

Summer New Items 2021

TRIX
HO



Museum Locomotive



The detailed history of the museum locomotive can be found online at: <https://www.trix.de/products/25170>

Road Number 17 008

Road number 17 008 can be viewed in the German Technology Museum in Berlin as the sole preserved unit of the class 17.0. Road number 17 008 was delivered on February 3, 1912 by BMAG (Berlin Mechanical Engineering, Inc., formerly Schwartzkopff) with builder number 4760 to the Breslau District as road number S 10 1008 Bsl. There this locomotive with nine other units hauled mostly express trains in the direction of Upper Silesia. Around 1924/25, this unit, now designated as road

number 17 008 went to the Mainz District, where it was based at Mainz and was used chiefly on the Rhine routes. Yet there it was gradually replaced by the Bavarian class S 3/6 (class 18.4-5) and road number 17 008 thus went in the early summer of 1933 to the Düsseldorf storage yard in the Wuppertal District. Respectable performance however could no longer be expected there. Its daily work offered only local runs. Like many of its siblings, it quickly became superfluous and it was thus retired in October of 1934. Yet it was saved from being scrapped because the Brandenburg West maintenance facility restored

it as a showpiece. In the process, its left side was cut away to demonstrate better the working of a steam locomotive. Eventually, it was given a place of honor on March 11 of the anniversary year of 1935 (100 Years of German Railroading) in the Berlin Transportation and Engineering Museum in the former Berlin-Hamburg Line Station, even on electrically driven rollers.

After World War II, the museum was not open to the public for a long time due to the special status of railroading in West Berlin. This was because the German State Railroad (DR) of the GDR (East

Germany) also ran railroad operations in the West Sectors of Berlin and refused any access to all trackage by outsiders, except of course the stations and their platforms. It was not until 1984 with the takeover of the S-Bahn by the West Berlin Senate that ownership of the shutdown museum was acquired by the West. Sometime later, road number 17 008 was woken from its "Sleeping Beauty sleep" and transported on a depressed floor semi rig to the Neukölln Station and then moved on its own wheels across the Ringbahn or Ring Line to the Anhalt Freight Station.





25170 Class 17 Steam Locomotive

Prototype: German State Railroad Company (DRG) class 17.0 steam locomotive. Former Prussian class S 10. Museum locomotive of the Berlin Transportation and Technology Museum. Lettering and version as road number 17 008 as it looked in Era II around 1932.

Model: The locomotive has a digital decoder and extensive sound functions. It also has high-efficiency propulsion with a flywheel, in the boiler. 3 axles powered. Traction tires. The locomotive and coal tender are constructed mostly of metal. A smoke unit is built into the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit will work in

conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and oncoming train light are each digitally controlled separately. Maintenance-free, warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism and an NEM pocket on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves are included. Figures of an engineer and a fireman are included for installation in the cab. A booklet gives information about the history of the locomotive. Length over the buffers approximately 24.0 cm / 9-7/16".

- Reworked tooling.
- New propulsion concept.
- Reworked locomotive and tender connection.
- Open cab with an open view through it.
- Cab lighting can be controlled digitally.
- Oncoming train light can be controlled digitally.
- Firebox flickering can be controlled digitally.
- Built-in smoke unit.
- Figures of an engineer and a fireman included.
- Booklet about the history of the locomotive included.

Digital functions under DCC and mfx

Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator contact
Light(s) for Oncoming Train
Engineer's cab lighting
Flickering Light in Fire Box
Whistle for switching maneuver
Direct control
Sound of squealing brakes off
Air Pump
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Sanding
Replenishing coal
Replenishing water
Replenishing sand
"Switcher Double "A" Light"
Switching maneuver
Flickering Light in Fire Box
Rail Joints
Safety Valve



märklin

This model can be found in the Märklin HO assortment under item number 37197.

The Further Development of a Success Story

With this model update, the Vectron has experienced not only a simple "facelift", the Trix models have been developed further and thus brought much closer to the prototype.

What has made the models even richer in details regarding their looks can be seen very well on the ends and in the area of the running gear. Separately applied grab irons, handrails and brake hoses, close couplers with guide mechanisms as well as detailed modelling of the trucks brings the models even closer to their prototypes. The roofs are also more prototypical. In addition to perfectly modelled roof conductors, up to four different pantographs can be raised up to the catenary on your layout.

The noticeable weight of the new tooling provides appropriate pulling power. Done in a die-cast zinc process, the frame and the locomotive body form an unbeatable team for this.

Our Vectron models are also convincing with considerably more functions. In addition to several new operations sounds, light functions such as turning on long-distance headlights are now coming into play on your layout.

More light functions such as cab lighting and long-distance headlights

The ends of the new Vectron reveal considerable reworking



A summary of the facts:

- Frame and locomotive body produced using a high quality die-cast zinc process.
- The greater weight provides more pulling power.
- The ends of the locomotive have been reworked.
- Many separately applied details such as grab irons, entrance handrails, and brake hoses.
- Prototypical roof equipment including up to four different pantographs.
- Considerably more light functions such as cab lighting and long-distance headlights.
- The Vectron for the first time with prototypical, digitally controlled speech functions.
- Couplers with guide mechanisms.
- Truck sides prototypically detailed.
- Rain gutters on the entrances as on the prototype.



Worked out in detail, the models reproduce the Vectron's modern braking technology. The three-dimensionally worked out brake disks set off in color are an eye-catcher here

The models with their roof equipment and up to four different pantographs demonstrate convincingly how close they are to the prototype

Further development with a high level of detailing. The many separately applied details and couplers with guide mechanisms contribute to this



Even More Detailed



25190 Class 193 Electric Locomotive

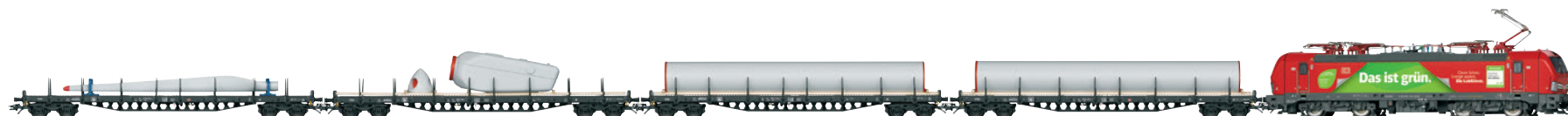
Prototype: German Railroad, Inc. (DB AG) class 193 (Vectron) electric locomotive. DB Cargo freight service area. Locomotive road number 193 310. The locomotive looks as it did around 2018.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Long-distance headlights can be controlled separately. The cab lighting can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses for mounting on the locomotive are included. Length over the buffers 21.9 cm / 8-5/8".

- New tooling.
- Locomotive body and frame are constructed of die-cast zinc.
- Many separately applied details.
- Cab lighting can be controlled digitally.
- Digital decoder and extensive operation and sound functions included.



The Vectron is also modelled in detail below the locomotive body and on the trucks



47134 (Märklin)

25190



Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Low Pitch Horn
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Long distance headlights
Blower motors
Compressor
Letting off Air
Horn
Sanding
Switching maneuver
Sound of Couplers Engaging
Coupler sounds
Announcement: Train coming through
Grade crossing: Gates closing
Grade crossing: Gates opening

märklin

This model can be found in the Märklin HO assortment under item number 39197.

The Ideal Add-On



47134 "Wind Power" Stake Car Set – Please use the E700580 DC wheelset here

A current explanation of the symbols can be found on the Internet at www.trix.de

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Switzerland



25192 Class 193 Electric Locomotive

Prototype: SüdLeasing, Inc. class 193 (Vectron) electric locomotive, leased to SBB Cargo International, Inc. Locomotive name "Limmat". Locomotive road number 193 524. The locomotive looks as it did in 2020.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and one white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. The lights can be changed between the Swiss headlight / marker light code and headlights / red marker lights. Long-distance headlights can be controlled separately. The cab lighting can be controlled digitally. Switching lights, warning lights, and oncoming train lights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses for mounting on the locomotive are included. Length over the buffers 21.9 cm / 8-5/8".

- **New tooling.**
- **Locomotive body and frame are constructed of die-cast zinc.**
- **Many separately applied details.**
- **Numerous light functions can be controlled separately in digital operation.**
- **Digital decoder and extensive operation and sound functions included.**



The level of detailing shows very well. The couplers are now set back and grab irons such as handholds on the ends are constructed of metal and separately applied



Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Low Pitch Horn
Marker light(s)
Direct control
Engineer's cab lighting
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Long distance headlights
Marker light(s)
Light Function
Horn
Switching maneuver
Light Function
Blower motors
Compressor
Letting off Air
Sanding
Sound of Couplers Engaging
Coupler sounds
Stat. Announce. – Swiss
Grade crossing

märklin

This model can be found in the Märklin H0 assortment under item number 39199.



© Thomas Estler

The Ideal Add-On



47120 LKW Walter Deep Well Flat Car Set – Please use the E700580 DC wheelset here



47111

47120

47111

47137

47120

25192

Netherlands



25297 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. ATC AngelTrainsCargo, Antwerp, leased to Rotterdam Rail Feeding (RRF). Yellow/orange basic paint scheme. Road number 1102.

The locomotive looks as it did in Era VI.

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

digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20 cm / 7-7/8".

- **New road number 1102.**
- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **Digital decoder and extensive operation and sound functions included.**

märklin

This model can be found in the Märklin H0 assortment under item number 37298.

Digital functions under DCC and mfx

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



The Ideal Add-On



47137 Type Sgns Container Transport Car Set – Please use the E700580 DC wheelset here



47137 (Märklin)

47137 (Märklin)

25297



25194 Class EB 3200 Electric Locomotive

Prototype: Danish State Railways (DSB) class EB 3200 (Vectron) electric locomotive. Road number 3203. The locomotive looks as it did in 2020.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. Long-distance headlights can be controlled separately. The cab lighting can be controlled digitally. Switching lights and oncoming train lights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses for mounting on the locomotive are included. Length over the buffers 21.9 cm / 8-5/8".



The extremely well executed and modelled disk brakes of the further development are very easy to recognize

- New tooling.
- Locomotive body and frame are constructed of die-cast zinc.
- Many separately applied details.
- Numerous light functions can be controlled digitally.
- Digital decoder and extensive operation and sound functions included.

Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Low Pitch Horn
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Long distance headlights
Blower motors
Light Function
Light Function
Horn
Switching maneuver
Compressor
Letting off Air
Sanding
Sound of Couplers Engaging
Coupler sounds



43599 (Märklin)

25194

märklin

This model can be found in the Märklin H0 assortment under item number 39331.

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Creating a track plan for an H0 model railroad – Instructions for the Märklin CS3

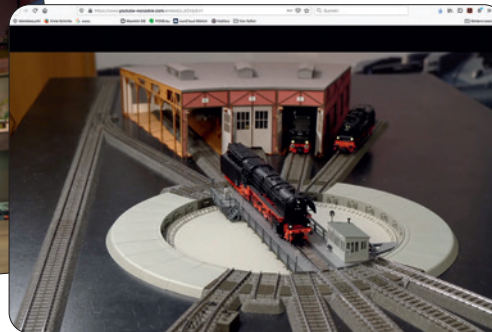
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