy

22368 Class V 142 Diesel Locomotive

Prototype: Servizi Ferroviari (SerFer) class V 142 diesel locomotive. Former DB class V 100. Road number V 142-23. The locomotive looks as it did in 2002.

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

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

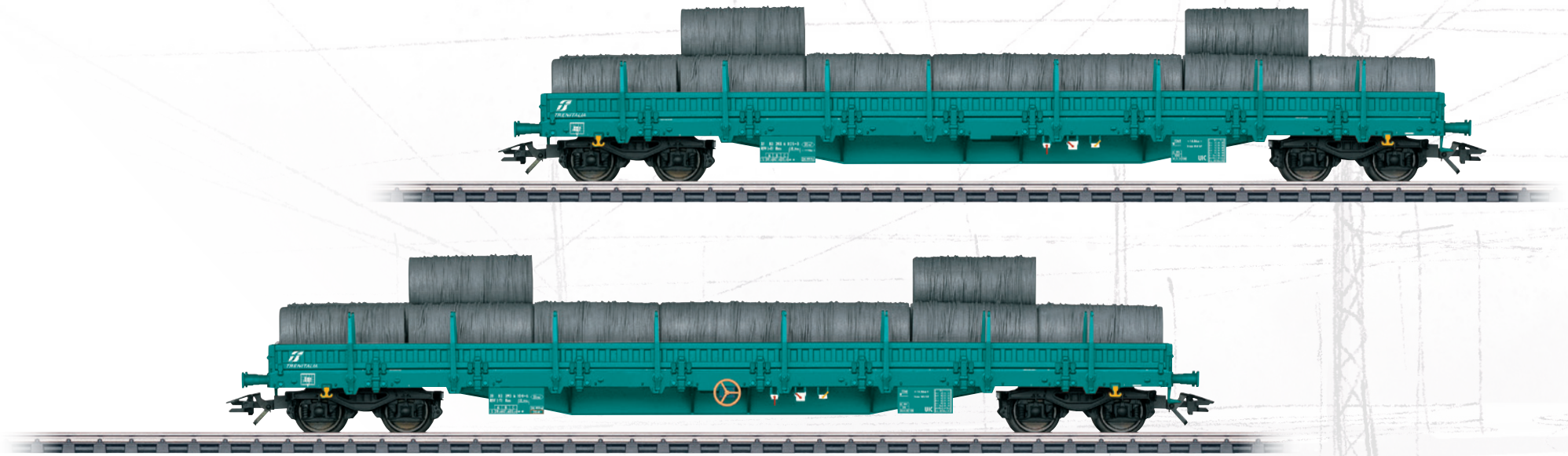
Digital functions under DCC and mfx
Headlight(s)
Whistle for switching maneuver
Diesel locomotive op. sounds
Horn
Direct control
Headlight(s): Cab2 End
Switching maneuver
Coupler sounds
Headlight(s): Cab1 End
Sound of squealing brakes off
Blower motors
Compressor
Letting off Air
Sanding
Replenishing fuel
Rail Joints

märklin

This model can be found in the Märklin H0 assortment under item number 37174.

See Page 64 for an explanation of the symbols and age information.

The right add-on from the Märklin H0 assortment



47107 **Type Res Low Side Car Set**

47107 | 47107 | 22368

Belgium

III LED NEM 15 +

23222 M2 Passenger Car Set

Prototype: 2 different Belgian State Railways (SNCB/NMBS) type M2 passenger cars. 1 type M2, A passenger car, 1st class. 1 type M2, A5B5, passenger car, 1st/2nd class. Moss green basic paint scheme. The cars look as they did in Era IIIa.

Model: The cars have separately inset, graduated window frames. Both cars have factory-installed interior lighting with warm white LEDs. The cars have different car numbers. Both cars are individually packaged and there is a master package.

Total length over the buffers 55.2 cm / 21-3/4".

- **New tooling for the first class car.**
- **Both cars include factory-installed LED interior lighting.**
- **Passenger car set to go with the new tooling for the SNCB class 1 steam locomotive and the 23221 car set.**

märklín

This model can be found in the Märklin H0 assortment under item number 43547.

The type M2 car set to go with this car set can be found in the Trix H0 assortment under:

23221 M2 Passenger Car Set

The class 1 steam locomotive to go with this car set::

25480 Class 1 Steam Locomotive

See Page 64 for an explanation of the symbols and age information.


TRIX
H0
1·2

Sweden

VI DCC mfx NEM 15+

22997 Class 66 Diesel Locomotive

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. RushRail, Sweden, 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 using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the Double "A" Light function is on. 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 a blinking light can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust. 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".

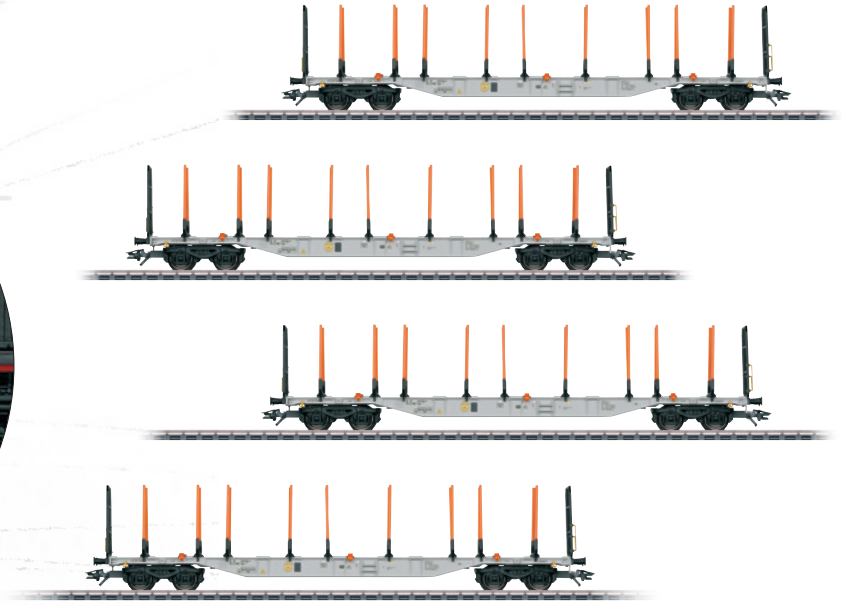
The ends of the class 66 are impressively rich in detail

Dynamic smoke exhaust included

- **Tooling change.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator with dynamic smoke exhaust.**

The right add-on from the Märklin H0 assortment

Flawless and sharp-edged imprinting just like the prototype



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
Sound of Couplers Engaging
Coupler sounds
Coupler sounds
Replenishing fuel
Warning announcement
Warning announcement
Operating sounds

47138 Set Type Sgns 88 Freight Car Set

47138 | 22997

märklin

This model can be found in the Märklin H0 assortment under item number 39068.

See Page 64 for an explanation of the symbols and age information.

Czech Republic

VI NEM 15 +

24803 Type Sggrss 80 Double Container Transport Car

Prototype: Type Sggrss 80 6-axle double container transport car with articulation, for combined freight service. Gray basic paint scheme. Privately owned car for Ermewa, registered in the Czech Republic. Loaded with two 40-foot box containers. The car looks as it currently does in real life.

Model: The car has prototypically partially open flat car floors constructed of metal with striking "fish belly" side sills. It also has type Y 25 trucks. Both flat car halves are mounted on the center truck and can pivot. The underside of the flat car floors has separately applied brake lines and air tanks. There are folding walkover plates on the upper side of the flat car floors above the center truck in the area of articulation. The grab irons on the ends of the car and switching hooks are separately applied. The car is loaded with two 40-foot box containers that can be removed. Length over the buffers 30.7 cm / 12-1/16".
AC wheelset E700150.

- **Detailed version constructed mostly of metal.**
- **Used in container trains as unit trains in seaport – inland service.**
- **Containers can be removed and stacked.**

Modern electric freight locomotives in the classes 152, 185, 187, or 193 to go with this car can be found in the Trix H0 assortment.

Containers can be removed and stacked

märklin

More double container transport cars to form unit trains can be found in the Märklin H0 assortment, along with information about the required DC wheelsets.

Poland

TRIX HO

IV NEM 15 +

24555 Low Side Car Set
Prototype: Two Polish State Railroad (PKP) type 24Z (Ks-x) 2-axle stake cars as low side cars, without hand brake platform and without a storage frame for stakes on the car frame. Oxide red basic paint scheme. Each car loaded with a 20-foot box container. The cars look as they did in Era IV.
Model: Stakes are included separately for the long sides and ends. Each stake car is loaded with a 20-foot box container, which can be removed. Retainer sheet metal pieces for mounting the containers are included with the stake cars.
Length over the buffers per car 15.7 cm / 6-3/16".
AC wheelset E700150.

V NEM 15 +

24554 Type Hbbins High-Capacity Sliding Wall Boxcar
Prototype: Type Hbbins four-axle high-capacity sliding wall boxcar. Hand wheels included for setting brakes from the ground. Privately owned car for the firm AAE, leased to the Polish State Railroad (PKP). The car looks as it did around 2000-2006.
Model: The car has adjustable buffers and trucks.
Length over the buffers 26.7 cm / 10-1/2".
AC wheelset E700150.

See Page 64 for an explanation of the symbols and age information.

Museum Car 2021

III NEM 15 +

24721 Trix H0 Museum Car for 2021
Prototype: Type GI two-axle boxcar with a brakeman's cab. Privately owned car painted and lettered for the firm Friedr. Dick, Esslingen, Germany, used on the German Federal Railroad (DB). The car looks as it did around 1960.

Model: The boxcar has sliding doors that can be opened. It also has separately applied ladders and handrails.
Length over the buffers 13.3 cm / 5-1/2".
AC wheelset E36667900.
Trix Express wheelset E33339010.

- **Trix H0 Museum Car for 2021.**
- **Kitchen knife with Trix engraving and a blade protector.**
- **Attractive packaging in a metal tin.**

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

A kitchen knife from the firm Friedr. Dick, with Trix engraving and a clear blade protector is also included. The car comes in attractive packaging in a metal tin.

Trix Club Cars for 2021

IV NEM 15 +

24821 Trix H0 Club Car for 2021
Prototype: Four-axle heavy oil tank car with a brakeman's platform. Privately owned car of Aral, Inc., Bochum, Germany, used on the German Federal Railroad (DB).
Model: The ladder at the end of the car and the detailed sheet metal plates are modelled. The car has NEM coupler pockets and a close coupler mechanism.
Length over the buffers 13.1 cm / 5-1/8".
AC wheelset E700150.

The 24821 heavy oil tank car is being produced in 2021 in a one-time series only for members of the Trix Club.

IV NEM 15 +

33921 Trix Express Club Car for 2021
Prototype: Four-axle heavy oil tank car with a brakeman's platform. Privately owned car of Aral, Inc., Bochum, Germany, used on the German Federal Railroad (DB).
Model: The ladder at the end of the car and the detailed sheet metal plates are modelled. The car has NEM coupler pockets and a close coupler mechanism.
Length over the buffers 13.1 cm / 5-1/8".
AC wheelset E700150.

The 33921 heavy oil tank car is being produced in 2021 in a one-time series only for members of the Trix Club.

See Page 64 for an explanation of the symbols and age information.

The Trix Club – When a Hobby Becomes a Passion.

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.

Your Club advantages:

✘ *The Märklin Magazin 6 times a year*

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*

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

✘ *Annual Chronicle*

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

✘ *Catalog*

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

✘ *Early information*

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

✘ *Club Card*

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

✘ *Discounts at seminars*

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

✘ *Free shipping in the Online Shop*

Our Online Shop gives members free shipping within Germany.

✘ *Club Trips**

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

* depending on availability

✘ *Small welcoming gift*

for each new member – get ready to be surprised.

✘ *Birthday Coupon*

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

Club Car of the Year 2021, free of charge

Trix H0

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

Either on-line under Club at trix.de or fill out the registration form on Page 61 and send it to us by mail.

Trix Club
Postfach 9 60
73009 Göppingen
Germany

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

The Club Team is available to help you personally as follows:
Monday-Friday from 1 PM to 5 PM

The services mentioned here refer to 2021. Subject to change.

Status: 1/2021

Trix Club · Registration Form

TRIX CLUB

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

☐ Mr. ☐ Mrs./Ms.

Title

*Last Name, First Name (please print)

* Street, Number

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

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

*Country

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

@ E-mail address

Language requested

☐ German ☐ English
☐ French ☐ Dutch

Club News requested in

☐ German ☐ English

I would like to receive my annual car either in

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

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

I am particularly interested in

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

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

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

Fields marked with * must be completed.

I am paying my one year membership fee of EUR 79.95/CHF 109.95/$ 109.00 U.S. Funds (as of 2021):

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

☐ by means of the following direct debit authorization:

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

Account No.

Bank Code

Bank branch

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

*Last Name, First Name (please print)

*Street, Number

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

(All Countries)

☐ Bank transfer (after receipt of invoice)

Payment can only be done with online registration.

(CH)

☐ By payment order that I receive with the invoice.

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

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

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

Subject to change.

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

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

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

Data protection notice:

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

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

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

Date Signature

Date Signature

Date Signature

NH 2021

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany

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* depending on availability.

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for each new member – get ready to be surprised.

Birthday Coupon
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Register right now online at www.trix.de/Club.
Please select registration code NH 2021.

TRIX CLUB

Club Car of the Year 2021, free of charge

Trix H0

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

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

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

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

Manufacturer's Warranty

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

General Notes

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

Some important items of general importance are summarized below:

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

Important Service Information

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.

Deutschland

Service Center
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Niederlande

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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

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.

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.

Index to the Item Numbers

TRIX

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

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

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

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märklin Tage 2021 — 37. Internationale Modellbahnausstellung

September 17 to 19, 2021 in Göppingen

TRIX

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Some of the images are hand samples, retouched images, and renderings.
The regular production models may vary in details from the models shown.

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

Printed in Germany

358 272 – 01 2021

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