

# TRIX

Trix. The Fascination of the Original.



Fall New Items for 2011

# Here Comes the Mouse

*The Mouse Train – “The Broadcast with the Mouse”*

*Who in Germany doesn't know it – “The Broadcast with the Mouse”. For 40 years the humorous and technical explanations have enjoyed great popularity among old and young. The “Mouse” in orange and brown beams week after week into German living rooms and children's rooms and explains to its viewers the world and all of the complicated things that probably no one would totally understand without the “Mouse”. At the start of the broadcast on March 7, 1971 the Mouse was not a star in any sense: At first it was still called “Humorous*

*and Technical Explanations for TV Beginners”. A title that undoubtedly was not destined to write television history. Yet, ten months later the name that it has had down to this day finally became a national icon. Over the years the “Mouse” was also expanded: In February of 1975 the small blue elephant celebrated its premier, and on January 2, 1987 the yellow duck had its first appearance on a Mouse broadcast. For many generations “The Broadcast with the Mouse” stood and stands for good television for children. Down to this day it has not lost any of its popularity.*


*On March 10, 1996 “The Broadcast with the Mouse” celebrated its 25 anniversary. On the occasion of this anniversary electric locomotive road number 110 487 (class 110 with pants crease) as well as three express train passenger cars had decorative sheets affixed to them and they ran throughout German as a special exhibition train. While the electric locomotive was decorated with themes for all three animals – mouse, elephant, and duck, each animal had an entire car just for itself. A type WGMh 824 entertainment car served as the “Mouse Car”. A type Bm 235 compartment car*

*presented the elephant, while the duck had to take potluck with a type Dms 905.1 baggage car. The “Mouse Train” was officially presented in Cologne on March 10, 1996. Immediately following this it started a two-week Germany tour and was presented to an amazed public in eleven German cities. Road number 110 487 was actually in a “Chinese Red” paint scheme and was run with the “Mouse Train” decoration just four times until April 6, 1996.*

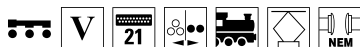
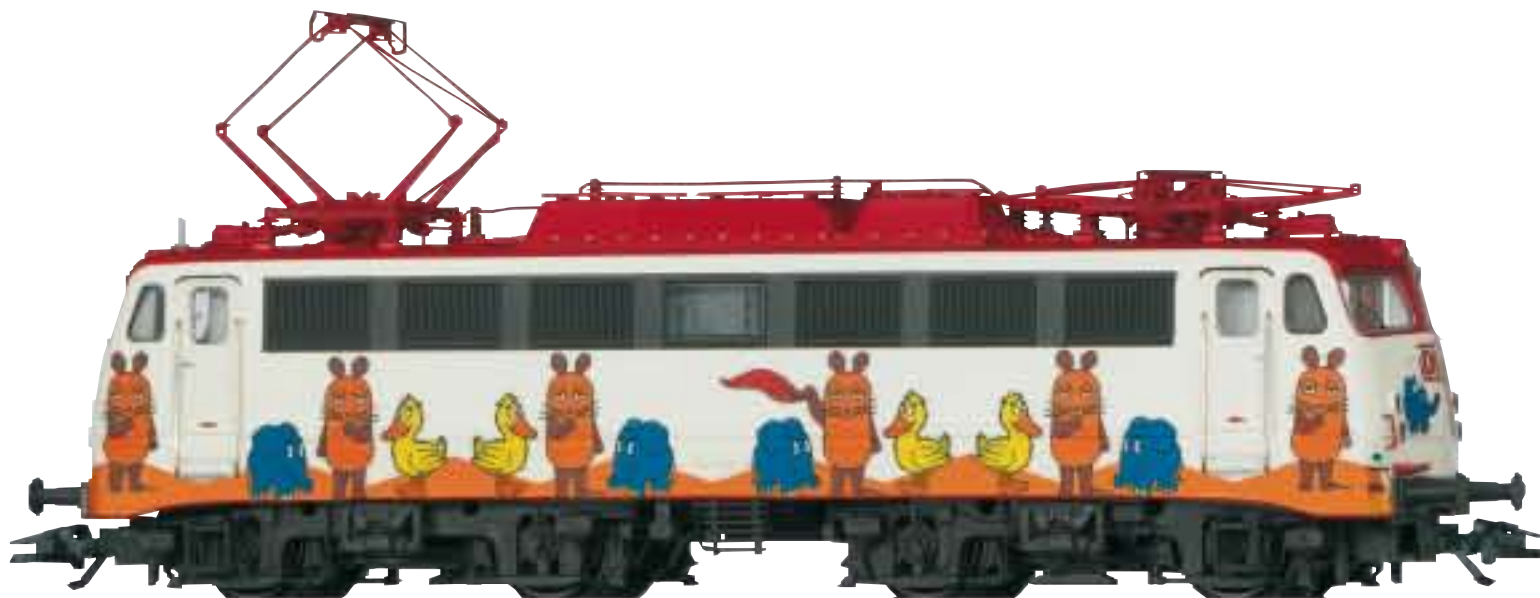


**EXCLUSIV** 2/2011

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One-time series for 2011 





### 22667 Electric Locomotive.

**Prototype:** German Railroad, Inc. (DB AG) class 110.3. Express locomotive with aerodynamic ends, with the co-called "Pants Crease". "Chinese Red" paint scheme, with an advertising theme. Rebuilt version with square Klatte vents, square engine room windows, without a continuous rain gutter, without skirting, and without buffer streamlining. The locomotive looks as it did around 1996.

**Model:** The locomotive has a 21-pin digital connector. It has controlled high efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights and marker lights are maintenance-free, warm white and red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details and separately applied control wheels. The roof walks are separately applied. Length over the buffers 18.9 cm / 7-7/16".

**One-time series.**

The passenger car set to go with this locomotive can be found in the Trix H0 assortment under item no. 23486.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37012.



# Here Comes the Mouse



## 23486 "Mouse Show Train" Passenger Car Set.

**Prototype:** 3 different design German Railroad, Inc. (DB AG) express train passenger cars, with different advertising themes. 1 type WGmh 824 entertainment car, with the main design theme of "Maus" / "Mouse". 1 type Bm 235 compartment car, 2nd class, with the main design theme of "Elefant" / "Elephant". 1 type Dms 905.1

baggage car, with the main design theme of "Ente" / "Duck". The cars look as they did in the early part of 1996.

**Model:** The cars have underbodies specific to the different car types. The trucks are Minden-Deutz heavy designs, with disk brakes like the prototype, with and without magnetic rail brakes depending on the car type,

and with and without side stabilizers and separately applied generators depending on the car type. All of the cars are ready for installation of the 66718/66719 lighting kits and the 73407 marker light kit. Total length over the buffers 84.8 cm / 33-3/8".

**AC wheel set per car 4 x 700150.**

**One-time series.**

**The right motive power to go with this car set is the class 110.3 electric locomotive, which you can find under item no. 22667.**

**This model can be found in an AC version in the Märklin H0 assortment under item no. 43869.**



**EXCLUSIV** 2/2011

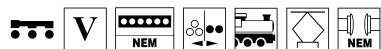
One-time series for 2011





## HIGHLIGHTS

- + Especially extensive paint scheme and imprinting. Imprinted windows and roofs.



### 11621 "Mouse Show Train" Passenger Train.

**Prototype:** German Railroad, Inc. (DB AG) class 110.3 electric locomotive with streamlined ends ("Pants Crease"). 3 different design German Railroad, Inc. (DB AG) express train passenger cars, with different advertising themes. 1 type WGmh 824 entertainment car, with the main design theme of "Maus" / "Mouse". 1 type Bm 235 compartment car, 2nd class, with the main design theme of "Elefant" / "Elephant". 1 type Dms 905.1 baggage car, with the main design theme of "Ente" / "Duck". The train looks as it did in the early part of 1996.

**Model:** The locomotive has a digital connector, a motor with a flywheel, and all 4 axles powered. It also has a close coupler mechanism. The pantographs work mechanically and electrically. The locomotive is the typical version in Era IV with buffer beams without streamlining, individual side vents, and altered rain gutter. The locomotive and the cars are in a special edition and are not available separately. Length over the buffers 598 mm / 23-1/2".

**One-time edition on the 40th anniversary of "Broadcast with the Mouse".**

# Class 44 Freight Locomotive with a Tender

The class 44 was built from 1926 to 1949 and is thereby one of the standard design locomotives built over the longest period of time. A total of almost 2,000 units were built. In Germany the legendary 44's formed the backbone of the heavy freight train service for many years.

In addition, they were used in several European countries. A locomotive with tender ready for service weighed a proud 185 metric tons. The technically demanding three-cylinder running gear transferred the output of 2,000 horsepower to the rails.



## HIGHLIGHTS

- + Metal construction.
- + Can motor with a bell-shaped armature and a flywheel.
- + Drive gear in the locomotive.
- + DCC/Sx decoder can also be used in conventional operation.
- + Realistic steam locomotive sounds.



### 12344 Freight Train Locomotive with a Coal Tender.

**Prototype:** German Federal Railroad (DB) class 44, 2-10-0 design. Built starting in 1937 as a standard design locomotive for the DRG.

**Use:** Heavy freight trains.

**Model:** The locomotive and the tender are constructed of die-cast metal. The locomotive has a powerful can motor with bell-shaped armature and a flywheel, built into the boiler. 5 axles powered through side rods. Traction tires. The locomotive has a digital decoder for

DCC, Selectrix, and conventional operation, and it also has automatic recognition for conventional DC operation. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a close coupling between the locomotive and tender, and there is a close coupler mechanism on the rear of the tender. The smoke box door can be opened. Length over the buffers 141 mm / 5-9/16".

Digital Functions	Sx	DCC
Headlight(s)	x	x
Steam locomotive op. sounds		x
Locomotive whistle	x	x
Air Pump		x
Locomotive whistle		x

EXCLUSIV 2/2011

One-time series for 2011 



*The type Rmrs 31 stake cars were used for the most part to transport bulky freight, vehicles, and machinery. The first year of delivery was 1933. The cars were built in very large quantities and were used by the DB for a long time.*



**15410 Set with 6 Stake Cars.**

**Prototype:** German Federal Railroad (DB) type Rmrs 31. Built starting in 1933 for the German State Railroad Company.

**Use:** Transport of freight not sensitive to moisture.

**Model:** All of the cars come loaded with steel pipe and have different car numbers. The cars have close coupler mechanisms.

Total length over the buffers 480 mm / 18-7/8".



15410

12344

# Class 285 TRAXX Diesel Locomotive

Locomotives from the TRAXX (Transnational Railway Applications with eXtreme fleXibility) type family built by Bombardier are in operation everywhere in Europe today. In 1994, the AEG experimental 12X locomotive appeared, which then underwent testing as road no. 128 001 on the DB. The real success story began in 2000 however. Bombardier introduced the multiple system version: The class 185 was also designed for the power current systems of neighboring railroads. A total of 400 units of the class 185 are to be purchased. Depending on the country they will be used in, the locomotives are

being equipped with the correct train safety systems and with electrical equipment as a "package". So, there are locomotives with two or four pantographs and different contact wiper widths as the most noticeable external difference. There are also many class 185.1 locomotives on private railroads. And, there is a class 146.1 160 km/h / 100 mph fast version of this locomotive for commuter service. The TRAXX family locomotives delivered starting in 2005 formed the next evolutionary step on European railroads: They were equipped with locomotive bodies with improved ability to withstand

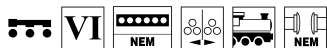
crashes; the shape of these locomotive bodies looks more powerful and brawnier at the ends. Other changes have to do with the electrical rectifier layout. Railion is presently putting 200 of these locomotives into service as the class 185.2. There is also a commuter service version of this locomotive for 160 km/h / 100 mph, the class 146.2. The German Railroad, Inc. is not the only eager buyer of this family of locomotives with an eye for the future. The SBB and many privately owned railroads such as the Swiss Crossrail are placing different models of the various series into service. The TRAXX 2E type

program as the current evolutionary step now also enables a diesel electric TRAXX version that shares essential components with the earlier electrical versions. The privately owned railroads are the pioneers for the use of these diesel locomotives. The TRAXX DE locomotive is being used on the HVLE as the class 285 in freight service, but it's also being used on the "metronome" Railroad Company LLC as the class 246 pulling bi-level passenger trains on non-electrified routes.



## HIGHLIGHTS

- + Diesel electric version from the TRAXX 2E program of locomotives.
- + Prototypical changes to the body.



### 12362 Diesel Locomotive.

**Prototype:** TRAXX DE diesel electric locomotive as the CB Rail class 285, leased to ITL. Built by Bombardier starting in 2007 as a locomotive from the TRAXX 2E program of locomotives.

**Use:** Freight service.

**Model:** The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism.  
Length over the buffers 118 mm / 4-5/8".

**One-time series in 2011 for the Märklin Exclusiv Program.**

# EXCLUSIV

2/2011

One-time series for 2011 





## HIGHLIGHTS

- + New tooling for the dumping hoppers.
- + All of the dumping hoppers have different hopper numbers.
- + Prototypical load.



### 15071 Low Side Car Set.

**Prototype:** 4 type Rens four-axle low side cars with stakes. Privately owned cars of the firm AAE Cargo AG, Zug, Switzerland, leased to the firm Awilog Transport GmbH, Oberriexingen. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Each low side car is loaded with 7 dumping hoppers with tarps for the firm Awilog. The cars look as they did around 2009.

**Model:** The low side cars have type Y 25 trucks. Each car is loaded with 7 dumping hoppers. There are additional transport restraints for the dumping hoppers. All of the cars have different car numbers. All of the dumping hoppers have different hopper numbers. Each car comes individually packaged with its hoppers. Total length over the buffers 496 mm / 19-1/2".

**One-time series in 2011 for the "Exclusiv" program.**



15071

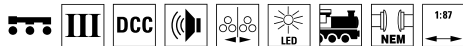
12362

# Class 41 Freight Steam Locomotive



## HIGHLIGHTS

- + Completely new tooling.
- + Especially finely detailed metal construction.
- + Open bar frame and many separately applied details.
- + High-efficiency propulsion with a bell-shaped armature, in the boiler.
- + Many operating and sound functions that can be controlled digitally.



### 22927 Steam Freight Locomotive with a Tender.

**Prototype:** German Federal Railroad (DB) class 41 steam freight locomotive with a tender and with oil firing. Rebuilt version with a new design, high-efficiency boiler, Witte smoke deflectors, DB Reflex glass lamps, inductive magnet on one side of the locomotive, warning stripes on the buffer plates, and rebuilt tender with an oil bunker. Road number 41 356. The locomotive looks as it did around 1962.

**Model:** The locomotive has a DCC digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights that change over with the direction of travel and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled

digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. It can be adjusted for track radius. Close couplers with NEM coupler pockets and guide mechanisms are mounted on the rear of the tender and on the front of the locomotive. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 27.5 cm / 10-13/16".

### One-time series.

**A tank car set to go with this locomotive is being offered under item no. 24112.**

**This model can be found in an AC version in the Märklin H0 assortment under item no. 37927.**

Digital Functions	Sx	DCC
Headlight(s)		x
Smoke generator contact		x
Steam locomotive op. sounds		x
Locomotive whistle		x
Direct control		x
Sound of squealing brakes off		x
Air Pump		x
Bell		x
Letting off Steam		x
Injectors		x
Operating Sounds 1		x

EXCLUSIV 2/2011



### 24112 Pressurized Gas Tank Car Set.

**Prototype:** 5 four-axle pressurized gas tank cars of different designs with heat shields and without heat shields. Privately owned cars painted and lettered for the firms Eva Eisenbahn-Verkehrsmittel AG, Düsseldorf, VTG GmbH, Hamburg und Ruhr-Stickstoff AG, Bochum. All of the cars were operated on the German Federal Railroad (DB). The cars look as they did around 1962.

**Model:** All of the cars have detailed, partially open frames. The side sills have a "U" profile facing outwards. The trucks are Minden-Dorstfeld designs. The cars come with and without heat shields. The cars have separately applied brakeman's platforms. The cars have different locations for the hatches. All of the cars have different car numbers and come individually packaged. There is also a master package for the set. Total length over the buffers 73.8 cm / 29-1/16".

DC wheel set per car 4 x 700580.

One-time series.

The class 41 steam freight locomotive to go with this set can be found under item no. 22927.

This model can be found in an AC version in the Märklin H0 assortment under item no. 46546, but with different car numbers.



24112

22927

One-time series for 2011 



# Class 335 Köf III



## HIGHLIGHTS

- + Completely new tooling for the class 335.
- + Body and frame constructed of metal.
- + Telex coupler front and rear.
- + Warm white LEDs for headlights.



### 22047 Diesel Locomotive.

**Prototype:** German Railroad, Inc. (DB Cargo) Köf III small diesel locomotive as the class 335 in Era V. "Traffic Red" paint scheme. Version with front vents, radio control, and switching couplers.

**Model:** This locomotive comes with a DCC digital decoder and controlled high-efficiency propulsion. Both axles powered. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The headlights can be turned off at both ends of the locomotive. The locomotive has Telex couplers at the front and rear that can be controlled separately. There is an open view through the engineer's cab and the grab irons are separately applied. Brake lines and switching couplers are included.

Length over the buffers 9.3 cm / 3-5/8".

### One-time series.

**This model can be found in an AC version in the Märklin H0 assortment under item no. 36340.**

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

# EXCLUSIV

2/2011

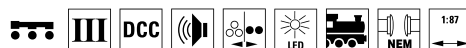
One-time series for 2011 

# Class V 160 "Lollo" General-Purpose Locomotive



## HIGHLIGHTS

- + New tooling for the V 160 "Lollo" pre-production locomotive.
- + Prototype paint scheme as the locomotive was delivered.
- + Different vent grills and side windows.
- + Frame and body constructed of metal.
- + mfx decoder with extensive light and sound functions.



### 22175 Diesel Locomotive.

**Prototype:** German Federal Railroad (DB) general-purpose locomotive in a pre-production version as the class V 160 "Lollo". The locomotive looks as it did as delivered in the prototype paint scheme of a crimson locomotive body and "stone gray" band in the upper area of the vents and windows. The arrangement of the vents and windows is different on both sides. The locomotive looks as it did around 1961/1962.

**Model:** The locomotive comes with a DCC digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free warm white LEDs. The locomotive has separately applied grab irons on the sides and ends. It also has detailed buffer beams. Brake hoses are included that can be installed on the locomotive.

Length over the buffers 18.4 cm / 7-1/4".

### One-time series.

**Bi-level cars for service between Hamburg and Bremen go well with this locomotive and are also being offered under item numbers 23463, 23464, and 23465 in the Trix assortment.**

**This model can be found in an AC version in the Märklin H0 assortment under item no. 37741.**

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

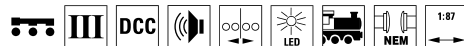
# Class 39 Passenger Steam Locomotive

**TRIX**  
HO



## HIGHLIGHTS

- + New tooling for the Prussian type 2'2' T 31,5 box-style tender.
- + Polished metal version of the boiler bands.
- + Tender with additional wooden boards for the coal bunker.
- + DCC decoder with a variety of operating and sound functions, can be controlled digitally.



### 22393 Passenger Locomotive with a Tender.

**Prototype:** German Federal Railroad (DB) class 39.0-2 passenger steam locomotive. With short Wagner smoke deflectors and a Prussian type 2'2' T 31,5 tender. Built starting in 1922 as the Prussian State Railways class P 10. Version with polished metal boiler bands. Tender with additional wooden boards for the coal bunker. The locomotive looks as it did around 1955.

**Model:** The locomotive has a DCC digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, and a compact design, maintenance-free can motor. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The dual headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm

white LEDs. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included. Length over the buffers 26.3 cm / 10-3/8".

### One-time series.

**Express train passenger cars to go with this locomotive, the so-called "Hechtwagen / Pike Cars", are being offered in the Trix assortment under item numbers 23383, 23384, 23385, and 23387.**

**This model can be found in an AC version in the Märklin HO assortment under item no. 39393.**

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

**EXCLUSIV** 2/2011

One-time series for 2011



# Märklin “Main Station App”

Experience the finest digital model railroad control, now on your iPad® too.

The new Märklin programs “Mobile Station App” and “Märklin Main Station App” convert different Apple mobile devices into full-fledged controllers for digital model railroading. You can turn on and off up to 16 digital locomotive functions on any locomotive, and a total of 320 solenoid accessories such as turnouts, routes, or signals are supported. The “Mobile Station App” and the “Märklin Main Station App” function as locomotive controllers in the process and use the settings of the digital central controller to run locomotives and to control solenoid accessories. Routes can also be activated on the track diagram control board with the “Märklin Main Station App”. Operation is simple and intuitive; the display of the status of functions is done automatically and is supported by self-explanatory pictograms such as are used by the Central Station.

The following conditions must be fulfilled for operation of the Märklin Mobile Apps:

The “Mobile Station App” runs on the Apple devices iPhone® (3GS and iPhone 4®), iPod touch® (3rd generation), iPod touch® (4th generation), and the iPad®. The “Main Station App” only runs on the Apple devices iPad® und iPad 2®. iOS 4.0 or later must be present as a platform.

A current Märklin Central Station 2 is required – item numbers 60213/60214/60215 and Firmware version 1.4 and later (for the “Main Station App” Firmware version 1.6 and later).

The Märklin Central Station must be linked with a WLAN router by means of a network connection. The WLAN router creates the connection with an iPhone®, iPod touch®, or iPad®.

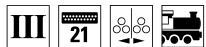
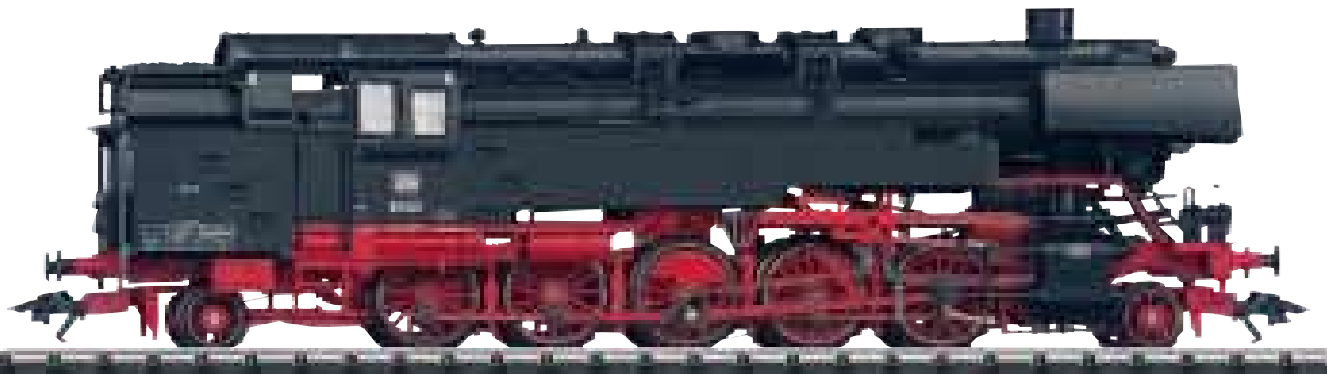


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# DB Class 85 Tank Locomotive

**TRIX**  
H0

**TRIX**



**22817 Steam Locomotive.**

**Prototype:** German Federal Railroad (DB) class 85 tank locomotive. Era III.

**Model:** The locomotive has an NEM 21-pin digital connector. It also has high-efficiency propulsion. 5 axles powered. Traction tires. The triple headlights change over with the direction of travel. The locomotive has NEM coupler pockets.  
Length over the buffers 18.6 cm / 7-5/16".

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

■ For adults only.

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