

Summer New Items 2019

TRIX
HO



A Totally New Feel When Switching!



Märklin is once again setting a new innovative milestone for model railroading with this technical treat.

Realized in a sturdy, reliable class 290, with these summer new items a **locomotive engineer that can turn** takes on his duties driving the locomotive.

Equipped with swing control, this locomotive engineer turns in the **positions "continuous run – switching run – stop"**.

Realized in a class 290 that is almost indispensable and characterized by long switching service, the result is not only a new technical highlight, but also a new visually impressive switching delight.

22902 Class 290 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG), Motive Power Business Area, class 290 heavy diesel switch engine. "Chinese Red" basic paint scheme. Without railings on the sides. The locomotive looks as it did around 1995.

Model: The locomotive engineer turns in the direction of travel and looks out the window when the locomotive is stopped. The locomotive has cab lighting. The locomotive has a multi-protocol mfx digital decoder and extensive sound functions. It also 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 at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, then the double "A" light function is on. Maintenance-free warm white LEDs are used for the lighting. The cab details are shown in relief. The locomotive has separately applied metal grab irons and handrails. Add-on steps to the engineer's cab can be installed on the locomotive for larger radius curves. Length over the buffers 16.4 cm / 6-7/16".

- Faded basic paint scheme.
- Multi-protocol mfx digital decoder.
- Extensive sound functions.

The weathered sliding wall boxcar set to go with this locomotive can be found in the Märklin H0 program under item number 48063.

This model can be found in an AC version with Telex couplers in the Märklin H0 assortment under item number 39902.



*Locomotive engineer who turns and cab lighting included for the first time
Prototypically faded and weathered*

Who is looking out of the window?





Digital Functions under DCC and mfx

Headlight(s)
Sound of Couplers Engaging
Diesel locomotive op. sounds
Horn
Coupler sounds
Direct control
Headlight(s): Cab2 End
Switching maneuver
Headlight(s): Cab1 End
Sound of squealing brakes off
Blower motors
Conductor's Whistle
Engineer's cab lighting
Replenishing fuel
Rail Joints
Brake Compressor
Letting off Air
Station Announcements
Warning announcement
Cab chatter
Window
Train radio
Sanding



Märklin 48063

22902

Anniversary of 100 Years of the Simplon Orient Express 1919-2019

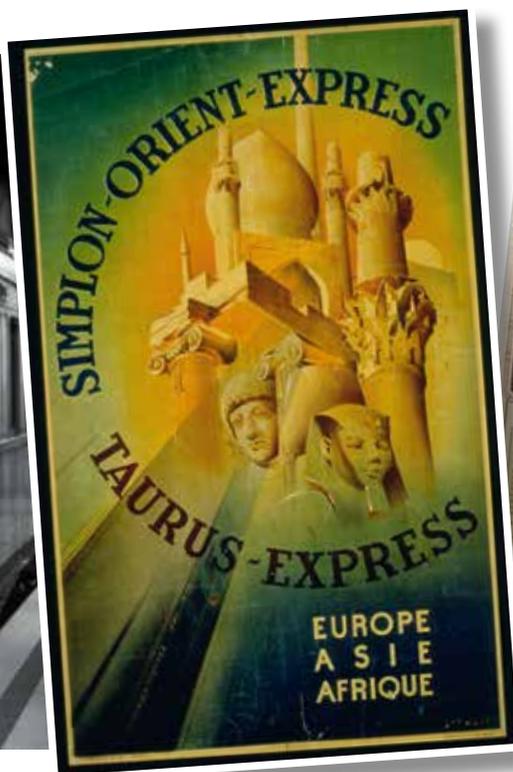
EST Class 13 (241 A) Steam Locomotive

At the start of the Twenties, the French East Railroad (EST) urgently needed motive power unit to haul its heavy express trains on the line Paris – Belfort – Basle. The new locomotive was planned to haul a 700-ton train at a constant speed of 115 km/h / 72-mph on level track with a maximum speed of 120-km/h / 75 mph, which required a continuous performance of 2,720 horsepower. Even more ambitious was the requirement to pull 800 tons at 80-km/h / 50 mph on a 0.5% grade. Around 3,540 horsepower was necessary for this – an exorbitant level of performance for steam locomotives! A prototype delivered on January 17, 1926 by Fives-Lille with number 41.001 was the first time the “Mountain” 4-8-2 wheel arrangement was presented in Europe. In line with French practice, it was designed as a four-cylinder compound

locomotive using de Glehn/du Bousquet principles with separately adjustable Heusinger valve gear for the high and low pressure running gear. After extensive testing, another 89 units were built between 1930 and 1934. They differed in several details from the prototype. Forty (40) units with road numbers 241-002-041 were delivered to the EST and 49 locomotives went to the ÉTAT. The prototype’s road number was changed to 241 001. The class 241 A locomotives had a type of boiler new in Europe that was based on an American design with a large combustion chamber as well as Nicholson design thermal syphons. The boiler was fed water by means of an exhaust steam injector and two live steam injectors. The inner cylinders (low-pressure cylinders) worked on the offset driving wheel set and the external cylinders (high-pressure cylinders)

worked on the second driving wheel set. A slide valve allowed high-pressure steam to reach the low-pressure cylinders during a start up or when greater performance was required. While the EST used their “Mountains” pulling heavy express trains on the routing Paris – Belfort – Mulhouse – Basle to bring vacationers bent on the mountains or starved for sun to Switzerland or to Italy, the ÉTAT ensured the connection to the ships landing at Cherbourg or Le Havre from the USA or Great Britain. Yet, the ÉTAT was not happy with their “Mountains”, since the latter’s high weight and the large fixed wheelbase apparently caused a high degree of wear to the track. They therefore sold all 49 units to the EST. After its founding in 1938, the SNCF took over all 90 locomotives, which after different temporary numbering schemes were given

the road numbers 241 A 1-41 (EST locomotives in the original sequence) and 241 A 42-90 (former ÉTAT units in an altered sequence). The SNCF used these locomotives until their retirement in the years 1960 to 1965 mainly between Paris and Strasbourg as well as Paris and Basle. Two examples remain preserved: road number 241 A 1 at the Mulhouse Railroad Museum and road number 241 A 65 in operational condition in Switzerland.



© CIWL



22913 EST Class 13 Express Train Steam Locomotive

Prototype: French East Railroad (EST) class 13 (241-A) heavy express train steam locomotive with a tender. Version as a locomotive for the Simplon Orient Express. Changes to the smoke deflectors specific to the type and dual headlights with one lamp above and one lamp below. Road number 241 A 002. The locomotive looks as it did around 1933.

Model: The locomotive has a digital decoder and extensive light and 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. The model has a factory-installed 72270 smoke unit. The dual headlights on the locomotive and tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled

digitally. There is also cab lighting that can be controlled digitally. Maintenance-free warm white LEDs are used for lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a close coupler in an NEM pocket with guide mechanism. The minimum radius for operation is 437.5 mm / 17-1/4". Brake hoses, heating lines, and imitation prototype couplers are included. Length over the buffers 30.4 cm / 12".



Realized with a headlight system as it formerly was

- Anniversary of 100 Years of the Simplon Orient Express 1919-2019.
- Tooling changes for the version as the French East Railroad (EST) class 13.
- Very detailed realization of the model.
- Cab lighting can be controlled digitally.
- Equipped with a factory-installed smoke unit.
- Digital decoder and extensive light and sound functions included.

Two express train passenger car sets for the Simplon Orient Express are being offered under item numbers 23219 and 23220 in the Trix H0 assortment.

This model can be found in an AC version in the Märklin H0 assortment under item number 39243.

Digital Functions under DCC and mfx

Headlight(s)
Smoke generator
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Light Function1
Letting off Steam
Sound of coal being shoveled
Tipping grate
Air Pump
Water Pump
Injectors
Rail Joints
Replenishing fuel
Replenishing fuel
Replenishing fuel
Sanding
Conductor's Whistle
Safety Valve
"Switcher Double ""A"" Light"
Switching maneuver
Sound of Couplers Engaging



Very detailed realization of the model as a series variation of the EST





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Anniversary of 100 Years of the Simplon Orient Express 1919-2019



23219 "Simplon Orient Express" Express Train Passenger Car Set 1

Prototype: 5 different express train passenger cars of different types painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) / International Sleeping Car Company, for the Simplon Orient Express. Included are 2 four-axle baggage cars, 1 six-axle dining car, 2 four-axle sleeping cars, each in a steel blue paint scheme. The cars look as they did at the beginning of the Thirties.

Model: The models are finely constructed with many separately applied details. The interiors are done in different colors. The cars have different car numbers. One baggage car has a factory-installed digital decoder, for controlling light and sound functions as well as red marker lights. Retracted diaphragms with walkover plates folded up are included for end cars in the set. Only a close coupler in a standard coupler pocket is installed at each of these ends of the end cars. The doors on the baggage cars can be opened. All of the cars have factory-installed LED interior lighting and factory-installed current-conducting close couplers that can be uncoupled. Table lamps in the dining car are lighted and together with the interior

lighting and the red marker lights will work in conventional operation and can be controlled digitally. The current-conducting close couplers can be replaced by current-conducting fixed drawbars included in the set. There are electrical pickups for current pickup on a baggage car. Total length over the buffers 117.5 cm / 46-1/4".

This car set can be found in an AC version in the Märklin H0 assortment under item number 42790.



Digital Functions under DCC and mfx

Interior lights
Marker light(s)
Load area door
Loading
Operating Sounds 1
Dialog
Operating Sounds 2
Snoring
Conductor

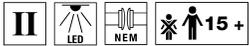


The red marker lights can be controlled digitally



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





23220 "Simplon Orient Express" Express Train Passenger Car Set 2

Prototype: 3 different four-axle sleeping cars painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) / International Sleeping Car Company, for the Simplon Orient Express. Each in a steel blue paint scheme. The cars look as they did at the beginning of the Thirties.

Model: The models are finely constructed with many separately applied details. The cars have different car

numbers. All of the cars have factory-installed LED interior lighting and factory-installed current-conducting close couplers that can be uncoupled. The interior lighting is powered by electrical pickups on a baggage car in the 23219 car set. The current-conducting close couplers can be replaced by current-conducting fixed drawbars included in the set.

Total length over the buffers 72.7 cm / 28-5/8".

This car set can be found in an AC version in the Märklin H0 assortment under item number 42791.



Extraordinarily intricate and rich in details



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23220

23220

23219

23219

22913

Czech Republic



22298 Class 380 Electric Locomotive

Prototype: Czech State Railroad (ČD) class 380 (Škoda Type 109 E) electric locomotive. Road number 380 001-8.
Model: This electric locomotive is constructed of metal and includes a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ,A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers approximately 20.7 cm / 8-1/8".

- Locomotive includes an mfx decoder and a variety of sound functions.
- Couplers include a guide mechanism.

This model can be found in an AC version in the Märklin H0 assortment under item number 36209.

Delivery scheduled for 2020.

New road number included



Digital Functions under DCC and mfx

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

France



22842 Class 212 Diesel Locomotive

Prototype: Class 212 diesel locomotive painted and lettered for the French construction firm Colas Rail.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers 14.1 cm / 5-9/16".

- mfx digital decoder.
- Extensive sound functions.

The car set to go with this locomotive can be found in the Märklin H0 program under item number 47103.

Very striking paint scheme in orange/yellow



Digital Functions under DCC and mfx

Headlight(s)
Coupler sounds
Diesel locomotive op. sounds
High Pitch Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Low Pitch Horn
Headlight(s): Cab1 End
"Switcher Double ""A"" Light"
Letting off Air
Brake Compressor
Switching maneuver
Replenishing fuel
Rail Joints
Blower motors
Sanding

Accessories



55017 RC3 Radio Hand Controller

This is a radio hand controller for wireless remote control of locomotives and working items using the CS 2 and CS 3 central units. This device can also be used for large layouts due to its wide range. The graphic display has a very high contrast and is very readable even in direct sunshine. There is also backlighting for operation at dawn and dusk and at night. Two (2) different locomotives or powered units can be controlled at the same time, and they can be called up with the CS. Sixteen (16) or thirty-two (32) functions can be controlled, depending on the configuration of the CS 2 or CS 3. Up to 4,095 turnouts or signals can be controlled. This device can be updated with the RC3 Radio Receiver and the CS 3. Three (3) AA batteries are required for operation. They are not included with this device. A 55057 RC3 Radio Receiver is required for connection to the CS 2 / CS 3. This is not included with the RC3 Radio Hand Controller. Size 185 x 80 x 35 mm / 7-1/4" x 3-1/8" x 1-3/8".



- This unit enables wireless control by means of radio technology.

Also suitable for other scales whose locomotives are controlled digitally with the CS 2 / CS 3.



55057 RC3 Radio Receiver

This is a radio receiver for the wireless 55017 RC3 Sender. In digital operation, it can be connected with the CAN Bus cable on it to the CS 2 and CS 3. A maximum of eight (8) 55017 RC3 Sender units can be assigned. The RC3 Radio Receiver can be updated with the CS 3. Size 68 x 78 x 20 mm / 2-11/16" x 3-1/16" x 13/16".



- This unit enables wireless control by means of radio technology.

Also suitable for other scales whose locomotives are controlled digitally with the CS 2 / CS 3.

MHI Exclusive Model

Schuco Construction Machine Model of a Liebherr A922 Rail Mobile Excavator in 1/87 Scale

At construction sites, Liebherr two-way excavators stand for power and speed. These machines deliver the highest level of performance on a daily basis. The A 922 Rail Litronic can be used as a two-way excavator either on roads or on railroad rails. The chassis for work on railroad rails is mounted on both ends of the undercarriage.

This Schuco model is completely new tooling and is constructed of metal with plastic parts. The excavator is fully movable, the upper carriage rotates, and the chassis for work on railroad rails can be folded up, so that the unit can be used on railroad rails as well as on roads.

This model is being produced exclusively for the MHI and is lettered for the firm „LEONHARD WEISS“. The model in 1/87 scale is about 100 mm / 3-15/16" long, 31.5 mm / 1-1/4" wide, and 34.5 mm / 1-3/8" high, and weighs about 120 grams / 4.23 ounces.





September 13 to 15, 2019 in Göppingen

Mark your calendar!
Everything about big and small trains,
Play and fun – 3 days long!
The MEGA family event in Göppingen.
More information at www.maerklin.de

Age Information and Warnings



A current explanation of the pictograms
can be found on the Internet at www.trix.de
or in the current Trix main catalog.

TRIX HO

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

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

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