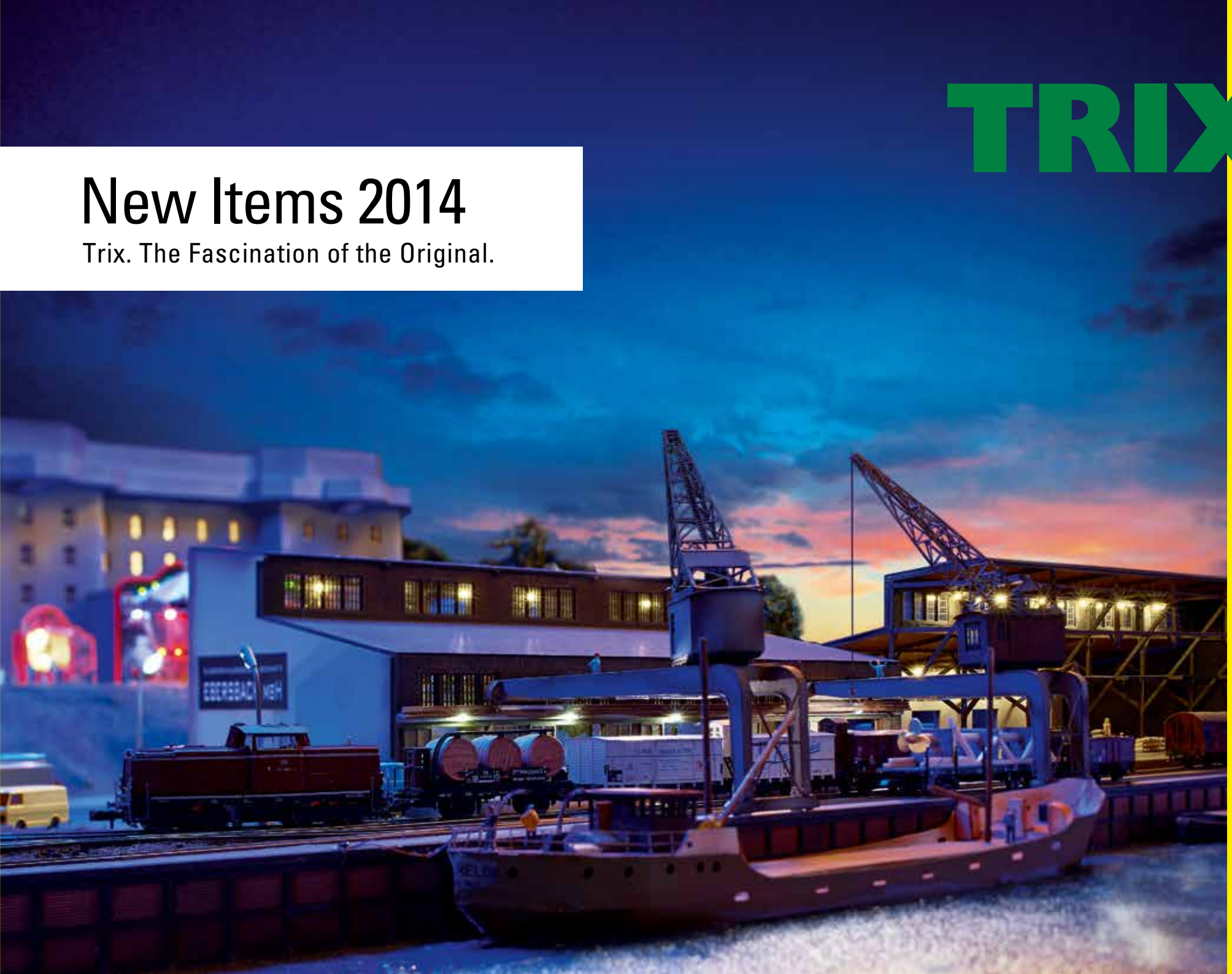
New Items 2014

Trix. The Fascination of the Original.



E

Dear Trix Fans,

Welcome to the new items year 2014 for Trix. Minitrix and Trix H0 will surprise you in the New Year with exciting themes and special, newly designed models. Anniversaries that have changed the German states, cities, and history are at the forefront. Naturally, you will find out on the following pages which role model railroading plays in the process.

We are pleased that we may take you on a trip through the world of model railroading this year and we hope that you will be thrilled with the new products. Regardless of whether you prefer the smaller variant of Minitrix, or whether you have found your passion in 1:87 scale, continue to shape your collection with locomotives and cars with specific themes, scale building kits, and other accessories.

Give your personal operating and collector passion free rein and discover your favorites on the following pages. Fulfill your wishes – your specialty dealer will be glad to see you!

Have fun with our Trix new items for 2014 from,
Your Trix Team

One-Time Series for 2014

Since 1990, the Märklin Dealer Initiative (MHI) has stood for quality and service in a "brick and mortar" specialty dealer setting.
The MHI dealers emphasize personal contact with the customer. Service for us is not a foreign word and we have always understood customer service as service for the customer.
Advice, friendliness, and local service vs. on-line buying and the irritation of claims – these are the values of the MHI. We emphasize this with a 5-year warranty.

We offer our model railroaders and collectors in every gauge exactly the right stuff with exclusive models for the brands Märklin, Trix, and LGB.
The board of directors for the MHI (chosen by the Märklin dealers in Germany) creates in cooperation with Märklin new models with the latest technology following the slogan "We live Märklin".

Our specialty dealers in Europe can also be found in the Internet – at www.mhi-portal.eu

MHI special production runs are innovative products with special differences in their paint schemes, imprinting, and technical features for the experienced model railroaders or also replicas from earlier Märklin periods. These products are identified with the pictogram .

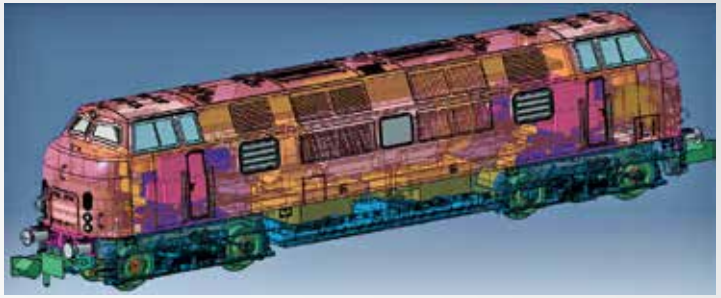
© Patrick Voelcker

EXCLUSIV 1/2014

Minitrix Club Model for 2014

TRIX MINITRIX

Following up on the success of the V 200.0, orders were placed with Krauss-Maffei in 1960 for the construction of the class V 200.1. Designed for both heavy passenger and freight service, the already proven design principles of the V 200.0 were to be applied, however with increased performance 1,986 kilowatts (2,700 horsepower). The first unit was placed into service on November 27, 1962 and the first 20 units of the class V 200.1 were running on the route from Lindau to Munich starting in the summer of 1963. A total of 50 locomotives were delivered by 1965. In 1968, the class V 200.1 was given the new designation of class 221. Over time the area of use changed. These locomotives were still in express service in the beginning but they gradually moved over to being the motive power for heavy freight trains in the North and West of Germany.



III | DCC SX | LED | NEM | 15 +

16201 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 200.1 heavy general-purpose locomotive. Built starting in 1962. Diesel hydraulic drive with 2 V12 motors.
Use: Medium and heavy passenger and freight trains. Original version of the later class 221.
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. The 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 the headlights. There is cab lighting that can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 115 mm / 4-1/2".

- **Completely new tooling.**
- **Warm white LEDs for lighting.**
- **Cab lighting.**
- **Digital sound with many functions.**

One-time series for Trix Club members.

5 Year Warranty**

Digital Functions	Sx	DCC
Headlight(s)	x	x
Engineer's cab lighting	x	x
Diesel locomotive op. sounds		x
High Pitch Horn		x
Direct control		x
Sound of squealing brakes off		x
Rear Headlights off		x
Low Pitch Horn		x
Front Headlights off		x
Diesel Heating Engine		x
Compressor		x
Conductor's Whistle		x

** 5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2014

The class V 200 was one of the flagships of the German Federal Railroad (DB) in the 1950s and 1960s. It was also a symbol that the era of steam technology was fast nearing its end. The original color scheme chosen for this class with the impressive, large lettering "DEUTSCHE BUNDESBAHN" is probably the most popular version of the V 200. The structural changes in the motive power for the German Federal Railroad emerged as early as 1949/50. A contract was awarded for the development of a two-motor diesel locomotive with 2,000 horsepower and hydraulic power transmission to replace the class 01. The plan was for these locomotives to handle the medium and heavy passenger trains on main lines, just as the 01 was doing. Krauss-Maffei in Munich was given the contract for the construction of the first five prototype locomotives. Motors for these units came from five manufacturers: Mercedes-Benz, MAN and Maybach. The two V 12 diesel motors installed in the V 200 produced 1,000 horsepower each. Hydraulic transmissions from Maybach and Voith transmitted the power to the trucks. The motors and gear drives from the different manufacturers were interchangeable with each other. In 1953, locomotive road number V 200 001 was finally presented to the public at the Transportation Exhibition in Munich. One year later the first five locomotives entered a test period. The experience from this made it prudent to increase the power for each motor to 1,100 horsepower. The practical limits of the motors in terms of power were approached within the framework of these tests for the locomotive. In 1955, construction of the 81 regular production locomotives was begun. MAK in Kiel and Krauss-Maffei both participated in the production of this group of locomotives. The maximum speed was 140 km/h or 88 mph. After these locomotives were retired, several of them ended up in Switzerland, where they were used with success a while longer in maintenance trains. Several former DB locomotives even went to Saudi Arabia for use in laying track. Several museum locomotives have also been preserved in the class V 200.

IV | DCC SX | LED | NEM | 15 +

16222 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 220 heavy diesel hydraulic locomotive. V 200.0 general-purpose locomotive in the paint scheme around 1980: 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. The motor has a flywheel. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in analog operation, and can be controlled digitally.
Length over the buffers 115 mm / 4-1/2".

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

One-time series.

5 Year Warranty**

Digital Functions	Sx	DCC
Headlight(s)	x	x
Direct control	x	x
Rear Headlights off		x
Front Headlights off		x
Engineer's cab lighting		x

** 5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-time Series for 2014

5 Year Warranty**

IV NEM 15 +

15087 Set with 4 Cement Silo Cars.
Prototype: German Federal Railroad (DB) type Ucs 908 and Ucs 909 double chamber cars. Capacities 27.5 cubic meters / 971.15 cubic feet and 28.3 cubic meters / 990.41 cubic feet of fine bulk freight.

Model: The cars have different car numbers in the set. They also have close coupler mechanisms. The cars have numerous separately applied details.
Total length over the buffers 162 mm / 6-3/8".

One-time series.

TRIX
MINITRIX

V | 14 | LED | NEM | 15 +

16283 Diesel Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Version in “Chinese Red” paint scheme.
Use: Passenger trains.

Model: The locomotive has a digital interface connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. They can be turned off by means of a bridge plug. Warm white LEDs are used for the lighting. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 102 mm / 4“.

One-time series.

Cars to go with this locomotive can be found under item numbers 15392 and 15393.

5 Year Warranty**

16283 15393 15392

** 5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2014

5 Year Warranty**

15392 "Regional Express" Car Set.
Prototype: Three German Railroad, Inc. (DB AG) commuter cars. 1 type BDnrzf car, cab control car as a tooling change, without a baggage area. 1 type ABn car, 1st and 2nd class. 1 type Bn car, 2nd class.
Use: Regional express service on the route Kiel-Neumünster-Hamburg.

Model: All of the cars have close coupler mechanisms. The cab control car has automatic white headlight / red marker light changeover, controlled by means of a function decoder in the SX/DCC format. This lighting will also work in analog operation. The cars have an authentic paint scheme and lettering.
Total length over the buffers 495 mm / 19-1/2".

- **Tooling change on the cab control car.**
- **Function decoder.**
- **Correct window representation.**

One-time series.

66616 LED lighting kit.

This regional express train can be extended with the add-on cars from the 15393 set.

EXCLUSIV 1/2014

V LED NEM 15 +

15393 "Regional Express" Add-On Car Set.
Prototype: Two German Railroad, Inc. (DB AG) commuter cars. 2 type Bn cars, 2nd class.
Use: Regional express service on the route Kiel-Neumünster-Hamburg.

Model: All of the cars have close coupler mechanisms. The cars have an authentic paint scheme and lettering. Total length over the buffers 330 mm / 13".

- **Correct window arrangement.**

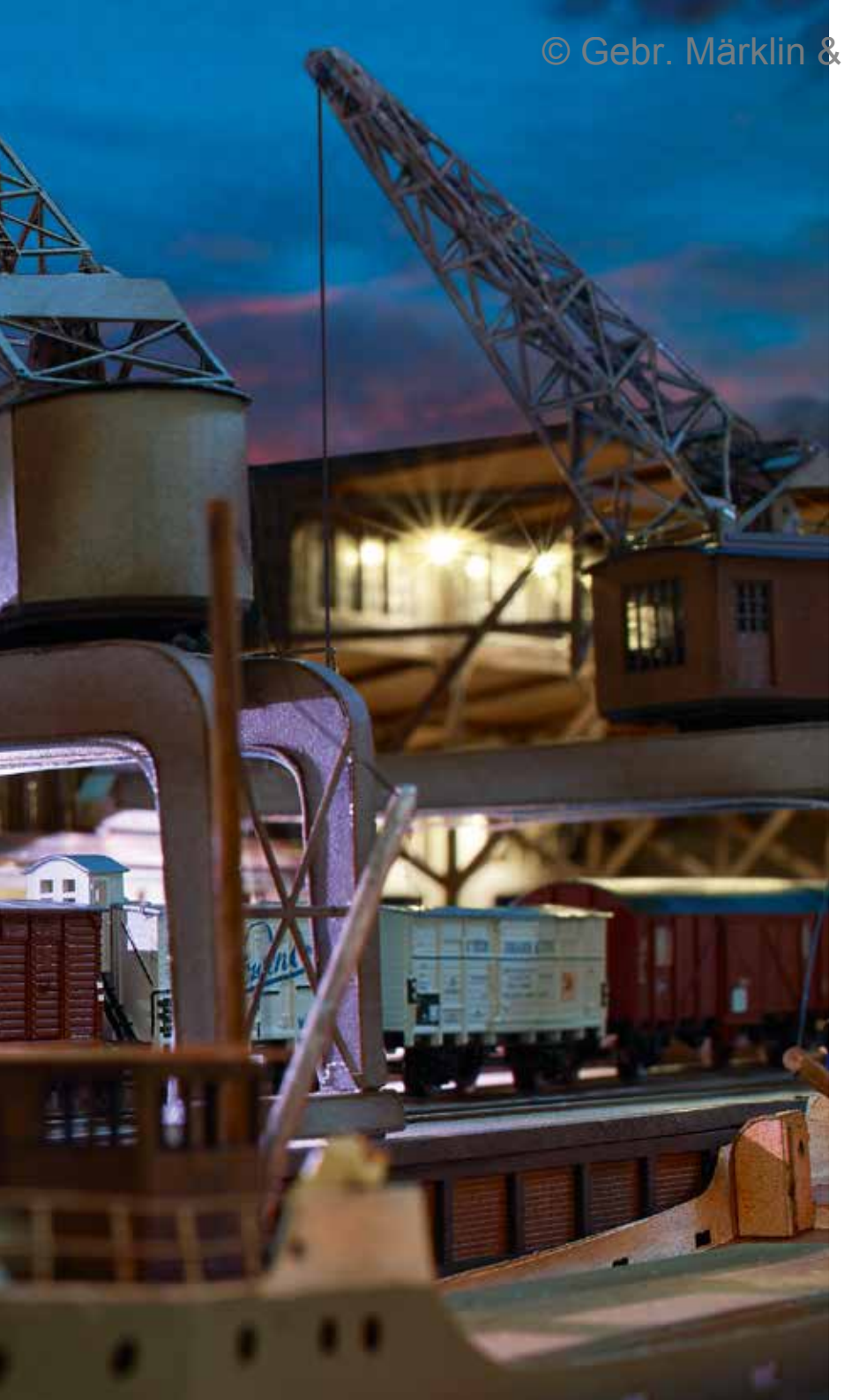
One-time series.

66616 LED lighting kit.

5 Year Warranty**

16283 15393 15392

** 5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

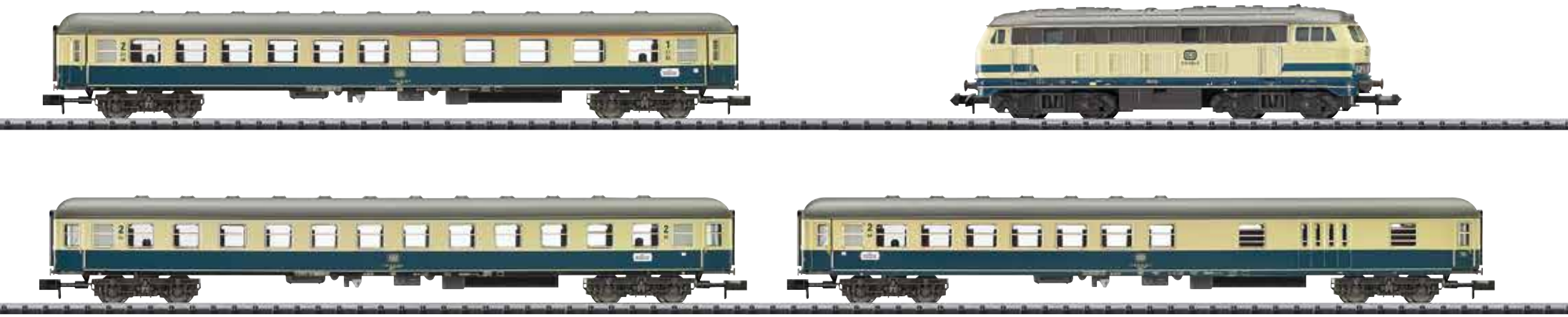


TRIX
MINITRIX

New Items for Minitrix

The course of time is quite evident in the many anniversaries being celebrated with Minitrix in the new items year 2014. We would like to present briefly the most important new products that are accompanying several anniversaries among other things.
The gateway to the world, the city of Hamburg and its harbor as the trans-loading point for freight, wanderlust, and dreams of all kinds is also an important theme this year with much railroading and still more accessories in the form of interesting building kits. This theme is very current and exciting especially this year, since the Hamburg harbor is celebrating its 825th birthday. There is a freight car set with a ships propeller and ships rope as a freight load to go with the anniversary. The kits from last year can be expanded with a harbor shed, city buildings, and the Herbert Street that is typical for Hamburg. Let a stiff breeze waft through your layout and enjoy the Hamburg flair.
Let's stay in Germany a little bit and look back at an important piece of history: The wall between East and West Berlin fell 25 years ago. The German State Railroad class 132 diesel locomotive is appearing in N Gauge for this special event. This locomotive, called "Ludmilla", transported the first embassy refugees from Prague to Hof and is thereby a piece of history by itself.
Anniversaries also taking place in other countries. So, let us celebrate together with the Dutch State Railways the 175th anniversary of their existence. The "Side Dump Car" freight car set is being issued again on this occasion. These cars were in service on the Dutch State Railways. The rotary hatch side dump cars were used for moisture-sensitive freight and the models of these cars are also provided of course with hinged hatch covers.
Brand new in the Minitrix assortment is the "Sulfuric Acid Tank Car" car set. These cars are painted and lettered as privately owned cars for the firm Aretz GmbH & Co. from Krefeld and look as they currently do in real life. The models in 1:160 scale will win you over with detailed, partially open frames and separately applied brakeman's platforms.

“50 Years of the Class 216” Starter Set

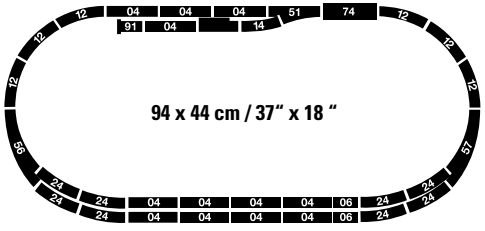


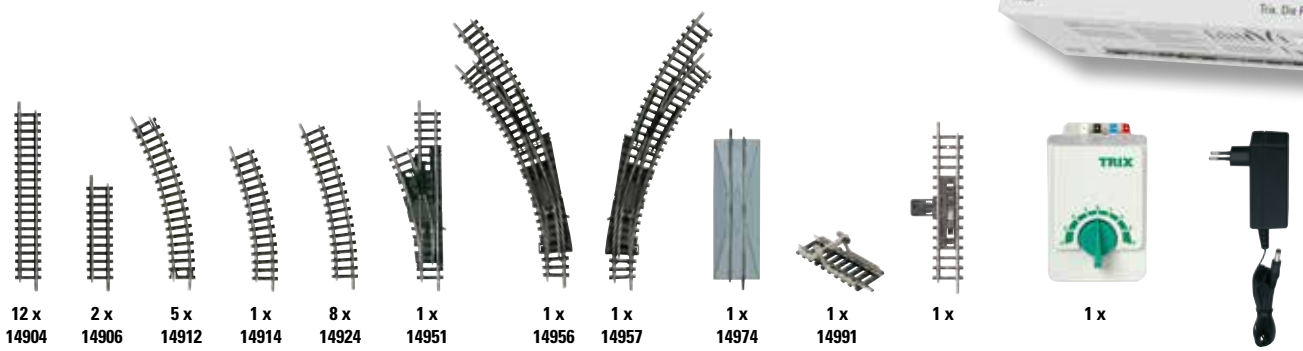
IV | 14 | NEM | 15 +

11137 Starter Set with a Passenger Train, Track Layout, and Locomotive Controller.
Prototype: German Federal Railroad (DB) passenger train: German Federal Railroad (DB) class 216 diesel locomotive. B-B wheel arrangement. 3 different express train passenger cars in the ocean blue / ivory paint scheme.
Model: The locomotive has a 14-pin digital interface connector and a 5-pole motor. 4 axles powered. Traction tires. The headlights change over with the direction of travel. The cars have a close coupler mechanism.
Total train length 595 mm / 23-7/16“.

Oval of track 94 x 44 cm / 38” x 18“, station set with two curved turnouts and a passing siding as well as a switching set with a siding with an uncoupler track. A locomotive controller, switched mode power pack, and connection hardware are included.

This set can be expanded with the 14301 large track extension set and with the entire Minitrix track program. 14934/14935 electric mechanisms can be installed in all of the turnouts.
The 66616 LED lighting kit can be installed in the passenger cars.





12 x 14904 | 2 x 14906 | 5 x 14912 | 1 x 14914 | 8 x 14924 | 1 x 14951 | 1 x 14956 | 1 x 14957 | 1 x 14974 | 1 x 14991 | 1 x | 1 x

TRIX
MINITRIX

"50 Years of the Class 216" (Production Series, until 1968 the Class V 160)
The end of steam motive power becoming apparent as well as greater transportation services caused the DB at the end of the Fifties to order a general-purpose locomotive of medium performance (1,900 horsepower) within the framework of its expanded type program. The following were specified as design features: a single-motor, four-axle locomotive with trucks with diesel hydraulic power transmission, a maximum speed of at least 120 km/h / 75 mph as well as sufficient train heating for an express train with ten cars. During test runs with the ten prototypes, it was apparent that different components such as the universal shafts had been made too weak in their dimensions. This was improved with reinforced components during the manufacture of the regular production locomotives delivered starting in 1964. In addition, the ends of road number V 160 010 were simpler to manufacture and were adopted to save costs in the same area. Plans for welded lightweight steel construction of the ends of the locomotive were discarded. Between the two cabs insulated against noise was an engine room with the propulsion layout, cooling group, and oil-fired forced-circulation boiler for the train heating. The engine room was accessible by means of a side corridor. A Voith fluid transmission was used to transmit the power. It had to be newly developed for motors of this performance class. Since a heavy 1,900 horsepower motor also had to be installed during regular production of the locomotive, the locomotive's weight increased by about three tons. With a wheel load of 20 tons, the V 160 was no longer a practical candidate for use on branch lines. Since there were now enough of the V 100 available for this purpose, this was no longer a problem. By 1969 a total of 214 regular production class V 160 (from 1968 on: class 216) had been delivered by the firms Krupp, Henschel, Klöckner-Humboldt-Deutz (KHD), Krauss-Maffei, and Maschinenbau AG Kiel (MaK). Half of them were equipped for multiple unit operation. In time, there were improvements to combat the noise with insulation of the cabs, elastic mounting of the motor and installation of more efficient noise damping insulation. The regular production class 216 locomotives bade farewell in February of 2004 when the last five units were put into storage. Seven units were equipped with Scharfenberg couplers as the class 226 and earned a living as ICE tow locomotives. In addition, the steam generator for the Webasto train heating and the corresponding counterbalance weights had to be removed. The last two of the locomotives modified in this way were taken out of service in July of 2005. Several 216 locomotives began a second career on private railroads or with construction firms (chiefly in Italy).

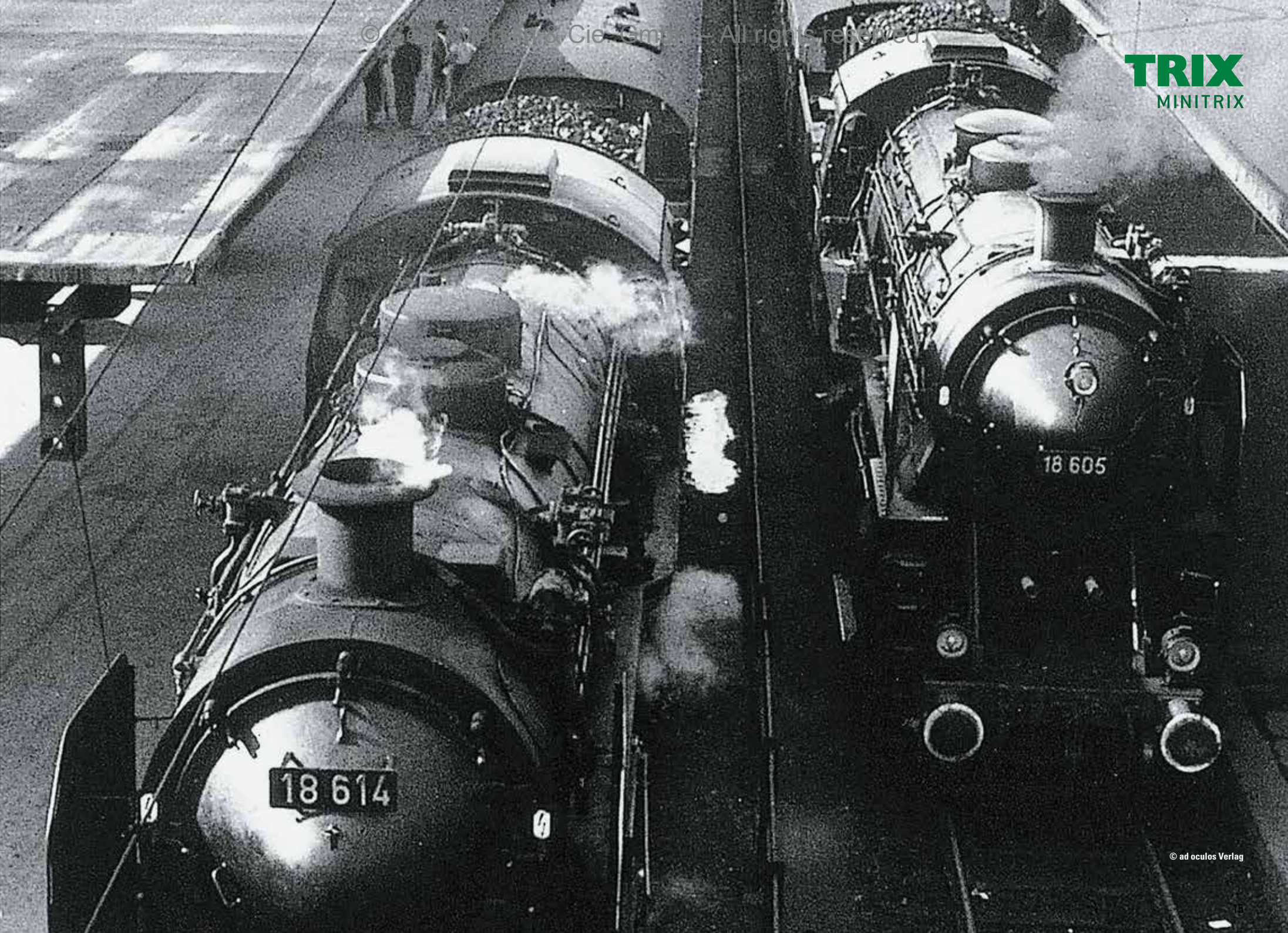
Express Locomotive with a Tender

III 14 LED 15 +

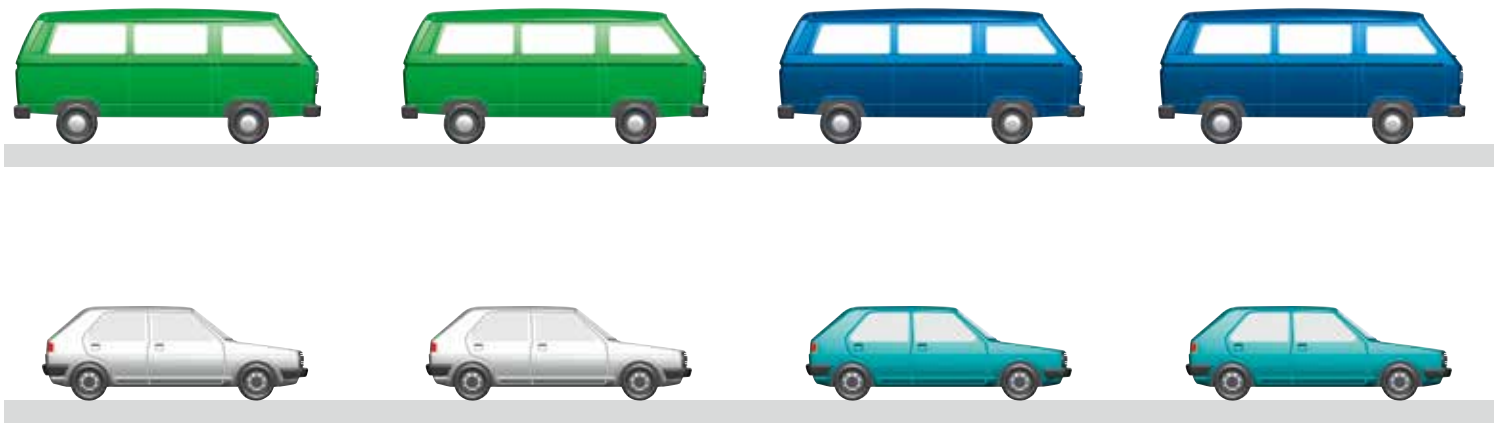
16187 Express Locomotive with a Tender.
Prototype: German Federal Railroad (DB) road number 18 614, 4-6-2 design with a type bay 2´2 T 27,4 tender. The locomotive looks as it did around 1955.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a 5-pole motor with a flywheel, in the boiler. It also has a digital interface connector. The locomotive and tender are close coupled. 3 axles powered by means of side rods. Traction tires. Length over the buffers 134 mm / 5-1/4".

TRIX
MINITRIX



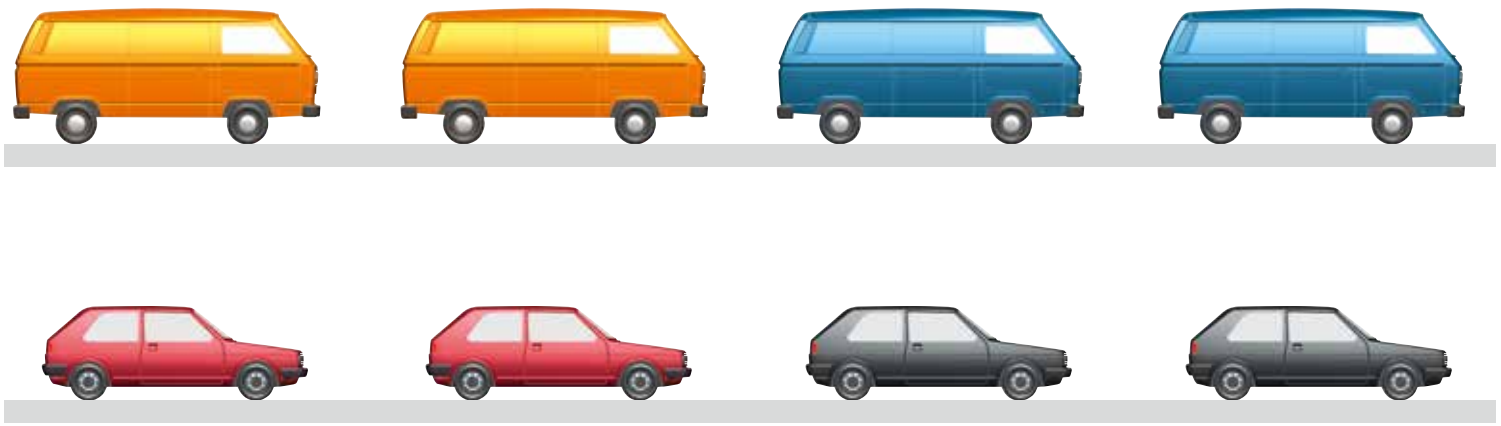
Auto Transport Car



IV NEM 15 +

15441 Auto Transport Car.
Prototype: German Federal Railroad (DB) type Laekks 553 double unit. Bi-level superstructure for automobiles.
Use: New automobile transport.

Model: The car has a close coupler mechanism. It is loaded with 8 exclusive model automobiles from Wolfsburg as they looked around 1985.
Length over the buffers 168 mm / 6-5/8".



IV NEM 15 +

15442 Auto Transport Car.
Prototype: German Federal Railroad (DB) type Laekks 553 double unit. Bi-level superstructure for automobiles.
Use: New automobile transport.

Model: The car has a close coupler mechanism. It has a different car number than the 15441 car. The car is loaded with 8 exclusive model automobiles from Wolfsburg as they looked around 1985, in different version than with the 15441 car.
Length over the buffers 168 mm / 6-5/8".

© M. Lohneisen

Diesel Locomotive 132 478-9

TRIX
MINITRIX

In contrast to the West, where electric motive power was favored, the majority of Eastern Europe railroads concentrated on diesel locomotives to replace uneconomical steam operation. A new family of large diesel locomotives from Russia, among them the present day Germany Railroad, Inc.'s class 232, was purchased between 1972 and 1982 in consultation with the RGW in several series for East Germany's German State Railroad. This immense, six-axle, almost 21 meter / 69 foot long diesel electric locomotive with its 6 traction motors had a continuous rating of up to 2,940 kilowatts / 3,943 horsepower and a maximum speed of up to 140 km/h / 88 mph, depending on the series. These locomotives were used in East Germany for both freight trains and express trains as long as the locomotives had train heating. Due to delivery problems from the Soviet builder in Woroschilowgrad, the latter were not installed in all locomotives. Their great weight and axle load of 20 metric tons did not allow them to be used everywhere, and the DR had to use the classes 118 and 119 depending on the reconstruction of a route. The DR crews gave this Russian locomotive the name "Ludmilla", which apparently came from the maintenance facility in Leipzig and which is still popularly used for this family of locomotives. There were 709 units of the class 132, the latter class 232, built. They were taken over by the DB AG – also due to their built-in train heating – and are still used in many areas, while the other series have been retired or sold. Several locomotives were completely overhauled and given new motors. They represent the new classes 233, 234, and 241 and provide service in Germany along with class 232 Russian Ludmilla locomotives.

IV DCC SX 15 +

16232 Diesel Locomotive.
Prototype: German State Railroad (DR) diesel locomotive road number 132 478-9, C-C wheel arrangement, built starting in 1974 in the USSR for the German State Railroad, nickname "Ludmilla". The locomotive looks as it did in October of 1989.
Use: Heavy passenger and freight trains.

Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in analog operation, and can be controlled digitally.
Length over the buffers 126 mm / 4-15/16".

One-time series on the anniversary "25 Years of the Fall of the Wall".

© Joachim Schmidt

Diesel Powered Express Rail Car

TRIX
MINITRIX

IV DCC SX 15 +

16371 Diesel Powered Express Rail Car.
Prototype: German State Railroad (DR) powered rail car train road number 183 252-6, 2-B-2 wheel arrangement, built starting in 1935 as the SVT 137 for the German State Railroad Company (DRG), beige / ruby red version.
Use: GDR government powered salon car until 1975. From 1975 on as a museum train for special runs.

Model: The powered rail car has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The motor is built into the Jakobs truck and powers 2 axles. Both train halves and the Jakobs truck are connected by a close coupling mechanism, thus producing a prototypically close appearance without gaps when standing on straight track. The white headlights and red marker lights change over with the direction of travel. LEDs are used for the headlights, marker lights, and interior lighting.
Total length over the buffers 278 mm / 10-15/16".

- **Factory-installed interior lighting.**

“Sulfuric Acid Tank Car” Car Set

V NEM 15+

15419 “Sulfuric Acid Tank Car” Car Set.
Prototype: Sulfuric acid tank cars, used on the German Railroad, Inc. (DB AG), privately owned cars painted and lettered for the firm Aretz GmbH & Co., Krefeld, Germany. The cars look as they currently do in real life.
Model: The cars have detailed, partially open frames. The side sills are represented as a “U” shape with beckets. The cars have Minden-Dorstfeld type trucks. They also have separately applied work platforms. The cars have separately applied brakeman‘s platforms. The cars have different car numbers.
Total length over the buffers 320 mm / 12-5/8“.

- **New tooling.**

Class 151 Electric Locomotive

TRIX MINITRIX

VI DCC SX LED NEM 15 +

16491 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 151 heavy freight locomotive. "Traffic Red" basic paint scheme. The locomotive looks as it did around 2013.
Use: Freight trains.
Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The motor has 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 a close coupler mechanism.
Length over the buffers 122 mm / 4-13/16".

“Freight Transport” Car Set

VI NEM 15 +

15303 “Freight Transport” Car Set.
Prototype: 1 pressurized gas tank car painted and lettered for the firm Hoyer in Visselhövede, 1 type Rils 652 sliding tarp car painted and lettered for the firm OnRail, 1 type Sgns flat car for container transport painted and lettered for German Railroad, Inc. (DB Schenker).

Model: All of the cars have close coupler mechanisms. Total length over the buffers 353 mm / 13-7/8“.

Class 103.1 Electric Locomotive

VI DCC SX LED NEM 15+

16342 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 103.1 (5th production group) with road number 103 245-7. C-C wheel arrangement, built starting in 1973.
Use: TEE, EC, and Intercity trains.
Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. The 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 the headlights. There is cab lighting and engine room lighting that can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. All of the functions can also be controlled in the SX2 digital format.
Length over the buffers 126 mm / 4-15/16".

One-time series.

Cars to go with this locomotive can be found under item numbers 15081 and 15082.

Digital Functions	Sx	DCC
Headlight(s)	x	x
Locomotive whistle	x	x
Electric locomotive op. sounds		x
Light Function		x
Direct control		x
Engineer's cab lighting		x
Headlight(s): Cab2 End		x
Conductor's Whistle		x
Headlight(s): Cab1 End		x
Station Announcements		x
Sound of squealing brakes off		x

15081 15082 16342

“IC 2206” Passenger Car Set

TRIX MINITRIX

VI DCC SX LED NEM 15+

15081 “IC 2206” Passenger Car Set.
Prototype: 3 IC express train passenger cars, 1 type Avmz compartment car, 1st class, 1 type Bpmz open seating car, 2nd class, 1 type Bimdzf cab control car, 2nd class.
Model: The cars have the current German Railroad, Inc. (DB AG) paint scheme and lettering. They have close coupler mechanisms and interior lighting can be installed in them. The cab control car has automatic white headlight / red marker light changeover, controlled by means of a function decoder in the SX/DCC format. This lighting will also work in analog operation. The cars have new car numbers for the route of IC 2206 Munich-Nürnberg.
Total length 495 mm / 19-1/2”.

66616 LED lighting kit.

The class 103 locomotive goes well with these cars and is available under item number 16342.

VI LED NEM 15+

15082 “IC 2206” Passenger Car.
Prototype: Type Bpmz IC open seating car, 2nd class.
Model: The cars have the current German Railroad, Inc. (DB AG) paint scheme and lettering. They have close coupler mechanisms and interior lighting can be installed in them. The cars have new car numbers for the route of IC 2206 Munich-Nürnberg.
Total length 165 mm / 6-1/2”.

66616 LED lighting kit.

Add-on car for the “IC 2206” car set.

185 399-3 Electric Locomotive

VI 14 LED NEM 15 +

16904 Electric Locomotive.
Prototype: German Railroad, Inc. (DB Schenker) electric locomotive road number 185 399-3.
Use: Freight service.
Model: The locomotive has a 14-pin digital interface connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. They can be turned off by means of a bridge plug included with the locomotive. Warm white LEDs are used for the lighting. The locomotive has a close coupler mechanism. The locomotive has cab lighting and long-distance headlights that can be activated with the new 66840 decoder.
Length over the buffers 118 mm / 4-5/8".

- **Warm white LEDs for the lighting.**
- **Headlights and marker lights can be turned off.**
- **Long-distance headlights and cab lighting present that can be activated with the 66840 decoder.**

© T. Estler

“LINT” Diesel Powered Rail Car Train

VI 14 LED 15 +

16481 “LINT” Diesel Powered Rail Car Train.
Prototype: Bavarian Regiobahn BRB LINT 41 diesel powered commuter rail car train. Version as the “Puppenkistenzug” / Puppenkiste Marionette Theater Train.
Use: Commuter service in the greater Augsburg area and Ingolstadt.
Model: The train has a 14-pin digital interface connector. It also has a motor with a flywheel. 2 axles powered. Both halves of the train are close coupled with a mechanism by means of the Jakobs truck. LEDs are used for the headlights, marker lights, interior lighting, and train destination signs.
Length over the buffers 262 mm / 10-5/16“.

- **Special version with themes from the Augsburg Puppenkiste Marionette Theater.**

One-time series.

A 66840 digital decoder can be installed in the train.

Class 183 Electric Locomotive

VI 14 LED NEM 15 +

16951 Electric Locomotive.
Prototype: ARRIVA class 183 (ES 64 U2) electric locomotive.
Use: Passenger service (ALEX = Allgäu Express).
Model: The locomotive has a 14-pin digital interface connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. They can be turned off by means of a bridge plug. The locomotive has a close coupler mechanism. The locomotive has cab lighting that can be activated with the 66840 decoder.
Length over the buffers 122 mm / 4-13/16".

- **Warm white LEDs for the lighting.**
- **Headlights and marker lights can be turned off.**

Cars to go with this locomotive can be found under item number 15390.

15390 16951

© T. Estler

“ALEX” Passenger Car Set

VI | LED | NEM | 15 +

15390 “ALEX” Passenger Car Set.
Prototype: 1 type DBpz bi-level car, 2nd class, 1 type Bm compartment car, 2nd class, 1 type BRmz service car, 1 type ABvmdz compartment car with a bicycle area,1st/2nd class, painted and lettered for the Vogtlandbahn GmbH.
Use: Regional service.
Model: All of the cars have built-in LED interior lighting and close coupler mechanisms. The type BRmz service car cannot be run on an “S” curve in Radius 1!
Total length over the buffers 670 mm / 26-3/8“.

- **LED interior lighting.**
- **Type BRmz service car as new tooling, scale length.**

The locomotive to go with these cars is available under item number 16951.

15390 16951

© T. Estler

Switzerland

© Markus Seeger

VI | DCC SX | LED | NEM | 15 +

16871 Electric Locomotive.
Prototype: BLS AG, Cargo Business Group, class 486 electric locomotive with the advertising lettering "Die Alpinisten" / "The Alpine People". Version with 4 pantographs.
Use: Passenger and freight service.

Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The motor has a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. They can be turned off in analog operation by means of a bridge plug included with the locomotive.

Warm white LEDs are used for the headlights. The locomotive has a close coupler mechanism. The headlights, marker lights, cab lighting, and long-distance headlights can be controlled digitally.
Length over the buffers 118 mm / 4-5/8".

- **Warm white LEDs for the lighting.**
- **The headlights and marker lights can be turned off.**
- **Cab lighting can be controlled.**

To be delivered in the 1st quarter of 2015.

15443 16871

TRIX
MINITRIX

VI NEM 15 +

15443 "Freight Transport" Car Set.
Prototype: 1 pressurized gas tank car painted and lettered for Schröder & Klaus from Lucerne (registered in Germany), 1 type Rilns sliding tarp car, and 1 type Sgns flat car for containers with Innofreight containers (registered in Switzerland).

Model: All of the cars have close coupler mechanisms. Total length over the buffers 353 mm / 13-7/8".

France

VI | 14 | DCC SX | NEM | 15 +

16004 Electric Locomotive.
Prototype: French State Railways (SNCF) class BB 22200 fast general-purpose locomotive in an infra paint scheme. Universal locomotive with the technical equipment as a general-purpose locomotive.
Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism.
Length over the buffers 109 mm / 4-5/16".

One-time series.

TRIX
MINITRIX

V VI NEM 15 +

15448 SNCF Freight Car Set.
Prototype: Different SNCF freight cars and privately owned cars. 1 chemical tank car, 1 grain silo car, and 1 sliding tarp car.
Model: All of the cars have close coupler mechanisms. Total length over the buffers 323 mm / 12-3/4".

One-time series.

Austria

V NEM 15 +

15481 "LKW Walter" Deep Well Flat Car Set.
Prototype: 3 different Austrian Federal Railways (ÖBB) type Sdgmss standard design deep well flat cars. Loaded with semi-truck trailers painted and lettered for Spedition LKW Walter.

Model: All of the cars are loaded with removable semi-truck trailers. The rail car frame are constructed of die-cast metal. The cars have close coupler mechanisms. All of the cars have different car numbers.
Total length over the buffers 306 mm / 12-1/16".

Denmark

TRIX MINITRIX

V LED NEM 15 +

15480 Slumber Coach Set.
Prototype: 2 Danish State Railways (DSB) type Bcm slumber coaches with special paint and lettering. The cars look as they did in Era V.

Model: The cars have special paint schemes, one in the scheme “Confetti”, and one in the scheme “Moon and Stars”. The cars have close coupler mechanisms. Total length over the buffers 330 mm / 13“.

One-time series.

66616 LED lighting kit.

Netherlands

V NEM 15+

15089 "Side Dump Car" Freight Car Set.
Prototype: Dutch State Railways (NS) rotary slide hatch side dump car. Version with a sealable load area.
Use: For moisture-sensitive freight.

Model: The cars have different car numbers and many separately applied details. They also have close coupler mechanisms.
Total length over the buffers 180 mm / 7-1/8".

- **Tooling change with hinged hatches as covers.**

One-time series.

V NEM 15 +

15994 "Wood Chips Transport" Freight Car Set.
Prototype: 3 Dutch State Railways (Nederlandse Spoorwegen N.V. / NS) type Ealnos high side gondola.
Use: Moisture-sensitive freight, here wood chips.
Model: The cars have close coupler mechanisms and a freight load of wood chips.
Total length over the buffers 294 mm / 11-9/16".

- **Tooling change.**
- **Freight load of wood chips.**

One-time series.

Gateway to the World 2014

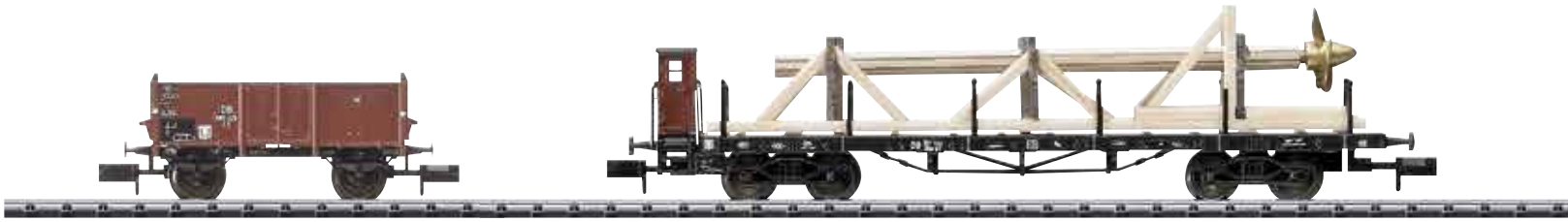
"825 Years of the Hamburg Harbor (Gateway to the World)".

Hamburg had a small harbor as early as the 9th century. However, it did not form the nucleus of the current harbor. A settlement of mariners and merchants as well as space for reloading and storage first came about with the "New Town" founded in 1188 (today the hops market). A year later the citizens of Hamburg were given an extremely important privilege by Kaiser Friedrich Barbarossa: On May 7, 1189, he issued a charter to the citizens of Hamburger that granted them freedom from customs duties for their ships on the out to the North Sea. The citizens of Hamburg still consider this day as the birthday of their harbor and celebrate it accordingly.

Hamburg is currently the most important German ocean harbor, our "Gateway to the World". Every year many millions of tons of freight are imported here and exported around the world. Volume freight such as grain, ore, coal, and petroleum oil transported in the holds of freight ships and quickly unloaded in the harbor. The most important has become container trans-loading where piece freight such as carpets, clothing, hi-fi instruments, bicycles, computers, southern fruits, toys, furniture, etc. are trans-loaded Some container ships can load more than 10,000 such containers, the largest even over 14,000. However even the largest ships do not stay longer than two or three days in the harbor. Hamburg is also Germany's third largest domestic harbor with a hinterland that stretches well beyond Germany to Austria, Hungary, or the Czech Republic. The freight is transported further as quickly as possible by rail, road, or ship by means of a properly expanded transportation network.

In addition, the Hamburger harbor is the largest rail harbor in Europe and the second largest in the world. The current rail network for the harbor railroad comprises 304 km / 190 miles as well as 880 turnouts and the movement of freight is 30 percent processed by rail, the container movement even at 70 percent by rail. Roughly estimated, 10 percent of the entire German rail freight service begin or end in the Hamburg harbor. Around 10,000 ocean ships arrive at the Hamburg harbor annually and provide a total freight movement of over 130 million tons. The more than 80 railroad firms that operate on the harbor rail network represent a world record. More than 200 freight trains with 5,000 cars service the Hamburg harbor daily. Moreover, it can come up with more superlatives: It is Europe's largest import harbor for coffee, Europe's largest emporium for pharmaceutical raw materials, the largest carpet emporium and storage center (including the Speicherstadt or warehouse district), one of the largest paper reloading points in the world as well as one of the leading reloading points in the world for tea, cacao, coffee, and spices.

“Ships Equipment” Freight Car Set



III NEM 15 +

15094 “Ships Equipment” Freight Car Set.
Prototype: 1 type O 11 gondola with a load of ships rope, 1type SSw 07 heavy-duty flat car with a load of a ships propeller, 1 type G 02 boxcar, and 1 Löwenbräu refrigerator car. All of the cars were used on the German Federal Railroad (DB).

Model: The cars have close coupler mechanisms. 3 vehicles (Wiking) in a special edition are also included. Total length over the buffers 301 mm / 11-7/8“.

- **Ships propeller and ships rope as a freight load.**
- **Vehicles in a special edition.**

One-time series as part of the Trix theme “Gateway to the World”.

TRIX
MINITRIX

III NEM 15 +

15421 "Gateway to the World" Freight Car Set.
Prototype: 1 Uerdingen design tank car painted and lettered for EVA, 1 type G 02 boxcar, 1 type SSym 46 heavy-duty flat car loaded with a transport crate, 1 wine transport car with 3 wine barrels made of real wood. All of the cars were used on the German Federal Railroad (DB).

Model: The cars have close coupler mechanisms. Total length over the buffers 276 mm / 10-7/8".

One-time series as part of the Trix theme "Gateway to the World".

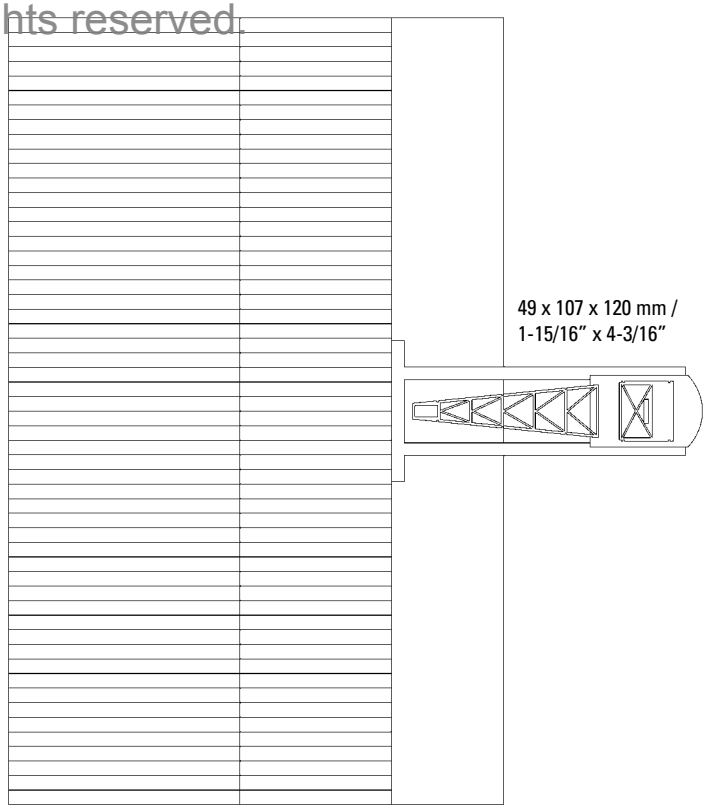
TRIX
MINITRIX

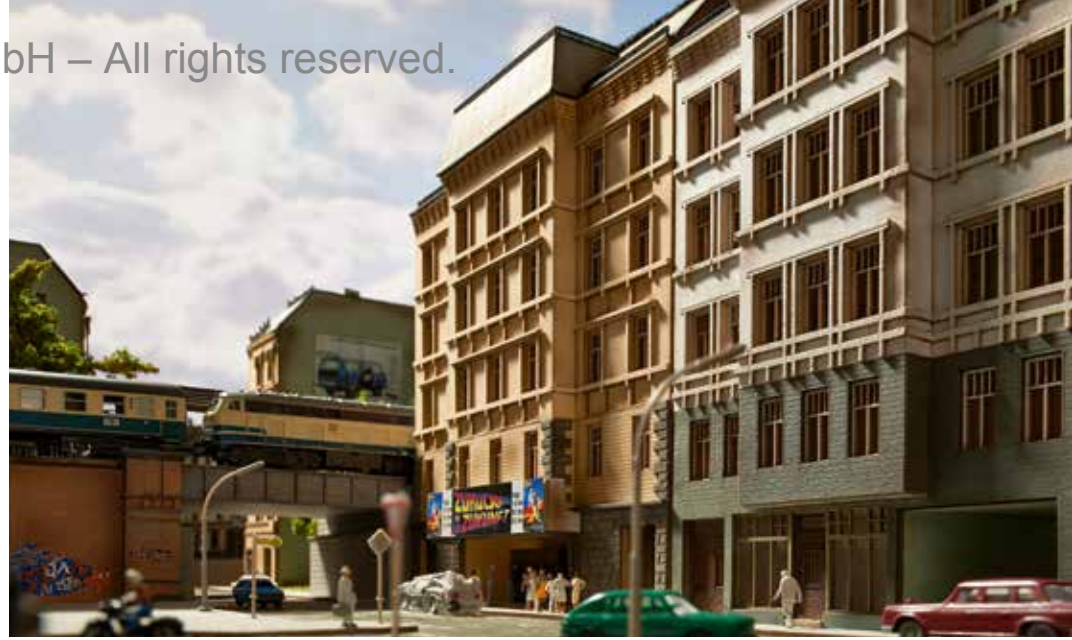
Gateway to the World

II III IV V 15 +

66302 Kit for a Harbor Shed with 2 Semi-Portal Level Luffing Slewing Cranes.
This is a kit for a harbor shed, 2 semi-portal level luffing slewing cranes, and a quay wall. The kit is made of photographic quality laser-cut cardstock. Extensive building instructions are included. Two kits are required in order to reproduce the harbor sheds 50/51/52 in Hamburg prototypically.

This building kit is being produced as part of the Trix theme "Gateway to the World".

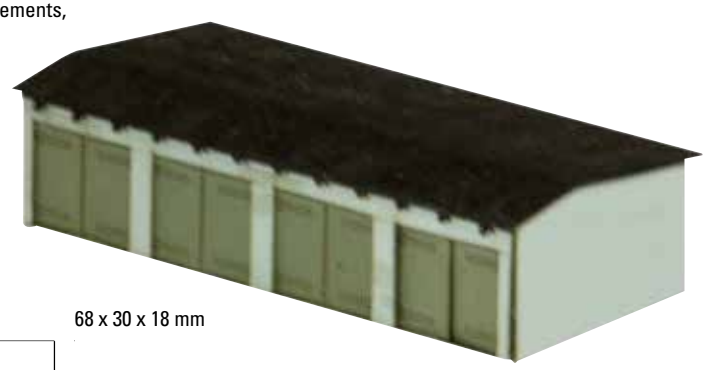




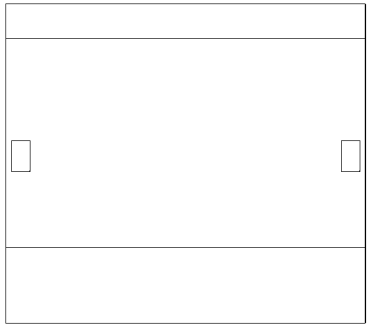
I II III IV V 15 +

66147 Kit for a Town House from the Wilhelminian Period.
This is a town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops, stucco, stucco elements, and 4 garages. The kit is made of photographic quality laser-cut cardstock. Extensive building instructions are included.

This building kit is being produced as part of the Trix theme "Gateway to the World".

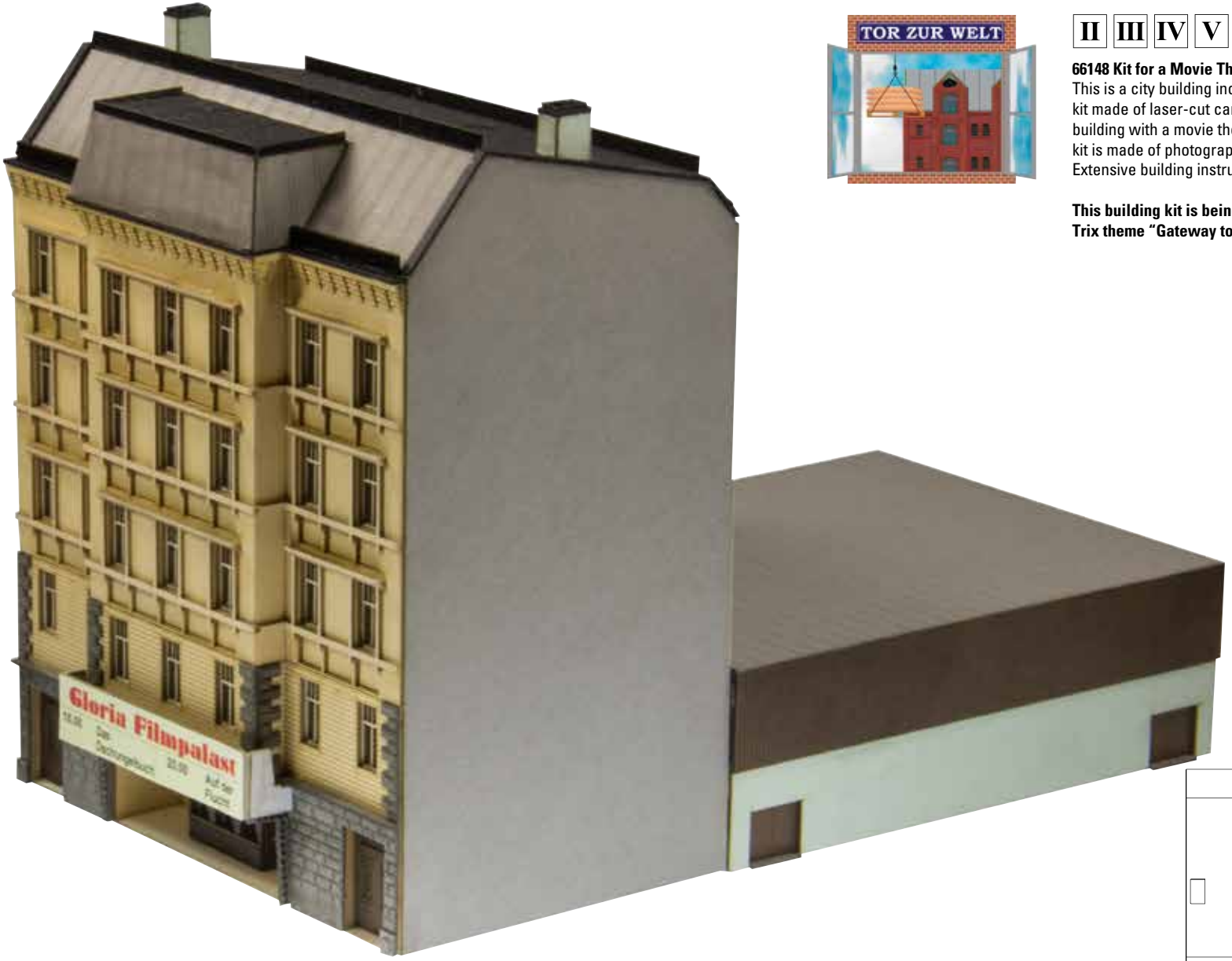


95 x 84 x 151 mm



68 x 30 x 18 mm

Gateway to the World

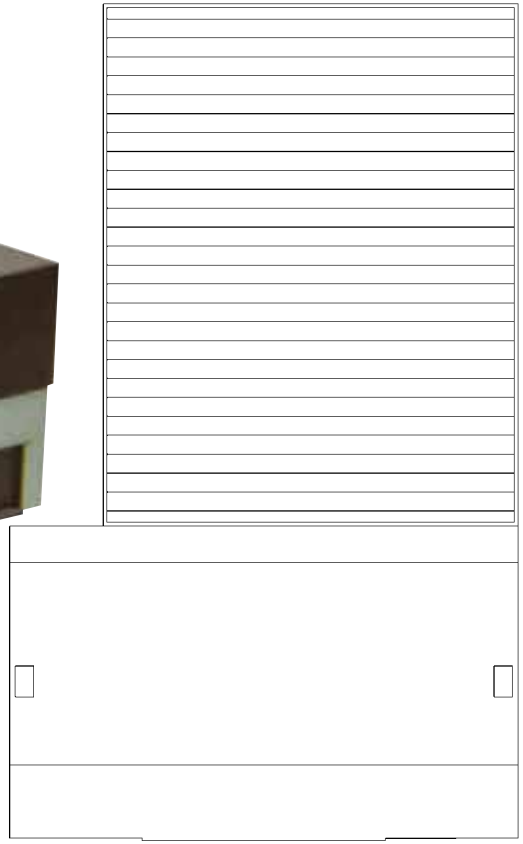


II III IV V 15 +

66148 Kit for a Movie Theater.
This is a city building including a movie theater. It is a kit made of laser-cut cardstock. This is a kit of a city building with a movie theater and adjoining lobby. The kit is made of photographic quality laser-cut cardstock. Extensive building instructions are included.

This building kit is being produced as part of the Trix theme "Gateway to the World".

110 x 138 x 44 mm / 4-5/16" x 5-7/16" x 1-3/4"



134 x 84 x 151 mm / 5-1/4" x 3-5/16" x 5-15/16"

TRIX
MINITRIX

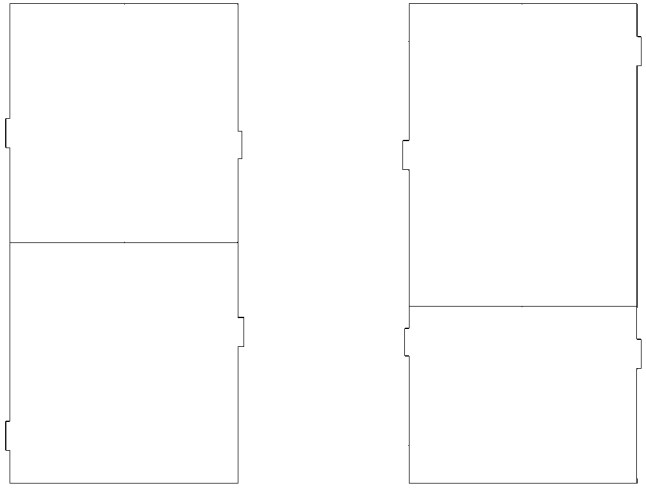
300 x 46 x 5 mm / 11-13/16" x 1-13/16" x 3/16" Station Platform (4 each)
263 x 45 x 27 mm / 10-3/8" x 1-3/4" x 1-1/16" Roof (3 each)

II III IV V 15 +

66300 Kit for a Station Platform.
This is a kit made of a roofed-over station platform. This station platform can be separated into 4 station platforms, each 300 mm / 11-13/16" long. The kit is made of photographic quality laser-cut cardstock. The width of the station platform will fit the Hamburg-Dammtor Station.

Gateway to the World

T66303 Herbert Street – 4 Houses
126,5 x 63 x 94 mm (2x) / 5" x 2-1/2" x 3-11/16" (2 each)



II III IV V 15 +

66303 Kit for "Herbertstrasse Hamburg".
This is a kit of the Herbert Street in Hamburg with a barrier. The kit is made of photographic quality laser-cut cardstock. Extensive building instructions are included.

This building kit is being produced as part of the Trix theme "Gateway to the World".

Single-Family Dwellings

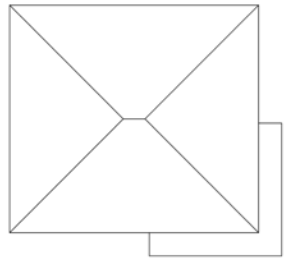
TRIX MINITRIX

V VI 15 +

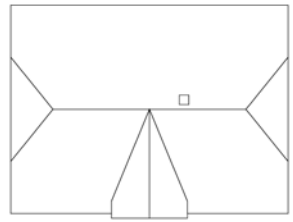
66301 Kit for 3 Modern Single-Family Dwellings.
This is a kit for three modern single-family dwellings. The kit is made of photographic quality laser-cut card-stock. Extensive building instructions are included.

75 x 48 x 43 mm / 3" x 1-7/8" x 1-11/16"
Villa Toskana

72 x 66 x 47 mm / 2-13/16" x 2-5/8" x 1-7/8"
Villa Toskana



73 x 56 x 52 mm Friesenhaus



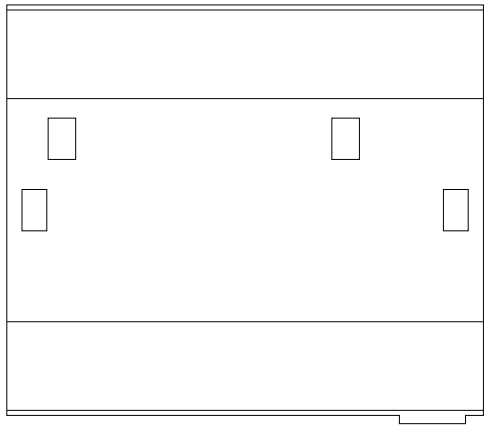
Gateway to the World

I II III IV V 15 +

66143 Kit for a Town House from the Wilhelminian Period.
This is a town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops, stucco, and stucco elements. Extensive building instructions are included. Reproduction of metropolitan Wilhelminian Period town houses. Dimensions approximately 94 x 83 x 151 mm / 3-3/4" x 3-1/4" x 6".

This building kit is being produced as part of the Trix theme "Gateway to the World".

Reissue!



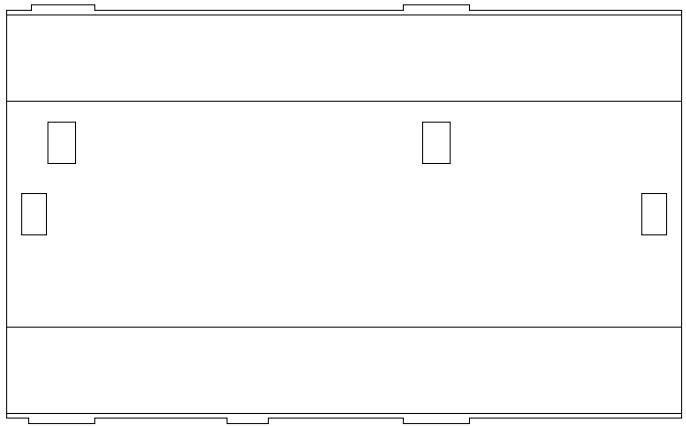
94 x 83 x 151 mm / 3-3/4" x 3-1/4" x 6"

I II III IV V 15 +

66144 Kit for a Town House from the Wilhelminian Period.
This is a town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops and rear courtyard façade. Extensive building instructions are included. Reproduction of metropolitan Wilhelminian Period town houses. Dimensions approximately 183 x 83 x 155 mm / 7-1/4“ x 3-1/4” x 6-1/8“.

This building kit is being produced as part of the Trix theme “Gateway to the World”.

Reissue!



183 x 83 x 155 mm / 7-1/4“ x 3-1/4” x 6-1/8“

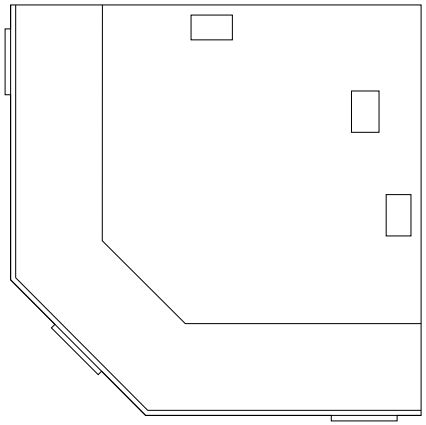
Gateway to the World

I II III IV V 15 +

66145 Kit for a Corner Town House from the Wilhelminian Period.
This is a corner town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops, stucco, and stucco elements. Extensive building instructions are included. Reproduction of metropolitan Wilhelminian Period town houses.
Dimensions approximately 82 x 82 x 155 mm / 3-1/4“ x 3-1/4” x 6-1/8“.

This building kit is being produced as part of the Trix theme “Gateway to the World”.

Reissue!



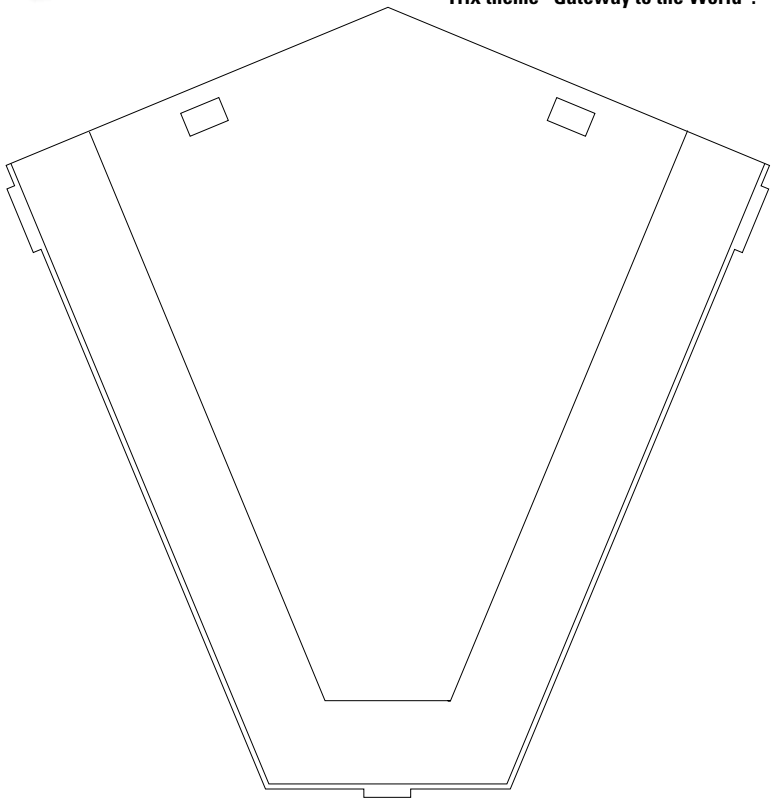
82 x 82 x 155 mm / 3-1/4“ x 3-1/4” x 6-1/8“

I II III IV V 15 +

66146 Kit for a Angled Town House from the Wilhelminian Period.
This is an angled town house from the Wilhelminian Period. It is a kit made of laser-cut cardstock. This is a kit of a town house with shops, stucco, and stucco elements. Extensive building instructions are included. Reproduction of metropolitan Wilhelminian Period town houses.
Dimensions approximately 150 x 155 x 151 mm / 6“ x 6-1/8” x 6-1/8“.

Reissue!

This building kit is being produced as part of the Trix theme “Gateway to the World”.



150 x 155 x 151 mm / 6“ x 6-1/8” x 6-1/8“

France

TRIX
MINITRIX

II III IV V 15 +

66304 Kit for French Town Houses.
This is a kit for French town houses. It consists of a police station with a garage, a car repair shop, a post office with sheds and a residential building. The kit is made of photographic quality laser-cut cardstock. Extensive building instructions are included.

- **French Town Houses.**

One-time series.

Garage
31 x 50 x 50 mm /
1-1/4" x 2" x 2"

Village Police Station
46 x 65 x 83 mm /
1-13/16" x 3-1/4"

Auto Repair Shop 76 x 76 x 63 mm /
3" x 3" x 2-1/2"

Post Office
49 x 35 x 83 mm /
1-15/16" x 1-3/8" x 3-1/4"

Residential House
44 x 30 x 65 mm / 1-3/4" x 1-3/16" x 2-9/16"

Shed
38 x 22 x 64 mm /
1-1/2" x 7/8" x 2-1/2"

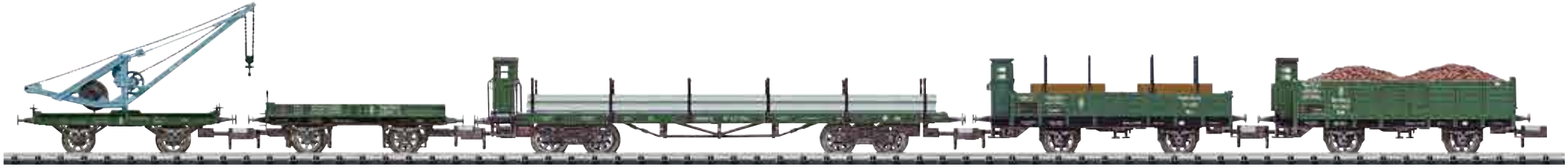
Highlights from 2012/2013

The items shown here will be available for delivery in 2014. The current delivery dates can be found on the Trix Website www.trix.de (updated monthly). Detailed product descriptions can be found in the current Trix main catalog for 2013/2014 as well as in our product database at www.trix.de

16023 Class 120 Electric Locomotive.

12490 Class E 50 Electric Locomotive.

12491 Class E 50 Electric Locomotive.



15000 Freight Car Set.

11622 “City Airport Train” Express Commuter Train.

11136 “Modern Freight Service” Starter Set.

11135 “Modern Freight Service” Starter Set.

16272 Diesel Locomotive.

16121 Class 212 Diesel Locomotive.

Highlights from 2012/2013

16301 Class 103.1 Electric Locomotive.

16151 Class 150 Electric Locomotive.

15095 "MIMARA" Express Train Passenger Car Set.

15097 Express Train Passenger Car Set (Sold out at the factory).

15962 Express Train Passenger car 1st/2nd class.

15963 Express Train Passenger car 2nd class.

15096 "MIMARA" Dining Car.

16152 Class 150 Electric Locomotive.

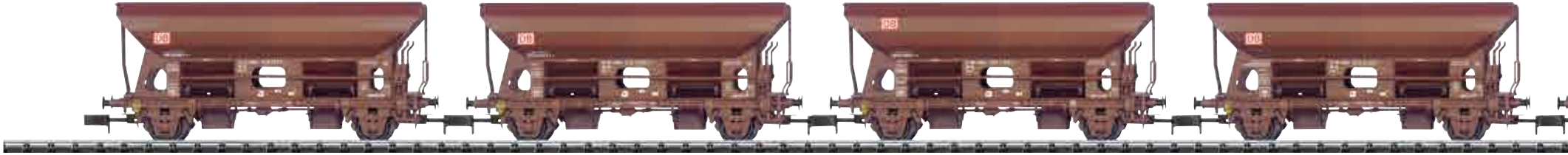
15964 Express Train Passenger car 2nd class.

15965 Express Train Passenger car 2nd class with a baggage area.

Highlights from 2012/2013

16131 Class 213 Diesel Locomotive.

12198 Class 120 Electric Locomotive.



15391 “Side Dump Car” Freight Car Set.

15381 Bi-Level Car 1st/2nd class.

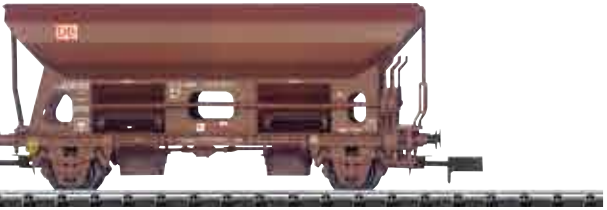
15382 Bi-Level Car 2nd class.

16271 Diesel Locomotive.

16221 Diesel Locomotive.

16461 Class 146.2 Electric Locomotive.

15992 Gondola with Sliding Roof.



15380 Bi-Level Cab Control Car 2nd class.

15383 Bi-Level Car 2nd class.

16231 Class 232 Diesel Locomotive.

16891 Class 189 Electric Locomotive.

Highlights from 2012/2013



15993 “Scrap Transport” Freight Car Set.

16341 Class 103.1 Electric Locomotive.

15083 EuroCity Panorama Car.

16761 Class Re 460 Electric Locomotive.

15085 EuroCity Open Seating Car 2nd class.

11304 “Kambly” Train Set.

15084 EuroCity Open Seating Car 1st class.

15086 EuroCity Open Seating Car 2nd class.

Highlights from 2012/2013

16001 Class 1600 Electric Locomotive.

16892 Class 189 Electric Locomotive.

15302 Gas Tank Car Set.

16701 Class BB 67400 General-Purpose Diesel Locomotive.

16702 Class BB 67400 General-Purpose Diesel Locomotive.

12337 Class D 220 Diesel Locomotive.

12385 Class Re 14 Electric Locomotive.

15990 "Sugar Beet Harvest in Switzerland" Freight Car Set.

TRIX
H0

New Items for Trix H0

The Trix new items for 2014 has everything for Trix H0 fans from models that have never been done to interesting anniversaries and special trains. We went to present several highlights of this year's assortment below.
For the first time you can add to your collection with the H0 new items models of the class 64 steam locomotive and the class 80 tank locomotive. The class 64 looks as it did around 1967 and it will win you over with a digital decoder and extensive sound functions. The German Federal Railroad tank locomotive with its many separately applied details is a highlight among this year's new items.

Memories from your childhood will come flooding back with Jim Knopf, Urmel, and Mrs. Holle and the "LINT" class "Puppenkisten Train". This Lint 41 diesel-powered commuter rail car of the Bavarian State Railways was extensively decorated with the support of Trix and Märklin. Of course, the model has also been imprinted in detail and has a train destination sign with yellow LEDs like the prototype.

Trix H0 and Trix Express are also presenting several new models for the 175th anniversary of the Dutch State Railways.
In the mid-Seventies, passenger service was modernized with the Dutch State Railways "Koploper" electric powered rail car trains. These trains could be used with flexibility and were especially important in the densely populated Netherlands. The Trix model is being produced in a four-part version as Intercity powered rail car train ICM-4.
A special item for the Dutch State Railways is appearing in the Trix Express program for the anniversary: the class 1800 general-purpose locomotive. This locomotive has a high quality frame and body constructed of die-cast metal and is the ideal motive power for the passenger car set consisting of four Intercity cars (item number 31141).

It has already been 25 years since the wall between East and West Berlin came down. Trix H0 is presenting the class 132 diesel locomotive, the so-called "Ludmilla", for the fall of the wall 25 years ago. This locomotive was imported from the former Soviet Union starting in 1970 into the GDR and was used on the German State Railroad for passenger and freight service. This locomotive later pulled the first train with embassy refugees from the Czechoslovakian border to Hof.
This diesel locomotive is equipped with a digital decoder and extensive sound functions as well as triple headlights that change over with the direction of travel.

“Freight Transport in the Sixties” Starter Set

III DCC mfx NEM 15+

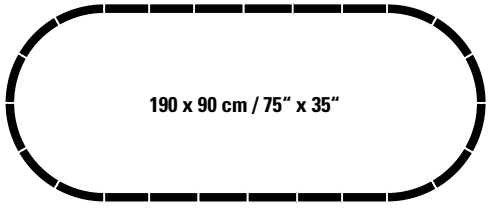
21525 “Freight Transport in the Sixties” Starter Set.
Prototype: Freight train of the Sixties consisting of a class E 40 freight locomotive in a chrome oxide green basic paint scheme, with a continuous rain gutter, Schweiger vents with vertical fins, and 3 headlights. A pressurized gas tank car, a petroleum oil tank car, a flat car for containers, and a flat car, painted and lettered for the German Federal Railroad (DB).
Model: The locomotive has an mfx digital decoder, can be operated in DCC, and has sound functions. It also has controlled high-efficiency propulsion. Traction tires. Triple headlights change over with the direction of travel. The locomotive and cars have NEM coupler pockets.
Total length over the buffers 74.8 cm / 29-7/16“.

Contents: 12 no. 62130 curved track, 6 no. 62188 straight track, 6 no. 62172 straight track. A Trix 66950 Mobile Station, a track connector, and an 18 VA switched mode power pack are included.

This starter set can be expanded with the C Track extension set, item number 62900, and with the entire Trix C Track program.

Many additional freight cars to go with this train can be found in the Märklin program. Your specialty dealer will be happy to exchange the wheel sets free of charge.

Digital Functions	DCC
Headlight(s)	x
Blower motors	x
Locomotive whistle	x
Direct control	x
Rear Headlights off	x
Front Headlights off	x




12 x
62130


6 x
62188


6 x
62172


1 x

The E 40 – Backbone of Freight Service.
The class E 40/140 also came from the new procurement program of the Fifties. From a technical point of view, the class E 40 is a class E 10.1 modified for freight service. It had the same locomotive body, almost the same mechanical and electrical systems, but it differed in several features from its faster siblings. The class E 40 had no electric brakes, a different gear ratio, which meant a lower top speed, and a different roof with fewer ventilation grills. The classic chrome oxide green was chosen for the paint scheme; the elegant blue was kept only for express locomotives. The class E 40, from 1968 on designated as the class 140, was designed for medium heavy freight service, but it wandered into other types of service, particularly when the top speed was raised from 100 km/h / 63 mph to 110 km/h / 69 mph. It could be seen pulling "Silberlinge" commuter cars and during the 1972 Olympic Games in Munich in S-Bahn service too. The main area of use remained and still is freight service. Like all other locomotives, the class E 40/140 underwent modernization programs, which changed the appearance of the locomotives markedly in addition to different paint schemes. Thirty one of the class E 40 locomotives were specially equipped with direct current resistance brakes for use on steep grades such as the Höllentalbahn or Valley of Hell Railroad. They were designated as the class E 40.11 and later starting in 1968 as the class 139. Later, the remaining class 139 locomotives were assembled together in Munich, where they were used along with the class 140 locomotives in service up to the Brenner Pass. The class E 40/140, with its sub-variations, was the locomotive type built in the largest quantities in the standard design program of the new German Federal Railroad. A total of 879 units were mainly responsible for medium heavy freight service over a period of decades. Except for a few locomotives, they are in the process of being retired or are already completely retired.

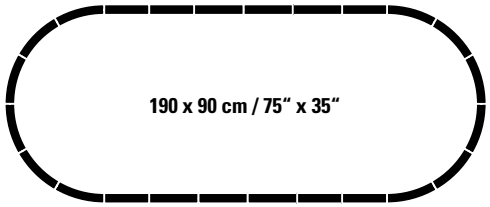
“Freight Train” Starter Set

IV 21 NEM 15 +

21526 “Freight Train with a Class 216” Starter Set.
Prototype: Diesel locomotive road number 216 224-6, a type Tds 930 dump car, a petroleum oil tank car, and a sliding wall boxcar.
Model: The locomotive has a 21-pin digital interface connector and a powerful motor. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel. The cars have close couplers. Total length over the buffers 65.2 cm / 25-11/16“.

Contents: 12 no. 62130 curved track, 6 no. 62188 straight track, 6 no. 62172 straight track. A Trix locomotive controller and an 18 VA switched mode power pack are included. This starter set can be expanded with the C Track extension set, item number 62900, and with the entire Trix C Track program.

Many additional freight cars to go with this train can be found in the Märklin program. Your specialty dealer will be happy to exchange the wheel sets free of charge.




12 x
62130


6 x
62188


6 x
62172

1 x

TRIX
H0

“IC” Starter Set

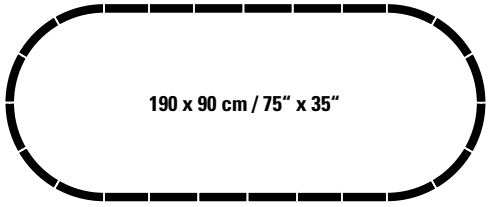
V | 21 | NEM | 15 +

21524 “IC with a Class 234” Starter Set.
Prototype: Class 234 diesel locomotive, a type Bpmz 293.1 IC open seating car, 2nd class, and a type ARkimbz 262.4 IC passenger car, 1st class with a BordBistro dining area, painted and lettered for the German Railroad, Inc. (DB AG).

Model: The locomotive has a 21-pin digital interface connector and a motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel. The locomotive has many separately applied details. The cars have close couplers.
Total length over the buffers 77.3 cm / 30-7/16“.

Contents: 12 no. 62130 curved track, 6 no. 62188 straight track, 6 no. 62172 straight track. A Trix locomotive controller and an 18 VA switched mode power pack are included. This starter set can be expanded with the C Track extension set, item number 62900, and with the entire Trix C Track program.

A cab control car to go with this train is available under item number 24432. Additional IC cars can be found in the Märklin program under item numbers 42272 and 42862. Your specialty dealer will be happy to exchange the wheel sets on the Märklin passenger cars free of charge.



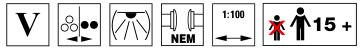

12 x
62130


6 x
62188


6 x
62172

1 x


42862 42272 21524



24432 Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type Bimdzf 269.2 InterCity cab control car, 2nd class with an engineer's cab for push/pull operation.

Model: The engineer's cab has interior details. The car has a detailed buffer beam. It also has separately applied streamlining at the end of the car. When the locomotive is pushing the train (cab control car at the front), the cab control car has triple white headlights shining. When the locomotive is pulling the train (locomotive at the front), the cab control car has dual red marker lights shining.
Length over the buffers approximately 27.5 cm / 10-13/16".

The ideal add-on for the 21524 starter set.

Trix H0 Club Model for 2014

III DCC mfx NEM 15 +

22870 Electric Freight Locomotive.
Prototype: German Federal Railroad (DB) class E 93 heavy electric freight locomotive. Bottle green basic paint scheme. Road number E 93 07. The locomotive looks as it did around 1960.
Model: The locomotive has a DCC/mfx digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 2 axles of each truck powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends of the locomotive, the function for the "double A" light is activated. The cab lighting can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. The cabs and the engine room have interior details in relief. Brake hoses and coupler hooks are included that can be mounted on the locomotive.
Length over the buffers approximately 20.3 cm / 8".

- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **DCC/mfx decoder and extensive operating and sound functions included.**
- **Cab lighting can be controlled digitally.**
- **Warm white and red LEDs for the lighting.**

The 22870 heavy electric freight train locomotive is being produced in 2014 in a one-time series only for Trix Club members.

Freight car sets to go with this locomotive can be found under item numbers 24243 and 24244 also offered only for Trix Club members.

This model can be found in an AC version in the Märklin H0 assortment under item number 37870 exclusively for Insider members.

Digital Functions	DCC
Headlight(s)	x
Engineer's cab lighting	x
Electric locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Headlight(s): Cab2 End	x
Whistle for switching maneuver	x
Headlight(s): Cab1 End	x
Sanding	x
Blower motors	x
Sound of Couplers Engaging	x
Station Announcements	x

** 5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Trix H0 Club Models 2014

5 Year Warranty**

III NEM 15 +

24243 Freight Car Set.
Prototype: 6 different German Federal Railroad (DB) freight cars. 2 type Kmmgks 58 sliding wall/roof cars. 1 type Ommi 51 dump car. 1 type Kmmks 51 sliding roof car. 1 type Ktmmvs 69 covered dump car. 1 tank car painted and lettered for Vereinigten Tanklager und Transportmittel GmbH / United Tank Farm and Transport Service, Inc., Hamburg, Germany. The cars look as they did at the start of the Sixties.
Model: The sliding wall/roof cars come with and without a brakeman's platform. The dump car has a brakeman's stand and a load of scale size ballast. The sliding roof car has a brakeman's platform. Covered dump car. The tank car is painted and lettered for VTG. All of the cars have different car numbers and are individually packaged.
Total length over the buffers approximately 67.6 cm / 26-5/8".

One-time series for Trix Club members.

The locomotive to go with this car set can be found under item number 22870. Another car set can be found under item number 24244.

24244 24243 22870

TRIX CLUB

5 Year Warranty**

III NEM 15 +

24244 Freight Car Set.
Prototype: 6 different German Federal Railroad (DB) freight cars. 4 type Gl(t)mm(eh)s boxcars with and without end doors and with and without heating couplings. 1 pressure gas tank car painted and lettered for Vereinigten Tanklager und Transportmittel GmbH / United Tank Farm and Transport Service, Inc., Hamburg, Germany. 1 type Rr 20 stake car.
Model: 1 boxcar, has end doors and heating couplings. 1 boxcar, does not have end doors and heating couplings. 1 pressure gas tank car, does not have a heat shield, painted and lettered for VTG. 1 boxcar, does not have end doors and does have heating couplings. 1 stake car, has a load of wood. 1 boxcar, has end doors and does not have heating couplings. All of the cars have different car numbers and are individually packaged.
Total length over the buffers approximately 93.8 cm / 36-15/16".

One-time series only for Trix Club members.

The locomotive to go with this car set can be found under item number 22870. Another car set can be found under item number 24243.

** 5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Class B VI Old-Timer Locomotive

In June of 1863, the Royal Bavarian State Railways (K.Bay.Sts.B.) placed the first 2-4-0 express locomotives into service, the new class B VI. In many respects they were the same as the predecessor model class B V such as the heating surface, the grate area, cylinders, etc. The improved double outboard frame and the Bavarian version of Stephenson valve gear were also approximately the same. One essential difference was the driving wheel diameter, which initially was 1,600 millimeters / 63 inches, on later deliveries 1,620 millimeters / 63-3/4 inches, and some even were 1,640 millimeters / 64-9/16". A total of 107 units were delivered to the Bavarian State Railways in two production runs by June of 1871. The 57 steam locomotives delivered from June of 1863 to February of 1867 in the first production run only had a boiler pressure of 8 atmospheres / 117 pounds per square inch, a dead load safety valve on the dome that had a watering can casing, a simple protective roof for the engineer's stand (later also with an all weather roof), a steam pump, and an injector. The smoke stack was just a stack with a bell-shaped crown, cylindrical stacks, or pear-shaped stacks. The second production run of 50 units was considerably more advanced: The boiler pressure had been raised to 10 atmospheres / 147 pounds per square inch. The necessarily higher boiler weight also resulted in improved traction. The weight increased from 22 to almost 23 tons. The weather "umbrella" that was totally insufficient for the locomotive crew was replaced by a short but complete engineer's cab. The pumps had disappeared since the injectors had proven sufficient in operation. A funnel-shaped smoke stack of a moderate shape lent a certain degree of standardization and had been preceded by different experiments with other stack shapes.
Both production runs were designed for either coal firing or peat firing. The coal-fired locomotives had a three-axle open tender, while the peat-fired units were equipped with a newly designed, three-axle enclosed tender with smooth walls. Naturally, there were several rebuilds during the long service life of the class B VI in which primarily the units of the first production run were brought up to the level of the second production run. After being placed into service the class B VI locomotives were assigned to the greatest part of the express train service at that time over a period of ten years. However, their "swiftness" was kept within limits, because the speed reached was just barely more than 60 km/h or 38 mph. When more powerful steam locomotives appeared starting in the 1890s, the B VI gradually moved down into lower levels of service. The first few units were retired starting in 1895.
In closing it can be said of the class B VI: They were indestructible, long lived, and well proven units of which quite a few reached a service life of over 50 years.

I DCC mfx 15 +

22251 Steam Locomotive.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class B VI old-timer locomotive. The locomotive looks as it did around 1880.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires.

The dual headlights and a marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has detailed running gear with an outboard frame and Stephenson valve gear.
Length over the buffers approximately 16.3 cm / 6-7/16".

- **Packaged in a decorative wooden case.**

Cars to go with this locomotive can be found under item number 24884.

Digital Functions	DCC
Headlight(s)	x
Interior lights	x
Steam locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Operating sounds	x
Letting off Steam	x
Safety Valve	x

24884 22251

I 15+

24884 Passenger Car Set.
Prototype: 5 different Royal Bavarian State Railways (K.Bay.Sts.B.) cars. The cars look as they did around 1880. 1 car, 2nd class, 2 cars, 3rd class, 1 car, 3rd class with a mail compartment, and 1 baggage car.

Model: The day coaches have factory-installed interior lighting. The baggage car has two-color lighted marker lanterns. All of the cars have highly detailed construction with spoked wheels.
Total length over the buffers approximately 50 cm / 19-11/16".

The locomotive to go with these cars can be found under item number 22251.

Class P 10 Passenger Locomotive with a Tender

TRIX H0

I DCC mfx LED NEM 1:87 15 +

22238 Passenger Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) version of the Prussian class P 10 steam passenger locomotive. Version without smoke deflectors and with a Prussian type 2´2´T 31,5 tender without additional coal bunker boards.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 72270 smoke unit can be installed in the locomotive. The dual 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 an adjustable close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket and guide mechanism on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16“. Protective sleeves for the piston rods are included as detail parts.
Length over the buffers 26.3 cm / 10-3/8”.

One-time series.

A passenger car set to go with this locomotive is available in the Märklin H0 assortment under item number 42767. Your specialty dealer will be happy to exchange the wheel sets free of charge.

This model can be found in an AC version in the Märklin H0 assortment under item number 37939.

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

VT 95.9 with the VB 142 (Rail Bus and Trailer Car)

The first rail buses arose from the desire as early as the Thirties to develop lightweight, modest vehicles that made use of parts and assemblies from trucks and street buses. Soon after the end of World War II, the German Federal Railroad recognized that operations on many uneconomical branch lines could be maintained against the growing competition on the roads only through the extensive use of such rail buses. In 1949, the car builder Uerdingen was therefore awarded the contract to develop such a vehicle. Eleven prototypes were placed into operation between March and August of 1950. The similarity to street buses was unmistakable. A wheelbase of 4,500 mm / 14 feet 9 inches, lightweight shock absorbers, as well as a truck trailer coupling were characteristic features. A Büssing motor with 110 horsepower output connected to a mechanical six-speed transmission mounted below the floor provided the drive system to one wheel set.
Road number VT 95 912 (later VT 95 9112) came in November of 1950 and was the last, above all ground-breaking pre-production unit. Special permission from the transport minister allowed the wheelbase on this rail bus to be lengthened to 6,000 mm / 19 feet 8 inches. Sufficient seating room was now available thanks to the lengthening of the car body. After exhaustive testing an entire family of rail buses came into being in the Fifties. A first series of 60 units of the single-motor VT 95 rolled out from the builders starting in 1952. The fixed wheelbase of 6,000 mm / 19 feet 8 inches remained but otherwise there several changes. The ends were now ellipsoidal in shape and were equipped with curved sky-light windows. The skylight windows were done away with on later series. Three-part folding doors on the car ends allowed passengers to get on and off quickly. The short wheelbase of 4,500 mm / 14 feet 9 inches was kept on the accompanying trailer car, the class VB 140 (not designated as the class VB 142 until the end of 1953), but their shape was adapted to that of the motor cars. Lightweight Scharfenberg couplers now transferred the tractive and impact forces. Sprung shock absorber bales served elastically to absorb gentle contact with normal buffers. By 1955 five additional series with a total of 496 rail buses followed the first one, whereby the performance was continuously increased with the installation of 130 and later 150 horsepower motors. The DB finally replaced steam locomotives on numerous branch lines with these units, because operations on many lines could only be maintained at all with the extremely economical operation of the rail buses.
The single-motor rail buses (from 1968 on the class 795) were retired in large numbers starting in the mid-Seventies. The last one, road number 795 445, was pulled from service in 1983. Numerous 795 rail buses found a new lease on life in other countries and in Germany on museum railroads of course. Road number 795 240 (former VT 95 9240) belongs to the DB's museum roster.

© T. Estler

TRIX
H0

III DCC mfx LED 15 +

22995 Rail Bus with a Trailer Car.
Prototype: German Federal Railroad (DB) class VT 95.9 powered rail bus with a class VB 140 trailer car. First production series, in the original crimson paint scheme, with a skylight window above the engineer's stand. The rail bus looks as it did when delivered and in operation around 1952/53.
Model: The rail bus has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel in the motor car. 2 axles powered. Traction tires. The rail bus has factory-installed interior lighting in the motor car and the trailer car. The rail bus has dual headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at the Engineer's Stand 2 and 1 of the motor car can be turned off separately. Dual red marker lights are on for the trailer car depending on the position of the motor car. Maintenance-free warm white and red LEDs are used for the headlights, marker lights, and interior lighting, and they can be controlled together in digital operation. The rail bus units have a current-conducting drawbar coupling with a guide mechanism between them. An additional non-current-conducting drawbar coupling is included for use in multiple hookups of rail bus sets. When you have a maximum 4-part unit (2 double units), the red marker lights on the trailer car can be turned off by means of a switch. The engineer's stands and the cars' interiors in the motor car and trailer car allow an open view through the windows. Brake hoses are included and can be mounted on the rail buses.
Length of the two-unit set 28.2 cm / 11-1/8".

- **Completely new tooling.**
- **Extensive operating and sound functions included.**
- **Factory-installed interior lighting.**
- **Headlights on the motor car can be turned off separately in digital operation.**
- **Red marker lights on for the trailer car depending on the position of the motor car.**
- **Lighting with warm white and red LEDs.**

This model can be found in an AC version in the Märklin H0 assortment under item number 39950.

Digital Functions	DCC
Headlight(s)	x
Diesel locomotive op. sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
Headlight(s): Cab2 End	x
Conductor's Whistle	x
Headlight(s): Cab1 End	x
Doors Closing	x

Class 41 Steam Freight Locomotive

The DB Class 41 with the Older Design Boiler.
The class 41 fast freight locomotive was part of the late developments in the German State Railroad's (DRG) standardized locomotive program. Different components were identical with the classes 06 and 45 developed at about the same time. A special design feature of the class 41 was also common to these other locomotives: Their wheel load could be set either at 18 or 20 metric tons in order to ensure wider use. The frame was a new development but the boiler was the same as on the class 03. The St47K had to be used as the material for the boiler due to the higher boiler pressure of 20 atmospheres or 290 pounds pressure per square inch. The Berlin Machinery Builder, Inc., formerly Louis Schwartzkopff, delivered the two sample units, road numbers 41 001 and 002, in 1936. These units were tested extensively. From 1938 on they were followed by 364 regular production locomotives that were improved somewhat and that were delivered by almost all of the German locomotive builders by 1941. Due to World War II, the DRG canceled another 70 locomotives already ordered and replaced them with the transition war designs and war design locomotives. As with other locomotives, the St47K boiler on the class 41 exhibited after a few years traces of metal fatigue since this boiler material was not resistant to aging and became susceptible to breakage at weld points. For that reason, the boiler pressure was initially reduced to 16 atmospheres or 232 pounds of

III 21 LED NEM 15 +

22376 Steam Freight Locomotive with a Tender.
Prototype: Class 41 steam freight locomotive with a tender. Older version painted and lettered for the German Federal Railroad (DB), with Wagner smoke deflectors, older design boiler, type 2´2´T34 standard design tender, DRG lanterns, without an inductive magnet, and with buffer plate warning stripes. Road number 41 255. The locomotive looks as it did around 1951.
Model: The locomotive has a 21-pin digital interface connector. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The dual 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 an adjustable close coupling with a guide mechanism between the locomotive and tender for different curves. There is a close coupler with an NEM pocket and guide mechanism on the front of the locomotive and the rear of the tender. Minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods and brake hoses are included as detail parts.
Length over the buffers approximately 27.5 cm / 10-13/16".

- **New tooling for the class 41 in the version with the older design boiler.**
- **Especially fine metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, in the boiler.**
- **Wagner smoke deflectors included.**
- **Different road number from that for 37923.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37924.

pressure per square inch starting in the fall of 1941. Furthermore, the DRG purchased a total of 40 replacement boilers in 1943/44 that were made of the much more durable St34 boiler material. After World War II, there were 220 locomotives on the DB's roster and 124 on the GDR's German State Railroad (DR) roster. Since both government railroads could not do without the class 41, numerous units were equipped with new boilers. On the DB 102 units were rebuilt and equipped with welded, high-performance boiler with a combustion chamber. Moreover, 40 units were converted to oil firing. On the units not rebuilt boiler damage could be kept within limits by not exceeding the lowered boiler pressure. Improved welding techniques in the meantime took care of the problems for the most part. The class 41 units with the older design boiler were retired for the most part in the Sixties and only a few units lasted until the computer renumbering system change to the class 041 in 1968. Road numbers 041 253 and 334 were stored at the maintenance facility at Cologne-Eifeltor in September of 1970 and were retired on November 27, 1970.

III DCC mfx LED NEM 15+

22375 Steam Freight Locomotive with a Tender.
Prototype: Class 41 steam freight locomotive with a tender. Older version painted and lettered for the German Federal Railroad (DB), with Witte smoke deflectors, older design boiler, type 2´2´T34 standard design tender, DB Reflex glass lamps, inductive magnet on one side, and buffer plate warning stripes. Road number 41 178. The locomotive looks as it did around 1965.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 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. Maintenance-free warm white LEDs are used for the lighting. There is an adjustable close coupling with a guide mechanism between the locomotive and tender for different curves. There is a close coupler with an NEM pocket and guide mechanism on the front of the locomotive and the rear of the tender. Minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods and brake hoses are included as detail parts.
Length over the buffers approximately 27.5 cm / 10-13/16".

- **New tooling for the class 41 in the version with the older design boiler.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, in the boiler.**
- **A variety of operating and sound functions that can be controlled digitally.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37923.

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

Class 42.90 Steam Locomotive

III DCC mfx 15 +

22429 Steam Locomotive.
Prototype: German Federal Railroad (DB) class 42.90 Franco-Crosti freight locomotive. Version with Wagner smoke deflectors. The locomotive looks as it did around 1955.
Model: The locomotive has a digital decoder and extensive sound functions. It also controlled high-efficiency propulsion. The locomotive also has cab and running gear lights. 5 axles powered. Traction tires. The locomotive has an articulated frame to enable it to negotiate sharp curves. Maintenance-free warm white LEDs are used for the lighting. The dual headlights change over with the direction of travel. They and the cab lighting will work in conventional operation, and can be controlled digitally.
Length over the buffers approximately 26.7 cm / 10-1/2".

This model can be found in an AC version in the Märklin H0 assortment under item number 39162.

Digital Functions	DCC
Headlight(s)	x
Light Function	x
Steam locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Engineer's cab lighting	x
Whistle for switching maneuver	x
"Switcher Double ""A"" Light"	x
Water Pump	x
Sound of coal being shoveled	x
Letting off Steam	x
Grate Shaken	x

Class 89.70-75 Steam Locomotive

TRIX
H0

III DCC mfx 15 +

22241 Steam Locomotive.
Prototype: German Federal Railroad (DB) class 89.70-75 steam locomotive. Former Prussian T 3 branch line locomotive. The locomotive looks as it did at the start of the Fifties.
Model: The locomotive has a digital decoder with extensive sound functions. 3 axles powered. Traction tires. The locomotive's frame is detailed. 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. The locomotive has many separately applied details. Protective sleeves for the piston rods are included as detail parts.
Length over the buffers approximately 9.9 cm / 3-7/8".

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

Class 64 Steam Locomotive

III DCC mfx NEM 15+

22242 Steam Locomotive.
Prototype: German Federal Railroad (DB) class 64 steam locomotive. The locomotive looks as it did around 1967.
Model: The locomotive has a digital decoder with extensive sound functions. It also have controlled high-efficiency propulsion. 3 axles powered. Traction tires. The 72270 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. Maintenance-free warm white LEDs are used for the lighting. Brake hoses and protective sleeves for the piston rods are included as detail parts.
Length over the buffers approximately 14.3 cm / 5-5/8".

- **First time in the Trix H0 assortment.**

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

Class 80 Tank Locomotive

TRIX H0

22243 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 80 tank locomotive. The locomotive looks as it did around 1958.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The locomotive's frame is detailed. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details. Length over the buffers approximately 11.1 cm / 4-3/8".

- **First time in the Trix H0 assortment.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37046.

Digital Functions	DCC
Headlight(s)	x
Telex coupler on the front	x
Steam locomotive op. sounds	x
Locomotive whistle	x
Telex coupler on the rear	x
Sound of squealing brakes off	x
Sound of coal being shoveled	x
Whistle for switching maneuver	x
Direct control	x
Letting off Steam	x
Grate Shaken	x
"Switcher Double ""A"" Light"	x

Class E 44 Electric Locomotive

III DCC mfx 15+

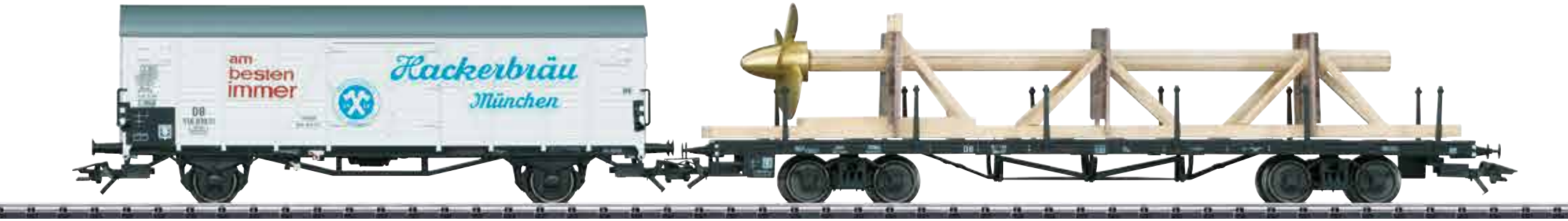
22442 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 44 general-purpose locomotive. The locomotive looks as it did around 1958.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers approximately 17.5 cm / 6-7/8".

This model can be found in an AC version in the Märklin H0 assortment under item number 37442.

Digital Functions	DCC
Headlight(s)	x
Station Announcements	x
Electric locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Headlight(s): Cab1 End	x
Whistle for switching maneuver	x
Headlight(s): Cab2 End	x
Compressor	x
Letting off Air	x
Conductor's Whistle	x

Freight Car Set

TRIX
H0



III NEM 15 +

24022 Freight Car Set.
Prototype: One type SSw 07 stake car, one beer refrigerator car painted and lettered for the brewery Hackerbräu München, one standard design lightweight tank car painted and lettered for Vereinigten Tanklager und Transportmittel GmbH / United Tank Storage and Transport Service (VTG), and one type Hbs-61 / Glmms boxcar, used on the German Federal Railroad (DB), Era III.

Model: The stake car does not have a brakeman's cab and is loaded with a ships propeller. The refrigerator car was used by "Hackerbräu München". The standard design tank car has a brakeman's platform. The boxcar does not have a brakeman's platform. All of the cars have different car numbers.
Total length over the buffers approximately 65.4 cm / 25-3/4".

- **For the anniversary 825 Years of the Hamburg Harbor.**

One-time series.

Freight Car

III NEM 15 +

24036 Freight Car.
Prototype: German Federal Railroad (DB) type Tnfhs 38 refrigerator car. The refrigerator car looks as it did in Era III.
Model: The refrigerator car has a factory-installed red marker light for analog and digital operation. Both ends of the car have close couplers in NEM coupler pockets. Length over the buffers approximately 13.9 cm / 5-1/2".

Diesel Locomotive class 132

TRIX
H0

IV DCC mfx 15+

22428 Diesel Locomotive.
Prototype: German State Railroad (DR) class 132 "Ludmilla" diesel locomotive. The locomotive looks as it did around 1989.
Model: The locomotive has a digital decoder and extensive sound functions. 4 axles powered. Traction tires.

The triple 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.
Length over the buffers approximately 23.9 cm / 9-3/8".

- **"Turning Point" locomotive from 1989: first train with embassy refugees from Prag via Reichenbach and Plauen to Hof.**
- **Extensive sound functions.**

Digital Functions	DCC
Headlight(s)	x
Diesel locomotive op. sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
High Pitch Horn	x
Station Announcements	x
Low Pitch Horn	x
Conductor's Whistle	x
Rail Joints	x
Sanding	x
Sound of Couplers Engaging	x

Class 218 Diesel Locomotive

IV DCC mfx LED NEM 15 +

22918 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating.
Use: Passenger and freight trains.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. All 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. Maintenance-free warm white and red LEDs are used for the headlights and marker lights. The locomotive has separately applied metal grab irons. It also has a detailed buffer beam.
Length over the buffers 18.9 cm / 7-7/16".

Digital Functions	DCC
Headlight(s)	x
Diesel locomotive op. sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Station Announcements	x
Front Headlights off	x
Conductor's Whistle	x
Rail Joints	x

Electric Locomotive class 110.3

TRIX
H0

IV DCC mfx NEM 15 +

22825 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 110.3. Express locomotive with aerodynamic ends, with the so-called "Pants Crease" look. The locomotive looks as it did around 1985.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the headlights. The locomotive has separately applied metal grab irons. Length over the buffers approximately 18.9 cm / 7-7/16".

Passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 43912, 43923, 43924, 43932, and 43960.

Digital Functions	DCC
Headlight(s)	x
Station Announcements	x
Electric locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Headlight(s): Cab2 End	x
Conductor's Whistle	x
Headlight(s): Cab1 End	x
Compressor	x
Letting off Air	x

43932 43924 43923 43912 43960 22825

Ocean Blue / Beige – The Colors of the Seventies and Eighties

At the start of the Seventies, the new DB board decided to introduce a new paint scheme for locomotives and passenger cars. Since the use of steam locomotives was close to its end, there was nothing standing in the way of painting the upper half of the locomotive or car body in a light color. The DB board gave the DB design center the following parameters for the new color concept along the way: an elegant look, consistency of the train's image including the locomotive as well as including slight dirtying of the side walls by brake dust. The design center defined additional important conditions such as brightening up the ends of the locomotives for better recognition, aspects of economy such as painting and maintenance costs as well as durability and the costs for cleaning the locomotives and cars.
At that time, the TEE and IC service with its extremely appealing crimson-beige locomotives and cars rated as elegant traveling. For that reason, the new color concept borrowed from it. However, it was changed in such a way that there was similarity but no danger of mistaking one for the other. As early as the spring of 1974 the new color concept was presented to the public with diesel locomotives 218 217 and 218 218. These units had a basic color of beige and as a contrasting color "crimson" (RAL 3004) or "ocean blue" (RAL 5020) in the window area, the roof, and a decorative stripe at the frame. The combination "ocean blue / beige" was to find application in general passenger service while TEE and IC trains were allowed to keep the color combination "crimson/beige". All the same, consideration was given on these color prototypes to the shape of the locomotives and they were given a thoroughly appealing paint scheme with a dark frame as well as a wider dark decorative stripe (similar to that of the 103) on both ends of the locomotive that extended back to the cab doors.
In the case of a color separation carried out simply such as on the class 111, the existing vents on the sides would otherwise have had to be painted all in ocean blue. The DB at least tried to adapt the paint scheme to the shape in the case of newly delivered powered rail cars in the classes 472, 627, and 628. This was also quite successful with the diesel locomotives in the classes 211, 212, 213, 290, 291, 360, and 361. The results were considerably less than successful however for all standard design electric locomotives, older design electric locomotives in the classes 118, 144, and 194, the diesel locomotives in the classes 220 and 221 as well as the powered rail cars in the classes 427, 430, 456, 624, and 634. Despite all the criticism, the new color concept was consistently kept for twelve years. The few remaining witnesses to the ocean blue / beige color concept now enjoy cult status.

Class VT 54 rail bus motor car

IV DCC mfx LED LED 15 +

22954 Jägermeister Rail Bus.
Prototype: Class VT 54 rail bus motor car, painted and lettered for the Kahlgrund-Verkehrsgesellschaft mbH / Kahlgrund Transportation Company LLC. Version with advertising for the firm Jägermeister. The rail bus looks as did around 1970.

Model: The rail bus has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. Traction tires. The rail bus has factory-installed interior lighting. It also has interior details. Warm white LEDs are used for the headlights and interior lighting. The headlights and interior lighting will work in conventional operation and can be controlled digitally.
Length over the buffers 16 cm / 6-5/16".

- **Body constructed mostly of metal.**
- **Built-in interior lighting with warm white LEDs.**

One-time series.

Digital Functions	DCC
Headlight(s)	x
Rear Headlights off	x
Diesel locomotive op. sounds	x
Warning Sound	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Bell	x
Doors Closing	x
Conductor's Whistle	x

Freight Car Set

TRIX
H0

IV NEM 15 +

24021 Freight Car Set.
Prototype: 2 type Rlmmps 650 heavy-duty flat cars painted and lettered for the German Federal Army, used on the German Federal Railroad (DB), each loaded with a “Leopard 2” tank painted and lettered for the German Federal Army. The cars and tanks look as they did around 1977.

Model: The 2 heavy-duty flat cars are each loaded with a “Leopard 2” tank.
Total length over the buffers approximately 24.8 cm / 9-3/4“.

Freight Cars

IV NEM 15+

24035 Freight Car.
Prototype: German Federal Railroad (DB) type Ibdlps 383 refrigerator car. The refrigerator car looks as it did around 1979.

Model: The refrigerator car has a factory-installed red marker light for analog and digital operation. Both ends of the car have close couplers in NEM coupler pockets.
Length over the buffers approximately 13.9 cm / 5-1/2".

V NEM 15+

24039 Freight Car.
Prototype: German Railroad, Inc., DB Cargo (DB AG) type Eaos 106 gondola. The gondola looks as it did in Era V.

Model: The type Eaos gondola has a factory-installed red marker light for analog and digital operation. The car is loaded with real scale sized coal. The car body is authentically weathered.
Length over the buffers approximately 16.1 cm / 6-3/8".

TRIX
H0

V NEM 15 +

24118 Freight Car.
Prototype: German Railroad, Inc. (DB AG) type Rlmmps 651 heavy-duty flat car. The flat car looks as it did around 2006.
Model: The flat car is loaded with a model of a Bomag BW213 steamroller from NZG-Modelle GmbH. Chock blocks to secure the steamroller are included.
Length over the buffers approximately 12.4 cm / 4-7/8".

- **Limited series.**
- **Bomag BW213 steamroller from NZG-Modelle GmbH as a load.**
- **The heavy-duty flat car and the steamroller constructed mostly of metal.**

One-time series.

Passenger and Freight Service

VI DCC mfx LED LED 15 +

22377 "LINT" Diesel Powered Commuter Rail Car Train.
Prototype: Bavarian Regiobahn BRB LINT 41 diesel powered commuter rail car train. Version as the "Puppenkistenzug" / Puppenkiste Marionette Theater Train.
Use: commuter service in the greater Augsburg area and Ingolstadt.
Model: The model has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The model also has a powerful can motor and a flywheel, mounted in a Jakobs truck. 2 axles powered. Traction tires. The model has factory-installed interior lighting. The headlights and interior lights are maintenance-free, warm white LEDs. The destination signs are prototypically correct with yellow LEDs. The headlights, interior lights, destination signs, and 2 red marker lights will work in conventional operation and can be controlled digitally. The running gear and the body are well detailed and there is a clear view through the windows. The model has interior details, a closed

VI NEM 15 +

24117 Freight Car Set.
Prototype: 2 type Res four-axle low side cars painted and lettered for the firm On Rail GmbH, Mettmann (registered in Germany).
Model: The cars have type Y 25 welded trucks. They also have many separately applied details. The cars are loaded with a reproduction of ballast. They have different car numbers. Two metal models of Wege power shovels from NZG Modell GmbH are included.
Length over the buffers per car 22.9 cm / 9".

One-time series.

Digital Functions	DCC
Interior lights	x
Diesel locomotive op. sounds	x
Warning Sound	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Station Announcements	x
Front Headlights off	x
Doors Closing	x
Conductor's Whistle	x

diaphragm, and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the model.
Total length 48.1 cm / 18-15/16".

- **Special version with themes from the Augsburg Puppenkiste Marionette Theater.**

One-time series.

Class 648.2 Diesel Powered Commuter Car

VI DCC mfx LED 1:87 15 +

22930 Diesel Powered Commuter Car.
Prototype: German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter car. Version with low entries. The train looks as it did in 2011.
Model: The train has four built-in displays that represent the doors in digital operation and that can play back typical scenes for boarding and leaving the train. The train has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion located in the Jakobs truck. 2 axles powered. Traction tires. The train has factory-installed interior lighting. Maintenance-free warm white LEDs are used for the headlights and interior lighting. Yellow LEDs are used as in the prototype for the train destination signs. The headlights, train destination signs, interior lights, and dual red marker lights will work in conventional operation and can be controlled digitally. The frame and body have detailed construction, an open view, interior

details with 29 standing and seated figures, a closed diaphragm, and a guide mechanism on the Jakobs truck between the train halves. The ends of the train have a representation of the center buffer couplers.
Total length 48.1 cm / 18-15/16".

- **4 built-in displays.**
- **Factory-installed interior lighting.**
- **Interior details with 29 seated and standing figures.**
- **mfx decoder with extensive sound functions.**
- **Lighted train destination signs.**

One-time series.

Digital Functions	DCC
Headlight(s)	x
Right front doors	x
Diesel locomotive op. sounds	x
Right rear doors	x
Direct control	x
Left front door	x
Interior lights	x
Left rear doors	x
Station Announcements	x
Sound of squealing brakes off	x
Horn	x
Headlight(s): Cab2 End	x
Conductor's Whistle	x
Headlight(s): Cab1 End	x
Light Function	x

Class 189 Electric Locomotive

The ES 64 developed by Siemens Transportation System (TS) in Munich for four power systems (Eurosprinter with 6.4 megawatts / 8,582 horsepower continuous rating) was planned and is already in use for heavy service all over Europe. It can run on the alternating current systems (15 kilovolts / 16.7 Hertz) in Germany, Austria, Switzerland, Sweden, and Norway, (25 kilovolts / 16.7 Hertz) in Denmark, Luxembourg, Northern France, and Hungary. Its area of use on direct current systems (3 kilovolts) stretches from Belgium, Italy, and Poland (1.5 kilovolts) to the Netherlands and Southern France. It can also be used on the so-called mixed systems in Slovakia and the Czech Republic. DB Cargo ordered 100 units as the class 189 (delivery time 2003 to 2005). This locomotive comes with 2 trucks (B-B wheel arrangement), has a total weight of 87 metric tons, a length over the buffers of 19,580 millimeters / 64 feet 2-3/4 inches and reaches a maximum speed of 140 km/h / 88 mph. This locomotive borrows its looks from the modern DB electric locomotives with their striking end shape. The fluted walls on the locomotive serve to reduce weight and also give the locomotive a striking appearance on the sides. In addition to the four required type SBS 2T pantographs, the roof also has the AC main relay, the current system selection relay, and the lightening arrester. These components had to be mounted externally to allow enough space in the engine room for the direct current components and for train safety systems, which vary from country to country.

VI 21 LED NEM 15 +

22378 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 189 fast general-purpose locomotive. Multi-system locomotive with 4 pantographs. The locomotive looks as it currently does in real life.
Use: Cross-border, fast freight trains.

Model: The locomotive has a die-cast metal frame and body. It also has a 21-pin digital connector with bridge plugs for conventional operation. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal handrails. The engineer's cabs have interior details. Length over buffers 22.5 cm / 8-7/8".

- **Motor centrally mounted.**
- **First time in Trix H0.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 39860.

Class 152 Electric Locomotive

TRIX
H0

VI 21 LED NEM 15 +

22398 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 152 fast general-purpose locomotive. The locomotive looks as it currently does in real life.

Model: The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector with a bridge plug for conventional operation. It also has controlled 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 and will work in conventional operation. The lights are maintenance-free warm white or red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details.
Length over the buffers 22.5 cm / 8-7/8".

One-time series.

V60 608 Switch engine

MAX BÖGL

VI DCC mfx 15 +

22623 Diesel Locomotive.
Prototype: Switch engine road number V 60 608 painted and lettered for the firm Max Bögl.
Model: The frame and body parts are constructed of die-cast metal. The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion and Telex couplers. 3 axles and a jackshaft powered. The headlights will work in conventional operation and can be controlled digitally. The locomotive has metal end and side handrails. Length over the buffers 12 cm / 4-3/4".

- **Metal construction.**
- **Extensive sound functions.**
- **Double "A" light that can be controlled.**

This model is coming out in 2014 as a one-time series and is available exclusively at the VEDES specialty stores as long as supplies last.

Cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 47087, 47042, and 46318 (your VEDES specialty dealer will be happy to exchange the wheel sets free of charge).

Digital Functions	DCC
Headlight(s)	x
Telex coupler on the front	x
Diesel locomotive op. sounds	x
Horn	x
Telex coupler on the rear	x
Direct control	x
Rear Headlights off	x
Sound of squealing brakes off	x
Front Headlights off	x
"Switcher Double ""A"" Light"	x

46318 47042 22623

NOHAB Locomotives

TRIX
H0

The famous American F7/FP7 diesel locomotives of the Electro-Motive Division (EMD of General Motors, GM) were the basis for the NOHAB units also known as the "Round Noses", "Potato Beetles", or "Bulldogs". However, the direct prototype of the NOHABs did not come from America rather from Australia, since a rather European clearance gauge prevailed here and a six-axle bi-directional variant was also built by an Australian licensee. At the start of the Fifties, the European licensing variant AA16 was developed from this unit at GM/EMD. Its box body rode on two three-axle Flexicoil trucks with all of the wheel sets powered in both trucks or just the outer wheel sets of the trucks. The power transmission was done with the proven GM drive train with DC power transmission, whereby the main generator flange-mounted to the diesel motor powered the axle-suspended traction motors for the powered wheel sets. The type GM 567 two-stroke diesel motor was a slow-turning unit that was water-cooled and that could be controlled in eight speed steps. Finally, this rather archaic diesel electric – based on the GM regular production models of the Thirties and Forties – was no longer the latest level of technology, but it had proven itself over the years in thousands of locomotives.
European licensees of the type AA16 were initially the Swedish firm "Nydqvist och Holm Aktiebolag" (NOHAB) and later also the Belgian Société Anglo-France-Belge (AFB) as a sub-licensee of NOHAB. The Danish State Railways (DSB) were the first to order the NOHAB "Round Noses" in 1952, and between 1954 and 1965 they placed the more powerful variant, the MY 1101-1154, and the lighter and less powerful MX 1001-1045 in service.
From 1954 on the Norwegian State Railways (NSB) tested the NOHAB pre-production locomotive extensively and took them into their roster in 1957 as the Di 3.602.
At the same time additional NOHABs were ordered that were designated as the classes Di 3.603-623 and Di 3b.641-643 between 1957 and 1960. At the start of the Sixties extended its feelers to Hungary. The Hungarian State Railways (MAV) ordered a total of 20 units similar to the Di 3.623 they tested. These units were delivered to Hungary in two groups M61.001-020 in 1963/64.
In 1954, the Belgian State Railways (SNCB) ordered a total of 40 NOHABs from the Belgian sub-licensee AFB. These units saw the light of day between 1955 and 1957 in three classes: class 202 (1,720 horsepower, 120 km/h / 75 mph, with steam heating), class 203 (1,720 horsepower, 120 km/h / 75 mph, without steam heating), class 204 (1,900 horsepower, 140 km/h / 88 mph, with steam heating). From January 1, 1973 on, the class designations were 52, 53, and 54. Since the Luxembourg State Railways (CFL) urgently needed powerful diesel road engines, four of the units originally intended for Belgium were transferred to the CFL in April of 1955 as road numbers 1601-1604 and four additional locomotives were ordered for the SNCB.
The last regularly scheduled use of the "Round Noses" on the aforementioned state railroads ended in 2001. Several remained preserved however as operational museum locomotives. Part of the Scandinavian NOHABs were sold and began a second career with private transport firms. A pair of Danish MY units even came to Germany this way where with a little bit of luck you can still see them today.

22672 – Page 122

22673 – Page 123

22670 – Page 129

22671 – Page 130

Belgium

III DCC mfx NEM 15 +

22672 Diesel Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 204 diesel locomotive. NOHAB general-purpose locomotive in the green paint scheme of Era III.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

A car set to go with this locomotive can be found under item number 43544 in the Märklin H0 assortment.

Digital Functions	DCC
Headlight(s)	x
Diesel locomotive op. sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Conductor's Whistle	x
Front Headlights off	x
Whistle for switching maneuver	x
Switching maneuver	x
Engineer's cab lighting	x
Engineer's cab lighting	x

43544 22672

Luxembourg

TRIX
H0

III DCC mfx NEM 15+

22673 Diesel Locomotive.
Prototype: Luxembourg State Railways (CFL) class 1600 diesel locomotive. NOHAB general-purpose locomotive in the wine red paint scheme of Era III.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief.
Length over the buffers 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

Digital Functions	DCC
Headlight(s)	x
Diesel locomotive op. sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Conductor's Whistle	x
Front Headlights off	x
Whistle for switching maneuver	x
Switching maneuver	x
Engineer's cab lighting	x
Engineer's cab lighting	x

France

III DCC mfx LED NEM 15 +

22167 Tank Locomotive.
Prototype: French State Railways (SNCF) class 050 TA (former class 94.5) freight tank locomotive. Green basic paint scheme with a black smoke box. Without a pre-heater and without a smoke stack attachment. Road number 050 TA 23.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the 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. Piston rod protection sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- **Prototypical tooling changes.**
- **Without a pre-heater and a smoke stack attachment.**
- **With a rounded cab roof.**
- **With boards on the coal bunker.**
- **Especially finely detailed construction with many separately applied details.**
- **A wide variety of operating and sound functions that can be controlled.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37167.

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

TRIX
H0

IV V DCC mfx 15 +

22336 Electric Locomotive.
Prototype: French State Railways (SNCF) class BB 12 000. The locomotive looks as it did in Eras IV/V.
Model: The locomotive has a digital decoder with sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The dual 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. Brake hoses and reproduction prototype couplers can be mounted on the buffer beam.
Length over the buffers approximately 17.5 cm / 6-7/8".

Digital Functions	DCC
Headlight(s)	x
Electric locomotive op. sounds	x
Horn blast 1	x
Direct control	x
Horn blast 2	x
Headlight(s): Cab2 End	x
Headlight(s): Cab1 End	x

“175 Years of Railroading in the Netherlands”

The first rail line in the Netherlands went festively into operation between Amsterdam and Haarlem on September 20, 1839. The locomotive “De Arend” took 25 minutes to the run over the approximately 15 km / 9 mile long line. The new mode of transportation initially did not get much of a positive response from the Dutch, because the speed of the trains was much too high. Moreover, they made a frightful noise. Many people thought this new thing was not necessary and feared them as dangerous. In addition, this danger was quite real, because a short time later the steam boiler of a departing train blew up in the area of Gent. Overall, in the beginning there was a great deal of skepticism towards the railroad. After all the transport of freight by water had worked very well up until then.
However, even in the Netherlands the railroad soon embarked on its path of success despite all of the initial doubts. Rail lines expanded rapidly from Haarlem to Rotterdam and starting in 1843 the second important rail line was under construction from Amsterdam to Utrecht. In the following years, other lines quickly went into operation under the direction of various railroad companies. The rail network formed an important requirement for the industrialization that was beginning from 1870 on. Raw materials, freight, and workers also now had to be transported. The rail network was however one-sided and unbalanced in its setup. The southern and the northern provinces above all did not have rail connections at all and were therefore still not developed. The Dutch State Railroad was established on September 26, 1863 in The Hague in order to change this. It soon put numerous new lines into operation and later even lengthened most of them. By 1900, the railroad had developed into the most important means of transport in the Netherlands. In 1917, the Dutch State Railroad together with the Holland Railroad Company established a joint operating company. On January 1, 1938, the two companies merged under the name N.V. Nederlandse Spoorwegen (NS). Various lines were of course abandoned starting in the Thirties, particularly uneconomical short lines, but all in all the Netherlands still has an extensive, recently modernized rail network. About 75% of the Dutch rail network is electrified, with the exception of HSL Zuid and the Betuwe route with 1.5 kilovolt direct current. In 1993, the NS like the German Railroad, Inc. changed into a legally independent shareholder company (state-owned). In 2003, the NS sold its freight service business unit to the DB and now operates only commuter and long-distance passenger service. Regularly scheduled service has long been customary on the NS and one to two trains per hour link all of the country’s larger cities on regular schedules. Up to twelve trains per hour even run between the four largest cities, Amsterdam, Rotterdam, The Hague, and Utrecht. Trix congratulates the Netherlands for “175 Years of Railroading in the Netherlands“ .

V DCC mfx LED LED 1:93,5 15 +

22262 Electric Rail Car Train.
Prototype: Dutch State Railways (NS) four-part electric rail car train. Class ELD4, “Koploper” as Intercity powered rail car train ICM-4, road number 4237 and train destination sign “Amersfoort”. 1 motor car as a type mBDk end car, 2nd class, 1 type mB intermediate car, 2nd class, 1 type A intermediate car, 1st class, 1 type sBFk end car, 2nd class.
Model: The train has a digital decoder and extensive sound functions. It comes in a four-part version. The powered end car has a die-cast frame. The train has controlled, high-efficiency propulsion with a flywheel. 2 axles in one truck powered. Traction tires. The engineer’s cabs in both end cars have interior details. The train has power pickup in the end car at the front of the train; the power pickup changes with the direction of the train. It also has special close couplers with a guide mechanism. The train has factory-installed interior lighting. The interior details vary with the type of car. The triple headlights, dual red marker lights, and the interior lighting will work in conventional operation and can be controlled digitally. The headlights at car ends 2 and 1 can be turned off separately in digital operation. Light yellow and red LEDs are used for the headlights and marker lights. Warm white LEDs are used for the interior lighting. The construction of the running gear and the bodies is detailed. There is a representation of the “Scharfenberg” coupler with a cover on the end cars. A rigid drawbar coupling is included for multiple unit operation. The end cars come from the factory with closed crossover doors. A plug-in part included with the train makes it possible to represent swinging doors with a diaphragm pushed to the side on one end car.
Total train length approximately 114.8 cm / 45-3/16“.

- **Factory-installed interior lighting.**
- **Digital decoder with DCC and mfx format and extensive sound and light functions included.**

This model can be found in an AC version in the Märklin H0 assortment under item number 37423.

Digital Functions	DCC
Headlight(s)	x
Interior lights	x
Locomotive operating sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
Headlight(s): Cab2 End	x
Stat. Announce. – Dutch	x
Headlight(s): Cab1 End	x
Doors Closing	x
Conductor’s Whistle	x
Rail Joints	x
Operating sounds	x

The “Koploper” .

In the mid-Seventies, the Dutch State Railways needed new material to modernize its express passenger service. Trains with flexible utilization are required in this densely populated country in order to manage service in the urban areas. As a result, from 1977 to 1994, a total of 144 powered rail cars, the “Koploper” family, were placed into service. These powered rail cars could be separated and coupled quickly and easily at stops. It also became important that passengers be able to change from one unit to the other, when the train was in motion. The engineer’s cabs were thus quickly raised up one level and these powered rail cars were equipped with crossovers at the ends. This feature gives the “Koplopers” a brawny, unusual look. The “Koplopers” were built by the firms Talbot, CEM Oerlikon, and Holec, and were designated by the Dutch State Railways as the classes 4000 and 4200, which differed from one another in their motors. A short while ago the “Koplopers” underwent modernization and were equipped with air conditioning and facilities for handicapped people. These powered rail cars can reach 160 km/h / 100 mph and are run in the classic NS paint scheme, but they have also been used as advertising surfaces such as for the Olympic Games in 2008 in Beijing. The “Koplopers” are certainly a successful development in rail vehicle technology and they are clearly leaving their stamp on passenger service in the Netherlands with their unusual appearance.

Netherlands

Front Side

Rear Side

VI DCC mfx NEM 15 +

22128 Electric Locomotive.
Prototype: Dutch EETC class 1200 heavy general-purpose locomotive. Advertising design for the anniversary 175 Years of Railroading in the Netherlands. The locomotive looks as it did in 2013.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. Brake hoses can be mounted on the buffer beam. Length over the buffers 20.8 cm / 8-3/16".

- **Advertising locomotive for anniversary 175 Years of Railroading in the Netherlands**
- **Now with a centrally mounted motor.**
- **Four axles powered.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions included.**

One-time series.

Digital Functions	DCC
Headlight(s)	x
Stat. Announce. – Dutch	x
Electric locomotive op. sounds	x
Horn blast 1	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Conductor's Whistle	x
Front Headlights off	x
Compressor	x
Blower motors	x
Horn blast 2	x
Switching maneuver	x

IV DCC mfx NEM 15 +

22127 Electric Locomotive.
Prototype: Dutch State Railways (NS) class 1200 heavy general-purpose locomotive. Road number 1203. 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. 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. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. Brake hoses can be mounted on the buffer beam. Length over the buffers 20.8 cm / 8-3/16".

- **Now with a centrally mounted motor.**
- **Four axles powered.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions included.**

One-time series.

Digital Functions	DCC
Headlight(s)	x
Stat. Announce. – Dutch	x
Electric locomotive op. sounds	x
Horn blast 1	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Conductor's Whistle	x
Front Headlights off	x
Compressor	x
Blower motors	x
Horn blast 2	x
Switching maneuver	x

Denmark

TRIX
H0

III DCC mfx NEM 15+

22670 Diesel Locomotive.
Prototype: Danish State Railways (DSB) class MY 1100 diesel locomotive. NOHAB general-purpose locomotive in the wine red paint scheme of Era III.
Model: The locomotive has a digital decoder with 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 End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief.
Length over the buffers 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

A car set to go with this locomotive can be found under item number 42768 in the Märklin H0 assortment.

Digital Functions	DCC
Headlight(s)	x
Diesel locomotive op. sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Conductor's Whistle	x
Front Headlights off	x
Whistle for switching maneuver	x
Switching maneuver	x
Engineer's cab lighting	x
Engineer's cab lighting	x

42768 22670

Norway

III DCC mfx NEM 15 +

22671 Diesel Locomotive.
Prototype: Norwegian State Railways (NSB) class Di3 diesel locomotive. NOHAB general-purpose locomotive in the brown paint scheme of Era III.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 21.7 cm / 8-1/2".

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx/DCC digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**

Digital Functions	DCC
Headlight(s)	x
Diesel locomotive op. sounds	x
Horn	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Conductor's Whistle	x
Front Headlights off	x
Whistle for switching maneuver	x
Switching maneuver	x
Engineer's cab lighting	x
Engineer's cab lighting	x

TRIX
H0

VI DCC mfx NEM 15 +

22837 Heavy Diesel Locomotive.
Prototype: Heavy diesel locomotive, road number 5, (class T44), privately owned locomotive painted and lettered for the Swedish-Norwegian ore railroad MTAS, for switching ore cars in the ore harbor of Narvik. The locomotive looks as it did around 2010.
Model: The locomotive has a digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The 4-light headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Additional light functions can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 17.7 cm / 6-15/16".

- **DCC/mfx decoder with diesel locomotive sounds.**
- **Different light functions that can be controlled digitally.**
- **All axles powered.**
- **New handrails on the sides and ends.**

Digital Functions	DCC
Headlight(s)	x
Light Function1	x
Diesel locomotive op. sounds	x
Light Function 2	x
Direct control	x
Sound of squealing brakes off	x
Warning Sound	x
Switching maneuver	x
Rail Joints	x

märklín

Open House

19 to 20 September 2014

Make a note of it now!





www.maerklin.com

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.

Diesel Road Engine

VI 21 15 +

32712 Diesel Locomotive.
Prototype: German Railroad, Inc. (DB AG) road number 217 014-0 diesel road engine. Diesel hydraulic locomotive with electric train heating. With exhaust hoods.
Use: Passenger and freight trains.

Model: This locomotive is designed for operation on 3-rail Trix Express track. The locomotive frame is constructed of die-cast metal. The locomotive has a 21-pin digital interface connector. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel.
Length over the buffers 18.8 cm / 7-3/8".

One-time series.

The class 217 is the ideal motive power for the 31142 freight car set.

Freight Car Set

VI NEM 15 +

31142 Freight Car Set.
Prototype: 1 pressurized gas tank car painted and lettered for the firm Hoyer from Visselhövede, 1 pressurized gas tank car painted and lettered for the firm Schröder & Klaus from Lucerne, 1 type Rils 652 sliding tarp car painted and lettered for the firm OnRail. All of the cars are registered in Germany.
Model: These cars are designed for operation on 3-rail Trix Express track. The cars have close coupler mechanisms and NEM coupler pockets. Trix Express and Märklin couples are included.
Total length over the buffers 58.9 cm / 23-3/16".

One-time series.

Your specialty dealer will be happy to exchange the wheel sets free of charge:
700150 Märklin AC wheel set.
700580 Trix DC wheel set.

The locomotive to go with these cars is available under item numbers 32712 (Trix Express) and 22378 and 22398 (2-rail version for Trix H0).

Netherlands

TRIX EXPRESS

V 21 15 +

32399 Electric Locomotive.
Prototype: Dutch State Railways (NS) class 1800 general-purpose locomotive. New classification for the former class 1600. Road number 1855 with the coat-of-arms for the city of Eindhoven.

Model: This locomotive is designed for operation on 3-rail Trix Express track. The locomotive frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital interface connector. It also has high-efficiency propulsion. 2 axles powered. Traction tires. The dual headlights change over with the direction of travel.
Length over the buffers 21 cm / 8-1/4".

- **First time for the class 1800 in Trix-Express.**

One-time series.

The class 1800 is the ideal motive power for the 31141 passenger car set.

Netherlands

V | NEM | 1:100 | 15 +

31141 "Inter-City" Passenger Car Set.
Prototype: Four Dutch State Railways (NS) Inter-City cars. 1 type ICR-A10 open seating car, 1st class. 2 type ICR-B10 open seating cars, 2nd class. 1 type ICR-BKD combination car, 2nd class with a galley and baggage area.

Model: These cars are designed for operation on 3-rail Trix Express track. The cars have close coupler mechanisms and NEM coupler pockets. Trix Express and Märklin couples are included.
Total length over the buffers 105.6 cm / 41-9/16".

Your specialty dealer will be happy to exchange the wheel sets free of charge:
700150 Märklin AC wheel set.
700580 Trix DC wheel set.

One-time series.

The locomotive to go with these cars is available under item number 32399 (Trix Express).

TRIX EXPRESS

Trix Club

The attachment to our brand and to our systems is a phenomenon that we have learned to appreciate in our customers over the course of Trix' existence.
We are trying everything in our power to encourage this attachment. Over time this will only be successful with quality, with models that are impressive in their appearance and technology.
We would like to offer you still more beyond this: We invite you to become a member of the Trix Club. As a member of the Trix Club, you are always one step ahead of the others. You are even closer to everything; you receive regular, current information and have access to exclusive Club models and special models available only for club members.

The following services are provided as part of your annual membership for Euro 79.95 / CHF 129.90 / US $ 109.00 (as of 2013):

✘ *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.

✘ *All 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. Existing subscriptions can be carried over. The current subscription price of Euro 33.00 is included in your membership dues.

✘ *Exclusive Club Models.*

The exclusively designed and manufactured club models are made available only to Club members. You receive a personalized, high-quality certificate for all the locomotive models you order, sent to your home after shipping.

✘ *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. Each model a collectible every year.

✘ *Annual Chronicle 2 times a year.*

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.

✘ *Trix Club Card.*

Your personal club card (it has a new design every year) identifies you as a club member and gives you many advantages. You'll receive savings on tickets to enter many museums, shows, and musicals (in Germany and certain other parts of Europe) among other things.

✘ *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.

It's quite easy to become a member in the Trix Club:
Fill out the registration form on page 208 and send it to us or register online at the club page http://club.trix.de

And, if you have questions or wants, you can reach us at:

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

Special Car for Celebrants

III NEM 15 +

33965 Tank Car.
Prototype: "Damman & Lewens" 2-axle tank car, used on the German Federal Railroad (DB).
Model: The car has a separately applied platform, running board, and ladder. It also has a detailed, partially open frame with.
Length over the buffers 100 mm / 3-15/16".

Special car for Trix Express celebrants.
Only for members with 5 completed years of Trix Cub membership.

32 3760 04 DC wheel set.
36 6679 00 AC wheel set.

Status: 1/2014

Trix-Club · Registration Form

TRIX CLUB

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

☐ Mr. ☐ Mrs./Ms.

Title

*Last Name, First Name (please print)

* Street, Number

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

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

*Country

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

@ E-mail address

Language requested

☐ German ☐ English
☐ French ☐ Dutch

Club News requested in

☐ German ☐ English

I would like to receive my annual car either in

☐ **Minitrix** or ☐ **Trix H0** or ☐ **Trix Express**
(All three are not possible – even for an extra charge)

I am particularly interested in

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

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

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

Fields marked with * must be completed.

I am paying my one year membership fee of EUR 79.95/CHF 129.90/$ 109.00 U.S. Funds (as of 2014):

(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 willl be sufficient to ensure the deadline. I have taken notice of my right of withdrawal.

Data protection notice:

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

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

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

Date Signature Date Signature Date Signature

NH 2014

REPLY
Trix-Club
Postfach 9 60
73009 Göppingen
Germany

Your current benefits* at a glance:

All 6 Issues of the Märklin Magazin
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.

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
The exclusively designed and manufactured club models are made available only to Club members. You receive a personalized, high-quality certificate for all the locomotive models you order, sent to your home after shipping.

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. Each model a collectible every year.

Annual Chronicle 2 times a year
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, issued each year, opens up the world of model railway hobbyists in a very special way. Because as a member, not only are you a premium customer, but you also receive impressive benefits from currently over 90 participating partners. Moreover, your personal membership card can be used to place orders for all the exclusive products offered to club members.

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 very special way and connect your model railway with its real-life example. On our club trips, as we travel through fairytale landscapes to wonderful destinations, you can also talk shop with your like-minded fellow travelers. And to top it all, club members receive a discount on the cost of the trip.
Club members also receive reductions on entrance fees to model railway exhibitions where Märklin is exhibiting, along with a small welcome gift.

See you soon in the Trix-Club!

TRIX CLUB

Annual Club Car for 2014

H0

N

* 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 10:00 AM - 6:30 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

Trix Club Special Cars

I NEM 15 +

15954 Trix Club Car for Minitrix in 2014.
Prototype: Beer refrigerator car used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car painted and lettered for the brewery Eberl-Bräu München, car type with a brakeman's cab and ice hatches.
Model: The car has authentic paint and lettering for Era I. It also has a close coupler mechanism and spoked wheels.
Length over the buffers 55 mm / 2-3/16".

One-time series in 2014 only for members of the Trix Club.

I NEM 15 +

24814 Trix Club H0 Car for 2014.
Prototype: Beer refrigerator car used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car painted and lettered for the brewery Eberl-Bräu München, car type with a brakeman's cab and ice hatches.
Model: The car has authentic paint and lettering for Era I. It also has an NEM coupler pocket and a close coupler mechanism.
Length over the buffers 10.1 cm / 4".

One-time series in 2014 only for members of the Trix Club.

33 3400 09 Trix Express wheel set.
34 3012 11 Märklin AC wheel set.

I NEM 15 +

33914 Trix Express Club H0 Car for 2014.
Prototype: Beer refrigerator car used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car painted and lettered for the brewery Eberl-Bräu München, car type with a brakeman's cab and ice hatches.
Model: This car is designed for operation on 3-rail Trix Express track. The car has authentic paint and lettering for Era I. It also has a close coupler mechanism and spoked wheels.
Length over the buffers 10.1 cm / 4".

One-time series in 2014 only for members of the Trix Club.

32 3600 09 Trix DC wheel set.
34 3012 11 Märklin AC wheel set.

Museum Cars 2014

Company History of the Pewter Figure Manufacturer Ernst Heinrichsen, Nürnberg.

From 1839 to 1938, 3 generations of the Heinrichsen Family (Ernst, Wilhelm, and Ernst Wilhelm) created an inventory of about 16,000 molds for pewter figures, half of which were done after 1900 for "culture historical" 30 mm / 1-3/16" figures. It is a special stroke of luck to consider that not only (almost!) all of the molds but also complete documentation survived all of the wars in the company's archives and are still accessible to us today. The company founder Ernst Carl Peter Heinrichsen was born in 1808 in Silesia and began an apprenticeship there as a pewter smith. In 1822, he went tramping with his certificate of apprenticeship and came in 1826 or 1827 to Nürnberg. Here he first found work with the pewter smith Ammon, where he chiefly made slate molds for pewter figures. Starting in 1832 Ernst Heinrichsen worked as an independent engraver and produced steel dies for goldsmiths, all kinds of tools for pressing knife handles as well as brass plates for bookbinders, who used them to decorate wallets, albums, or song books. In addition, he engraved signet rings. Although he was successful in this profession, Ernst Heinrichsen once again went back to the profession for which he had studied. He was granted a license on September 6, 1839 from the municipal council in Nürnberg for the "casting of leaden children's toys made of so-called fast Rose'schen liquid metals".
Wilhelm Heinrichsen was born as his first child in 1834. He was less artistically minded, but with a certain business flair, he brought the company to an economic high point after he had taken over responsibility for the business in 1869 from his father.
While Ernst Heinrichsen mainly developed molds for pewter figures that illustrated current events, Wilhelm Heinrichsen took up the representation of historic events in the Eighties of the 19th century. He engaged renowned artists for the designs for these series.
At the start of the 20th century Wilhelm's son Ernst Wilhelm (1867-1938) took over the company. At this time pewter figures changed from toys to collector items, whereby production was concentrated almost exclusively on the 30 mm / 1-3/16" size figure. In the process, other requirements were placed on the accuracy of the representation. Ernst Wilhelm Heinrichsen engaged famous artists to work for him in order to be able to offer so-called "culture-historical figures".
In 1981, the first "new editions" from the historic molds appeared under the management of the 6th generation of the family.
The figures were sold directly by mail order by Ernst Heinrichsen. The Hofmann shop (formerly Schiller Pewter Models) that had been in Nürnberg since 1979 and that had sold Heinrichsen figures, closed in December of 2010. However you can still pick up pre-ordered figures in Nürnberg.

III NEM 15 +

15564 Minitrix Museum Car for 2014.
Prototype: Type G02 boxcar with a brakeman's cab.
Model: This is a two-axle privately owned freight car painted and lettered for the firm Ernst Heinrichsen Zinn Figuren Fabrik / Ernst Heinrichsen Pewter Figures Manufacturer, Nürnberg, Germany. The model has an Era III paint scheme and lettering. It also has a close coupler mechanism.
Length over the buffers 60 mm / 2-3/8".

Included with this car is an original, lovingly designed pewter toy stand from the firm Heinrichsen, packaged in the genuine "Crocodile" packaging of the company.

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

III NEM 15 +

24714 Trix H0 Museum Car for 2014.
Prototype: Type G02 boxcar with a brakeman's cab.
Model: This is a two-axle privately owned freight car painted and lettered for the firm Ernst Heinrichsen Zinn Figuren Fabrik / Ernst Heinrichsen Pewter Figures Manufacturer, Nürnberg, Germany. The model has an Era III paint scheme and lettering. It also has a close coupler mechanism.
Length over the buffers 11.0 cm / 4-5/16".

Included with this car is an original, lovingly designed pewter toy stand from the firm Heinrichsen, packaged in the genuine "Crocodile" packaging of the company.

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

700150 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 9:00 AM to 6:00 PM

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

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

Manufacturer's Warranty.

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

General Notes

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

Some important items of general importance are summarized below:

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

Important Service Information TRIX

Deutschland

Service Center
Ersatzteilberatung, Fragen zu Technik,
Produkten und Reparaturaufträgen
(Montag bis Freitag 10.00 – 18.30 Uhr)

Telefon 0 90 01/ 608 -222 (nur aus dem Inland*)
+49 (0) 7161/608-222 (nur aus dem Ausland)
Fax +49 (0) 7161/608-225
E-Mail service@maerklin.de

USA

Technical Hotline
Contact Person: Dr. Tom Catherall
Telephone 801-367-1042
E-mail tom@marklin.com

Warranty
Wm. K Walthers, Inc.
5601 W. Florist Ave.
Milwaukee, WI 53218, USA
Toll Free Phone (866) 833-1468
Phone (414) 527-0770
Fax (414) 527-4423
(ATTENTION TRIX WARRANTY)
E-mail custserv@walthers.com
Hours of operation
Mondays through Fridays 8:00 AM – 5:00 PM CST

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.

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.

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

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@marklin.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@marklin.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@marklin.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

Explanation of Symbols

DCC decoder.

Selectrix decoder.

DCC/ Selectrix decoder.

Digital locomotives or digital device for the Märklin Digital System (Motorola format).

Digital decoder with up to 16 digitally controllable functions when operated with the **60212/60213/ 60214/60215 Central Station**. With up to 9 functions with the **60652/60653 Mobile Station.** With up to 5 functions with the **6021 Control Unit.** Available functions depend on how the locomotive is equipped.

Small digital connector (66836/66838 Selectrix decoders).

Large digital connector (66837 Selectrix decoder).

14-pin connector.

21-pin connector.

Sound effects circuit.

Single headlight in the front.

Single headlight front and rear that changes over with the direction of travel.

Dual headlights in the front.

Dual headlights in the front that change over in one direction of travel.

Dual headlights front and rear.

Dual headlights front and rear that change over in one direction of travel.

Dual headlights front and rear that change over with the direction of travel.

Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.

Triple headlights in the front.

Triple headlights in the front that change over in one direction of travel.

Triple headlights in the front, one white marker light in the rear that change over with the direction of travel.

Triple headlights in the front, dual white marker lights in the rear.

Triple headlights in the front, dual headlights that change over in one direction of travel.

Triple headlights in the front, dual red marker lights in the rear that change over with the direction of travel.

Triple headlights front and rear.

Triple headlights front and rear that change over in one direction of travel.

Triple headlights front and rear that change over with the direction of travel.

Triple headlights in the front, dual white marker lights in the rear that change over with the direction of travel.

Built-in interior lighting.

Interior lighting can be installed.

Built-in marker light(s).

Marker light(s) can be installed.

Built-in LED interior lighting.

LED interior lighting can be installed.

Lighting with warm white LED's.

Metal locomotive frame and body.

Metal locomotive frame and boiler.

Mostly metal locomotive body.

Metal locomotive frame.

Metal car frame and body.

Mostly metal car body.

Metal car frame.

Scale for the passenger car length 1:87.

Scale for the passenger car length 1:93.5.

Scale for the passenger car length 1:100.

Power supply can be switched to operate from catenary.

NEM coupler pocket and close coupler mechanism.

Märklin exclusive special model – produced in a one-time series.
The Märklin-Händler-Initiative / Märklin Dealer Initiative is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).

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.

Index to the Item Numbers

TRIX

*** Available 2015.

TRIX

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

www.trix.de

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors. Some of the models shown in the photographs are hand samples.
The regular production models may vary in details from the models shown.

Union Pacific, Rio Grande and Southern Pacific are registered trademarks of the Union Pacific Railroad Company. Other trademarks are the property of their owners.

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

243501 – 01 2014