

New Items 2017

Trix. The Fascination of the Original.

TRIX





Dear Trix Fans,



Welcome to the New Year for 2017! This year we are again presenting our new items brochure with many impressive models for Minitrix, Trix H0, and Trix Express.

Through all of the eras, the railroad has provided transportation for business and industry. It has also left its mark on the life of entire cities and regions over many generations.

It is thus no wonder that we have given special importance to freight service as models. This year we are spreading the entire range across model railroad rails. Regardless of whether it is the impressive class 42 steam locomotive of the Fifties or the latest variations of the Vectron as the TRAXX family. We are bringing impressive, prototypical trains/train runs to your model railroad scenery with car sets in all eras, some of them with new tooling.

However, 2017 is also the year of the "TransEuropExpress", which seven railroads started exactly 60 years ago with the ambitious plan to bring elegant, comfortable traveling to the rails. Come with us to explore this concept through the eras of the history of long-distance passenger service.

Now, give free rein to your personal operating and collector passion and discover your favorites on the following pages. Fulfill your wishes – your local specialty dealer is waiting for your visit!

Your Trix Team wishes you much fun exploring the new items for 2017!



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Dear Minitrix Fan,

We are looking forward to a new Minitrix season with you. In addition to many new items and surprises for the rails, we are presenting an impressive decorative piece for your layout this year. A "Hunt'sche" large coaling station based on the original as it was used in the railroad hubs of Saarbrücken, Munich, and Vienna.

Marvelous for the rails and eagerly awaited by many, the type UIC-Y express train sleeping cars are now in the program. They supplement the EC 40/41 "Molière" that connected the metropolises of Moscow and Paris only in the winter of 1991/92.

Not used in cross-border service but with a wonderful panorama, you can now insert an enjoyable pause with the "Kaffeeküch" snack bar car and train on the route for the Moselle Valley line. In addition, we are bringing a real oil-fired powerhouse to your layout with the class 042 as a one-time series only in 2017.

In addition to the many surprises for the advanced model railroads there are also interesting and appealing models for our new "My Hobby" line that is in strong demand.





EXCLUSIV 1/2017


One-Time Series for 2017

The Märklin-Händler-Initiative (MHI) or Märklin Dealer Initiative is an international association of mid-level toy and model railroad specialty dealers.

Since 1990, the MHI has been producing one-time special series for its members that are available exclusively through the specialty dealers of this association.

MHI special productions are innovative products with special differentiation in paint, imprinting, and technical features for the advanced model railroader or also replicas from earlier Märklin times. The MHI also promotes model trains for children with special products and supports its members to do this.

MHI products for the Märklin and Trix brands are manufactured in one-time series and are only available in limited quantities.

All MHI special productions are identified with the pictogram .

The dealers of our international association can be described in particular as having the full assortment of Märklin and/or Trix products as well as having special qualifications for giving advice and service. We emphasize this with a 5-year warranty on MHI products.

MHI dealers near you can be found on the Internet at www.mhi-portal.eu.



EXCLUSIV 1/2017

Minitrix Club Model for 2017

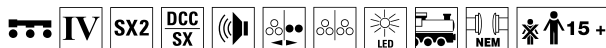


The prototype of our model was part of the first production series. Road number E50012 was built by Krupp with builder number 3482 and delivery of it was taken on July 23, 1957. It immediately entered service at Würzburg and pulled mostly heavy freight trains on the newly electrified route Nürnberg – Aschaffenburg. From time to time, it also did pusher

service on the steep grade between Laufach and Heigenbrücken, previously a domain of the class 95 steam locomotives. It remained barely two months in Würzburg because starting on September 9, 1957 it was assigned to the roster in Aschaffenburg and starting on May 20, 1958 to the roster in Nürnberg. In Aschaffenburg, it had been replaced by its older

six-axle colleagues from the class E94. The routes on which it ran remained the same as previously with Nürnberg – Würzburg – Aschaffenburg. The area of use for the prototype of this club model did not expand significantly until 1963 with the electrification of the North-South line up to Hannover. Starting in 1965 this locomotive could also be found on the

newly electrified line Würzburg – Treuchtlingen. Road number E50012 along with all of its Nürnberg colleagues wandered back to Würzburg on June 1, 1966, since the entire roster of E50 locomotives from Nürnberg was now assembled there.



16155 Electric Locomotive, Road Number 150 012-3

Prototype: German Federal Railroad (DB) class 150 heavy freight locomotive. Classic paint scheme of ocean blue / ivory. The largest class of standard design locomotives from the new building program of the Fifties. Converted version with squared off Klatte vents, double lamps at Cab 1, and single lamps at Cab 2. Without rain gutters. The locomotive looks as it did around 1990.

Use: Heavy freight trains and commuter trains.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. Warm white LEDs are used for the headlights. They and the marker lights change over with the direction of travel. All of these lights and the cab lighting can be controlled digitally. The locomotive has a close coupler mechanism. All of the functions can also be controlled in the digital format SX2. Length over the buffers 122 mm / 4-13/16".

- Double and single lamps.
- Tooling variation.
- Digital sound with many functions.

One-time series for Trix Club members.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Electric locomotive op. sounds	•	•	
Engineer's cab lighting	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Whistle for switching maneuver	•	•	
Front Headlights off	•	•	
Conductor's Whistle	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Cab Radio	•	•	
Brake Compressor	•	•	
Blower motors	•	•	
Special Function	•	•	
Sanding	•	•	
Sound of Couplers Engaging	•	•	
Rail Joints	•	•	

Single and double lamps included



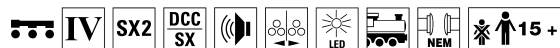
One-Time Series for 2017

World War II had been survived and the DB like the DR got back into business in the postwar period with over 300 class 41 locomotives. Since both state railroads could not do without the class 41, numerous units were equipped with new boilers. The DB developed a completely welded high-performance boiler with a combustion chamber as a replacement for the worn out St47K boiler. Compared to the previous long tube boiler, this one had a larger proportion of high-grade radiant heating surface and could therefore tolerate a higher load. Between 1957 and 1961, 102 class 41 locomotives were equipped with this new boiler at the maintenance facility in Braunschweig. This along with the removal of the front skirting changed the look of these locomotives

significantly. Forty of these converted locomotives were also converted to oil firing. The units that were not converted were largely retired in the Sixties. By 1971, the grate-fired converted units followed; they were designated as the class 041 starting in 1968. The oil-fired class 41 units (starting in 1968: 042) were by contrast in use until the end of steam motive power on the DB in 1977 in the Rheine District. At least 13 oil-fired units remained preserved, however none of the coal-fired locomotives with or without a new design boiler. Currently, road numbers 41 018 (Augsburg), 096 (Klein Mahner), and 360 (Oberhausen) are operational.



© Thomas Estler



16412 Freight Locomotive with a Tender, Road Number 042 096-8

Prototype: German Federal Railroad (DB) steam freight locomotive, road number 042 096-8, with a tender and oil firing. Converted version with a new design high-performance boiler, Witte smoke deflectors, and converted tender with an oil bunker. The locomotive looks as it did around 1972.

Model: The tender is constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator with the formats DCC, Selectrix, and Selectrix 2.

The locomotive and the tender are close coupled. 3 axles in the tender powered. Traction tires. The firebox has flickering light by means of processor-controlled LEDs (red-orange). Warm white LEDs are used for the triple headlights, cab lighting, and running gear lights. Length over the buffers 150 mm / 5-7/8".

- Running gear lights.
- Processor-controlled firebox has flickering light.
- Cab lighting.
- Digital sound with many functions.

Retrofit kit for brakeman's steps, rail clearance devices, and front coupler with a pocket included.

One-time series.

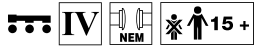
*Running gear lights
Prototypical weathering*

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Running gear lights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Engineer's cab lighting	•	•	
Flickering Light in Fire Box	•	•	
Whistle for switching maneuver	•	•	
Air Pump	•	•	
Letting off steam / air	•	•	
Injectors	•	•	
Bell	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Doors Closing	•	•	



EXCLUSIV 1/2017

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 120 for warranty terms. See Page 119 for an explanation of the symbols and age information.



15632 Tank Car Set

Prototype: 3 "VTG" privately owned standard design tank cars with a brakeman's platform. Used on the German Federal Railroad (DB).

Model: The cars have close coupler mechanisms. They have different car numbers. They also have different forms of extensive weathering.

Total length over the buffers 234 mm / 9-1/4".

One-time series.

- Different forms of weathering.

Ideal for impressive unit trains

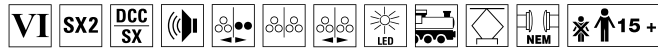


15632

15632

16412

“Regional Express” Digital Starter Set



11140 “Regional Express” Digital Starter Set

Prototype: German Railroad, Inc. (DB AG) regional express: Class 146.2 electric locomotive and 2 regional express cars, 2nd class, in the Regio DB paint scheme. The train looks as it did around 2014.

Model: The locomotive frame is constructed of die-cast metal. It has a DCC-Selectrix decoder with a sound generator. The locomotive has a 5-pole motor with 2 flywheels. It also has a close coupler mechanism. The headlights change over with the direction of travel. 4 axles powered. Traction tires. The cars have close coupler mechanisms. A long-distance bus is included. A Mobile Station, track con-

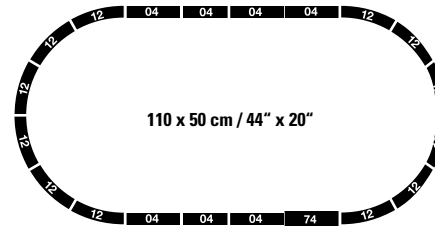
ductor box, a 230 volt / 36 VA switched mode power pack, and oval of track with Radius 2 curved track are included. Required space: 110 x 50 cm / 44” x 20”. Total length over the buffers of the train approximately 452 mm / 17-3/14”.

This set can be expanded with the entire Minitrix track program.

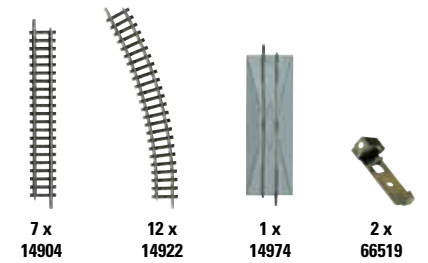
The image of the model shown is only a suggestion of what the final product may look like

- Locomotive equipped with a **DCC-Selectrix decoder.**
- **Sound.**
- **Long-distance bus.**

One-time series.



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Rear Headlights off	•	•	•
Electric locomotive op. sounds	•	•	
Front Headlights off	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Engineer's cab lighting	•	•	
Front Headlights off	•	•	
Sound of Couplers Engaging	•	•	
Operating Sounds 2	•	•	
Letting off Air	•	•	
Blower motors	•	•	
Doors Closing	•	•	
Conductor's Whistle	•	•	
Special sound function	•	•	





15306 "Regional Express" Passenger Car Set

Prototype: Three German Railroad, Inc. (DB AG) commuter cars. 1 type Bnrdzf 477 car, cab control car without a baggage compartment. 1 type Abn car, 1st and 2nd class. 1 type Bn car, 2nd class.

Use: Regional Express on the route Aalen – Stuttgart.

Model: All of the cars have close coupler mechanisms. The cab control car has a function decoder that also works in analog operation. The cars have authentic paint schemes and lettering. Total length over the buffers 495 mm / 19-1/2".

- **Function decoder.**

Ideal add-on for the 11140 starter set.



15306

11140

“Freight Train” Digital Starter Set



11141 “Freight Train” Digital Starter Set

Prototype: Swiss Federal Railways class Ae 610 electric locomotive, freight service area (SBB Cargo). Three different Swiss freight cars: 1 each gas tank car for Schröder & Klaus in Lucerne (registered in Germany), 1 each type Rilns sliding tarp car, and 1 each type Sgns container flat car with Innofreight containers (registered in Switzerland).

Model: The locomotive frame is constructed of die-cast metal. It has a DCC-Selectrix decoder. The locomotive has a 5-pole motor with a flywheel. The headlights change over with the direction of travel. 4 axles powered. Traction tires. The cars have close coupler mechanisms.

A Mobile Station, track connector box, a 230 volt / 36 VA switched mode power pack, and oval of track with Radius 2 curved track are included. Required space: 110 x 50 cm / 44" x 20".

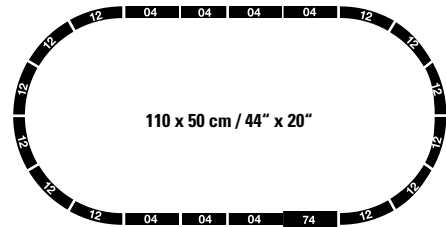
Total length over the buffers of the train approximately 468 mm / 18-7/16".

- Locomotive equipped with a DCC-Selectrix decoder.

This set can be expanded with the entire Minitrix track program.

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Direct control	•	•	•



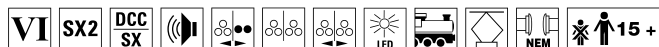


Welcome to Minitrix “my Hobby”



A hobby is pure leisure time enjoyment for many people. It is the compensation for the daily round of activity. Our new line “my Hobby” is tailored exactly to these needs and is aimed at everyone who views their hobby as an escape from the daily grind.

You do not have to do without the proven Minitrix quality for your daily portion of passion. Here Minitrix is offering the right alternatives for those people who pursue their hobby mostly for fun.



16957 Electric Locomotive, Road Number 182 007-5
Prototype: German Railroad, Inc. (DB AG) electric locomotive, road number 182 007-5. Version with 2 pantographs. Built starting in 2000.
Use: Passenger service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and the marker lights change over with the direction of travel. The locomotive has a close coupler mechanism. The headlights, marker lights, the cab lights, the main beam lights, and many other light and sound functions can be controlled digitally.

The locomotive has new tooling for the buffers and rail clearance devices.
 Length over the buffers 122 mm / 4-13/16”.

- **Sound.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Affordable model with sound from the new Hobby program.**



© Stefan Pavel

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Warning Sound	•	•	•
Electric locomotive op. sounds	•	•	
Long distance headlights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Engineer's cab lighting	•	•	
Front Headlights off	•	•	
Low Pitch Horn	•	•	
Compressor	•	•	
Letting off Air	•	•	
Station Announcements	•	•	
Train announcement	•	•	
Conductor's Whistle	•	•	
Special sound function	•	•	

Affordable model from the Hobby program





18053 Hobby IC Dining Car

Prototype: German Railroad, Inc. (DB AG) IC dining car in the paint scheme around 2015.

Model: The dining car is in a shortened scale for the new Minitrix Hobby program.

Total length 140 mm / 5-1/2".

Locomotives to go with this car are available under item numbers 16161 and 16233.



18054 Hobby IC Express Train Passenger Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) IC type Bwmz open seating car, 2nd class, in the paint scheme around 2015.

Model: The passenger car is in a shortened scale for the new Minitrix Hobby program.

Total length 140 mm / 5-1/2".

Locomotives to go with this car are available under item numbers 16161 and 16233.



18054

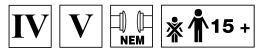
18054

18053

18052

18051

16957



18081 Hobby "ARAL" Tank Car

Prototype: 2-axle "ARAL" tank car, used on the German Federal Railroad (DB).

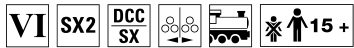
Model: The car has a separately applied platform, catwalk, and ladder. It also has a detailed, partially open frame. The car is a simplified version.

Length over the buffers 55 mm / 2-1/8".



| 18081 | 18081 | 18081 | 18080 | 18080 | 18080 | 16161 |

Minitrix Hobby program



16261 Class Ae 610 Hobby Electric Locomotive
Prototype: Swiss Federal Railways (SBB) class Ae 6/6 electric locomotive as the Ae 610. Version in fire red / ultramarine blue basic paint scheme for SBB Cargo, with the city coat-of-arms for "Landquart". The locomotive looks as it currently does in real life.

Model: The locomotive has a built-in digital decoder with the digital formats DCC, Selectrix, and Selectrix 2. 4 axles powered. Traction tires. The headlights change over with the direction of travel and can be controlled digitally. Length over the buffers 115 mm / 4-1/2".

- **Affordable beginner model from the new Hobby Program.**

The Ae 610 is also an ideal locomotive for the car set on Page 48.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Direct control	•	•	•

Affordable model from the Hobby program



Prussian Freight Locomotive with a Tender

Soon after the start of World War I, the German war ministry realized that the variety of different steam locomotives not only affected railroad operations important to the war greatly but also their maintenance. In 1915, the war ministry therefore promoted the development of a powerful standard design freight locomotive with an axle load (16 metric tons) as low as possible. In order to get to a conclusion quickly, a commission was formed consisting of representatives of the railroads and also of the military. In the end, the Prussian members imposed the construction of a 2-10-0 super-heated steam locomotive. At the start of 1917, the Borsig Works were given the contract to generate designs for the new locomotive. Borrowing from a 2-10-0 locomotive for Turkey, the new "standard design locomotive" was developed in a very short time. The first units were finished in 1917 and were given the designation G 12 in Prussia, Württemberg, and Baden. In Saxony, the G 12 was run as the XIII H. With a boiler height of 3,000 mm / 118-1/8", a Belpaire firebox, and a continuous bar frame, these units had nothing more in common with the Prussian tradition of building lo-

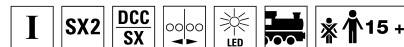
comotives. The low bar frame allowed the firebox to be placed on the frame and above all to be widened on the sides compared to the previous sheet metal frame. For the first time the grate surface could be done not only in terms of grate length but also in terms of grate width. Other new features were the Coale design safety valves as well as equipping the locomotive with a feed water cleaner. Between 1917 and 1921, 1,158 units were built for the Prussian State Railways alone and later for the DRG by AEG, Borsig, Hanomag, Henschel, Krupp, Linke-Hofmann, Rheinmetall, and Schichau. The Baden, Württemberg, and Saxon state railroads purchased other class G 12 locomotives. In the DRG renumbering plan of 1925 the Baden G 12 units mutated to the DRG class 58.2-3, the Saxon G 12 (sä. XIII H) to the class 58.4, the Württemberg G 12 to the class 58.5, and the Prussian G 12 to the class 58.10-21. They were used in almost all of the German State Railroad districts. World War II moved numerous units abroad such as to Bulgaria, Austria, and Poland. Those units remaining on the DB were retired by 1953. The locomotives on the DR were by contrast indispensable

for a longer period and ran in their original version until 1976 in the Erzgebirge area. Several G 12 units

have remained preserved, among them the operational road number 58 311 of the Ulm Railroad Fans.



© Samml. T. Estler



The G 12 steam locomotive has World War I to thank for its birth in 1917, when a heavy freight locomotive was urgently needed in large numbers. Indeed, it came too late for use in the war, yet it proved itself marvelously and by 1925, 1,500 units had left the builders' factories. It is thus no wonder that the G 12 formed the backbone of the DRG's heavy freight service in the Twenties and Thirties.

16582 Prussian Freight Locomotive with a Tender
Prototype: Royal Prussian Railroad Administration (K.P.E.V.) class G 12 (later the class 58.10-21) steam freight locomotive. With gas lighting and a Prussian type pr. 3T 20 tender. The locomotive looks as it did shortly after being delivered by Borsig in 1917. Locomotive 10.282 in the delivery book for A. Borsig Works, Berlin-Tegel, Germany.

Model: The locomotive and tender are constructed chiefly of die-cast metal. The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel, mounted in the boiler. The locomotive and the tender are close coupled. 5 axles powered by means of side rods. Traction tires. Length over the buffers 116 mm / 4-9/16".

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Direct control	•	•	

One-time series.

- LED headlights.



Beer Car Set



15678 Beer Car Set

Prototype: 4 different privately owned beer cars for the breweries "Löwenbräu", "Franziskaner-Leistbräu", "Bürgerliches Brauhaus München", and "Eberlbräu München", used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version with a brakeman's cab.

Model: The cars have NEM coupler pockets with close coupler mechanisms.

Total length over the buffers 196 mm / 7-3/4".

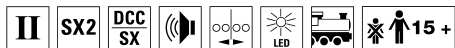
One-time series.

- New tooling.



In the Intoxication with Speed

The intoxication with speed in the late Thirties – fired up by the competition with the airplane and automobile – led to the German State Railroad Company (DRG) promoting a clear increase in speed for express trains. The modern classes 01 and 03 locomotives were just as unable to meet this challenge as the numerous provincial railroad designs with compound running gear still in use. The solution was a substantially new design based on the class 03. Three-cylinder running gear with more performance provided the necessary propulsion. Modern discoveries in aerodynamics showed moreover the great influence of air resistance on achievable end speed and the coal consumption required for this, which was compensated with streamlined sheathing. The designation for this new streamlined locomotive was the class 03.10. It was planned for use on lines with a maximum axle load of 18 metric tons at a maximum speed of 150 km/h / 94 mph. The firms Borsig in Hennigsdorf near Berlin, Krupp in Essen, and Krauss-Maffei in Munich were awarded the contracts in 1938 to build the class 03.10. However of the 140 units ordered only 60 pieces were delivered to the German State Railroad. The first locomotives were given a rust red paint scheme similar to the class 05, all of which were repainted later in black. After the end of the war, 26 units of the class 03.10 were still on the German Federal Railroad's roster.



16041 Class 03.10 Express Locomotive with a Tender

Prototype: German State Railroad (DR) streamlined steam locomotive, road number 03 1007, in black. The locomotive looks as it did around 1940.

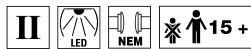
Use: Long distance express trains.

Model: The locomotive has a built-in digital decoder and a sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. The tender is constructed of die-cast metal. 3 axles in the tender powered. Traction tires. Warm white LEDs are used for the dual headlights and running gear lights. Length over the buffers 150 mm / 5-7/8".

- LED headlights.
- LED running gear lights.
- Digital sound with many functions.



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Running gear lights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Whistle for switching maneuver	•	•	
Air Pump	•	•	
Letting off steam / air	•	•	
Sound of coal being shoveled	•	•	
Grate Shaken	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Doors Closing	•	•	



15803 Express Train Passenger Car

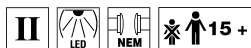
Prototype: German State Railroad Company (DRB) type C4ü-38 express train passenger car, 3rd class. Train route: Berlin – Hamburg.

Model: The car has a close coupler mechanism. Length over the buffers 133 mm / 5-1/4".

A prototypical train can be made up with the class 03.10 locomotive, item number 16041, and with the 15801 and 15802 express train passenger car sets.

66616 LED lighting kit.





15801 "Berlin – Hamburg" Express Train Passenger Car Set

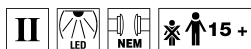
Prototype: German State Railroad Company (DRB) express train passenger car set consisting of a type WR4ü express train dining car and a type Pw4ü-37 express train baggage car. Train route: Berlin – Hamburg.

Model: The cars have close coupler mechanisms. Total length over the buffers 300 mm / 11-13/16".



One-time series.

66616 LED lighting kit.



15802 "Berlin – Hamburg" Express Train Passenger Car Set

Prototype: German State Railroad Company (DRB) express train passenger car set consisting of a type AB4ü-39 express train passenger car, 1st/2nd class, and a type BC4ü-39 express train passenger car, 2nd/3rd class. Train route: Berlin – Hamburg.

Model: The cars have close coupler mechanisms. Total length over the buffers 266 mm / 10-1/2".



66616 LED lighting kit.



15803

15802

15801

16041

“Freight Transport” Train Set



11631 “Freight Transport” Train Set

Prototype: German State Railroad (DRG) class 92.20 steam locomotive around 1935. One beer refrigerator car, one tank car, and a type G Kassel boxcar.

Model: The locomotive has a built-in digital decoder for DCC, Selectrix, and conventional operation. It also has a 5-pole motor with a flywheel. 4 axles powered. The headlights change over with the direction of travel, will work in analog operation, and can be controlled digitally.

Also included is a Bavarian “Löwenbräu” refrigerator car, a 2-axle tank car, and a type G Kassel boxcar. All of the cars have close coupler mechanisms.

Total length over the buffers 227 mm / 8-15/16”.

- Beer refrigerator car with a short wheelbase is **new tooling**. **One-time series.**
- First time for the type G Kassel boxcar with a **close coupler mechanism**.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Direct control	•	•	

*Beer refrigerator car with a short wheelbase is new tooling
First time for the type G Kassel boxcar with a close
coupler mechanism*





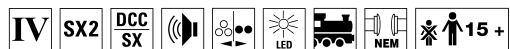
Pure Power and Striking Looks

The new German Federal Railroad worked intensively in the Fifties for a replacement for costly steam operation with other forms of motive power. The high cost of comprehensive electrification would have exploded the possibilities at that time. Powerful diesel powered units were thus envisaged for high value express train service. The required technology was already available for smaller and medium sized

diesel locomotives. Yet in the meantime, the technology for low maintenance and quiet running universal joint shaft propulsion had also been mastered for high performance units. Moreover, Daimler-Benz, MAN, and Maybach in cooperation with the railroad's central office in Munich had designed a new 12-cylinder power unit with 1,100 horsepower performance. Furthermore, Maybach and Voith

developed a new hydraulic transmission. From these progressive components, the successful V 200.0 locomotive was developed at Krauss-Maffei with the participation of most of the West German locomotive builders. The two power units of this locomotive had a joint performance of 2,200 horsepower with a service load of about 78 metric tons. A comparable steam locomotive with a tender would have tipped

the scales at about 160 metric tons. The proof of the extraordinarily high level of reliability and practical feasibility of this locomotive icon of the Fifties can be seen in the fact that half a century after their acquisition there are several units abroad and on private railroads still in service.



16223 Class 220 Diesel Locomotive

Prototype: German Federal Railroad (DB) heavy diesel hydraulic locomotive, road number 220 085-5. General-purpose V 200.0 in crimson paint scheme as the locomotive looked at the start of the Seventies.

Use: Medium and heavy passenger and freight trains.

Model: The frame and body are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and

Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The triple headlamps and dual red marker lights change over with the direction of travel and can be turned off. Warm white LEDs are used for the headlamps. All of these lights and the cab lights can be controlled digitally. The locomotive has a close coupler mechanism.

Length over the buffers 115 mm / 4-1/2".

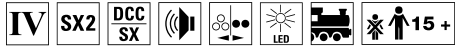
- Warm white LEDs for the lighting.
- Cab lighting.
- Digital sound with many functions.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Warning Sound	•	•	•
Diesel locomotive op. sounds	•	•	
Warning Sound	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Engineer's cab lighting	•	•	
Front Headlights off	•	•	
Letting off steam / air	•	•	
Conductor's Whistle	•	•	
Station Announcements	•	•	
Doors Closing	•	•	
Station Announcements	•	•	
Cab Radio	•	•	

Body constructed of die-cast zinc



© Thomas Estler



16123 Class 211 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 211 diesel locomotive. Version in Era IV ocean blue / beige.

Use: Passenger and freight trains.

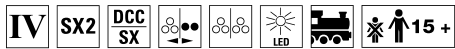
Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be turned off. The locomotive has separately applied grab irons. Length over the buffers 75 mm / 2-15/16".

- Tooling variation.
- Body and frame constructed of metal.
- Warm white LEDs for lighting.
- Cab lighting.
- Digital sound with many functions.

Body constructed of die-cast zinc



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
High Pitch Horn	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Low Pitch Horn	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Rail Joints	•	•	
Conductor's Whistle	•	•	



16295 Class 290 Diesel Locomotive

Prototype: German Federal Railroad (DB) heavy switch engine, road number 290 083-5. Former class V 90.

Use: Switching work and freight trains.

Model: The locomotive has a built-in digital decoder for DCC, Selectrix, and conventional operation. The locomotive has a motor with a flywheel. 4 axles powered. Traction tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel and that can be controlled digitally. The locomotive also has cab lighting. The Krois coupler can be installed on the locomotive. ASF Enterprises can do this conversion for a charge. Length over the buffers 89 mm / 3-1/2".

tion tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel and that can be controlled digitally. The locomotive also has cab lighting. The Krois coupler can be installed on the locomotive. ASF Enterprises can do this conversion for a charge. Length over the buffers 89 mm / 3-1/2".

- Body and frame constructed of metal.
- Warm white LEDs for lighting.
- Cab lighting.

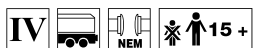
First time for Era IV



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Engineer's cab lighting	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	

Container Transport Car

“Von Haus zu Haus” / “From Door to Door”. These handy containers, which are trans-loaded in combination “Haus-zu-Haus” or “Door-to-Door” service from the road to the rails, are called “medium sized containers” in railroad jargon in Germany. The abbreviation “pa” container is also known; less well known is the origin of this abbreviation. “Porteur aménagé” in the UIC technical language of French means approximately “transport equipment” and designates the standard for the load surface and for the containers. There are different designs of medium sized containers in this same size range, and these designs are adapted to the characteristics of the freight to be transported – mostly liquids or powdered bulk freight.



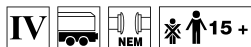
15742 Container Transport Car

Prototype: German Federal Railroad (DB) type Lbgjs 598 general-purpose transport car. Suitable for transporting “pa” containers (“von Haus zu Haus” / “from door to door”) and large containers.

Model: The car’s frame is constructed of metal. The car has a close coupler mechanism. The car is loaded with removable beer containers. The beer containers are painted and lettered for the brewery Bayerische Staatsbrauerei Weißenstephan, and they are extensively imprinted. All of the containers have different registration numbers. Length over the buffers 92 mm / 3-5/8”.

One-time series.

New tooling for the type Ddikir container for liquids



15744 Container Transport Car Set

Prototype: 2 German Federal Railroad (DB) type Lbgjs 598 general-purpose transport cars for medium and large containers. “Pa” type Efkr containers for powdered freight and foodstuffs.

Model: The cars’ frames are constructed of metal. The cars have close coupler mechanisms. The first car is loaded with 5 removable “pa” type Efkr containers in the classic paint and lettering for the German Federal Railroad’s “Von Haus zu Haus”, and the second car is loaded with 5 removable “pa” type Efkr containers painted and lettered for the firm “Südzucker”. All of the containers have different registration numbers. Total length over the buffers 184 mm / 7-1/4”.





In the “Kaffeeküch” / “Coffee Snack Bar”

“Kaffeeküch” Bistro Car

Starting in the mid-Eighties the DB worked intensively on the problem of how to make commuter and regional service more attractive, since a large growth potential was assumed here. Yet there was no money available for new modern cars and loco-

motives. Around 5,000 “Silberlinge” / “Silver Coins” were present however that at that time had reached around half of their useful life and were due for major overhauls. The DB therefore decided to make the “Silberlinge” more attractive as part of the overhauls that were due. Among these overhauls were equipping the cars with new materials and colors,

better seats, luggage racks and trash containers, an enclosed restroom system, an a general-purpose area with fold-down seats for wheelchairs, bicycles, and baby strollers. A new product-specific external paint scheme was also part of this in the sense of “corporate identity”. Initially, various rebuilt variations were tested in the regions of Cologne/

Gummersbach, Hamburg, and Stuttgart. The results of these variations was the “Hannover” design that was applied in 1988/89 to an advance series of 78 cars. A small series of 57 cars followed in 1990 for the area of Saarbrücken, whereby ten cars were equipped with a buffet compartment at the special request of the party placing the order. These cars



11635 “Moselle Valley Railroad” Fast Train Set

Prototype: German Federal Railroad (DB) express locomotive road number 112 468-6 with streamlined ends (“Bügel falte” / “Pants Crease”). B-B wheel arrangement, in the ocean blue / ivory paint scheme with the red “Egge Cookies”. Built starting in 1963. 2 fast train passenger cars consisting of the types BDm, ABm in the ocean blue / ivory paint scheme, an a type Bnburzb “Kaffeeküch” / “Coffee Snack Bar” fast train passenger car in the City-Bahn paint scheme and including advertising for Schröder, the operator of a meat products company in Saarbrücken.

Use: Passenger cars in commuter and long-distance service, here during the testing of the “Kaffeeküch” in fast train service Saarbrücken – Koblenz in the summer holidays period of 1991.

Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The locomotive’s motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for lighting. The locomotive has a close coupler mechanism. The fast train passenger cars have close coupler mechanisms.

Total length over the buffers 598 mm / 23-1/2”.

• “Kaffeeküch” tooling variation.

66616 LED Lighting kit.

An add-on car to go with this set can be found under item number 15743.

One-time series.

Train route Saarbrücken – Koblenz with “Kaffeeküch” / “Coffee Snack Bar”



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Direct control	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	

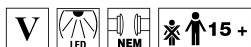
were called "Kaffeeküch" corresponding to the Saarland dialect and were designated this way on the sides of the cars. The cars now had a dining area in the middle of the car with 16 place seats at four tables as well as five standup tables. In addition, there was a glassed in counter operated by the meat products company Schröder in Saarbrücken. In addition to coffee and kiosk items, you could also get fresh sausage dishes here.

Externally the cars were very recognizable with the large lettering "Kaffeeküch", the stylized image of two people at a standup table and the advertising for the meat products company Schröder, later replaced by advertising for Coca Cola and Karlsberg beer.

In the beginning, the "Kaffeeküch" cars ran in the CityBahn / City Railroad trains on the route Trier – Saarbrücken – Homburg – Kaiserslautern. Later they were used on the StadtExpress / City Express trains on the route Trier – Saarbrücken – Kaiserslautern – Mannheim – Heidelberg – Karlsruhe – Offenburg – Freiburg and at the end they ran with the Regional Express trains between Trier-Koblenz, whereby the catering was no done by ISB-Service from Koblenz. Their use ended in 2002/03 and most of the "Kaffeeküch" were converted or scrapped. Only one car was acquired by a private party and it is supposed to be put back into operational condition.



© Peter Große



15743 Passenger Car for the "Mosel Valley Railroad" Fast Train

Prototype: German Federal Railroad (DB) type Bm 234 fast train passenger car, 2nd class, in the paint scheme ocean blue / ivory, as the car looked in 1991.

Model: The car has a close coupler mechanism and interior lighting can be installed in the car. Length over the buffers 165 mm / 6-1/2".

66616 LED lighting kit.

Ideal add-on car for the "Mosel Valley Railroad" fast train available under item number 11635.

One-time series.



11635

15743

11635





EC 40/41 Molière



16106 Class 110 Electric Locomotive

Prototype: German Federal Railroad (DB) electric locomotive, road number 110 241-7 (class E10.1). B-B wheel arrangement. Built starting in 1963.

Use: Long distance and commuter passenger service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and conventional operation. It also has a motor with a flywheel. 4 axles powered. 2 traction tires. The locomotive has a close coupler mechanism. The headlights and the marker lights change over with the direction of travel. An interface plug for analog operation is also included. Length over the buffers 103 mm / 4-1/16".

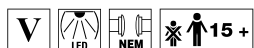
The locomotive comes in special book-style packaging for a stylish presentation. Also included are placeholders for the appropriate cars to make up the EC 41 Molière.

One-time series.

Item numbers 15682, 15683, and 15698 together with the 16106 locomotive make up the "EC 41 Molière".

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Direct control	•	•	•
Engineer's cab lighting	•	•	•
Rear Headlights off	•	•	•
Front Headlights off	•	•	•

Train route Moscow – Paris



15698 "EC 41 Molière" Car Set

Prototype: 3 express train sleeping cars consisting of the types WLAB for the DR, WLABu for the PKP, and WLAB 52 for the SZD.

Use: High-quality long-distance service, here in the EC 41 "Molière" around 1991/1992.

Model: The express train sleeping cars have close coupler mechanisms.

Total length over the buffers 306 mm / 12".

- New tooling for the type UIC-Y sleeping car.
- Authentic train route.

66616 LED lighting kit.

The "Molière" train consist can be lengthened prototypically with the 15682 car set and the 15683 add-on car.

One-time series.





15682 "EC 40 Molière" Passenger Car Set

Prototype: 3 German Federal Railroad (DB) express train passenger cars consisting of 1 type Avmz 111.1 compartment car, 1st class, 1 type ARmh 217 half dining car, and 1 Bpmz 291.3 open seating car, 2nd class. The cars look as they did as EC 40 "Molière" around 1991/1992.

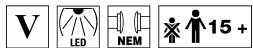
Model: The cars have close coupler mechanisms. Interior lighting can be installed in them. The 1st class car has marker lights that can be turned on and off manually. This car can be used in digital and analog operation. Total length over the buffers 502 mm / 19-3/4".

66616 LED lighting kit.

The "EC 41 Molière" can be made up with item numbers 16106, 15682, 15683, and 15698.

One-time series.

"Kakadu" type Armz for the first time in the TEE paint scheme



15683 Passenger Car for "EC 40 Molière"

Prototype: Type Bpmz 291.3 EC open seating car, 2nd class.

Model: The car has a German Federal Railroad (DB) paint scheme from around 1991/1992. It has a close coupler mechanism, and interior lighting can be installed in it. The car has a new car number and the train routing for the EC 40 "Molière". Length over the buffers 165 mm / 6-1/2".

66616 LED lighting kit.

One-time series.

The "EC 41 Molière" can be made up with item numbers 16106, 15682, 15683, and 15698.



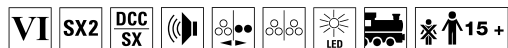
15698

15683

15682

16106

Electric Locomotives



16083 Class 101 Electric Locomotive

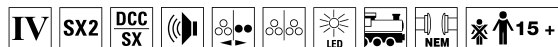
Prototype: German Railroad, Inc. (DB AG) express locomotive, road number 101 071-9. With advertising decoration for the anniversary "25 Years of the MHI". The locomotive looks as it did in 2015.

Model: The locomotive frame and body are constructed of metal. The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. Warm white LEDs are used for the headlights. They and the marker lights change over with the direction of travel. All of these lights and the locomotive's cab lighting can be controlled digitally. The locomotive has NEM coupler pockets. Length over the buffers 119 mm / 4-11/16".

- Metal body.
- Many sound and switching functions.
- Warm white LEDs for lighting.



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Low Pitch Horn	•	•	•
Electric locomotive op. sounds	•	•	
Long distance headlights	•	•	
Direct control	•	•	
Engineer's cab lighting	•	•	
Headlight(s): Cab2 End	•	•	
High Pitch Horn	•	•	
Headlight(s): Cab1 End	•	•	
Sound of squealing brakes off	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Door Warning Sound	•	•	
Station Announcements	•	•	
Greeting	•	•	
Blower motors	•	•	



16105 Class 115 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) electric locomotive, road number 115 205-7 (class E10.1). B-B wheel arrangement. Built starting in 1956.

Use: Long distance passenger service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. Warm white LEDs are used for the

headlights. They and the marker lights change over with the direction of travel. All of these lights and the engine room lighting can be controlled digitally. The locomotive has a close coupler mechanism. All of the functions can also be controlled in the digital format SX2. Length over the buffers 103 mm / 4-1/16".

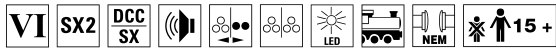
One-time series.

- Digital sound with many functions.

Thank you E 10



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Electric locomotive op. sounds	•	•	
Locomotive whistle	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Conductor's Whistle	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Brake Compressor	•	•	
Sanding	•	•	
Cab Radio	•	•	
Blower motors	•	•	
Doors Closing	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	



16403 Class 140 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) electric locomotive, road number 140 169-4 (class E 40). B-B wheel arrangement. Built starting in 1957.

Use: Freight service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. The locomotive has a motor with a flywheel. 4 axles powered. Traction tires. The locomotive has headlights and marker lights that change over with the direction of travel. Warm white LEDs are used for the lighting. All of these lights and the engine room lighting can be controlled digitally. The locomotive also has a close coupler mechanism. All of the functions can be controlled in the digital format SX2.

Length over the buffers 103 mm / 4-1/16".

- Digital sound with many functions.

One-time series.



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Electric locomotive op. sounds	•	•	
Locomotive whistle	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Conductor's Whistle	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Brake Compressor	•	•	
Sanding	•	•	
Cab Radio	•	•	
Blower motors	•	•	
Doors Closing	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	



15098

15098

16403

World Championship Train

(DB AG) Class 648.1 Commuter Service Powered Rail Car as "World Championship Train" – Sauerland Winter Sports Region

The LINT 41 is currently the most successful sales hit of Alstom LHB, Inc. in Salzgitter, whereby four variants are now being marketed internationally under the label "Coradia LINT". The LINT 27 is a one-part, four-axle powered rail car, while the LINT 41 comes as a six-axle, two-part unit. The LINT 54 is being offered in an eight-axle, two-part version but with longer car bodies. It can be expanded to the LINT 81 by the addition of another motorized intermediate car. The number behind the name gives the

approximate train length in meters. The design of the LINT 41 is set up as modules corresponding to the criteria for modern vehicle construction. This allows adjustments and changes according to customer requirements at any time. Welded steel shapes reinforced at the ends are used on the underframe. The car bodies are built in welded lightweight steel construction as "torsion resistant tubes" of mostly non-rusting types of steel. A reinforced steel design provides the necessary safety under the ends of the unit made of fiberglass-reinforced plastic screwed and cemented together. Around 70% of the car length on the LINT 41 is designed as low floor area, whereby the floor height on the low version (LINT 41)

is 598 mm / 23-1/2 inches and is 780 mm / 30-11/16" on the high version (LINT 41/H). The two car bodies are supported on the center Jakobs truck. The combined rubber-air-suspension provides the necessary riding comfort and additional lateral motion shock absorbers guarantee a quiet ride. In 2000/01 the DB initially purchased six units of the LINT 41/H as road numbers 648 001-006 for regional service in Schleswig-Holstein. By 2005, the DB placed 21 LINT 41/H units (648 101-121) and seven normal LINT 41 units (648 201-207) into service for operation on lines in the Sauerland area and in the Siegen Three Countries Corner area. Ski racks were installed in the general-purpose area in both versions.

In January of 2015, road number 648 110 decorated with the winter sports themes was presented to the public for the bob and skeleton world championships that took place from February 23 to March 8, 2015 in Winterberg in the Hochsauerland County. The plan was for this train to advertise as "World Championship Train" for the "Sauerland Winter Sports Region". With its design, this specially decorated powered rail car clearly stood out from the DB Regio NRW's otherwise red trains. After the world championship, it also still served as an attractive advertising medium for the "Sauerland Winter Sports Region" situated near the Ruhr area.



16482 "LINT" Diesel Powered Rail Car Train

Prototype: German Railroad, Inc. (DB AG) class 648.1 commuter service powered rail car. Version of LINT 41/H with high-platform entries.

Model: The train has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Trix Systems. The train can also be run conventionally. The motor has a flywheel. 2 axles powered. The two train halves are close coupled with the Jakobs truck with a close coupling mechanism. The headlights and marker lights change over with the direction of travel. LEDs are used for the interior lighting and the train destination signs. All of the lights can be controlled digitally. Length over the buffers 262 mm / 10-5/16".

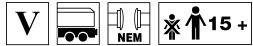
One-time series.



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Horn	•	•	•
Diesel locomotive op. sounds	•	•	•
Interior lights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Engineer's cab lighting	•	•	
Front Headlights off	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Door Warning Sound	•	•	
Train announcement	•	•	
Station Announcements	•	•	
Train announcement	•	•	
Special sound function	•	•	
Train announcement	•	•	
Train announcement	•	•	
Train announcement	•	•	
Train announcement	•	•	
Train announcement	•	•	
Train announcement	•	•	



Transport the Easy Way

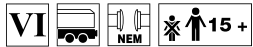


15740 Container Flat Car

Prototype: German Federal Railroad (DB) universal flat car. Suitable for the transport of “pa” containers (“von Haus zu Haus” / “from door to door”) and large containers.

Model: The frame is constructed of metal. The car has a close coupler mechanism. It is loaded with 5 removable “pa” type Ddtkr containers. The “pa” containers are painted and lettered for the firm “Witco”. All of the containers have different registration numbers. Length over the buffers 92 mm / 3-5/8”.

- “pa” type Ddtkr containers are new tooling.



15732 Powdered Freight Car

Prototype: VTG type Uacs used on the German Railroad, Inc. (DB AG). Built starting in 1972.

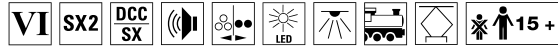
Use: Transport of powder type freight such as cement, granulate, potash, etc.

Model: The car has a close coupler mechanism. Length over the buffers 108 mm / 4-1/4”.

A new edition for the first time in 20 years



InterCity Express



16941 InterCity Express

Prototype: German Railroad, Inc. (DB AG) class 401 ICE 1 InterCity Express high-speed train. Current version.

Model: The train is a five-part version. The first powered end car has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The LED headlights and LED marker lights change over with the direction of travel. Warm white LEDs are used for the lighting. The headlights, marker lights, and the cab lighting can be controlled digitally. The second

powered end car has a built-in function decoder and sound generator. It also has LED headlights and LED marker lights that change over with the direction of travel. Warm white LEDs are used for the lighting. The headlights, marker lights, and the cab lighting can be controlled digitally. The intermediate cars have built-in interior lighting. Train length 753 mm / 29-5/8".

- Sound in both powered end cars.
- LED headlights and marker lights.
- LED interior lighting.

The ICE 1 stands for the beginning of scheduled high-speed service on track and roadbed built just for it in Germany.

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Warning Sound	•	•	•
Electric locomotive op. sounds	•	•	
Long distance headlights	•	•	
Direct control	•	•	
Engineer's cab lighting	•	•	
Headlight(s): Cab2 End	•	•	
Train announcement	•	•	
Headlight(s): Cab1 End	•	•	
Sound of squealing brakes off	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Door Warning Sound	•	•	
Station Announcements	•	•	
Train announcement	•	•	
Blower motors	•	•	
Control function	•	•	





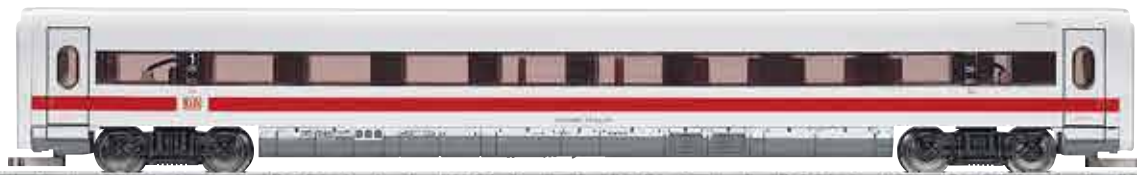
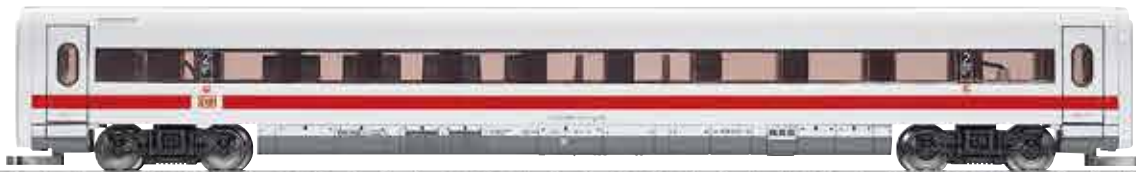
15941 Set with 3 InterCity Express Intermediate Cars

Prototype: German Railroad, Inc. (DB AG) intermediate cars for the ICE 1 high speed powered rail car train, 2 each type Bvmz coaches, 2nd class, and 1 each type Avmz coach, 1st class. All built in 1991, modernized version.

Model: The cars have special close couplers with a built-in train bus system. They are therefore only for use with item number 16941. The cars have factory installed interior lighting. It can be controlled when the cars are used with item number 16941. Total length 495 mm / 19-1/2".

One-time series.

Intermediate car set made to go with the ICE 1, item number 16941.



16941

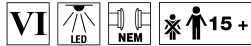
15941

16941

15941

16941

Bi-Level Car

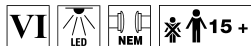


15412 Bi-Level Car

Prototype: German Railroad, Inc. (DB AG) type DABpza 785.1, "Service" bi-level car, 1st/2nd class. Built starting in 2003.

Model: The car has built-in LED lighting with lighted train destination signs and close coupler mechanisms. Length over the buffers 167 mm / 6-9/16".

- Tooling variation.
- LED interior lighting.
- Lighted train destination signs.



15775 "Hanseatic Express" Bi-Level Car

Prototype: German Railroad, Inc. (DB AG) type DBpza 780.1 bi-level car, 2nd class. Train route Hamburg – Rostock. Built starting in 2003.

Model: The car has built-in LED interior lighting, with lighted train destination signs and a close coupler mechanism. The car has redesigned wheel pickups for better rolling characteristics.

Length over the buffers 167 mm / 6-9/16".

- LED interior lighting.
- Lighted train destination signs.
- Redesigned wheel pickups.

One-time series.

Hanse-Express 



15380

15383

15382

15412

15381

16111



15776 "Hanseatic Express" Bi-Level Car Set

Prototype: German Railroad, Inc. (DB AG) type DABpza 785.1 "Service" bi-level car, 1st/2nd class, and type DBpbzfa 766.1 bi-level cab control car, 2nd class. Train route Hamburg – Rostock. Built starting in 2003.

Model: The cars have built-in LED interior lighting, with lighted train destination signs and close coupler mechanisms. The cab control car also has white/red light changeover by means of LEDs and a function decoder that also works in analog operation. The cars have redesigned wheel pickups for better rolling characteristics. Total length over the buffers 334 mm / 13-1/8".

- Tooling variations.
- LED interior lighting.
- Lighted train destination signs.
- Redesigned wheel pickups.

You can make up a prototypical train with the class 182 locomotive, item number 16957, the 15776 bi-level car set, and the 15775 bi-level car.

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•

Hanse-Express 



15776

15775

15775

16957

In Freight Service



15659 DB Schenker Rail Acid Tank Car

Prototype: DB Schenker Rail sulfuric acid tank car, used on PKP Cargo (PKPC). The car looks as it currently does in real life.

Model: The car has a detailed partially open frame. The side sills are "U" shapes with cable lugs. The car has Minden-Dorstfeld design trucks. It also has a separately applied work platform. Length over the buffers 80 mm / 3-1/8".



15098 "Hopper Car" Freight Car Set

Prototype: 3 German Railroad, Inc. (DB AG) type Td hopper cars. Version with a hinged roof over the load area.

Use: For moisture sensitive freight.

Model: The cars have different car numbers, close coupler mechanisms, and freight loads.

Total length over the buffers 180 mm / 7-1/16".

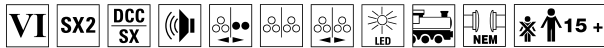
One-time series.



15098

15098

16403



16874 Class 186 Electric Locomotive

Prototype: Railpool, Inc. electric locomotive, road number 186 285-3. Version with 4 pantographs.

Use: Freight service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axes powered. Traction tires. The headlights and the marker lights change over with the direction of travel. The locomotive has a close coupler mechanism. The headlights, marker lights, the cab lights, the main beam lights, and many other light and sound functions can be controlled digitally. The locomotive has 28 functions. Length over the buffers 118 mm / 4-5/8".

- Warm white LEDs for lighting.
- Cab lighting.
- Sound.
- 28 functions.

One-time series.

*First time with sound
28 functions included*



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Warning Sound	•	•	•
Electric locomotive op. sounds	•	•	
Long distance headlights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Engineer's cab lighting	•	•	
Front Headlights off	•	•	
Sound of Couplers Engaging	•	•	
Operating Sounds 2	•	•	
Letting off Air	•	•	
Blower motors	•	•	
Doors Closing	•	•	
Conductor's Whistle	•	•	
Special sound function	•	•	
Light Function	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special sound function	•	•	
Special light function	•	•	

© Ballsieper

Standard Design Steam Locomotive, Road Number 01 202

The class 01 was the epitome of German express steam locomotives for many years and almost until the end of steam motive power in both German states. Neither lay people nor railroad personnel could escape the fascination with it and the way it conveyed power, elegance, and speed. The German State Railroad Company (DRG) was established in 1920 and in its first type plan the classes 01 and 02 were included as a two-cylinder and a four-cylinder compound express locomotive that were identical in all other respects. After conclusion of comparison tests with ten each pre-production locomotives of both classes the dice fell in favor of the two-cylinder unit and regular production began in 1927 with road

number 01 012. Procurement of this locomotive type did not end until 1938, a period of more than twelve years that resulted almost unavoidably in various design changes.

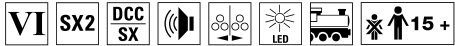
The design was totally overhauled before the production run of the third series (01 102-190): While road numbers 01 102-149 still had a copper firebox, the steel firebox was introduced starting with road number 01 150. The firebox and the boiler now had a larger number of cleaning holes and the piston type feed water pump was replaced. The frame design was reinforced and the running gear was improved as was the suspension springing and the braking system. This allowed the permissible speed to be in-

creased from 120 to 130 km/h / 75 to 81 mph. The design changes on the last series delivered (01 191-232) by contrast encompassed only the replacing of the standard piston valves by pressure balance valves designed by Karl Schulz.

After World War II, 171 units remained on the future DB, which lost their "large ears" in favor of the small Witte smoke deflectors. Some of them also got rid of their front skirting. The last stronghold for the DB class 01 units was the Hof District until 1973, where road number 01 202 was also in use until the end. In 1975, the Swiss Werner Bühlmann from Münsingen bought the locomotive and had it brought to Switzerland by October 2, 1975. Here it was brought back to

operational condition in almost twenty years of work at great expense by Werner Bühlmann and a group of incorrigible optimists. In 1989, the association "Pacific 01 202" was founded with the goal of keeping road number 01 202 operational, and since 1999 road number 01 202 has found a permanent home in Lyss in the canton of Bern. Starting in November of 2011, road number 01 202 spent two years at the maintenance facility in Meiningen for its scheduled main overhaul. While there, it was equipped with PZB and GSM-R safety equipment so that it could now do special runs in Germany.





**16014 Steam Locomotive with a Tender,
Road Number 01 202**

Prototype: Swiss Association Pacific 01 202 standard design steam locomotive, road number 01 202, 4-6-2 wheel arrangement, built starting in 1925 for the German State Railroad Company. Current version as in use as a museum locomotive, with older design boiler, cut off front skirting and smoke deflectors in Era VI.

Link to the Association Pacific 01 202:
<http://www.dampflok.ch>

Model: The frame for the locomotive and the tender as well as the tender body are constructed of die-cast metal. The locomotive has a built-in digital decoder and a sound generator with the formats DCC, Selectrix, and Selectrix 2. The propulsion is in the tender and is a motor with a

flywheel. 4 axles powered. 4 traction tires. The firebox has flickering light by means of processor-controlled LEDs (red-orange). Warm white LEDs are used for the triple headlights, cab lighting, and running gear lights. The smoke box door can be opened. The end of the tender has an NEM coupler pocket. The locomotive has a central locking device on the smoke box, a partially open panel below the smoke box door, and 2 generators on the boiler. Length over the buffers 150 mm / 5-7/8".

- Tooling variation with cut off, partially open skirting.
- Smoke box door that can be opened.
- Running gear lights.
- Famous locomotive.

Retrofit kit for brakeman's steps, rail clearance devices, and front coupler with a pocket included.

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Running gear lights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Engineer's cab lighting	•	•	
Flickering Light in Fire Box	•	•	
Whistle for switching maneuver	•	•	
Air Pump	•	•	
Letting off Steam	•	•	
Sound of coal being shoveled	•	•	
Grate Shaken	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Doors Closing	•	•	



Model includes hand-painted boiler rings



Switzerland

SBB Class Re 460 "Coop" Electric Locomotive

On March 3, 2014, shortly after 11 AM, the SBB's new advertising locomotive, road number Re 460 083, had its big appearance in the Basel SBB station, because around thirty people waited with excitement for the arrival of "their" locomotive. These people were not the usually passengers, rather special guests of Coop CEO Joos Sutter. The train was a special train for the maiden run of the new Coop advertising locomotive "Miini Region". From that point on, it was supposed to be the mobile messenger for the new Coop seal of quality of the same name. This new seal stands for regional products that are grown and

produced in the vicinity. The locomotive is handsome in its white paint scheme with red/white checked stripes down to the frame to set off the locomotive. It shows only the lettering "coop" and the "Miini-Region" emblem on all sides. However, the nickname "Table Cloth" was soon being applied in this scene for the locomotive.

Road number Re 460 083 comes from a series comprising 119 units (Re 460 000-118), placed into service by the SBB between 1992 and 1996. As early as the start of the mid-Eighties the SBB had worked intensively on the purchase of a new electric locomotive with three-phase propulsion, which was intended for the project "Bahn 2000" / "Railroad 2000". The SBB

therefore had the in-house suppliers at that time ABB in Oerlikon and SLM in Winterthur develop an appropriate unit, which was quickly designated as Locomotive 2000 – officially as the class Re 460. The result of the specifications was a general-purpose high-speed locomotive with a maximum speed of 230 km/h / 144 mph and a performance of 6.1 megawatts / 8,177 horsepower, which was designed for express and freight train service. A ribbed light-weight locomotive body had to be designed in order not to exceed the total weight of 84 metric tons. The design studio Pininfarina was responsible for the shape of the design. A three-phase asynchronous motor drove each wheel set in the trucks. A traction

rectifier with GTO thyristors supplied the traction motors of each truck with the necessary traction current. The Re 460 locomotives were equipped with radially adjustable wheel sets in order to keep wheel wear as low as possible on the (Alpine) routes with their many curves. New territory was the control technology, because control electronics were installed for the locomotive as well as for the propulsion. The well-proportioned side walls quickly made the Re 460 locomotives into advertising mediums for all types of institutions and the retail firm Coop finally came to make use of this locomotive.



11638 "Refrigerated Transport of Foodstuffs" Train Set

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Advertising locomotive for the Swiss retailer COOP. Locomotive road number: 460 083-9. Two type Sgns container flat cars loaded with refrigerated containers for the firm COOP, used on the Swiss Federal Railways (SBB/CFF/FFS). The train looks as it did in 2015.

Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The locomotive's motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for lighting. The locomotive has an NEM coupler pocket. Two container flat cars have close coupler mechanisms and are each loaded with 2 COOP refrigerated containers lettered "Erdbeeren" (strawberries) and "Karotten" (carrots). Total length over the buffers 361 mm / 14-3/16".

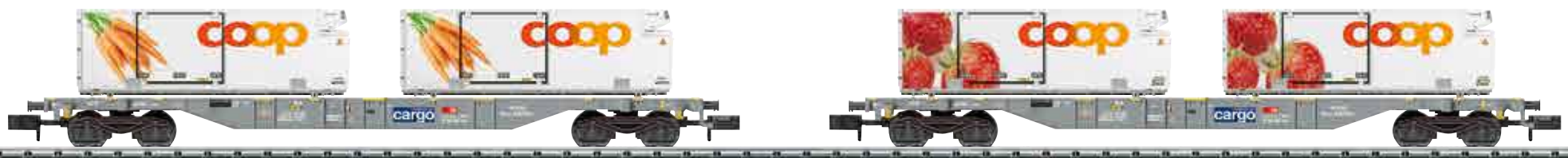
- Swiss headlight / marker light changeover.
- Many sound and control functions.
- Warm white LEDs for headlights.
- COOP refrigerated containers are new tooling.

One-time series.



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Horn	•	•	•
Electric locomotive op. sounds	•	•	
Engineer's cab lighting	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Long distance headlights	•	•	
Front Headlights off	•	•	
Light Function	•	•	
Stat. Announce. – Ital.	•	•	
Stat. Announce. – Swiss	•	•	
Conductor's Whistle	•	•	
Doors Closing	•	•	
Horn	•	•	
Special Function	•	•	
Blower motors	•	•	

Containers are new tooling





15798 Type Hbils-vy Sliding Wall Car Set

Prototype: 2 sliding wall boxcars with a special paint scheme for the brewery Feldschlösschen Brauerei, used on the Swiss Federal Railways (SBB).

Model: The cars have close coupler mechanisms. Both cars are imprinted differently on each side. Total length over the buffers 182 mm / 7-1/8".

One-time series.

Right car side



Left car side



The two car sides on each car are imprinted differently

The two car sides on each car are imprinted differently

Left car side



Right car side



Switzerland

The Swiss family firm WASCOSA has the business model of leasing special freight cars. Among the over 7,000 units of the extensive car pool are the innovative type Habbiillnss sliding wall boxcars for the transport of weather-sensitive, high capacity, palletized freight. With a load surface of 62.4 square

meters / 671.66 square feet, a maximum cargo load of 63.5 metric tons, two or more sliding and locking separation walls and a maximum speed of 120 km/h / 75 mph they are setting new standards for functionality and logistics.



15799 High-Capacity Sliding Wall Car Set

Prototype: 3 type Habbiillnss high-capacity sliding wall boxcars. Privately owned by the firm Wascosa, leased to the Swiss Post, Inc. All of the cars have different advertising decoration. The cars look as they did in 2016.

Model: The cars have close coupler mechanisms. All of the cars have different car numbers. Total length over the buffers 435 mm / 17-1/8".

- **Current look.**
- **Attractive, poster-style decoration.**

Prototypical down to the details





Switzerland



15651 "Freight Transport" Car Set

Prototype: 1 each Millet tank car (used on the SBB),
1 each SBB tank car, and 1 each type Sgns container
transport car lettered for "HUPAC" with interchangeable
freight transport units.

Model: All of the cars have close coupler mechanisms.
The frame for the container transport car is constructed
of metal.
Total length over the buffers 335 mm / 13-3/16".

One-time series.

All of the cars include
individual imprinting



Austria

ÖBB Skirted Express Train Passenger Car, 1st Class

In the second half of the Thirties, the DRG purchased new passenger cars especially to decrease air resistance and to increase the speed of normal D-Zug express trains to 150 km/h / 94 mph. The result was the so-called "Schürzenwagen" / "Skirted Cars" with entry doors mounted flush on the car bodies, skirting on the side sills, and up to 150 millimeters / 5-7/8" wrapped around the buffer ends making the car walls rounded at the ends. After the end of World War II, various skirted cars remained in the Austrian area. After the exit of Soviet reparations and the return of cars used since that time by the American

occupiers, the Austrian Federal Railways (ÖBB) had by 1955 forty-three skirted cars on its roster. Among them were six type AB4ü-38 passenger cars that were only a few years old and that were therefore viewed as very modern. They were now quickly placed into service again as purely 1st class cars, chiefly in international service.



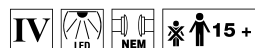
15777 Express Train Passenger Car, 1st Class

Prototype: Austrian Federal Railways (ÖBB) skirted express train passenger car, 1st class, in the so-called blood orange "Jaffa" paint scheme. The car looks as it did around 1984.

Model: The car has a close coupler mechanism. Length over the buffers 133 mm / 5-1/4".

66616 LED lighting kit.

One-time series.



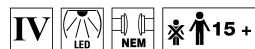
15778 Express Train Passenger Car, 1st/2nd Class

Prototype: Austrian Federal Railways (ÖBB) skirted express train passenger car, 1st/2nd class, in the so-called blood orange "Jaffa" paint scheme. The car looks as it did around 1984.

Model: The car has a close coupler mechanism. Length over the buffers 133 mm / 5-1/4".

66616 LED lighting kit.

One-time series.



15779 Express Train Passenger Car, 2nd Class

Prototype: Austrian Federal Railways (ÖBB) skirted express train passenger car, 2nd class, in the so-called blood orange "Jaffa" paint scheme. The car looks as it did around 1984.

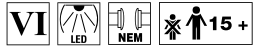
Model: The car has a close coupler mechanism. Length over the buffers 133 mm / 5-1/4".

66616 LED lighting kit.

One-time series.



Czech Republic



15737 ČD Sleeping Car Set

Prototype: Czechoslovakian Railroad (České Drahy ČD) type WLAB 824 sleeping car, type WLAB 822 sleeping car, and a type Y/B 70 slumber coach in the paint scheme and lettering around 2009. Built starting in 1968.

Model: The cars have close coupler mechanisms. Total length over the buffers 306 mm / 12".

- New tooling for the types WLAB 822 and WLAB 824.

66616 LED lighting kit.

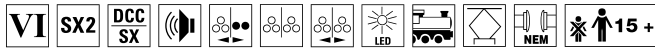
One-time series.

New tooling for the types WLAB 822 and WLAB 824

Prototypical imprinting included



Hungary



16952 Class 470 Electric Locomotive

Prototype: GYSEV electric locomotive, road number 470 503-3, in the version as a “Wagner Locomotive”. Version with 2 pantographs. Built starting in 2000.

Use: Passenger and freight service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and the marker lights change over with the direction of travel. The locomotive has a close coupler mechanism. The headlights, marker lights, the cab lights, the main beam lights, and many other light and sound functions can be controlled digitally.

The locomotive has new tooling for the buffers and rail clearance devices.

Length over the buffers 122 mm / 4-13/16”.

- Sound.
- Warm white LEDs for lighting.
- Cab lighting.
- New tooling for the buffers and rail clearance devices.

One-time series.



© Loc & More

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Warning Sound	•	•	•
Electric locomotive op. sounds	•	•	
Long distance headlights	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Rear Headlights off	•	•	
Engineer's cab lighting	•	•	
Front Headlights off	•	•	
Low Pitch Horn	•	•	
Compressor	•	•	
Letting off Air	•	•	
Station Announcements	•	•	
Special sound function	•	•	
Conductor's Whistle	•	•	
Special sound function	•	•	

Special sound function
When arriving the locomotive plays Wagner's "Ride of the Valkyries"



Right side of locomotive



Left side of locomotive

Netherlands



16003 Class 1800 Electric Locomotive

Prototype: Dutch State Railways (NS) class 1800 fast general-purpose locomotive with road number 1828 and the coat-of-arms for "Apeldoorn". Built starting in 1976 as the class 1600. Painted and lettered in the classic Dutch paint scheme.

Model: The locomotive has a built-in digital decoder for DCC, Selectrix, and conventional operation. The locomotive has a 5-pole motor with flywheels. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism. It also has LED headlights and marker lights that change over with the direction of travel and that can be controlled digitally.

Length over the buffers 109 mm / 4-1/4".

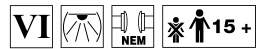
- New Aircon unit on the locomotive roof.

A car set to go with this locomotive is available under item number 15547.

One-time series.



Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Rear Headlights off	•	•	
Front Headlights off	•	•	
Direct control	•	•	



15547 "ICL" Express Train Passenger Car Set

Prototype: Dutch Railways (NS) ICL express train, consisting of a type Aimz express train passenger car, 1st class, and 2 type Birnz express train passenger cars, 2nd class. The cars look as they did about 2009.

Model: All of the cars have close coupler mechanisms. Interior lighting can be installed in the cars. Total length over the buffers 495 mm / 19-1/2".

The class 1800 locomotive goes with these cars and is available under item number 16003.

66616 LED lighting kit.



Accessories



66857 Locomotive Decoder 1000 Milliamps for MTC14 Interface

This is a receiver for all DC locomotives with a total current draw of up to 1000 milliamps (motor 1000 milliamps, each light 200 milliamps). It can be used for digital locomotives with an mtc14 digital interface. The decoder can be used in the formats Selectrix 1, Selectrix 2, and DCC. It automatically recognizes analog operation. The decoder has automatic load control. There are connections for a light function. There are connections for auxiliary functions (Aux1 and Aux2). The decoder has protection of the motor outputs against short circuits. Advanced Selectrix 1 programming of additional settings can be done by selecting address "00", example: finer gradation of the pulse widths (control variations), reversing polarity for direction of travel.

In Selectrix operation: 31 speed levels. 111 addresses. DCC operation: speed level selection 14/28/126 speed levels. Addresses can be selected as short up to 127 and long up to 10239. Braking operation in the formats DCC and SX: DC same/opposed polarity, braking diodes, asymmetric track signal, braking generators. Dimensions approximately 14 x 9 x 2 mm / 9/16" x 11/32" x 1/16".



Sturdy multi-protocol retrofit decoder, protected against short circuits between the motor and the track; safety shutoff in the event of excess current, excess temperature, and short circuits; newly developed motor control for extremely smooth operation of all currently available DC motors; operation continued at the same speed after current interruption of up to 1 second; SUSI-controlled

acceleration delay (SUSI-WAIT); one or two-part braking sections. Special characteristics in analog operation: acceleration voltage can be set very low, maximum speed limit, dynamic dimming of lights and AUX dependent on track voltage, programmable functions, typical analog running behavior.



66325 "Huntsche" Large Coaling Station

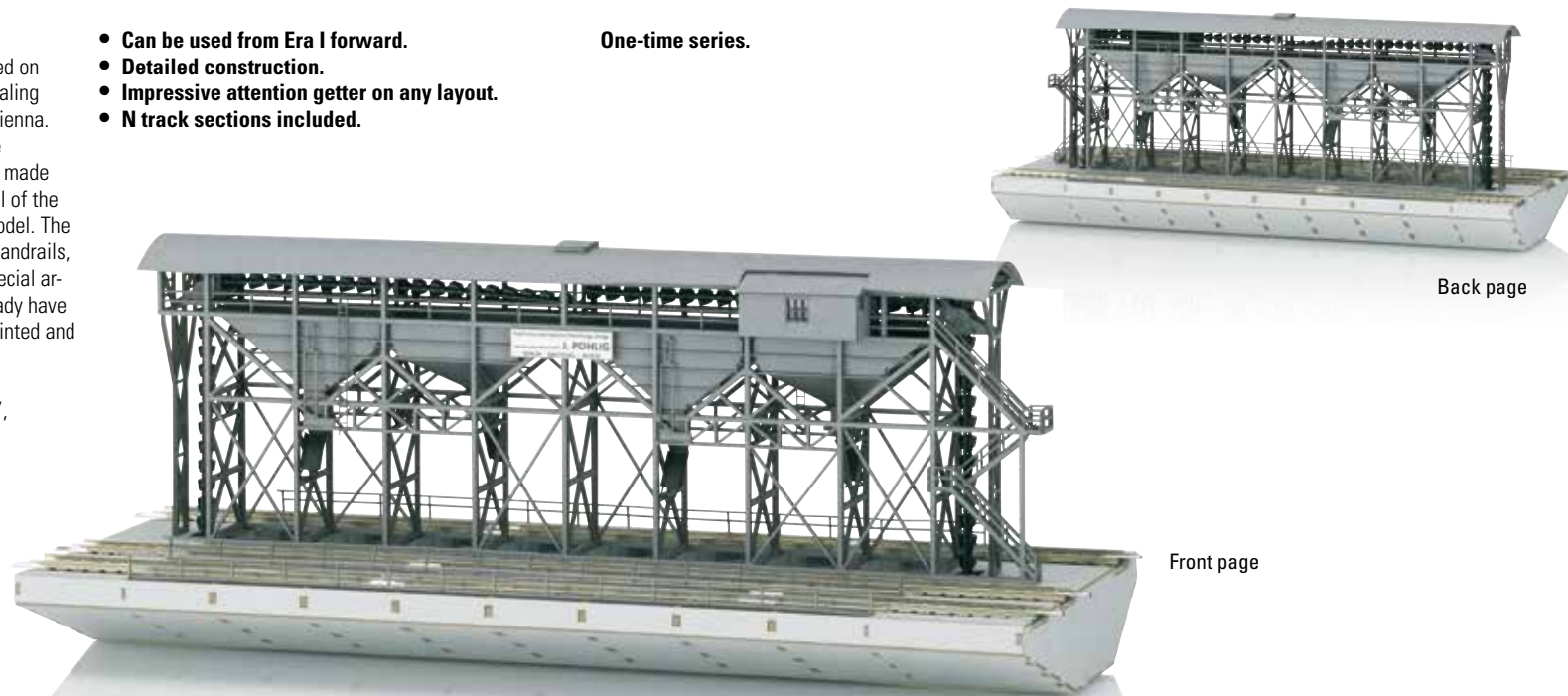
Prototype: "Huntsche" large coaling station based on the prototype in Saarbrücken. Almost identical coaling stations of this type also existed in Munich and Vienna.

Model: This is a kit for an advanced model of the "Huntschen" large coaling station in Saarbrücken made of laser-cut architectural quality cardstock with all of the building parts ready for assembly as a finished model. The parts for the steel construction, the railings, the handrails, and the walkways are precision laser cut from special architectural quality cardstock. All of the parts already have a realistic basic paint scheme, but they can be painted and weathered further with no problem.

Dimensions of the finished model approximately: Length 285 mm / 11-1/4", Width 124 mm / 4-7/8", Height 87 mm / 3-7/16".

- Can be used from Era I forward.
- Detailed construction.
- Impressive attention getter on any layout.
- N track sections included.

One-time series.



Back page

Front page

See Page 119 for an explanation of the symbols and age information.



Dear Trix H0 Fans,

Impressive new items and travel at the highest level define this year's Trix H0 new items. There is no other way to describe luxurious travel service but in the symbol of the TEE, because the three letters of the "TransEuropExpress" concept stand for it.

No wonder then that we are presenting right here a great development step with a locomotive engineer that changes direction in the locomotive in the form of a class 103 with its over 14,000 horsepower and its elegance that is still unsurpassed today.

Make use of our Märklin AR app and experience its multifaceted virtual add-ons.

Simply look for this symbol in the new items brochure.





H0 Trix Club Model for 2017

The Class 103.1

At the start of the Sixties, the DB decided to expand the growing passenger train service with the development of a powerful locomotive. At the end of 1962, four test locomotives of the class E 03 were ordered from Henschel (mechanical equipment) and Siemens-Schuckert (electrical equipment). These units were finished in time for the International Transportation Exhibition in 1965 in Munich. Starting in 1969 regular production of the class 103 was done for the InterCity service (IC 71) planned to begin in 1971, but with new specifications. The effective load for TEE and IC trains with speeds of

200 km/h / 125 mph increased from 300 to 480 metric tons, and 800 metric ton D-Zug express trains had to be able to run at 160 km/h / 100 mph. The 145 regular production locomotives – now designated as the class 103.1 – had a basic design that followed that of the prototypes with a bridge frame, locomotive body consisting of five segments, and three-axle trucks. The same end shape was taken from the pre-production locomotives. The most striking thing externally was the doubling of the ventilation openings by a second five-part row of vent grills in the lower half of the side walls. This was caused by a larger air intake due to the greater performance of the locomotive. With a main transformer adjusted for maximum per-

formance (continuous tractive effort output of 6,250 kilovolt amps) and type WBM 368/17f lightweight traction motors with a continuous rating of 1,240 kilowatts the result was a full increase in performance of 25.3% compared to the prototypes – an impressive 7,440 kilowatts or 10,116 horsepower. The last thirty units (road numbers 103 216-245) were equipped with a frame lengthened by 700 mm / 27-1/2" with larger cabs in order to realize the increase in size of the cramped cabs requested urgently by locomotive engineers. In addition, a more powerful air conditioning unit that could control the supply of warm or cool fresh air independent of the outside temperature contributed to the well-being

of the engineers. After being delivered in the years 1970 to 1974 the class 103.1 units immediately took over the new IC trains as well as the prestigious TEE trains that had now been partially integrated into the new IC network. The regular production locomotives ran in regular service until December of 2002, over thirty years of use in heavy, high-quality passenger train service running at the highest levels of performance. Several units remained on the roster for reserve and special service. Two units (road numbers 103 113 and 245) are still kept operational at the Munich maintenance facility by the DB Inc. for long distance service and get a workout regularly.



EXCLUSIV 1/2017



22932 Class 103.1 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103.1 electric locomotive. Version with extended cabs, buffer sheathing, and end skirting, with the road number 103 243-2 in a crimson / beige paint scheme. Based at Hamburg-Eidelstedt. The locomotive looks as it did at the end of the Seventies.

Model: The locomotive has a digital decoder and extensive sound functions. The decoder supports the digital formats DCC, MM1, MM2, and mfx. The locomotive has five-pole high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck are 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. The cab lighting can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Movable locomotive engineers in both cabs can be controlled digitally. The locomotive engineer can also be changed with a change of direction in analog operation. The locomotive has new, finely detailed single-arm pantographs. The pantographs can be controlled digitally. The locomotive has separately applied windshield wipers. It also has separately applied metal grab irons and roof conductors. Closed skirting, brake hoses, outlets, prototype couplers, and steps that can be mounted on the locomotive are included separately. Length over the buffers 23.2 cm / 9-1/8".

- Completely new tooling.
- Metal locomotive frame and body.
- The decoder supports the digital formats DCC, MM1, MM2, and mfx.
- Extensive light and sound functions.
- Movable locomotive engineer figures in both cabs.
- Locomotive engineer also changes with a change of the direction of travel in analog operation.
- New, finely detailed single-arm pantographs.
- Pantographs can be controlled digitally.
- Cab lighting.
- Engine room lighting.

The class 103.1 electric locomotive with item number 22932 is being produced in 2017 in a one-time series only for Trix Club members.

A passenger car set to go with this locomotive is being offered exclusively for Trix Club members under item number 23475.

This model can be found in an AC version in the Märklin H0 assortment exclusively for Insider members under item number 39170.

A locomotive engineer that change with the change if direction, prototypical roof equipment, and the long 103 in 1:87, all for the first time

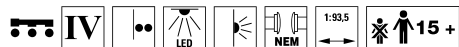


Digital Functions	DCC	mfx
Headlight(s)	•	•
Pantograph control	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Pantograph control	•	•
Engineer's cab lighting	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Locomotive engineer	•	•
Interior lights	•	•
Conductor's Whistle	•	•
Special Function	•	•
Blower motors	•	•
Compressor	•	•
Letting off Air	•	•
Station Announcements	•	•
Procedure function	•	•
Greeting	•	•
Conductor	•	•
Train announcement	•	•
Conductor	•	•
Train announcement	•	•
Conductor	•	•
Train announcement	•	•
Dialog	•	•
Train radio	•	•
Warning announcement	•	•
Surrounding sounds	•	•



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 120 for warranty terms. See Page 119 for an explanation of the symbols and age information.

TEE Parsifal Club Model



23475 TEE 32 Parsifal Express Train Passenger Car Set

Prototype: 5 different design TEE express train passenger cars for the TEE 32 "Parsifal", used between Hamburg-Altona and Paris Nord via Bremen, Münster, Dortmund, Essen, Cologne, Aachen, Liège, Namur, and St. Quentin. 1 type Apmz 121 open seating car, 1 type ARDmh 105 bar car, 1 type WRmh 132 dining car, and 2 type Avmz 207 compartment cars. The cars look as they did at the end of the Seventies.

Model: The cars have underbodies and skirting specific to the car types. The type Apmz has a steep-pitched roof, black skirting, Minden-Deutz design trucks, disk brakes like the prototype, magnetic rail brakes, anti-roll shock absorbers, and no generator. The type ARDmh has a steep-pitched roof, black skirting, Minden-Deutz design trucks with disk brakes, magnetic rail brakes, and a separately applied generator. The type WRmh has a steep-pitched roof, black skirting, Minden-Deutz design trucks with disk brakes, magnetic rail brakes, and a separately applied generator. Both type Avmz cars have red skirting and Fiat trucks with disk brakes, magnetic rail brakes, and anti-roll shock absorbers. All of the cars have factory-installed LED interior lighting and operating current-conducting couplers. Maintenance-free warm white LEDs are used for the lighting. One type Avmz has built-in marker lights. Total length over the buffers approximately 142 cm / 55-7/8".

- **Factory-installed LED interior lighting included on all of the cars.**
- **Built-in marker lights mounted on one car.**

The class 103.1 electric locomotive to go with this car set is being offered exclusively for Trix Club Insider members under item number 22932.

This passenger car set can be found in an AC version in the Märklin H0 assortment under item number 43856 exclusively for Insider members.

The 23475 passenger car set is being produced in 2017 in a one-time series only for Trix Club members.



Prototypical train marker light



EXCLUSIV 1/2017

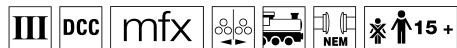
This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 120 for warranty terms. See Page 119 for an explanation of the symbols and age information.



23475

22932

“Era III Freight Train” Digital Starter Set



21528 “Era III Freight Train” Digital Starter Set. 230 Volts

Prototype: German Federal Railroad (DB) class 74 tank locomotive, type Om 12 gondola, type Gr 20 boxcar, and type Rlms 56 stake car.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers with guide mechanisms.

Train length 51 cm / 20-1/16”.

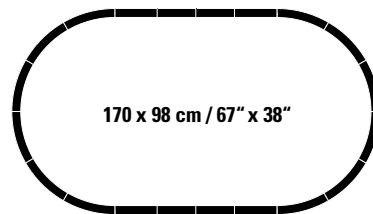
Contents: 12 no. 62230 curved track, 4 no. 62188 straight track, 4 no. 62172 straight track. The set includes a track connector box, a 36 VA / 230 volt switched mode power pack, and a Mobile Station. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the Trix C Track extension sets and with the entire Trix C Track program.

- The ideal way to get started in the digital world of Trix HO.
- The locomotive has a built-in digital decoder that registers automatically in the Mobile Station.
- Easy to set up C Track layout.

An analog version of this starter set can be found on the back cover.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Direct control	•	•

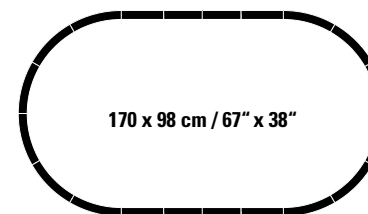




21000 A Digital Start. 230 Volts

Contents: 12 no. 62230 curved track, 4 no. 62188 straight track, 4 no. 62172 straight track. The set includes a track connector box, a 36 VA / 230 volt switched mode power pack, and a Mobile Station for getting started digitally. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the Trix C Track extension sets and with the entire Trix C Track program.

- The ideal way to get started in the digital world of Trix HO.
- Easy to set up C Track layout.
- Radius R2 oval of track.



62902 C Track C2 Extension Set

Contents: 3 no. 62188 straight track, 5 no. 62172 straight track, 2 no. 62224 curved track, 1 no. 62611 turnout, 1 no. 62612 turnout, and instructions.

For expanding the small C Track starter set to include a passing siding.



62903 C Track C3 Track Extension Set

Contents: 7 no. 62188 straight track, 7 no. 62172 straight track, 2 no. 62130 curved track, 1 no. 62671 curved turnout, 1 no. 62672 curved turnout and instructions.

For expanding the C Track starter sets to include a passing siding with curved turnouts.



A Rarity for Connoisseurs



22269 Class EG 2x2/2 Electric Locomotive

Prototype: Bavarian State Railways class EG 2x2/2 electric locomotive. The locomotive looks as it did around 1920.

Model: This electric locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles and jackshafts powered. 2 traction tires. The locomotive has articulated running gear to negotiate sharp curves. The running gear is mounted to pivot under the fixed end areas of the locomotive. Maintenance-free warm white and red LEDs are used for the lighting. The headlights and marker lights will work in conventional operation and can be controlled digitally.

Length over the buffers 14.3 cm / 5-5/8".

- Extensive sound functions included for the first time.
- mfx digital decoder included.
- Warm white and red LEDs for lighting.

This model can be found in an AC version in the Märklin H0 assortment under item number 37484.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Locomotive whistle	•	•
Electric locomotive op. sounds	•	•
Light Function	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab1 End	•	•
Bell	•	•
Headlight(s): Cab1 End	•	•
Rail Joints	•	•
Pantograph Sounds	•	•
Operating sounds	•	•
Sound of Couplers Engaging	•	•
Blower motors	•	•
Brake Compressor	•	•
Sanding	•	•
Switching maneuver	•	•
Whistle for switching maneuver	•	•
Station Announcements	•	•
Conductor's Whistle	•	•

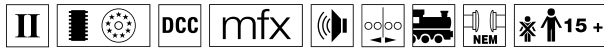
Extensive sound functions included for the first time



Drive system prototypically by means of a jackshaft



Cab Forward



22916 Class 05 Streamlined Steam Locomotive with a Tender

Prototype: German State Railroad (DRB) class 05 streamlined express steam locomotive. Version with powdered coal firing and the engineer's cab at the front. Deep black basic paint scheme with a white decorative stripe. Road number 05 003. The locomotive looks as it did around 1937.

Model: The locomotive has DCC/mfx digital decoder and extensive sound functions. Powdered coal being moved with a compressor (Operating Sounds 1) can be activated by means of the function button. The locomotive has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. Minimum radius for operation is 437 mm / 17-3/16". Cutouts in the side streamlining for smaller track curves

can be filled in with add-on fill pieces. The dual headlamps change over with the direction of travel, will work in conventional operation, and can be controlled digitally. A third headlamp as a headlamp for oncoming trains can be controlled separately in digital operation. The engineer's cab lighting can be controlled separately in digital operation. Maintenance-free, warm white LEDs are used for the lighting. The locomotive and tender have numerous, separately applied grab irons. A 7226 smoke generator can be installed on the locomotive. There is a permanent close coupling between the locomotive and tender. Length over the buffers 31.0 cm / 12-1/4".

- Locomotive and tender constructed mostly of metal.
- Digital decoder and extensive sound functions included.

This model can be found in an AC version in the Märklin HO assortment under item number 39054.

One-time series.

Digital Functions	DCC	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	•	•
Light(s) for Oncoming Train	•	•
Operating Sounds 1	•	•
Water Pump	•	•
Injectors	•	•
Letting off Steam	•	•
Air Pump	•	•
Sanding	•	•

Elegant black paint scheme



100 Years with Full Steam



22937 Class 58.10-21 Freight Steam Locomotive

Prototype: German State Railroad Company (DRG) class 58.10-21 (former Prussian G 12) freight steam locomotive. With Reichsbahn lanterns and type 3T 20 tender. Road number 58 1880. The locomotive looks as it did around 1936.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A smoke unit contact is included. A 7226 smoke generator kit can be installed in the locomotive. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the

locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the front of the locomotive. There is an NEM coupler pocket and guide mechanism with a Telex coupler on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. The locomotive has cab lighting. Piston rod protection sleeves and brake hoses are included.

Length over the buffers 21.2 cm / 8-3/8".

- Especially finely detailed metal construction.
- Partially open bar frame.
- Digital decoder and extensive sound functions included.
- Maintenance-free warm white LEDs for lighting.
- A smoke generator can be installed.

This model can be found in an AC version in the Märklin H0 assortment under item number 37587.

One-time series.

Digital Functions	DCC	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	•	•
Telex coupler on the rear	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Generator Sounds	•	•
Rail Joints	•	•



Locomotive engineer's cab worked out in detail

Model for the 100th anniversary of the class G12 / class 58



The “Twelve Apostles Car” in Tow



21194 Train Set with the Class ET 194 Freight Powered Rail Car

Prototype: German State Railroad (DRG) class ET 194 (former LAG 895) electric powered rail car. “Bottle Green” paint scheme. Road number ET 194 11. One acid container car with twelve containers and a brakeman’s cab, painted and lettered for Kali Chemical, Inc. Berlin, Germany, used on the German State Railroad. One type Ghs Oppeln boxcar, welded design without a handbrake and without a brakeman’s cab.

Model: The ET 194 has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. Two axles powered. The dual headlights change

over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The acid container car has detailed, finely constructed open framework supports and is loaded with acid containers. The Oppeln boxcar does not have a brakeman’s cab or a handbrake. Total length over the buffers approximately 31 cm / 12-3/16”.

- First time with a DCC/mfx digital decoder.
- First time with sound functions.
- First time with LED lighting.
- First time with cab lighting.

One-time series.

Finely detailed construction with extensive light and sound functions



Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer’s cab lighting	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Load area door	•	•
Locomotive whistle	•	•
Doors Closing	•	•
Compressor	•	•
Letting off Air	•	•
Bell	•	•
Sanding	•	•
Operating Sounds 1	•	•
Operating Sounds 2	•	•
Rail Joints	•	•



Visually and technically a treat: the spoked wheels set off in a different color

Refined down to the last detail and prototypical



Powerful and Elegant



22292 Class 94.5 Steam Tank Locomotive

Prototype: German State Railroad Company (DRG) class 94.5-17 (former T 16.1) freight tank locomotive. Without a bell, with a feed water heater on the top of the boiler, with a rounded cab roof, smokebox door with a central locking device, and with older design buffers. Locomotive road number 94 1036. The locomotive looks as it did around 1931.

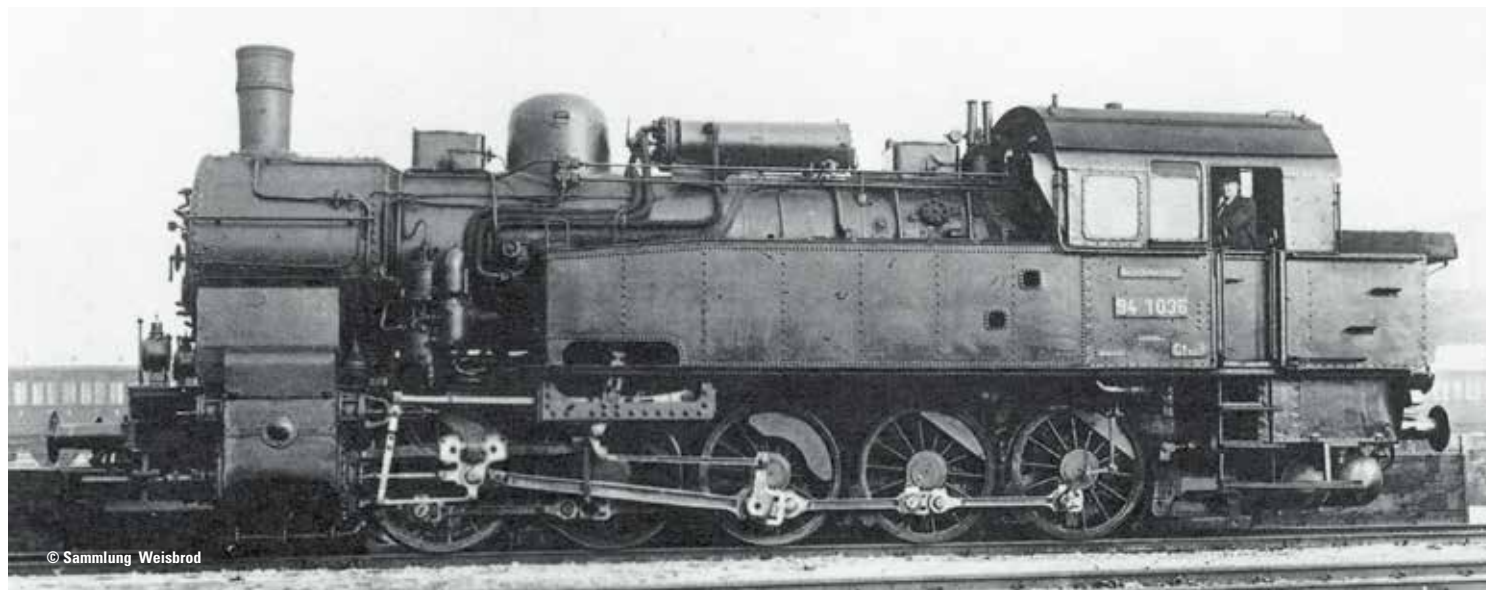
Model: The locomotive has a digital decoder and extensive sound functions such as replenishing water, coal, and sand. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator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

- Digital decoder and extensive operation and sound functions included.

One-time series.

A freight car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46065, with a note about the wheel set exchange for DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37168.



© Sammlung Weisbrod

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

See Page 119 for an explanation of the symbols and age information.



The Powerhouse of the Boom Years

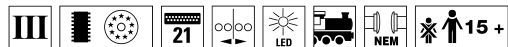
DB Class 42 Heavy Steam Freight Locomotive

In World War II there was already discussion in 1941 about a wartime steam locomotive with an 18 metric ton axle load, the boiler of the class 44, and the running gear of the class 50 for use on lines in the Eastern March (Austria) and the occupied areas in Russia. Two projects were finally favored from the 20 project suggestions for this so-called "Third Wartime Steam Locomotive" (KDL 3). After that, 8,000 units (a little later reduced to 5,000) were to be built of the class 42. Finally, the "Design" steering committee determined the following

quantities: 2,500 locomotives with a stay bolt boiler and a bar frame, 1,150 locomotives with a Brotan boiler and a sheet metal frame, and 650 locomotives with a Brotan boiler and a condensation tender. Henschel delivered the first two units in 1943 with a Brotan boiler and the road numbers 42 0001 and 42 0002. Schwartzkopff built the first locomotive with a stay bolt boiler in 1944 as road number 42 501. The class 42 units were a completely new design compared to the predecessor class 52 wartime locomotives derived from the class 50. Externally they had the simple construction of the wartime locomotives with an enclosed cab and only one side

window, simple Degenkolb smoke deflectors, and solid wheels on the pilot truck. Yet they offered a striking appearance with the lanterns built into the cylinder block and the short running boards falling to the cylinders. The dome arrangement and the dome sheathing was also unusual. The originally planned quantities were not achieved because of the war. The industry delivered all total 865 of these 80 km/h / 50 mph fast and approximately 1,800 horsepower units. Subsequent production after World War II in Poland and Vienna-Floridsdorf increased the quantity in the end to 1,063 units. In the western zones, there were still 701 locomotives left, many of them not

operational however. The DB distanced itself rather quickly from them. The last was put into storage on March 27, 1956. Yet with the incorporation of Saarland in 1957, class 42 units came back to the DB roster. Up until October of 1962, they were used mostly in the greater Saarbrücken area to pull ore trains and in heavy pusher service. In the neighboring country of Luxembourg road number 5519 (planned as 42 2718, built in 1948 in Vienna-Floridsdorf) is still in existence as the last operational unit of this class and it is used for special runs under steam.



22227 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 42 heavy steam freight locomotive, with a type 2'2'T30 tub-style tender. Black/red basic paint scheme. With Witte standard version smoke deflectors, pilot truck with solid wheels, both lower headlights on the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. Locomotive road number 42 1417. The locomotive looks as it did around 1950.

Model: The locomotive has a 21-pin digital interface connector. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are

constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

- Completely new tooling.
- Especially finely detailed metal construction.
- 21-pin digital interface connector included.
- Partially open bar frame with mostly open view between the frame and the boiler.
- High-efficiency propulsion with a flywheel, mounted in the boiler.

Four-axle Erz Id hopper cars for the transport of iron ore to go with this locomotive can be found under item number 24120 as a 12 car set in the Trix H0 assortment.

Another 24 cars in a display with different car numbers can be found in the Märklin H0 assortment under item number 00722 with the specification for the required DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 39042.

One-time series.

21-pin digital interface connector included





22224 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 42 heavy steam freight locomotive, with a type 2'2'T30 tub-style tender. Black/red basic paint scheme. With Witte standard version smoke deflectors, pilot truck with solid wheels, both lower headlights on the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. Locomotive road number 42 1417. The locomotive looks as it did around 1950.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled

digitally. The cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **Digital decoder and a variety of operation and sound functions included.**
- **Partially open bar frame with mostly open view between the frame and the boiler.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

Four-axle Erz Id hopper cars for the transport of iron ore to go with this locomotive can be found under item number 24120 as a 12 car set in the Trix H0 assortment.

Another 24 cars in a display with different car numbers can be found in the Märklin H0 assortment under item number 00722 with the specification for the required DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 39042.

One-time series.

Digital Functions	DCC	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	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
"Switcher Double "A" Light"	•	•
Rail Joints	•	•
Sanding	•	•
Replenishing fuel	•	•
Generator Sounds	•	•
Generator Sounds	•	•
Sound of Couplers Engaging	•	•

DCC/mfx digital decoder included
Full steam locomotive sound



24120

22224

From Emden to the Ruhr Area



24120 Erz Id Hopper Car Set

Prototype: 12 German Federal Railroad (DB) type 00t Saarbrücken and 00tz 44 Erz Id four-axle hopper cars. Version with very low upper superstructure and brakeman's platform. Some of the cars still lettered for the Brit.-US-Zone. Used to transport iron ore. Standard design pressed sheet metal trucks with welded underframes as reinforcement. The cars look as they did around 1952.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and end locking wheels. The hopper cars have load inserts for freight loads consisting of scale-sized real iron ore. All of the cars are individually packaged. Length over the buffers per car 11.5 cm / 4-1/2". AC wheel set per car E700150.

- New tooling for the Erz Id hopper car.
- Loaded with real iron ore.
- Many different car numbers.
- Ideal for unit trains.

The class 42 heavy steam freight locomotive to go with these cars can be found under item numbers 22224 and 22227 in the Trix H0 assortment.

One-time series.

A display with another 24 car numbers for the Erz Id hopper cars can be found in an AC version in the Märklin H0 assortment under item number 00722, with a reference about the wheel set exchange for DC wheel sets.

12 ore hopper cars loaded with real iron ore



100 Years with Full Steam



22936 Class 58.10-21 Freight Steam Locomotive

Prototype: German State Railroad (DR) class 58.10-21 (former Prussian G 12) freight steam locomotive. With Reichsbahn lanterns and type 3T 20 tender. Road number 58 1287. The locomotive looks as it did around 1962.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A smoke unit contact is included. A 7226 smoke generator kit can be installed in the locomotive. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the

locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the front of the locomotive. There is an NEM coupler pocket and guide mechanism with a Telex coupler on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. The locomotive has cab lighting. Piston rod protection sleeves and brake hoses are included.

Length over the buffers 21.2 cm / 8-3/8".

- **Especially finely detailed metal construction.**
- **Partially open bar frame.**
- **Digital decoder and extensive sound functions included.**
- **Maintenance-free warm white LEDs for lighting.**
- **A smoke generator can be installed.**

A freight car set to go with this locomotive can be found in the Trix H0 assortment under item number 24128.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Telex coupler on the rear	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Direct control	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Generator Sounds	•	•
Rail Joints	•	•

Model for the 100th anniversary of the class G12 / class 58



Freight Car Set



24128 Freight Car Set

Prototype: 4 different design German State Railroad (DR) freight cars. 1 type Glr-12 Association design boxcar. 1 type Om-41 Association design gondola, with a load of coal. 1 type G-04 Association design boxcar. 1 type Omu-37 Association design gondola, without a load. The cars look as they did around 1962.

Model: The type Glr-12 boxcar has a reddish brown paint scheme. The type Om-41 gondola has a reddish brown paint scheme and is loaded with coal. The type G-04 boxcar has a reddish brown paint scheme. The type Omu-37 gondola has a reddish brown paint scheme and has no load. All of the cars are individually package. Total length over the buffers approximately 49 cm / 19-3/8". AC wheel set E700150.

The steam locomotive to go with this car set can be found in the Trix H0 assortment under item number 22936.

One-time series.



The Powerhouse of the Boom Years



22226 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: GDR German State Railroad Company (DR/GDR) class 42 heavy steam freight locomotive, with a type 2'2'T30 tub-style tender. Post-production series locomotive from 1948. Black/red basic paint scheme. Smoke stack without an add-on. With Witte standard version smoke deflectors. Pilot truck with solid wheels. Both lower headlights on the front of the locomotive built into the cylinder block. With smokebox access step below the smokebox door. Smokebox door with a number board. Locomotive road number 42 001. The locomotive looks as it did around 1951.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will

work in conventional operation and can be controlled digitally. The cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

- **Completely new tooling.**
- **DR/GDR version as road number 42 001.**
- **Especially finely detailed metal construction.**
- **Digital decoder and a variety of operation and sound functions included.**
- **Partially open bar frame with mostly open view between the frame and the boiler.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

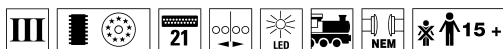
One-time series.



Authentic look between the frame and the boiler too

Digital Functions	DCC	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	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Tipping grate	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Replenishing fuel	•	•
"Switcher Double "A" Light"	•	•
Rail Joints	•	•
Sanding	•	•
Replenishing fuel	•	•
Generator Sounds	•	•
Generator Sounds	•	•
Sound of Couplers Engaging	•	•

DCC/mfx digital decoder included
Full steam locomotive sound



22228 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Model: 21-pin digital interface connector included. See the text for the 22226 locomotive for more information about this model.

21-pin digital interface connector included

Powered Catenary Maintenance Rail Car

With advancing electrification, powered catenary maintenance rail cars for maintenance work on the electrified route network took on increasing importance on the new German Federal Railroad. Starting in 1954, the firm Waggon- und Maschinenbau GmbH in Donauwörth (WMD) working in a contract and in close cooperation with the German Federal Railroad's central office in Munich therefore developed the so-called standard powered catenary maintenance rail car (TVT, also VT 55 or VT 93, from 1968 on: 701). These units made wide use of design elements of the two-motor VT 98 rail busses. Since there was no question of electrical propulsion, combustion motors were selected as a source of propulsion. Two Büssing motors (type U9A) each with a performance of 95.5 kilowatts / 128 horsepower were still

sufficient for the running gear on the first production series (701 001-010 and 024). On all of the successor series the two water-cooled motors mounted below the floor (Büssing type U10) with a total performance of 300 horsepower / 221 kilowatts were the same as the motors for the VT 98 (798). A special rpm speed regulator allowed a constant "creeping speed" of 5 km/h / 3 mph. The drive systems mounted in the frame were analogous to the VT 98 and were designed for a trailing load of 40 metric tons. In addition, this powered rail car could be used in switching maneuvers with a total trailing load of 200 metric tons. To do this the unit was equipped with standard drawbar and buffer equipment of a standard light-weight construction. There was a workshop between the two cabs of about 26 square meters / 260 square

feet area, where you could climb into the viewing cupola to observe the catenary. In addition, there was a specially protected roof exit as well as a pantograph on the roof for grounding and testing. In the middle of the roof was a platform with almost 6 square meters / 60 square feet of area that could be raised and lowered in height and turned from side to side. It could be raised up to one meter / 39 inches. An extendable ladder was also present on this platform, and it could be used for work up to 15 meters / about 48 feet in height. A speaker system was installed for communication between the cab, the lookout, and the lifting platform. The car also had compressed air disk brakes, cold water heating, and two separate 12 volt power supply systems. By 1974, the DB purchased 162 dual-motored powered catenary maintenance

rail cars, which were given the class designation 701 starting in 1968. Originally, all of the powered catenary maintenance rail cars had a crimson paint scheme (RAL 3004). Starting in 1975, they were successively repainted in the customary "Gold Yellow" (RAL 1004) as part of major maintenance for DB maintenance units. Starting in 2002, a lack of spare parts and the advanced age of the units led to many being retired, which was completed in 2013 with the last powered catenary maintenance rail car being put into storage. Numerous class 701 units were sold to private railroad companies and museum railroads. They are thus now and then still in use for everyone to admire.





22974 TVT Powered Catenary Maintenance Rail Car

Prototype: German Federal Railroad (DB) TVT (later class 701) maintenance vehicle. Movable work platform and double arm pantograph included. Used for servicing and checking catenary. The unit looks as it did after being delivered after 1957.

Model: The unit has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. The unit has a compact-design, maintenance-free motor. 2 axles powered. No 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 unit has the double "A" light function. Maintenance-free warm white and red LEDs are used for the lighting. The engineer's cab has interior details. The work platform can be raised, lowered, and turned in digital operation. The double arm pantograph can be raised and lowered in digital operation. The pantograph does not pick up power from the catenary. Separately applied details are: skylight window, horn, floodlights, and ladders. Length over the buffers 16.0 cm / 6-5/16".

- Full array of function features with up to 32 functions.
- Digital decoder and extensive sound functions included.
- Work platform and pantograph can be controlled digitally.

This model can be found in an AC version in the Märklin H0 assortment under item number 39974.

One-time series.

Manufactured with detail, the work platform that can be turned



Digitally controlled work platform
Full sound and 32 functions



Digital Functions	DCC	mfx
Headlight(s)	•	•
On/off function	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Raise/Lower Work Platform	•	•
Rotate Work Platform	•	•
Pantograph control	•	•
Special Function	•	•
Procedure function	•	•
Procedure function	•	•
Surrounding sounds	•	•
Surrounding sounds	•	•
Surrounding sounds	•	•
Surrounding sounds	•	•
Surrounding sounds	•	•
Surrounding sounds	•	•
Surrounding sounds	•	•
Horn	•	•
Sound of Couplers Engaging	•	•
Cab Radio	•	•
Sanding	•	•
Rail Joints	•	•
Switching maneuver	•	•
Headlight(s): Cab2 End	•	•
Headlight(s): Cab1 End	•	•
Warning announcement	•	•
Dialog		•
Dialog		•
Dialog		•
Surrounding sounds		•





Snowed In



24966 Henschel Design Steam Powered Rotary Snowplow

Prototype: German Federal Railroad (DB) Henschel design steam powered rotary snowplow. Type 2`2`T 26 tender without hatch covers. The unit looks as it did around 1970.

Model: The steam powered rotary snowplow has a digital decoder, powered rotating rotary snowplow wheel, and auxiliary functions. The snowplow superstructure is constructed of metal. The snowplow has separately applied handrails. There is a detailed reproduction of the rotary snowplow's front housing. The side wings and guide blade are movable. The work lights and the headlights light up and can be controlled digitally. The snowplow has a factory-installed smoke unit. The work lights, the snowplow blade wheel, and the smoke generator control will work in conventional operation. These functions, the headlights, and the steam engine sounds can be controlled digitally with the 6021 Control Unit.

Length complete 24.2 cm / 9-1/2".

- Working digital model with light and sound functions.
- Snowplow blade wheel rotates.
- Factory-installed smoke unit.

This model can be found in an AC version in the Märklin H0 assortment under item number 49966.

One-time series.

Digital Functions	DCC	mfx
Light Function 1	•	•
Smoke generator	•	•
Surrounding sounds	•	•
Locomotive operating sounds	•	•
Light Function 2	•	•
Locomotive whistle	•	•

DCC/mfx decoder included
Powered rotating rotary snowplow wheel
Movable side wings





© André Papazian



Early German Federal Railroad Flagship Train and the Wonder of Bern. The first five sets of the VT 08 express powered rail car trains were available to the German Federal Railroad as early as the summer schedule of 1952. The thoughts given to the new development of diesel powered rail car trains with hydraulic transmissions went all the way back to the foundation of the German Federal Railroad. Thus, thirteen three-unit trains from the first production

series were built by 1953 for important long distance express passenger service as part of the new construction program. Another six engine cars with dining car arrangements and seven intermediate cars were added by 1954 in the second production run. These units were used primarily to lengthen the existing trains to four and five-unit consists with powered end cars at both ends. The modern, comfortable VT 08 represented the epitome of the

new German Federal Railroad and enjoyed great popularity among the passengers. The smooth rounded form of the ends of the train quickly led to the nickname "Egg Heads". These deluxe trains provided service on long distance routings with sonorous names such as "Rheinblitz", "Münchner Kindl", "Roland", "Schaunsland", or "Saphir". These fast trains were also used on foreign routes such as the "Paris-Ruhr" (Dortmund – Paris) as well as the

"Helvetia" (Hamburg – Zürich). The heyday for the VT 08 extended well into the Sixties. After electrification of many major routes, the VT 08 trains were still used partially in TEE service. Later, these trains were rebuilt to simpler standards for plain fast train service.



22602 VT 08.5 "Paris-Ruhr" TEE Diesel Powered Rail Car Train

Prototype: German Federal Railroad (DB) class VT 08.5 TEE diesel powered rail car train, as TEE 185 "Paris-Ruhr", with the route Paris – Liège – Cologne – Dortmund. 4-car set in a crimson red basic paint scheme. 1 powered car, road number VT 08 509, with galley and dining area (WRPwPost4üm), 2 intermediate cars, road numbers VM 08 516 and VM 08 518, with compartments (A4üm), 1 powered car, road number VT 08 517, with compartments (A4üm). All of the cars were first class. Both powered rail cars have the TEE sign at the ends. The train looks as it did around 1957.

Model: The train is a four-part unit consisting of 2 powered cars (VT) and 2 intermediate cars (VM). The train has a digital decoder and extensive sound functions. Different station announcements, train announcements, and dialogs can be activated by means of function buttons. The train has controlled high-efficiency propulsion with a flywheel mounted in the power car with a galley and dining area. 2 axles powered on one truck by means of cardan shafts. Traction tires. The train has factory-installed interior lighting and cab lighting. The triple headlights and dual red marker lights change over with the direction of travel, will work in in conventional operation, and can be controlled

digitally. Maintenance-free, warm white LEDs are used for the lighting. There are special, close couplings between the cars. The train has built-in interior details. There is a clear view through the engineer's cabs on the end cars. The ends of the powered cars have separately applied imitations of prototype couplers and separately applied TEE signs. The power pickup changes with the direction of travel so that the pickup shoe on the powered car at the front of the train is picking up power. Length of the four-part train 114 cm / 44-7/8".

- **Prototypical reproduction of the 4-car TEE powered rail car train TEE 185 "Paris-Ruhr".**
- **Powered car units constructed chiefly of metal.**
- **Controlled high-efficiency propulsion with a flywheel, in one powered car.**
- **Digital decoder with a variety of sound functions.**
- **Factory-installed interior lighting and cab lighting with warm white LEDs.**

One-time series for the start of European TEE service 60 years ago on June 2, 1957.

This model can be found in an AC version in the Märklin HO assortment under item number 39082.



Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Station Announcements	•	•
Conductor's Whistle	•	•
Doors Closing	•	•
Station Announcements	•	•
Brake Compressor	•	•
Letting off Air	•	•
Whistle for switching maneuver	•	•
Blower motors	•	•
Sanding	•	•
Ticket please	•	•
Dialog	•	•
Dialog	•	•
Surrounding sounds	•	•
Station Announcements	•	•
Train announcement	•	•
Order	•	•
Paying	•	•
Train announcement	•	•
Operating Sounds 1	•	•
Generator Sounds	•	•

A long-distance passenger train with the typical striking looks of the industrial design of the Fifties



For Smooth Transport



24212 Pressurized Gas Tank Car

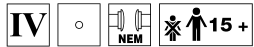
Prototype: Four-axle pressurized gas tank car used on the German Federal Railroad (DB). Privately owned car painted and lettered for the firm Eisenbahn-Verkehrsmittel GmbH / Railroad Transportation Services, Inc. (Eva).

Model: This is a pressurized gas tank car without a heat shield. It has a detailed partially open frame. The side sills are "U" shapes with lugs. The trucks are a Minden-Dorstfeld design. The brakeman's platform is separately applied.

Length over the buffers 14.6 cm / 5-3/4".

DC wheel set E700580.

One-time series.



24125 "Klima" 845 Snowplow

Prototype: German Federal Railroad (DB) "Klima" design 845 snowplow.

Model: The cab has an open view through it. The side wings of the plow can be folded. The ladders are constructed of metal. The snowplow has separately applied air tanks and lines. The work lights are functional and can be turned off with a sliding switch. The snowplow has an NEM coupler pocket and a close coupler guide mechanism.

Length 11.7 cm / 4-5/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 46116.

Side wings can be folded





22786 Class 050 Steam Freight Locomotive with a Cabin Tender

Prototype: German Federal Railroad (DB) class 050 steam freight locomotive with a cabin tender. Witte smoke deflectors, 4 boiler domes, shortened running boards, DB Reflex glass lamps, and inductive magnets. Locomotive road number 050 045-4. The locomotive looks as it did around 1970.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting and the cabin lighting in the tender cabin can

be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a figure in the tender cabin of a train conductor, installed at the factory. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Figures of a locomotive engineer and a fireman as well as protective piston sleeves and brake hoses are included. Length over the buffers 26.5 cm / 10-7/16".

- Cab lighting digitally controlled.
- Lighting in the tender cabin digitally controlled.
- Train conductor in the tender cabin.
- Especially finely detailed metal construction.
- Partially open bar frame and many separately applied details.

Freight cars to go with this locomotive can be found in the current Märklin H0 assortment, with references about the wheel set exchange to DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37836.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Light in compartment	•	•
Bell	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Air pump / compressor	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Grate Shaken	•	•
Water Pump	•	•
Switching maneuver	•	•
Injectors	•	•
Replenishing fuel	•	•
Replenishing fuel	•	•
Sanding	•	•
Cab chatter	•	•

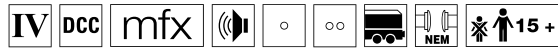


*Train conductor, engineer, and fireman as accessories
Controllable light in the tender cabin*

Everything in view



The Thoroughbred for Snow Storms



24126 Henschel Design Steam Powered Rotary Snowplow

Prototype: German State Railroad (DR) Henschel design steam powered rotary snowplow. Type 2'2'T 26 tender included. The units look as they did around 1986.

Model: The steam powered rotary snowplow has a digital decoder, a powered snowplow blade wheel, and auxiliary functions. The snowplow superstructure is constructed of metal. The handrails are separately applied. There is a detailed reproduction of the rotary snowplow's front housing. The side wings and guide blade are movable. The work lights and track headlights are lit and can be controlled digitally. The snowplow has a factory-installed smoke unit. The work lights, the snowplow blade wheel, and the smoke unit control will work in conventional operation. Length 24.2 cm / 9-1/2".

- Digital working model with light and sound functions.
- The rotary snowplow wheel can be rotated.
- Factory-installed smoke unit.

One-time series.



Digital Functions	DCC	mfx
Light Function 1	•	•
Smoke generator	•	•
Surrounding sounds	•	•
Locomotive operating sounds	•	•
Light Function 2	•	•
Locomotive whistle	•	•



24127 Type Pwgs Baggage Car

Prototype: German State Railroad (DR) type Pwgs 9400 baggage car. The car looks as it did around 1983.

Model: The car has a "Bottle Green" basic paint scheme without a roof cupola. The underbody has separately applied brake rods.

Length over the buffers 11.9 cm / 4-11/16".

AC wheel set E700150.

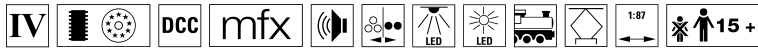
The steam powered rotary snowplow to go with this car can be found in the Trix H0 assortment under item number 24126.

One-time series.



Next Stop – Marienplatz

TRIX
H0



22654 Class 420 S-Bahn Powered Rail Car Train

Prototype: German Federal Railroad (DB) class 420 S-Bahn powered rail car train. The train looks as it did around 1990. Version in an orange / "Gravel Gray" paint scheme for the S-Bahn network in the greater Munich area.

Model: The train has a DCC/mfx digital decoder and extensive sound functions. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. Four axles on the intermediate car are powered through cardan shafts. The frame for the intermediate car is constructed of die-cast metal. Maintenance-free warm white LEDs are used for the lighting. The train has triple headlights and dual red marker lights that change over with the direction of travel. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. Lighted destination signs along with the headlights / marker lights can be controlled digitally. There is a close coupler guide mechanism and

electrical connections between the cars. The special coupling included with the train allows it to be coupled to other ET 420 units for prototypical operation. The train has factory-installed interior lighting. Different authentic destination signage for the Munich S-Bahn network is included with the train. The bodies for the train are made of highly detailed plastic with many separately applied details such as grab irons, electrical connections, windshield wipers, antennas, whistles, and horns. The train has interior details. The ends of the train have a detailed representation of the Scharfenberg coupler (a dummy coupler). Length over the couplers 77.5 cm / 30-1/2".

- **DCC/mfx digital decoder and extensive sound functions included.**
- **Factory-installed interior lighting.**
- **Authentic reproduction for the Munich S-Bahn service.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37507.

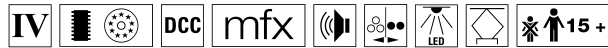
One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Operating sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Doors Closing	•	•
Front Headlights off	•	•



*Lighted train destination signs
End lighting in the cabs
Munich S-Bahn*

On a Panorama Run



22193 Class 491 Powered Observation Rail Car
Prototype: German Federal Railroad (DB) class 491 "Glass Train" electric powered observation car. Cream white / gentian blue paint scheme. The car has double lamps low on the ends. Air intake openings for ventilation and horns on the roof. 1 double-arm pantograph and 1 single-arm pantograph, each with double contact strips. Powered rail car road number 491 001-4. The car looks as it did around 1986.

Model: The car has a digital decoder and extensive sound functions. A welcoming announcement from the period as well as a list of destinations, an additional note for the passengers, and the end station (train announcement) can be activated by means of the function buttons. The car also has controlled high-efficiency propulsion. 2 axles

in one truck powered. Traction tires. The car has built-in interior details. The car comes from the factory with a driver and numerous passengers. The car has factory-installed interior lighting. 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. Maintenance-free, warm white and red LEDs are used for the lighting. The interior lighting can be dimmed as a digital auxiliary function. The trucks have different wheelbases like the prototype. The panorama windows are inset. The car has air intakes for ventilation and horns on the roof. This car is the version with 1 double-arm pantograph and 1 single-arm pantograph, each with double contact strips.

Length over the buffers 23.7 cm / 9-5/16".

- **Digital decoder and extensive light and sound functions included.**
- **Special additional announcements such as a welcome and different station announcements that can be controlled digitally.**
- **Factory-installed interior lighting.**
- **Driver and numerous passengers installed in the car at the factory.**
- **Imprinted train route sign included, "Reisen und Schauen mit dem Gläsernen Zug" / "Travel and Look with the Glass Train".**

This model can be found in an AC version in the Märklin H0 assortment under item number 37584.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Locomotive operating sounds	•	•
Horn blast 1	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Conductor's Whistle	•	•
Horn blast 2	•	•
Doors Closing	•	•
Greeting	•	•
Train announcement	•	•
Train announcement	•	•
Train announcement	•	•
Interior lights	•	•
Rail Joints	•	•
Surrounding sounds	•	•
Sanding	•	•
Brake Compressor	•	•



**Full sound
 Preiser figure set included**



A Unique Model



22094 Class 193 Electric Locomotive

Prototype: Mitsui Rail Capital Europe electric locomotive, road number 91 80 6193 876-0. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: The electric locomotive is constructed of metal, has an mfx/DCC digital decoder, and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that 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. The engine room lighting can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. 2 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.8 cm / 8-9/16".

- Specially designed packaging.
- Both locomotive sides imprinted differently from each other.

One-time series.

This model can be found in an AC version in the Märklin Start up assortment under item number 36194.

To be delivered starting in the 2nd quarter of 2017.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off Air	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Rail Joints	•	•

Left side of locomotive



New item from 2016.

Right side of locomotive



Liquids Underway



24206 Freight Car Set with 6 Type Zans and Zacns Tank Cars

Prototype: Six (6) 95,000 liter / 25,096 gallon type Zans and Zacns tank cars with non-insulated tanks and ladders on the ends. Privately owned cars of different operator companies. Registered in Germany. The cars look as they did in 2008.

Model: The cars are scale new tooling. All of the cars have modern type Y25Lsd1 trucks that are new tooling, double brake shoes, and brakeman's platforms. All of the cars have ladders on the ends. The gratings on the catwalks are constructed of metal. Depending on the operator company, the cars have different connections modelled

and different arrangements for the dome covers. The cars have "narrow" destination boards. The brake rigging, emptying pipes, dome covers, deflection bars, and numerous other levers and grab irons are separately applied. The deflection bars are constructed of metal. All of the cars are extensively imprinted and have different car numbers. All of the cars in the set are individually packaged.

Length over the buffers per car approximately 19.6 cm / 7-11/16".

AC wheel set per car E700150.

- Completely new tooling.
- Modern Y25Lsd1 trucks.
- Catwalk gratings and deflection bars constructed of metal.
- Different destination boards and emptying pipes.
- Numerous separately applied levers and grab irons.
- All of the cars are extensively imprinted and include different car numbers.

A freight car display with tank cars of the same design but with different paint and lettering for different operator companies is being offered in the Märklin H0 assortment under item number 00720.

One-time series.

Prototypical car body





Class 217 General-purpose Locomotive



22417 Class 217 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 217 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Exhaust hoods included. The locomotive looks as it did in 2012. Road number 217 014-0.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. All four 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 cab lighting can be controlled digitally. Maintenance-free warm white

and red LEDs are used for the lighting. The locomotive has separately applied exhaust hoods. It also has separately applied metal grab irons on the sides and ends. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the locomotive are included. Length over the buffers approximately 18.9 cm / 7-7/16".

- **Prototypical window and vent arrangement.**
- **Roof includes exhaust hoods for the motor and the diesel engine for train heating.**
- **Cab lighting.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39270.

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Diesel locomotive op. sounds	•	•
Warning Sound	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
Whistle for switching maneuver	•	•
Front Headlights off	•	•
Conductor's Whistle	•	•
Station Announcements	•	•
Compressor	•	•
Sanding	•	•
Switching maneuver	•	•
Sound of Couplers Engaging	•	•



Prototypical imprinting included





22281 Class 247 Diesel Locomotive

Prototype: Class 247 diesel electric locomotive (Vectron DE) from Siemens Mobility, Munich.

Model: This diesel locomotive is constructed of metal and has an mfx/DCC digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that 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. Length over the buffers 22.9 cm / 9".

- **New tooling for the modern Siemens Vectron DE diesel electric locomotive.**

An AC model can be found in the Märklin H0 assortment under item number 36290.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Diesel locomotive op. sounds	•	•
Low Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off Air	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Sanding	•	•
Station Announcements	•	•

New tooling for the modern Vectron DE

Right side of locomotive



Left side of locomotive



The newest generation of TRAXX

In 2011, Bombardier presented the latest TRAXX generation – the AC3. From a technical point of view, there was little new, because merely new control software was implemented. The spectacular feature was the optional “Last Mile” function, a diesel motor that could be integrated later (Deutz 2013 BR-4V) with 230 kilowatts / 308 horsepower performance that could be used to bridge sections of

track without catenary. This saves the use of a diesel switch engine because the AC3 can still reach up to 50 km/h / 31 mph and can pull trains with up to 2000 metric tons for eight to ten hours. Externally there are significant modifications on the AC3: ribbed side walls due to less costly construction. These walls can be covered with a so-called interchangeable Flex Panels (roll curtains made of canvas) and can

thus be adapted at any time to the design wishes of the current operator. The move away from a smooth end shows the new GFK end module with the design, which is put over the end of the steel locomotive body like a mask. The DB is currently taking delivery of three classes: the 187.1 (without Last Mile for freight service), the 147.0 (regional passenger service), and the 147.5 (long-distance passenger

service). The AC3 with “Last Mile” has recently brought several privately owned transportation companies and leasing companies into its roster, such as Railpool, which is currently leasing road numbers 187 004-008 to BLS Cargo.



22278 Class 187.1 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 187.1 electric locomotive (TRAXX AC 3). Built by Bombardier as a regular production locomotive from the TRAXX 3 type program.

Model: This electric locomotive is constructed of metal and has an mfx/DCC digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that 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 21.7 cm / 8-1/2”.

- Completely new tooling for the modern Bombardier TRAXX 3 electric locomotive.
- Version with imitation flex panels on the sides of the locomotive.
- Detailed, affordable beginner’s model with extensive features.

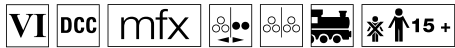
An AC model can be found in the Märklin H0 assortment under item number 36630.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off Air	•	•
Blower motors	•	•
Conductor’s Whistle	•	•
Sanding	•	•



A hand sample is shown in the image.





22653 Class 185.2 Electric Locomotive

Prototype: CAPTRAIN Germany, Inc. class 185.2 general-purpose electric locomotive, registered in Germany. With advertising for the 150th anniversary of the Hamburg Harbor Railroad. Dual system locomotive with 4 pantographs. Locomotive road number 185 578-2. The locomotive looks as it currently does in 2016.

Model: The locomotive has a digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights

at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary). Length over the buffers 21.7 cm / 8-1/2".

- Digital decoder and a variety of light and sound functions included.
- Warm white and red LEDs for lighting.
- Metal body for the locomotive.

The type Sgnss 4-axle container transport cars to go with this locomotive can also be found in the Trix H0 new items assortment.

This model has been realized with the friendly support of Captrain Germany, Inc., Berlin and the Hamburg Port Authority, Hamburg, Germany.

This model can be found in an AC version in the Märklin H0 assortment under item number 36634.

One-time series.

Digital Functions	DCC	MFx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off steam / air	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Rail Joints	•	•



© HPA / Nils Knothe

Switzerland



22397 Class Ae 8/14 Double Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Ae 8/14 double electric locomotive. Fir green basic paint scheme. Version with 2 pantographs. Older design buffers with rectangular buffer plates. Locomotive road number 11801. The locomotive looks as it did after 1964.

Model: This locomotive has a digital decoder and extensive light and sound functions. Controlled high-efficiency propulsion with a flywheel is in each locomotive half. 2 axles powered in each locomotive half. Traction tires. The triple headlights and 1 white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The white marker light can be changed to 1 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, the double "A" lights are on at both ends. The cab lighting for each locomotive half can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There are mechanisms to raise and lower both pantographs; each mechanism can be controlled separately in digital operation. There are prototypical imprinted chalkboards on both ends on the end sheet metal of the frame for the buffer beams. A booklet about the history of the locomotive is included. Length over the buffers 39.1 cm / 15-3/8".

- Mechanisms for raising and lowering both pantographs included for the first time. They can be controlled digitally.
- Cab lighting in each cab can be controlled separately in digital operation.
- Digital decoder and a variety of operation and sound functions included.

This model can be found in an AC version in the Märklin H0 assortment under item number 37595.

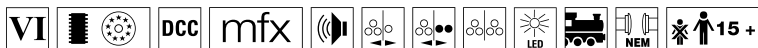
One-time series.



Pantographs can be raised and lowered by a motor

Digital Functions	DCC	mfx
Headlight(s)	•	•
Marker light(s)	•	•
Electric locomotive op. sounds	•	•
Pantograph control	•	•
Pantograph control	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Locomotive whistle	•	•
Engineer's cab lighting	•	•
Direct control	•	•
Whistle for switching maneuver	•	•
Pantograph Sounds	•	•
Sound of Couplers Engaging	•	•
Operating sounds	•	•
Blower motors	•	•
Brake Compressor	•	•
Sanding	•	•
Rail Joints	•	•
Letting off Air	•	•
Headlight(s): Cab2 End	•	•
Headlight(s): Cab1 End	•	•
Conductor's Whistle	•	•
Stat. Announce. – Swiss	•	•
Doors Closing	•	•





22948 Class Re 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Neutral “Fire Red” basic paint scheme. Locomotive name: “Aare”, road number: 460 034-2. The locomotive looks as it did in 2015.

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 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. Long-distance headlights can be controlled digitally. The lighting changeover can be changed between the Swiss code and white/red. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has new, finely modelled single-arm pantographs. The locomotive has separately applied metal handrails. The engineer’s cabs have interior details. Length over the buffers 21.3 cm / 8-3/8”.

- **New, finely modelled single-arm pantographs.**
- **Centrally mounted motor now included.**
- **All four axles powered.**
- **Cab lighting.**
- **European and Swiss light changeover.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39460.

One-time series.

New pantographs included



Digital Functions	DCC	mfx
Headlight(s)	•	•
Light Function	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Long distance headlights	•	•
Engineer's cab lighting	•	•
Headlight(s): Cab2 End	•	•
Locomotive whistle	•	•
Headlight(s): Cab1 End	•	•
Sound of squealing brakes off	•	•
Direct control	•	•
Blower motors	•	•
Stat. Announce. – Swiss	•	•
Conductor's Whistle	•	•
Doors Closing	•	•
Train announcement	•	•
Stat. Announce. – Ital.	•	•
Stat. Announce. – Ital.	•	•
Train announcement	•	•
Stat. Announce. – Fren.	•	•
Train announcement	•	•
Train announcement	•	•
Stat. Announce. – Swiss	•	•





Switzerland



22279 Class 187.0 Electric Locomotive

Prototype: Railpool, Inc. class 187.0 electric locomotive (TRAXX AC 3 LM), leased to BLS, Inc., Cargo Business Area. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program.

Model: This electric locomotive is constructed of metal and has an mfx/DCC digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights

that will work in conventional operation and that 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 4 mechanically working pantographs (no power pickup from catenary). Prototypical modelling of the Last Mile equipment.

Length over the buffers 21.7 cm / 8-1/2".

- **Completely new tooling for the modern Bombardier TRAXX 3 electric locomotive.**
- **Version with imitation flex panels on the sides of the locomotive.**
- **Design differences due to the Last Mile equipment are modelled on the locomotive.**

An AC model can be found in the Märklin H0 assortment under item number 36631.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off Air	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Sanding	•	•
Operating Sounds 3	•	•

Prototypical sound of the "Last Mile" diesel motor can be controlled digitally



Prototypical modelling of the Last Mile equipment



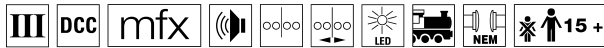
Exhaust opening with a bracket in the roof



A hand sample is shown in the image.



Austria



22293 Class 694 Steam Tank Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 694 (former class 94.5) freight tank locomotive. The locomotive looks as it did in the Fifties.

Model: The locomotive has a digital decoder and extensive sound functions such as replenishing water, coal, and sand. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive.

The dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- **Digital decoder and extensive operation and sound functions included.**

A freight car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46392, with a note about the wheel set exchange for DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37179.

One-time series.

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



Märklin 46392

22293



22574 Class CC 40100 Electric Locomotive

Prototype: French State Railways (SNCF) class CC 40100 express locomotive. Four-system locomotive for all of France, the Benelux countries, and Germany. Road number CC 40109. Used in international TEE service. The locomotive looks as it did around 1974.

Model: The locomotive has a digital decoder and extensive sound functions. It also has high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction

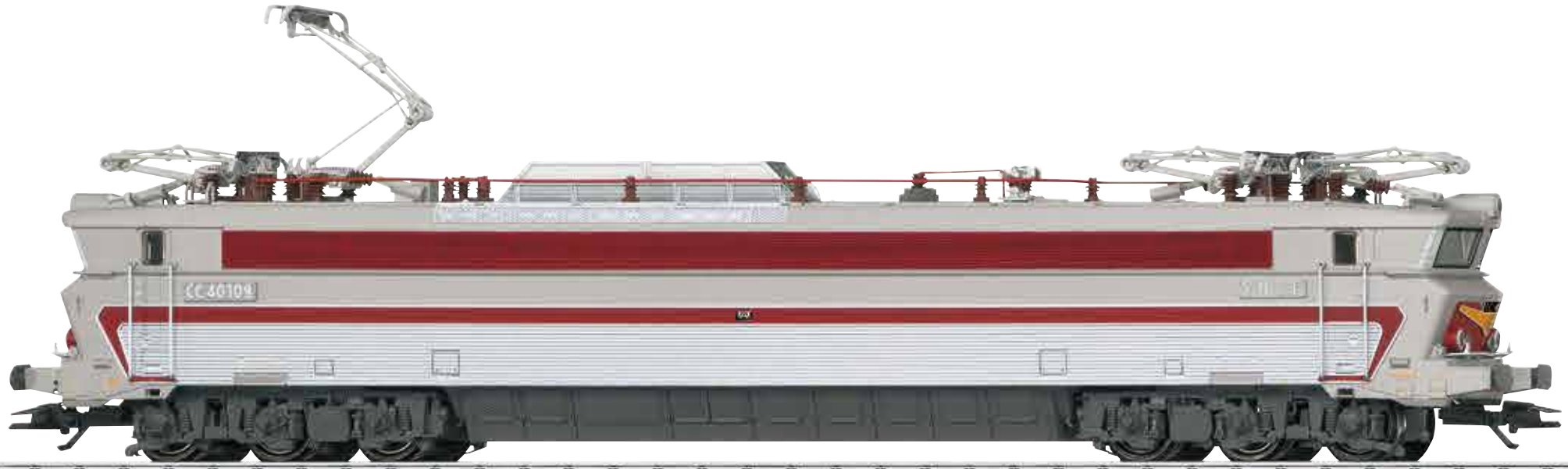
of travel, will work in conventional operation, and can be controlled digitally. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. It also has separately applied steps. The roof equipment is detailed, and the locomotive has different pantographs. The engineer's cabs have interior details; the front one has a figure of a locomotive engineer. Equipment parts are included that can be attached to the buffer beams.

Length over the buffers 25.3 cm / 9-15/16"

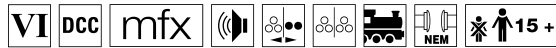
One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating sounds	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Bell	•	•
Headlight(s): Cab1 End	•	•
Stat. Announce. – Fren.	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Compressor	•	•
Letting off Air	•	•
Horn blast 1	•	•
Sound of Couplers Engaging	•	•

The locomotive class with the exotic zig-zag end shape



Italy



22668 Class 193 Electric Locomotive

Prototype: Class 191 electric locomotive for the firm FuoriMuro, Italy. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: The electric locomotive is constructed of metal, has a DCC/mfx digital decoder, and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that 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. 2 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.8 cm / 8-9/16".

- Modern electric locomotive from the Vectron type program.
- Digital decoder and a variety of sound functions included.
- Detailed, affordable beginner's model with extensive features.

This model can be found in an AC version in the Märklin H0 assortment under item number 36191.

One-time series.



Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off Air	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Compressor	•	•
High Pitch Horn	•	•
Low Pitch Horn	•	•
Rail Joints	•	•

Poland



22283 Class 170 Electric Locomotive

Prototype: DB Schenker Rail Polska S.A. in Poland class 170 electric locomotive. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: This electric locomotive is constructed of metal, has an mfx/DCC digital decoder, and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that 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 21.8 cm / 8-9/16".

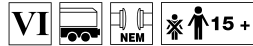
- Modern electric locomotive from the Vectron type program.
- Digital decoder and a wide variety of sound functions included.
- Detailed, affordable beginner's model with extensive features.

One-time series.



Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off Air	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Compressor	•	•
High Pitch Horn	•	•
Low Pitch Horn	•	•
Rail Joints	•	•

Poland

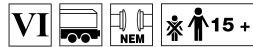


24130 Type Sgnss Container Transport Car

Prototype: Type Sgnss four-axle container transport car for combined load service. PKP Cargo Logistics, as a subsidiary of the Polish State Railroad (PKP). Loaded with a 40-foot box container. The car looks as it did around 2010.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with a 40-foot box container that is removable. Length over the buffers 22.7 cm / 8-15/16". AC wheel set E700150.

The class 170 electric locomotive goes with this car and can be found in the Trix H0 assortment under item number 22283. One-time series.



24131 Type Sgnss Container Transport Car

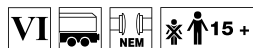
Prototype: Type Sgnss four-axle container transport car for combined load service. PKP Cargo Logistics, as a subsidiary of the Polish State Railroad (PKP). Loaded with two 20-foot box containers. The car looks as it did around 2010.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with two 20-foot box containers that are removable. Length over the buffers 22.7 cm / 8-15/16". AC wheel set E700150.

The class 170 electric locomotive goes with this car and can be found in the Trix H0 assortment under item number 22283. One-time series.



Czech Republic



24132 Type Sgnss 539.8 Container Transport Car

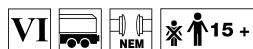
Prototype: Type Sgnss 539.8 four-axle container transport car for combined load service. CD Cargo a.s., as a subsidiary of the Czech State Railroad (CD). Loaded with a 40-foot box container. The car looks as it did around 2015.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with a 40-foot box container that is removable.

Length over the buffers 22.7 cm / 8-15/16".

AC wheel set E700150.

The class 170 electric locomotive goes with this car and can be found in the Trix H0 assortment under item number 22283. One-time series.



24133 Type Sgnss 539.8 Container Transport Car

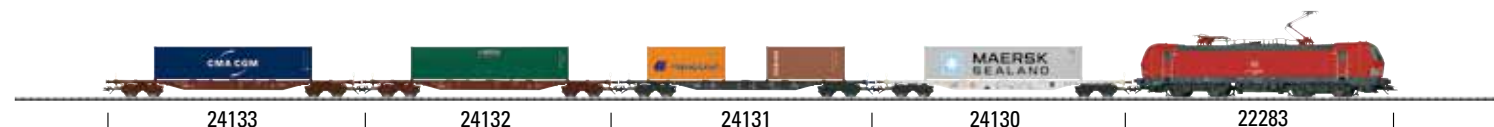
Prototype: Type Sgnss 539.8 four-axle container transport car for combined load service. CD Cargo a.s., as a subsidiary of the Czech State Railroad (CD). Loaded with a 40-foot box container. The car looks as it did around 2015.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with a 40-foot box container that is removable.

Length over the buffers 22.7 cm / 8-15/16".

AC wheel set E700150.

The class 170 electric locomotive goes with this car and can be found in the Trix H0 assortment under item number 22283. One-time series.



“Hunt’sche” Large Coaling Station



77502 “Hunt’sche” Large Coaling Station Based on the Prototype in Saarbrücken

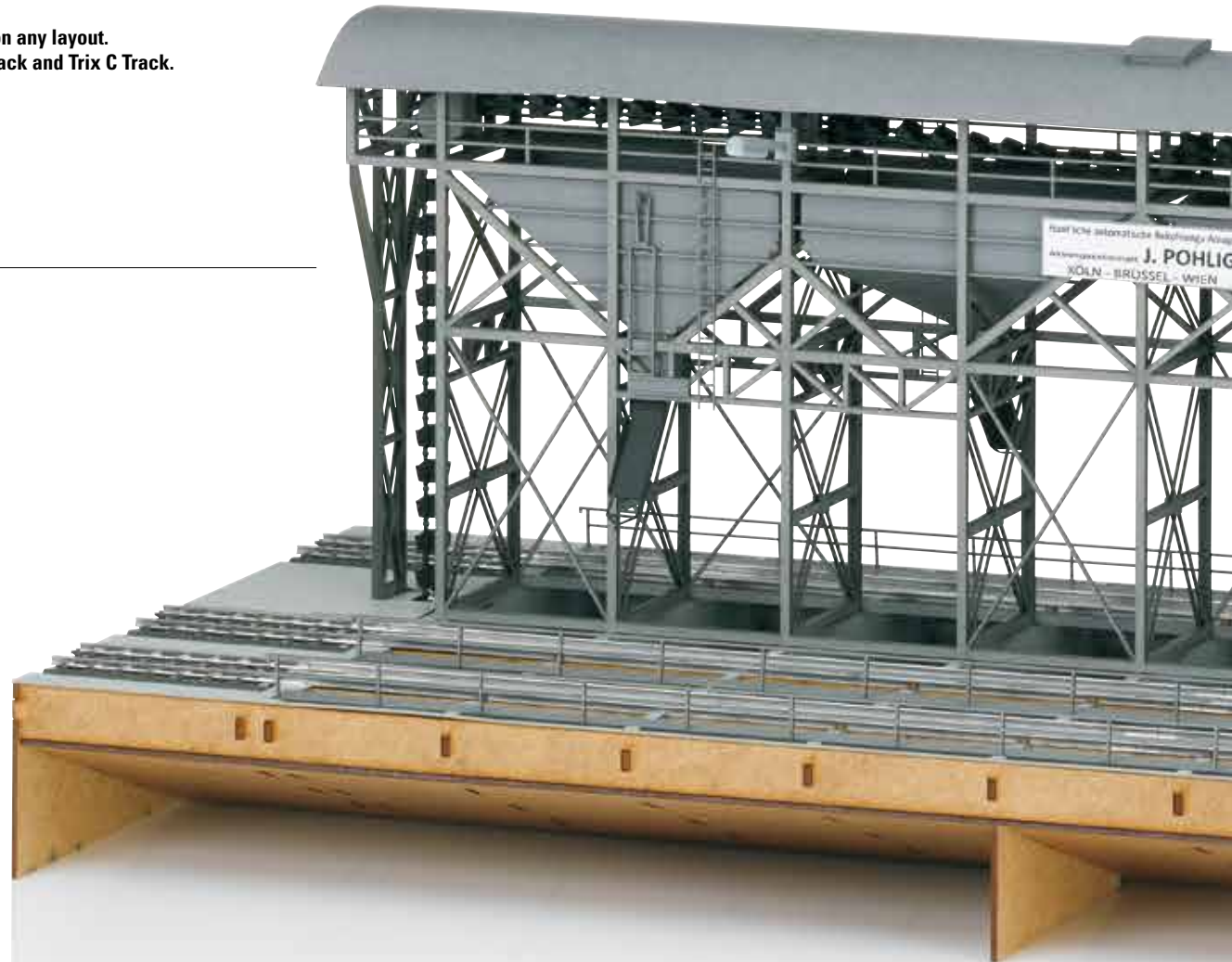
Prototype: “Hunt’sche” large coaling station for loading coal into steam locomotive tenders, based on the prototype in Saarbrücken. Almost identical coaling stations of this type also existed in Munich and Vienna.

Model: This is an advanced model of the “Huntschen” large coaling station in Saarbrücken with all of the building parts ready for assembly as a finished model. The parts for the steel construction, the railings, the handrails, and the walkways are precision laser cut from special architectural quality cardstock. The steps are made of plastic. The underside of the coaling station is laser cut as a kit. The model has working lamps that are already assembled. The center conductor walkways over the coalbunkers are constructed as partially open etched metal parts, dark colored, and electrically connected to the C Track center conductors to supply power to locomotives from the center conductors. All of the parts already have a realistic basic paint scheme, but they can be painted and weathered further with no problem. This model can be used for Märklin and Trix C Track. It can also be used for Märklin K Track with an adapter track. A set of lettering for the coaling stations in Vienna and Munich is included. This model is ready for installation on a model railroad layout.

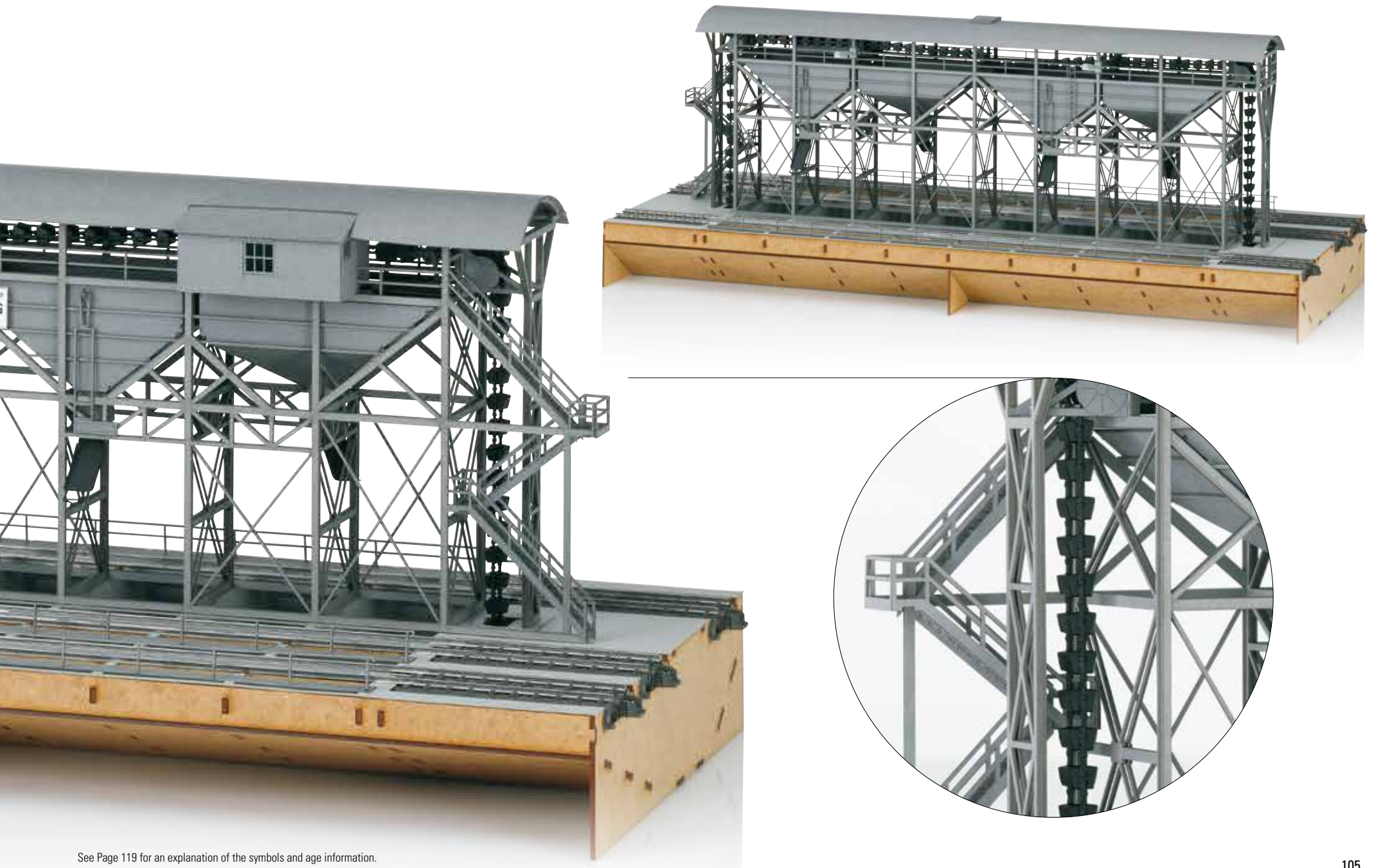
Dimensions of the finished model: Installation dimensions approximately Depth 4.5 cm / 1-3/4”, Length 54.5 cm / 21-7/16”, Width 22 cm / 8-5/8”, total Height above the rails 15.8 cm / 6-1/4”.

- Can be used from Era I forward.
- Detailed construction.
- Impressive attention getter on any layout.
- Can be built for Märklin C Track and Trix C Track.

Front page



Back page





Trix Express

Trix Express is next to Märklin H0 the pioneer system for H0 trains. Initial success in the DC market could be traced back to the Trix Express system, real competition for the sturdy 3-conductor AC system from Märklin. So, we are excited to be able to bring you new items from Trix Express.



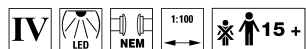
“IC 690 Hohenstaufen”

The German Federal Railroad (DB) introduced its new service “InterCity 71” on September 26, 1971 and thereby hit the bull’s eye. First class Intercity trains now ran in a rigid system of four lines that were served on approximate two-hour schedules. The really special feature of the IC system was (and still is today with the ICE/IC system) in the linking of

the lines with the possibility of direct transfer connections on the same platform. This provided a great surface effect: Dortmund and Cologne offered the possibility of direct transfer between Lines 1 and 2, in Mannheim the trains for Lines 1 and 3 waited for each other, in Würzburg the trains for Lines 2 and 4, and in Hannover the trains for Lines 3 and 4. Due to

the great success, the DB logically decided to introduce hourly schedules with mixed class trains on all four IC lines at the start of the summer schedule for 1979 on May 27. This was done with the slogan “Jede Stunde – jede Klasse: der “IC 79” / “Every hour – every class: the “IC 79”. The same hubs were kept in the process. Block trains was the new

magic phrase and all IC trains thus ran with blocks of cars for 1st and 2nd class, separated by a dining car or “Quick-Pick” cafeteria cars. It was purely “by chance” that the routes for the lines were also set up such that the same car classes stood opposite each other at hub stations. This large number of new trains naturally needed names and the venerable



31164 “IC 690 Hohenstaufen” Express Train

Passenger Car Set

Prototype: German Federal Railroad (DB) type Apmz express train passenger car, 1st class, type Avmz express train passenger car, 1st class, and type WRmh dining car, all with the train route of the IC 690 Hohenstaufen from Munich to Hamburg-Altona.

Model: This car set is for operation on 3-conductor Trix Express track. It can also be used on 2-conductor and Märklin track by means of exchange wheel sets. Both Trix Express and Märklin couplers are included. The buffers are adjustable. The 7319 plug-in current-conducting coupling drawbars or the 72020/72021 operating current-conducting couplers can be installed on the cars. The cars have imprinted train route signs.

Total length over the buffers 81.0 cm / 31-7/8”.

Your specialty dealer will be happy to exchange your wheel sets at no charge:

E700150 Märklin AC wheel set.

E700580 Trix DC wheel set.

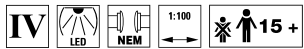
The class 120 locomotive goes with this car set and is available under item number 32021.

One-time series.



“Hohenstaufen” was thus the godparent for a pair of Intercity trains. The IC 690/691 “Hohenstaufen” ran in successive years between Munich and Hamburg-Altona via Stuttgart, Heidelberg, Mannheim, Frankfurt/Main, and Hannover. Motive power for the trains was the class 103.1 or 120, which as a rule pulled eight cars of 2nd class (5 type Bm and 3 type Bpm), a dining car

as well as three cars of 1st class (2 type Avm, 1 type Apm). The train name “Hohenstaufen” remained preserved by the way until the end in 2001. An ICE running on the same routing bore this name starting in 1991. Then came a “downgrading” because starting in 1999 there was then only an InterRegio train between Karlsruhe and Lindau (in 2001 Karlsruhe – Ulm) with this historic designation.



31165 “IC 690 Hohenstaufen” Express Train Passenger Car Set

Prototype: German Federal Railroad (DB) two type Bm 235 express train passenger cars, 2nd class, one type Bpmz express train passenger car, 2nd class, all with the train route of the IC 690 Hohenstaufen from Munich to Hamburg-Altona.

Model: This car set is for operation on 3-conductor Trix Express track. It can also be used on 2-conductor and Märklin track by means of exchange wheel sets. Both Trix Express and Märklin couplers are included. The buffers are adjustable. The 7319 plug-in current-conducting coupling drawbars or the 72020/72021 operating current-conducting couplers can be installed on the cars. The cars have imprinted train route signs.

Total length over the buffers 81.0 cm / 31-7/8”.

Your specialty dealer will be happy to exchange your wheel sets at no charge:

E700150 Märklin AC wheel set.

E700580 Trix DC wheel set.

The class 120 locomotive goes with this car set and is available under item number 32021.

One-time series.



31164

32021

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



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

The Club services* at a glance:

✕ 11 6 Issues of the Märklin Magazine

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. A personalized and valuable certificate will be sent directly to you at your home address for all locomotive models after they have been delivered.

✕ 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 H0 Gauge, N Gauge or Trix Express.

✕ Annual Chronicle

Re-live the highlights of the Trix model railroading year on DVD whenever and as often as you like.

✕ Catalog / New Items Brochures

Club members receive the annual main catalogue free of charge from their retailer. We also send you our new items brochures direct to your home.

✕ 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 Works in Anger, or the VGB Railroad Publishing Group. In addition, your personal membership card can be used to order all exclusive products offered in the club.

✕ Discounts for attending seminars

Club members benefit from lower prices when they book seminars that we arrange.

✕ Favorable shipping terms from the Online Shop

Club members enjoy favorable shipping terms within Germany from our Online Shop.

✕ Club Trips**

Experience your hobby in a special way and connect model railroading with the prototype. You can talk shop with like-minded people on our club trips through fantastic landscapes and to extraordinary destinations. On top of that, there is a discount on the trip price.

In addition, many sponsors of model railroad shows give discounted entry prices for club members.



Club Car of the Year 2017, free of charge



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

Either on-line under Clubs at maerklin.de or fill out the registration form on Page 113 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 services mentioned here refer to 2017. Subject to change.
** Depending on availability.

Trix Club Cars for 2017

Producing noodles by hand began almost 100 years ago with heart and soul near Rossberg in a small barn. Since then only select raw materials have been used true to the slogan „The Finest of Noodles“: crystal-clear water, 100% pure durum wheat semolina, and grade A chicken eggs laid fresh daily. A medium size firm with the latest production equipment and a rich tradition developed from that small barn. However, one thing has not changed: As in the past, the Rossberg team produces the highest level of quality with their heart and soul every day. We attribute this to our tradition and our demanding customers.



15957 Trix Club Car for Minitrix in 2017

Prototype: German Federal Railroad (DB) type Lbgjs 598 general-purpose transport car. Suitable for the transport of "pa" containers ("Von Haus zu Haus" / "From door to door") and large containers. Type Efkr "pa" containers painted and lettered for the firm "Roßberg" in Mössingen.
Model: The car's frame is constructed of metal. The car has a close coupler mechanism. The car is loaded with 5 type Efkr "pa" containers, extensively imprinted. All of the containers have different registration numbers. Length over the buffers 92 mm / 3-5/8".

The 15957 container transport car is being produced in 2017 in a one-time series only for Trix Club members.



24817 Trix Club Car for Trix H0 in 2017

Prototype: German Federal Railroad (DB) type Lbgjs 598 general-purpose transport car. Suitable for the transport of "pa" containers ("Von Haus zu Haus" / "From door to door") and large containers. Type Efkr "pa" containers painted and lettered for the firm "Roßberg" in Mössingen.
Model: The car has high-performance buffer beams and inset grab irons. The car is loaded with 5 type Efkr "pa" containers, extensively imprinted. The containers have separately applied details and different registration numbers. Length over the buffers 17.0 cm / 6-11/16".

The 24817 container transport car is being produced in 2017 in a one-time series only for Trix Club members.

700150 Märklin AC wheel set.
33357811 Trix Express wheel set.



33917 Trix Club Car for Trix Express in 2017

Prototype: German Federal Railroad (DB) type Lbgjs 598 general-purpose transport car. Suitable for the transport of "pa" containers ("Von Haus zu Haus" / "From door to door") and large containers. Type Efkr "pa" containers painted and lettered for the firm "Roßberg" in Mössingen.
Model: The car has high-performance buffer beams and inset grab irons. The car is loaded with 5 type Efkr "pa" containers, extensively imprinted. The containers have separately applied details and different registration numbers. Length over the buffers 17.0 cm / 6-11/16".

The 33917 container transport car is being produced in 2017 in a one-time series only for Trix Club members.

700150 Märklin AC wheel set.
700580 Trix DC wheel set.



Trix Club Anniversary Cars

Anniversary models reward long years of club membership. We have exclusive models in Minitrix, Trix H0 and Trix Express for all Insiders, who have

been members of the Trix Club without interruption for five, ten, or fifteen years. These models can only be obtained by club members.

5 Years of Membership



15925 Tank Car for N Gauge



24080 Grade Measurement Car for H0 Gauge



33965 Tank Car for Trix Express

10 Years of Membership



15220 Track Cleaning Car for N Gauge



24220 Track Cleaning Car for H0 Gauge
33966 Track Cleaning Car for Trix Express

15 Years of Membership



15555 Tank Car for N Gauge



24221 Tank Car for H0 Gauge



33967 Tank Car for Trix Express

Trix Club - Registration Form

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 2017):

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 _____

CH

By payment order that I receive with the invoice.

All Countries

Bank transfer (after receipt of invoice)

By credit card: Mastercard Visa

Name of the cardholder _____

Credit card no.

valid until ____ / ____

If my account cannot cover this amount, the bank is under no obligation to honor it.

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 will 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 _____



Your current benefits* at a glance:

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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.

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Just go to club.trix.de now and register online.

Club Car of the Year 2017, free of charge



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

** Subject to availability

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

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany

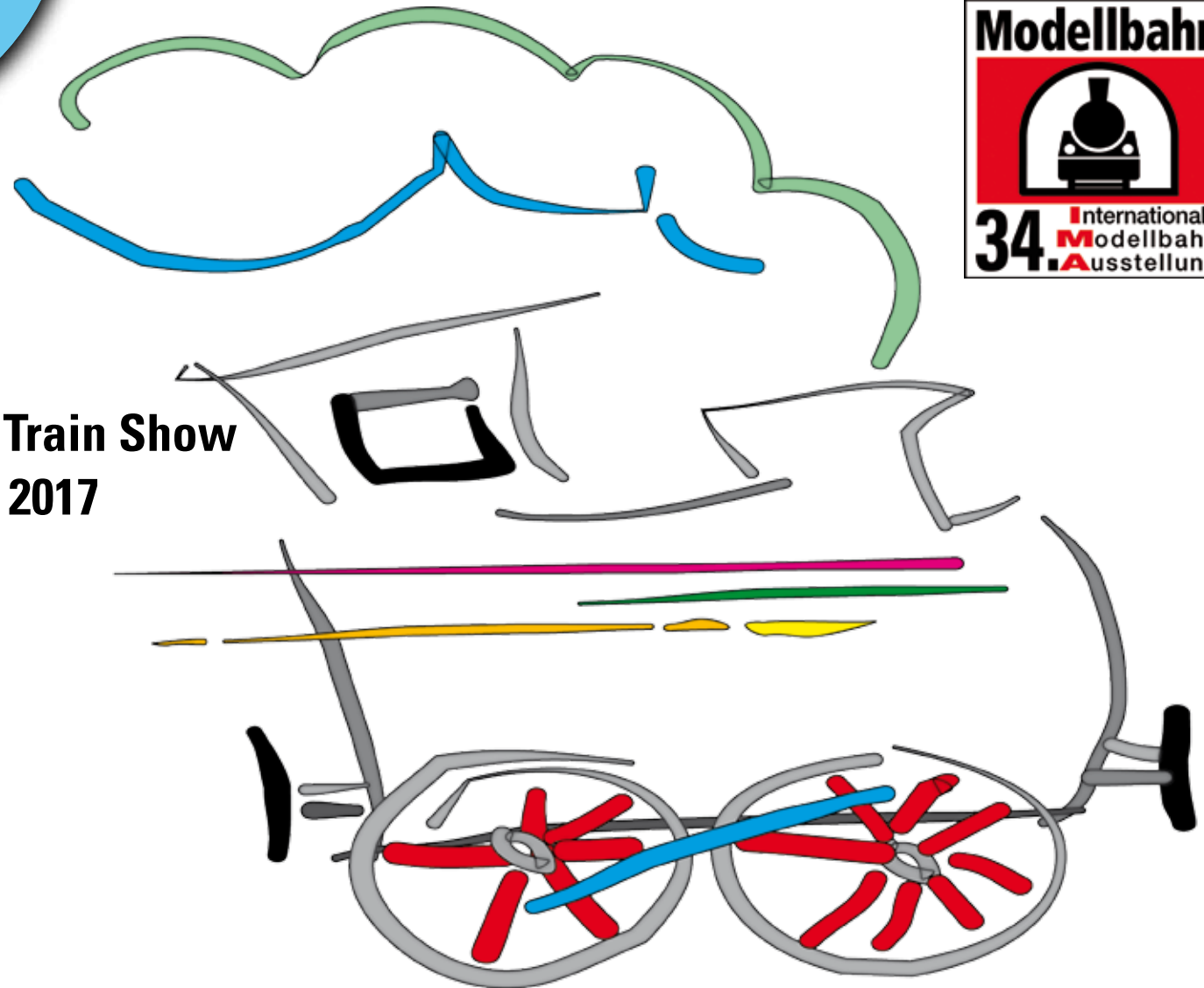


**Mark your calendar now!
Everything about big and little
trains, play and fun –
3 days long!**



34th International Model Train Show and 11th Märklin Days in 2017

**The MEGA family event
in Göppingen
September 15 to 17, 2017
www.maerklin.de**



Märklin Museum



The Märklin Museum documents the over 150 year history of the Märklin firm in a display space of over 1,000 square meters / 10,000 square feet with a flagship store and a service point.

In the flagship store Märklin enthusiasts will find a complete assortment of all gauges for the brands Märklin, Trix, and LGB as well as accessories. We also offer seconds at attractive prices.

A workshop for the servicing and repair is also present as well as a spare parts inventory with about 500 of the most popular spare parts.

Märklin Museum
Reutlinger Street 2
73037 Göppingen
Germany

Telephone +49 (0) 7161/608-289

Fax +49 (0) 7161/608-151

E-mail museum@maerklin.de

Entry is free.

Please go to www.maerklin.de for information about our hours of operation.

Fotos © Hardy Mann



<https://www.facebook.com/maerklinmuseum>

Museumcar 2017



15567 Minitrix Museum Car for 2017

Prototype: Type Gmhs Leipzig boxcar, privately owned and used on the German Federal Railroad (DB). Mercedes-Benz 319 delivery truck with a van body.

Model: This is a privately owned car painted and lettered for the firm Bindulin-Werkes H.L. Schönleber, Fürth, Germany, based on an historic theme, used on the German Federal Railroad (DB).
Length over the buffers 75 mm / 2-15/16".
The auto model is an exclusive version with a suitable historic paint scheme and lettering.

- Auto model from the firm Rietze in an exclusive version.

One-time series. Available only at the Märklin Museum in Göppingen, Germany.



24717 Trix H0 Museum Car for 2017

Prototype: Type G1 Dresden boxcar, privately owned and used on the German Federal Railroad (DB). VW Transporter T2 delivery truck.

Model: This is a privately owned car painted and lettered for the firm Bindulin-Werkes H.L. Schönleber, Fürth, Germany, based on an historic theme, used on the German Federal Railroad (DB).
Length over the buffers 13.9 cm / 5-1/2".
Delivery truck model in an exclusive version with an historic paint and lettering scheme correct for the period.

- Exclusive delivery truck model from the firm Brekina.

One-time series. Available only at the Märklin Museum, Göppingen, Germany.

E700150 Märklin AC wheel set.



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 Märklin Museum.

Hours of operation at the Service Point

in the Märklin Museum, Reutlinger Straße 2,
Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

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

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

General Notes

General Notes.

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

Manufacturer's Warranty.

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

Some important items of general importance are summarized below:

Connections for Track Layouts.

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

Important Service Information

Deutschland

Service Center

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

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

Nederland

Technische hotline

Maandag t/m donderdag: 09.00 – 13.00 uur
en 13.30 – 17.00 uur
Aanspreekpartner: G. Keuterman
Telefoon +31 (0) 74 - 2664044
E-mail techniek@marklin.nl

USA

Technical Hotline

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

Schweiz, France, Italia

Technische Hotline

Dienstag, Donnerstag und Samstag
von 14.00 – 18.00 Uhr
Ansprechpartner: Alexander Stelzer
Telefon +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-Mail service@maerklin.ch

Hotline technique

les mardi et jeudi de 14h00 à 18h00
Contact : Alexander Stelzer
Téléphone+41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-mail service@maerklin.ch

Linea diretta tecnica

Martedì e giovedì dalle ore 14.00 alle 18.00
Interlocutore: Alexander Stelzer
Telefono +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-Mail service@maerklin.ch

België / Belgique

Technische hotline

Maandag van 20.00 – 22.00 uur
Zondag van 10.00 – 12.00 uur
Aanspreekpartner: Hans Van Den Berge
Telefoon +32 (0) 9 245 47 56
E-mail customerservice@marklin.be

Hotline technique

le lundi de 20h00 à 22h00
le dimanche de 10h00 à 12h00
Contact : Hans Van Den Berge
Téléphone +32 (0) 9 245 47 56
E-mail customerservice@marklin.be

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

Explanation of Symbols

	DCC decoder.		Dual headlights front and rear that change over with the direction of travel.		Marker light(s) can be installed.
	Selectrix decoder.		Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.		Built-in LED interior lighting.
	Selectrix 2 decoder.		One red marker light.		LED interior lighting can be installed.
	DCC/Selectrix decoder.		Dual red marker lights.		Lighting with warm white LED's.
	Digital locomotives or digital device for the Märklin Digital System (Motorola format).		Triple headlights in the front.		Metal locomotive frame and body.
	Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.		Triple headlights in the front that change over in one direction of travel.		Metal locomotive frame and boiler.
	Large digital connector (66837 Selectrix decoder).		Triple headlights in the front, one white marker light in the rear that change over with the direction of travel.		Mostly metal locomotive body.
	14-pin connector.		Triple headlights in the front, dual white marker lights in the rear.		Metal locomotive frame.
	21-pin connector.		Triple headlights in the front, dual headlights that change over in one direction of travel.		Metal car frame and body.
	Sound effects circuit.		Triple headlights and two red marker lights that change over with the direction of travel.		Mostly metal car body.
	Single headlight in the front.		Triple headlights front and rear.		Metal car frame.
	Single headlight front and rear that changes over with the direction of travel.		Triple headlights front and rear that change over in one direction of travel.		Scale for the passenger car length 1:87.
	Dual headlights in the front.		Triple headlights front and rear that change over with the direction of travel.		Scale for the passenger car length 1:93.5.
	Dual headlights in the front that change over in one direction of travel.		Triple headlights in the front, dual white marker lights in the rear that change over with the direction of travel.		Scale for the passenger car length 1:100.
	Dual headlights front and rear.		Built-in interior lighting.		Power supply can be switched to operate from catenary.
	Dual headlights front and rear that change over in one direction of travel.		Interior lighting can be installed.		NEM coupler pocket and close coupler mechanism.
			Built-in marker light(s).		

Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MH International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 120 for warranty terms.

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

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

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

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

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

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

Age Information and Warnings.



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



For adults only.

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Märklin MHI Guarantee conditions

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

Warranty Conditions

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

he terms of the warranty do not apply

- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
- 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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Stuttgarter Straße 55-57 · 73033 Göppingen · Germany
E-mail: service@maerklin.de · Internet: www.maerklin.de



“Era III Freight Train” Starter Set



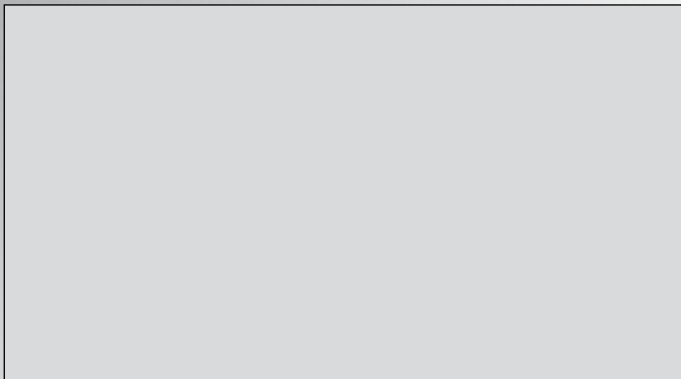
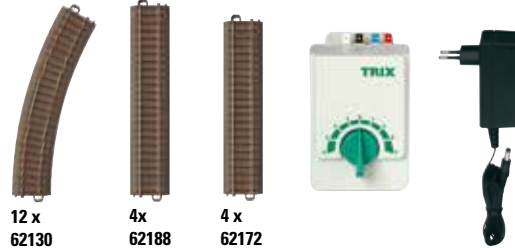
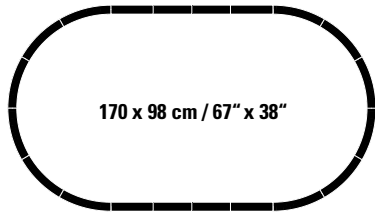
21530 “Era III Freight Train” Starter Set. 230 Volts

Prototype: German Federal Railroad (DB) class 74 tank locomotive, type Om 12 gondola, type Gr 20 boxcar, and type Rlmms 56 stake car.

Model: The locomotive has a 21-pin digital interface connector and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers with guide mechanisms. Train length 51 cm / 20-1/16”.

Contents: 12 no. 62130 curved track, 4 no. 62188 straight track, 4 no. 62172 straight track. The set includes a Trix locomotive controller and an 18 VA /230 volt switched mode power pack. This set can be expanded with the Trix C Track extension sets and with the entire Trix C Track program.

- Easy to set up C Track layout.



TRIX

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

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