TRIX

New Items 2011

Trix. The Fascination of the Original.

DB
216 006-7

Dear Trix Enthusiasts,

We are very pleased to give you our Trix New Items brochure for 2011. Once again we would like to take you on a trip into the world of model railroading. So, get on board and let yourself be swept along – just like we do – by the fascination of model railroading.

Regardless of whether it is charming, finely constructed, or also elegant, each high quality model has its own special character, its own pedigree based on its prototype. This features make our model railroad models unique, precious, and valuable.

Anyone who visited us in September of 2010 on the open house day in Göppingen understands us only too well. The openness, and the sense of responsibility our colleagues we feel is reflected in the way our products come into being and lastly also in each individual model.

Anyone who missed this interesting weekend can look forward to September of 2011. We would cordially like to invite all model railroad enthusiasts, fans, and interested parties not for two but rather for three entire days to our "little corner of the world". September 16 – 18, 2011 the International Model Railroad Show (IMA) will take place for the first time at Märklin in Göppingen in conjunction with the Model Railroad Meet! A large train show of historic originals, an attractive entertainment program for families, and great layouts from different model railroad clubs, and last but not least exhibitions of all the famous manufacturers in the model railroad industry await you at this mega event. Don't miss this important date and mark it down in your calendar!

Until then we hope you have a lot of fun with your model railroad models and layouts and much pleasure leafing through our Trix New Items brochure for 2011. We are sure that you will discover jewel or two for your collection from among the highlights that we have conjured up for Trix H0 and Minitrix from our treasure chest.

Your Trix Team

TRIX

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One-Time Series in 2011

Starting in 2011, the Märklin-Händler-Initiative / Märklin Dealer Initiative (also known as the Märklin "Exclusiv" program) is turning into an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL). This will open up to dealers worldwide what has been a national association for the last 21 years.
Since 1990, the MHI has produced one-time special series for its members, which have been available exclusively through dealers in the group.

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 .

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

The dealers in our international association are distinguished by carrying the entire Märklin/Trix assortment as well as having special qualifications for giving advice and service.

MHI dealers in your area can be found on the Internet at www.mhi.de.

12361 Powered Catenary Maintenance Car.
Prototype: German Railroad, Inc. (DB AG) class 701 maintenance car. The car has a movable work platform and a single arm pantograph. Used for maintaining and checking catenary wires.

Model: The frame is constructed of die-cast metal. The car has a 5-pole motor with a flywheel. All of the axles are powered. The car has triple headlights and dual red marker lights with maintenance-free LEDs. They will work in conventional operation and can be controlled digitally. The work platform can be turned, raised, and lowered manually. The car has these separately applied details: imitation neon tubes, skylight windows, antenna, horn, work lights, and ladders. The single arm pantograph on the roof is not wired to take power. The ends of the car have non-working reproductions of prototype couplers.
Length over the buffers 87.5 mm / 3-7/16".

HIGHLIGHTS

+ All of the light functions can be controlled digitally.
+ Many sound functions that can be controlled digitally.

12363 "LINT" Diesel Powered Rail Car Train.
Prototype: Commuter Service powered rail car train painted and lettered for the Hessian Provincial Railroad (HLB). Version of LINT 41/H with high-platform entries.
Model: The train has a built-in digital decoder and sound effects generator for operation with DCC, Selectrix, and Trix Systems. The train can also be run conventionally. The motor has a flywheel. 2 axles powered. The two train halves are close coupled with the Jakobs truck with a close coupling mechanism. The headlights and marker lights change over with the direction of travel. LEDs are used for the interior lighting and the train destination signs, and they can be controlled digitally. The interior details are done in several parts.
Length over the buffers 262 mm / 10-5/16".

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

Digital version for experienced model railroaders, for operation with DCC and Selectrix. Can also be used in analog operation (without the controllable functions).

Digital Functions	Sx	DCC
Headlight(s)	x	x
Interior lights		x
Diesel locomotive op. sounds		x
Horn		x
Station Announcements		x
Doors Closing		x

One-time series for 2011

Class 701 Powered Catenary Maintenance Rail Car

HIGHLIGHTS

+ Can motor with a bell-shaped armature.
+ Single-arm pantograph included.

22972 Powered Catenary Maintenance Rail Car.
Prototype: German Railroad, Inc. (DB AG) class 701 maintenance vehicle. Movable work platform and double arm pantograph included.
Use: For servicing and checking catenary.

Model: The body is constructed of die-cast metal. The model has a 21-pin digital connector. It also has a can motor with a bell-shaped armature, centrally mounted. 2 axles powered. The headlights (warm white LEDs) and the red marker lights are maintenance-free LEDs, they will work in conventional operation, and can be controlled digitally. The pantograph and the work platform can be moved manually: the platform can be raised and lowered as well as turned to the right and left. The pantograph can be raised and lowered. The pantograph cannot take power from catenary. The engineer's cab has interior details. The separately applied details are: imitation of neon tubes, clerestory windows, antenna, horn, flood lights, and ladders.
Length over the buffers 16 cm / 6-5/16".

EXCLUSIV 1/2011

One-time series for 2011

Class 285 Diesel Locomotive

TRIX
H0

HIGHLIGHTS

+ DCC decoder with controllable sound functions.
+ Detailed, affordable beginner's model.

VI DCC NEM

22285 Diesel Locomotive.
Prototype: CB Rail class 285 diesel electric locomotive, leased to the ITL Railroad Company, Inc., Dresden, Germany. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.
Model: The locomotive is constructed of metal with many cast-on details. It has a DCC decoder, a special can motor, and controllable sound functions. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has NEM coupler pockets.
Length over the buffers 21.7 cm / 8-9/16".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 36653.

Digital Functions	Sx	DCC
Headlight(s)		x
Diesel locomotive op. sounds		x
Horn		x
Direct control		x

One-time series for 2011

TRIX
H0

HIGHLIGHTS

+ New tooling for the WoodTainer XS containers with a cover, with a container volume of 24 cubic meters / 858.15 cubic feet.
+ These cars are ideal for unit trains.

VI NEM

24110 Container Flat Car Set with WoodTainer XS Containers.

Prototype: 2 German Railroad, Inc. (DB AG) type Sgns 691 four-axle flat cars for containers. "Traffic Red" basic paint scheme. Each car loaded with 4 WoodTainer XS Containers with covers, lettered for the Austrian firm Innofreight, A-8600 Bruck an der Mur, Austria. Container volume 24 cubic meters / 858.15 cubic feet for optimal transport of bulk freight in terms of weight. The cars and containers look as they currently do in real life in 2010.

Model: The cars have type Y 25 trucks. The flat car floors are constructed of metal with striking fish belly side sills and are partially open as in the prototype. Each flat car is loaded with 4 removable WoodTainer XS containers with covers. Both flat cars have different car numbers and the containers have different registration numbers. Each car and its containers come individually packaged.
Total length over the buffers 45.6 cm / 17-15/16".

AC wheel set per car 4 x 700150.

One-time series.

This car set can be found in an AC version in the Märklin H0 assortment under item no. 47076 but with different car numbers and container registration numbers.

HIGHLIGHTS

+ New tooling for the dumping hoppers.
+ 2-part construction with a hopper and tarp cover.
+ All of the dumping hoppers have different hopper numbers.
+ Prototypical load.

VI NEM

24111 Low Side Car Set.

Prototype: 2 type Rens four-axle low side cars with stakes. Privately owned cars of the firm AAE Cargo AG, Zug, Switzerland, leased to the firm Awilog Transport GmbH, Oberriexingen. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with steel side walls and stakes that can be folded down. Each car has a hand wheel for brakes that can be set from the car floor. Each low side car is loaded with 7 dumping hoppers with tarps for the firm Awilog. The cars look as they did around 2009.

Model: The low side cars have type Y 25 trucks. They also have metal inserts for good running characteristics. The underbodies are specific to the cars, with center sills and trapezoidal shaped openings. The cars have many separately applied details. Each car is loaded with 7 dumping hoppers. The dumping hoppers have 2-part construction with a tarp cover. There are additional transport restraints for the dumping hoppers. Both cars have different car numbers. All of the dumping hoppers have different hopper numbers. Each car comes individually packaged with its hoppers. There is also a master package for both cars.
Total length over the buffers 45.9 cm / 18-1/16".

AC wheel set per car 4 x 700150.

One-time series.

This car set can be found in an AC version in the Märklin H0 assortment under item no. 47029 but with grayish white hoppers and red tarp covers.

EXCLUSIV 1/2011

One-time series for 2011

New Items for N Gauge

N stands for the number nine, 9 millimeters – not even a whole centimeter – that offers us unlimited possibilities in the world of model railroading! It's not just that the scale of 1:160 from Minitrix calls for merely one quarter of the area for a comparable H0 layout, the true-to-life detailed precision of locomotives and cars in N Scale does not have to shrink from a comparison with the "big ones"! Naturally, we have provided for new growth this year in our "Mini" assortment and we would now like to introduce selected new items for 2011 to you.

One of our highlights is the German Federal Railroad (DB) class 50 freight train steam locomotive. This locomotive with a tender is being produced in 2011 in a one-time series exclusively for our Trix Club members. Among the prototypical features of this version are the body constructed of die-cast metal, the box-style tender, the Wagner smoke deflectors, and last but not least the Giesl ejector. With its warm white LEDs this model is must on every Minitrix fan's layout.

Three starter sets with prototypes from Era V can give you a successful start in the world of Minitrix. The "France" digital starter set with the BB 67000 and a French State Railways (SNCF) freight train is being offered with four modern freight cars. Another way to get started is the "Freight Train" starter set with the MAK DE 1002 'EuH' whose prototype is the freight train run by the "Eisenbahn und Häfen" / "Railroad and Harbors", Duisburg (EuH), Germany. Five hopper cars are included in this set in addition to the diesel locomotive. The third starter set in our beginners' area has a passenger train whose prototype is a German Railroad, Inc. (DB AG) commuter train: The class 110 electric locomotive with streamlined ends ("Pants Crease") as it looked when built starting in 1963. Also included in this set are two bi-level cars, 2nd class, and a bi-level cab control car, 1st/2nd class.

The prototype of our next new item is currently used in Era VI: The Coradia Lint 41, a commuter powered rail car painted and lettered for the Hessian Provincial Railroad (HLB), also known under the short name "LINT", is being issued in 2011 in a one-time series exclusively for the Märklin "Exclusiv" program. If you turn your gaze from Hesse to Bavaria and go back to Era I, you'll encounter the Royal Bavarian State Railroad class PtL 2/2 tank locomotive, also called the "Glaskasten" / "Glass Box". Our "Walhalla" train set has all of the components for a prototypical reproduction: a passenger car, 3rd class, a passenger car 2nd/3rd class, and a mail/baggage car. Another model from the Royal Bavarian State Railroad is the class G 3/4H freight train locomotive with a tender. A freight car set consisting of five attractive cars is being offered to go with this locomotive.

Our car display "Steel Slabs" is being offered for the theme "Heavy Steel Transport": The ten heavy duty flat cars with the DB type SSym 46 as a prototype were used in Era III for the transport of heavy freight and vehicles. Each car comes loaded with three steel slab reproductions with realistic coloring. The ten cars are pulled by the powerful DB class 41 freight train locomotive with a tender.

Famous trains from the Swiss Federal Railways (SBB/CFF/FFS) provide us with two more new items: The class RAm TEE I express powered rail car train, road numbers 501 and 502, is coming out as it originally looked in Era III. Its prototype, the Trans Europe Express, linked Switzerland, Germany, and the Benelux countries with each other. The Era V class Re 4/4 II electric locomotive that is being produced in a one-time series is being presented in the Swiss Express paint scheme as the train looked starting in 1967. There is an express train passenger car set to go with this locomotive, also in the Swiss Express paint scheme. Included in the set are an express train passenger car, 1st class, two express train passenger cars, 2nd class, and a cab control car, also 2nd class.

From our neighbor to the south Austria comes the regional fast train "Wiesel" with the Era VI Austrian Federal Railways (ÖBB) class 1116 locomotive. The prototype of this model is the ÖBB's City Shuttle as it has looked since 1999. This express train's locomotive, also known as the "Taurus", comes with four bi-level passenger cars and a bi-level cab control car, all of the cars for 2nd class.

Have fun with our colorful Minitrix model railroad parade!

“Railroad and Harbors” Starter Set

V NEM NEM

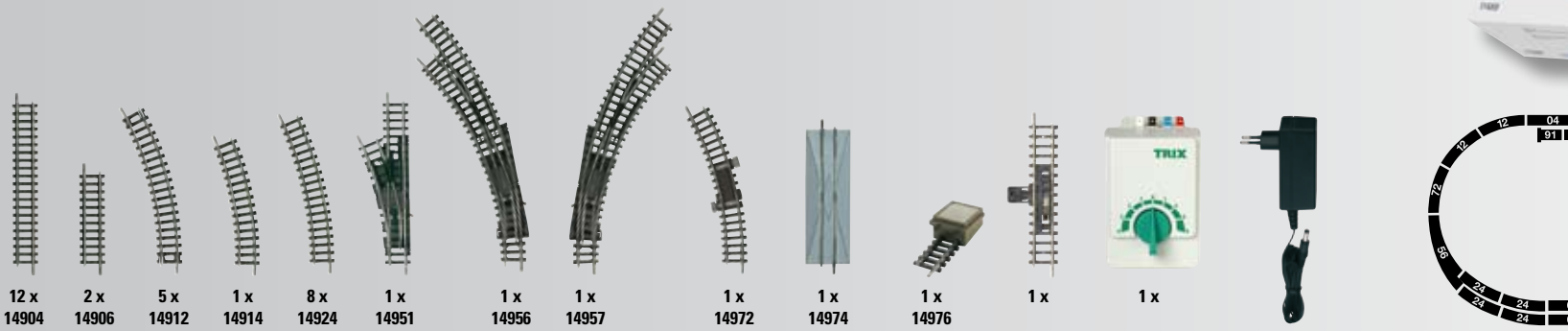
The locomotives for “Eisenbahn und Häfen” / “Railroad and Harbors”, a subsidiary of Thyssen-Krupp, are also used on German Railroad, Inc. routes. In addition, this subsidiary has its own track network of several hundred miles connecting the factories and harbors of Thyssen-Krupp with each other. In the Ruhr area these locomotives are an everyday sight on rail routes for steel traffic.

11489 Starter Set with a Freight Train, Track Layout, and a Locomotive Controller.
Prototype: “Railroad and Harbors”, Duisburg (EuH), freight train: MAK diesel locomotive. 5 type Fal hopper cars.
Model: The locomotive has a digital connector. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive has metal hand rails and end platforms. The locomotive and the cars have close coupler mechanisms. The cars are loaded with „limestone“.
Total train length 446 mm / 17-9/16“.

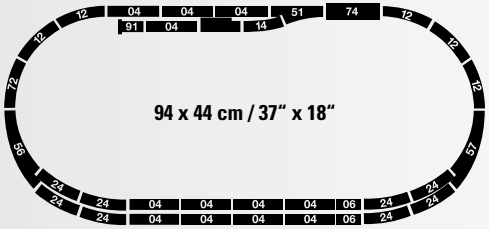
The set has an oval of track 94 x 44 cm / 37“ x 17-5/16“, a station set with two curved turnouts and a passing siding as well as a switching set with an uncoupler track. A locomotive controller, switched mode power pack, and hardware for hooking the track layout to the controller.

The set can be expanded with the 14301 track extension set and the entire Minitrix track program.

The 14934/14935 electric turnout mechanism can be installed in all of the turnouts.



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 14972 | 1 x 14974 | 1 x 14976 | 1 x | 1 x



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MINITRIX
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Starter Set with a Passenger Train

HIGHLIGHTS

\+ The locomotive has a new road number.

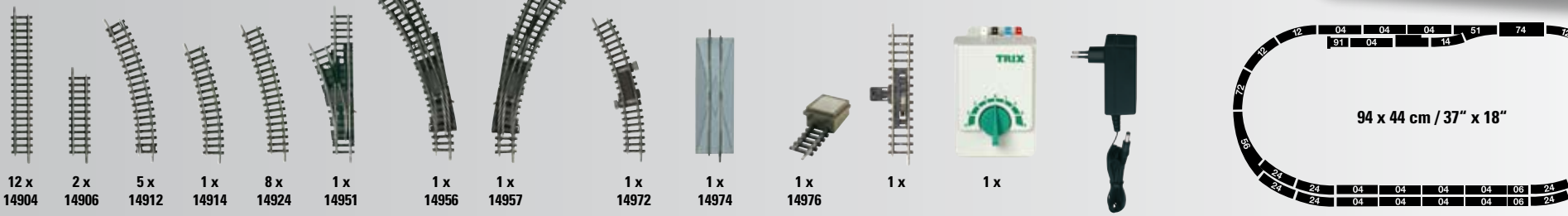
V NEM NEM

11490 Starter Set with a Passenger Train, a Track Layout, and a Locomotive Controller.
Prototype: German Railroad, Inc. (DB Regio) commuter train: Class 110 electric locomotive with streamlined ends ("Pants Crease"). B-B wheel arrangement. Built starting in 1963. Modernized version. 2 type DBz 750 bi-level cars, 2nd class, 1 type DABpbzf 764 bi-level cab control car, 1st/2nd class.
Model: The locomotive has a digital connector and a motor with a flywheel. 4 axles powered. Traction tires.

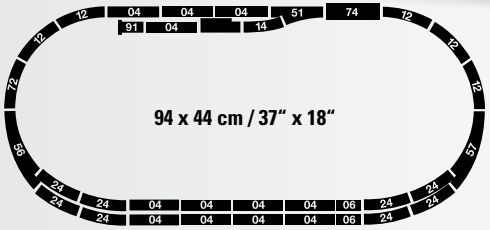
The headlights change over with the direction of travel; the white headlights and red marker lights on the cab control car also change over with the direction of travel. The locomotive and the cars have close coupler mechanisms.
Total train length 615 mm / 24-1/4".

The set has an oval of track 94 x 44 cm / 37" x 17-5/16", a station set with two curved turnouts and a passing siding as well as a switching set with an uncoupler track. A switched mode power pack and a locomotive controller are included.

This set can be expanded with the large 14301 track extension set and with the entire Minitrix track program. The 14934/14935 electric turnout mechanism can be installed in all of the turnouts.



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 14972 | 1 x 14974 | 1 x 14976 | 1 x | 1 x



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MINITRIX

“Walhalla” Train Set

If you go down the Danube, you’ll discover a Greek marble temple about ten kilometers / 6 miles beyond. Leo von Klenze was inspired by the Parthenon in Athens when he was given the contract to build a hall of fame. This building was given the name “Walhalla” from the home of the German gods. King Ludwig was able to proclaim on October 18, 18742 twenty-six years after the start of the work: “May Walhalla be conducive to strengthening and increasing German virtue! May all Germans, regardless of their heritage, always feel that they have a common Father Land.” The busts of 126 important personalities stand in this hall that is worth seeing. Most of them come from German language areas, among them Johann Sebastian Bach and Ludwig van Beethoven, Otto von Guericke, and Johann Gregor Mendel, Johannes Gutenberg and Jakob Fugger, August II of Saxony and Friedrich II of Prussia, Immanuel Kant and Gottfried Wilhelm Leibniz as well as Sophie Scholl and Ulrich von Hutten. In addition, 64 memorial tablets evoke great personalities such as Hildegard von Bingen and Albertus Magnus, Roswitha von Gandersheim and Walther von der Vogelweide, Heinrich III and Hermann the Cheruscan as well as Peter Henlein and cathedral builder Gerhard. Some visitors will surely miss many prominent people such as Friedrich List. This does not harm the standing however of this unusual memorial. A complete list of the personalities honored in Walhalla can be found on the Internet at http://de.wikipedia.org/wiki/Walhalla

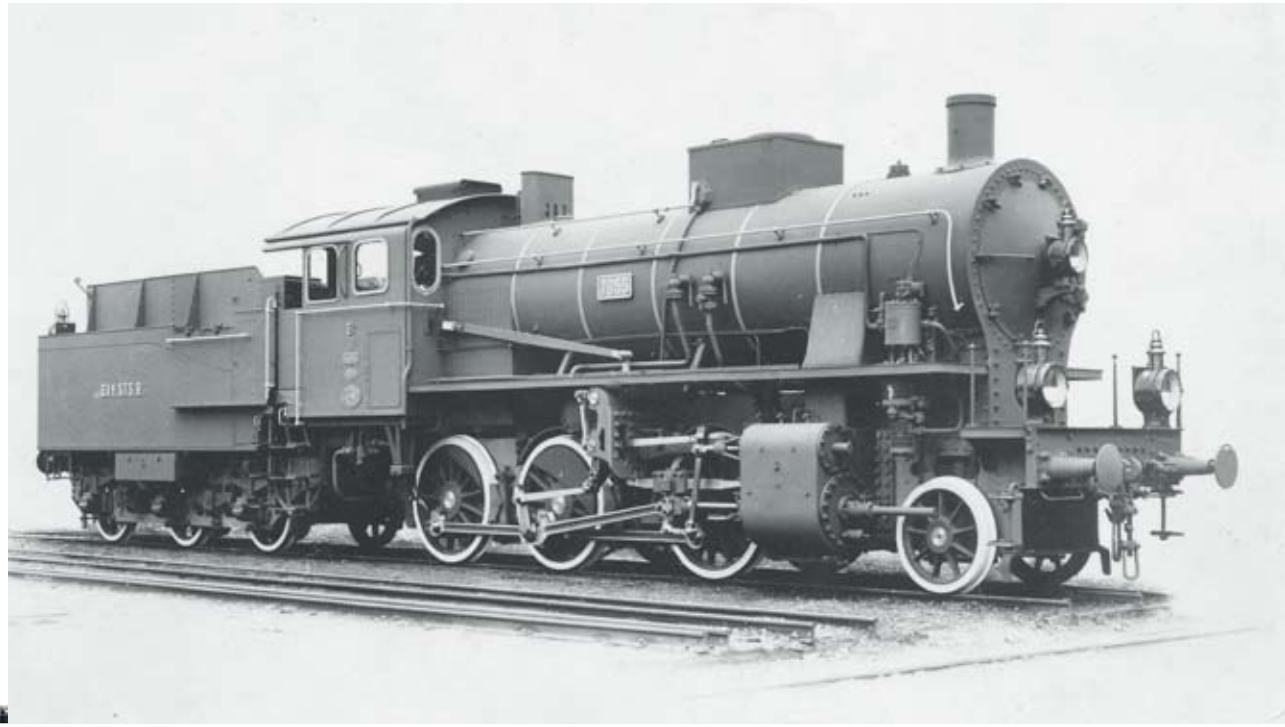
HIGHLIGHTS

+ Comes from the factory with a dual-language DCC-Selectrix decoder.
+ Also suitable for analog operation.

I DCC SX NEM

11617 “Walhalla” Train Set.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class PtL 2/2 “Glaskasten” / “Glass Box” tank locomotive. 0-4-0T design, built starting in 1909. 1 type C passenger car, 3rd class, built in 1910, 1 type BC passenger car, 2nd/3rd class, built in 1910, 1 type PwPostL mail/baggage car, built in 1914. 1 tank car with a brakeman‘s cab, privately owned car. Based in Regensburg, Germany.
Model: The locomotive has a jackshaft, a permanently installed DCC-Selectrix decoder with automatic system and analog recognition. The locomotive body is constructed of die-cast metal in a green K.Bay.Sts.B. paint scheme. 2 axles powered. The cars have close coupler mechanisms.
Total length over the buffers 265 mm / 10-7/16“.

Royal Bavarian State Railroad



HIGHLIGHTS

+ Model refinement.
+ Warm white LED.
+ Oxidized wheels and valve gear.

I NEM

12348 Freight Train Locomotive with a Tender.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class G 3/4H. 2-6-0 design, built starting in 1919.
Use: Light and medium weight freight and passenger trains.

Model: The locomotive has a digital connector, and the frames for the locomotive and the tender are constructed of die-cast metal. The motor and gear drive are in the tender. 3 axles powered. Traction tires.
Length over the buffers 114 mm / 4-1/2".

15070 12348

I NEM

15070 Freight Car Set.
Prototype: 5 different Bavarian State Railways freight cars. 1 type Pg freight train baggage car, 1 beer refrigerator car used by the “Spatenbräu” brewery, 1 tank car painted and lettered for “Melasse- und Kraftfutterwerke, Feldmoching” / “Molasses and Animal Feed Works, Feldmoching (Bavaria)”, 1 type SSml flat car with a load of wood beams, 1 type OOt service coal hopper car.

Model: The cars have finely detailed frames and car bodies. They come individually packaged and marked. There is also a master package for the cars. The cars have NEM coupler pockets with a close coupler mechanism.
Total length over the buffers 358 mm / 14-1/8“.

Passenger and Freight Service

12388 Diesel Powered Rail Car.
Prototype: German State Railroad Company (DRG) class VT 135 and class VB 140 diesel powered rail car train. A-1 + 2 wheel arrangement, built starting in 1935.
Use: Commuter service.
Model: The train has the cream-white paint scheme of 1935, with a different road number, factory-installed, dual language DCC/Selectrix decoder with automatic system recognition. The train can also be used in analog operation. The frame is constructed of die-cast metal. 2 axles powered. The train has a close coupler mechanism between the cars.
Length over the buffers 156 mm / 6-1/8".

The class S 3/6 locomotive was an extremely successful design that also gave excellent results beyond Bavaria. For that reason the German State Railroad Company ordered additional locomotives in the years 1923 to 1930 from Maffei and Henschel. A striking feature was the engineer's cab that no longer had a streamlined arrow shape to it; it now had a straight front. Along with the now longer looking boiler, this cab gave the locomotive a totally different look. Different modifications allowed the performance to be increased slightly. The locomotive, now designated as the class 18.5, proved to be the ideal motive power for premium long distance service. In particular, there was a preference to use the class 18.5 locomotives as motive power for the "Rheingold".

HIGHLIGHTS

+ Detailed high-tech model.
+ Can motor with a bell-shaped armature and a flywheel in the locomotive.
+ Decoder for DCC, Selectrix, and conventional operation.
+ Sound circuit with steam locomotive sounds.

12365 Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 18.5 express locomotive. 4-6-2 design, built starting in 1923.
Use: Heavy express trains.
Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a powerful can motor with a bell-shaped armature and a flywheel. The motor and the gear drive are built into the locomotive. 3 axles powered. Traction tires. The locomotive has a digital decoder for DCC, Selectrix, and conventional operation built into the tender as are the sound circuit and the speaker. The headlights change over with the direction of travel and can be controlled digitally. There is a close coupling between the locomotive and the tender.
Length over the buffers 134 mm / 5-1/4".

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

15784 15783 15782 15781 15780 15784 12365

HIGHLIGHTS

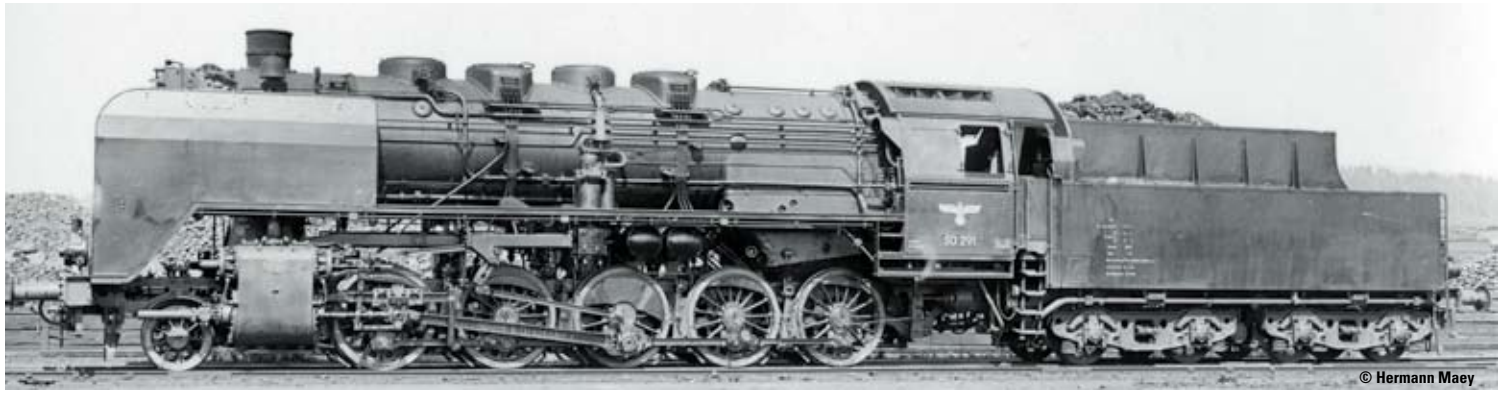
+ New tooling.
+ Built-in DCC/Selectrix decoder.
+ Decoder with automatic system recognition.
+ Can also be used in analog operation.
+ Realistic steam locomotive sounds.
+ Metal body.
+ Can motor with a bell-shaped armature, in the boiler.
+ Warm white LED.
+ Different road number from that for 12368.

II DCC SX NEM

12369 Freight Train Locomotive with a Coal Tender.
Prototype: German State Railroad (DRB) class 50 freight train locomotive. Version with a box-style tender and Wagner smoke deflectors.
Use: Heavy freight trains.

Model: The locomotive and the tender are constructed of die-cast metal. The locomotive has a powerful can motor with a bell-shaped armature and a flywheel. The motor and the gear drive are built into the boiler. The locomotive has a DCC digital decoder with extensive sound functions. There is a close coupling between the locomotive and tender, and there is a close coupler mechanism on the rear of the tender. 5 axles powered through side rods. Traction tires.
Length over the buffers 144 mm / 5-11/16".

Digital Functions	Sx	DCC
Headlight(s)	x	x
Locomotive operating sounds	x	x
Locomotive whistle		x
Air Pump		x
Locomotive whistle		x



HIGHLIGHTS

+ New tooling.
+ Warm white LED.
+ Metal body.
+ Can motor with a bell-shaped armature, in the boiler.
+ Different road number from that for 12369.

II NEM

12368 Freight Train Locomotive with a Coal Tender.
Prototype: German State Railroad (DRB) class 50 freight train locomotive. Version with a box-style tender and Wagner smoke deflectors.
Use: Heavy freight trains.

Model: The locomotive and the tender are constructed of die-cast metal. The locomotive has a powerful can motor with a bell-shaped armature and a flywheel. The motor and the gear drive are built into the boiler. The locomotive has a digital connector in the tender. There is a close coupling between the locomotive and tender, and there is a close coupler mechanism on the rear of the tender. 5 axles powered through side rods. Traction tires.
Length over the buffers 144 mm / 5-11/16".

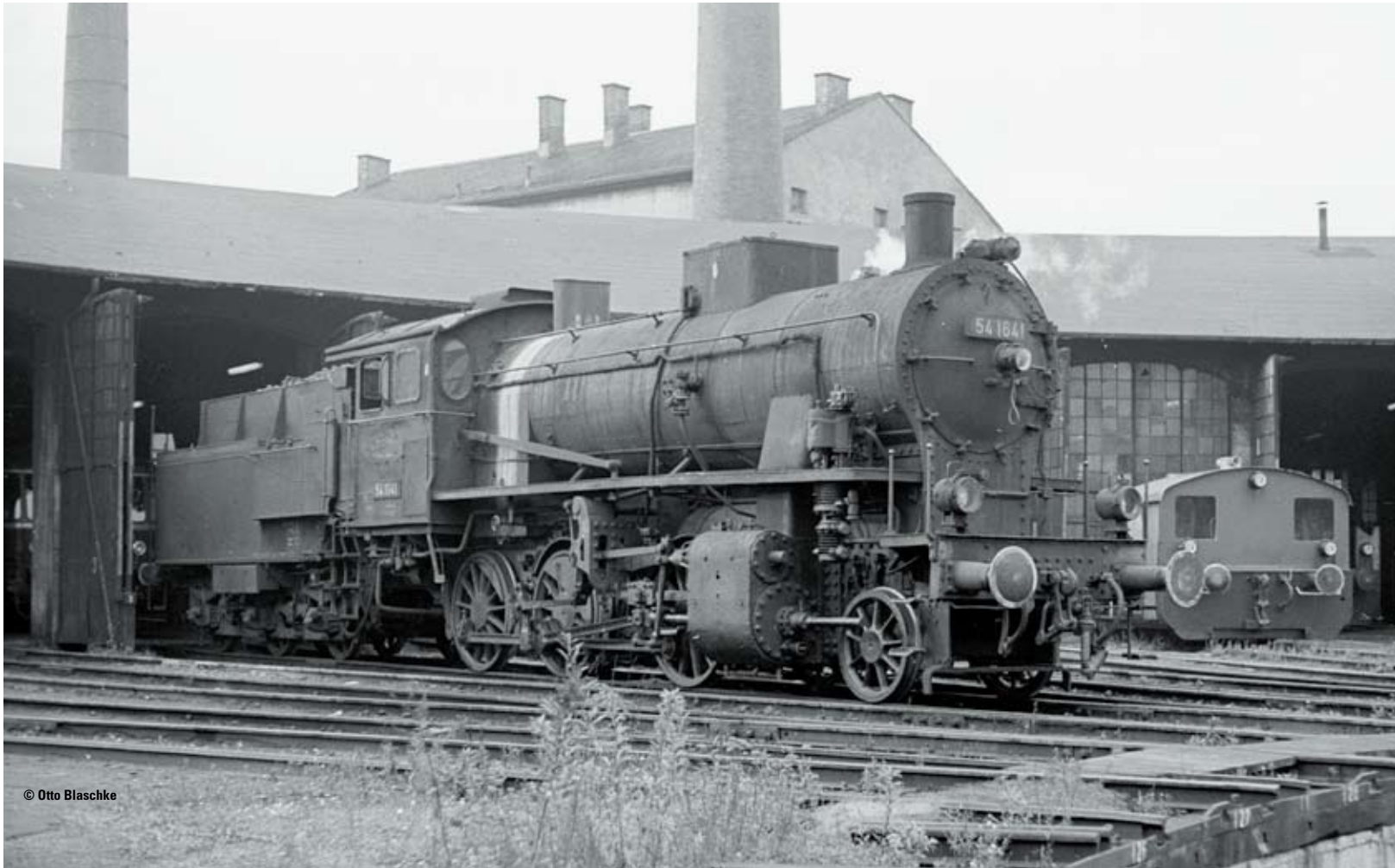
Freight Service

HIGHLIGHTS

+ Model refinement.
+ Warm white LED.
+ Oxidized wheels and valve gear.

III NEM

12354 Freight Train Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 54.15. 2-6-0 design, built starting in 1919 as the class G 3/4H for the Royal Bavarian State Railroad.
Use: Light and medium weight freight and passenger trains.
Model: The locomotive has a digital connector, and the frames for the locomotive and the tender are constructed of die-cast metal. The motor and gear drive are in the tender. 3 axles powered. Traction tires.
Length over the buffers 114 mm / 4-1/2".



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III NEM

15420 Set with 20 Tank Cars in the Display "Motor Fuels".
Prototype: Four-axle standard design tank cars with ladders at the ends and catwalks. Type with a sheet metal brakeman's cab or with a brakeman's platform. Painted and lettered for famous petroleum oil brands from Era III. Used on the German Federal Railroad (DB).
Model: 4 different paint and lettering schemes, each with 5 cars. All of the cars have different car numbers, come individually packaged, and are marked. The cars have close coupler mechanisms.
Length over the buffers per car 78 mm / 3-1/16".

15420-01 through 15420-05 Gasolin.
15420-06 through 15420-10 Esso.
15420-11 through 15420-15 Shell.
15420-16 through 15420-20 Dea.

Minitrix Club Model for 2011

HIGHLIGHTS

+ New tooling.
+ Warm white LED.
+ Metal body.
+ Can motor with a bell-shaped armature, in the boiler.
+ Typical design changes for Giesl ejector.

12350 Freight Train Locomotive with a Coal Tender.
Prototype: German Federal Railroad (DB) class 50 freight train locomotive. Version with a box-style tender, Wagner smoke deflectors, and a Giesl ejector.
Use: Heavy freight trains.

Model: The locomotive and the tender are constructed of die-cast metal. The locomotive has a powerful can motor with a bell-shaped armature and a flywheel. The motor and the gear drive are built into the boiler. The locomotive has a digital connector in the tender. There is a close coupling between the locomotive and tender, and there is a close coupler mechanism on the rear of the tender. 5 axles powered through side rods. Traction tires.
Length over the buffers 144 mm / 5-11/16“.

The 12350 freight train steam locomotive is being produced in 2011 in a one-time series only for Trix Club members.

© Helmut Dahlhaus

Heavy Duty Service – Freight Transport

The German State Railroad's series of standard design locomotives also included a fast Mikado design freight locomotive. In 1936 the Berlin firm of Schwartzkopff delivered the first unit of the class 41. This locomotive proved its abilities pulling more than freight trains.

It turned out that the railroad had a true general-purpose locomotive for medium heavy trains. After 1945 the DB used its 216 units in general-purpose service pulling passenger and freight trains.

III NEM

12330 Freight Train Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 41. 2-8-2 wheel arrangement. Built starting in 1936 for the German State Railroad Company.
Use: Fast freight trains, passenger trains.
Model: The locomotive has a digital connector. There is a close coupling between the locomotive and the tender. The tender is constructed of die-cast metal. 4 axles powered. Traction tires.
Length over the buffers 150 mm / 5-7/8".

Brakeman's steps, rail guards, and a front coupler are included and can be installed on the locomotive.

This locomotive is the ideal motive power for the heavy-duty flat cars with steel slabs from the 15281 display.

15281 12330

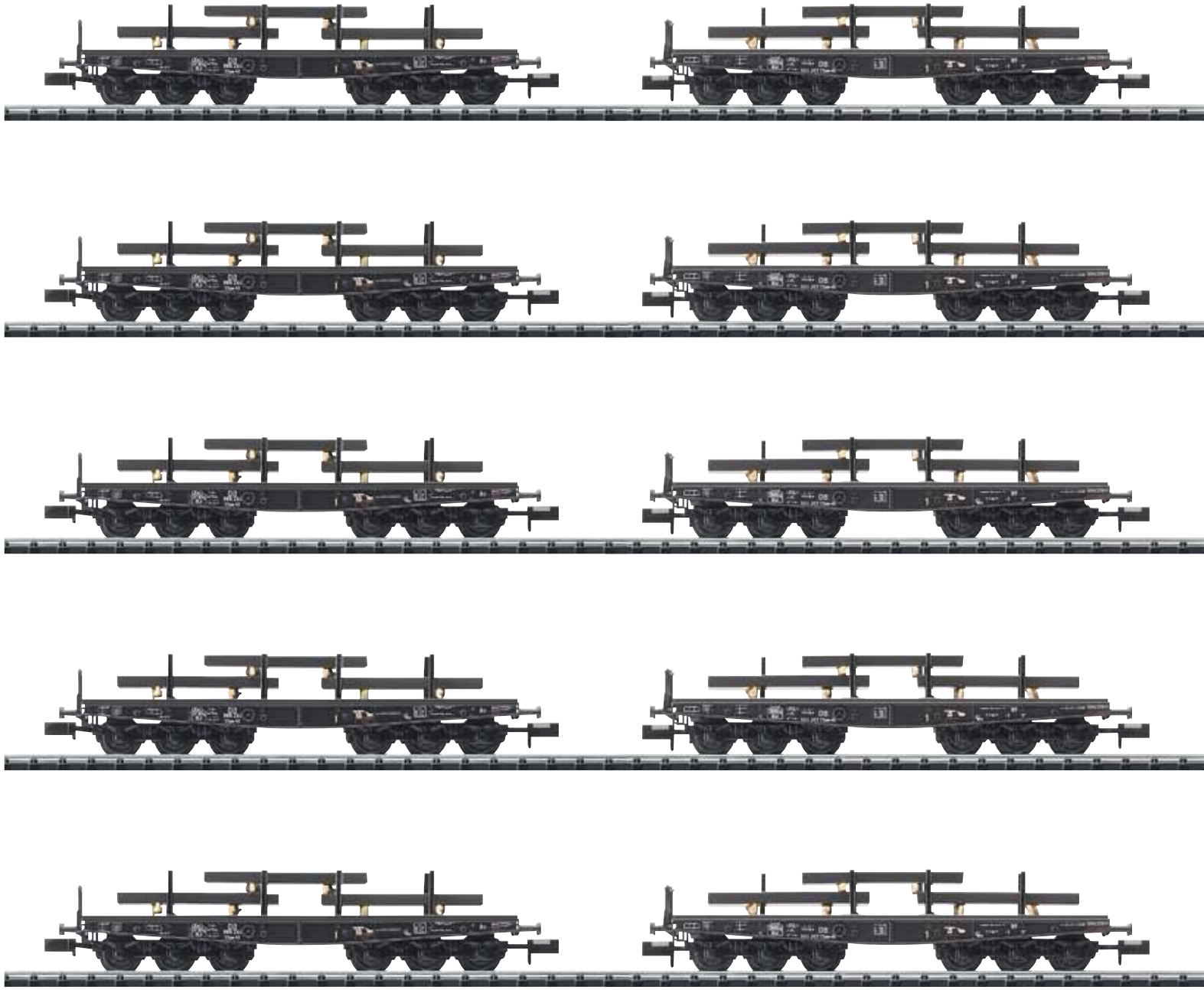
TRIX
MINITRIX

HIGHLIGHTS

+ Steel slabs in an exclusive version.

III NEM

15281 "Steel Slabs" Car Display.
Prototype: 10 German Federal Railroad (DB) type SSym 46 heavy duty flat cars.
Use: Transport of heavy freight and vehicles.
Model: Each car comes loaded with 3 realistic reproductions of steel slabs. The cars have different car numbers and close coupler mechanisms.
Total length over the buffers 845 mm / 33-1/4".



High Quality Long Distance Service

The high quality class E 10.3 locomotives were improved and rebuilt a number of times over the course of their lives which also influenced the external looks of the locomotive considerably. The streamlined buffers were replaced by complete buffer beams and the characteristic bands of vents made way for new, more efficient vents. The original rain gutters were shortened and the grab irons on the ends were improved. The result was a locomotive that differed even at first glance from its original appearance, yet without abandoning its characteristic features. These timeless units are still in service today in commuter service.

IV NEM NEM

12110 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 110 with streamlined ends ("Pants Crease" look). B-B wheel arrangement. Built starting in 1963.
Use: High quality long distance service.
Model: The locomotive has a digital connector and a motor with a flywheel. 4 axles powered. The locomotive has a close coupler mechanism, and the pantographs work both mechanically and electrically. This is the typical rebuilt Era IV version of the locomotive with no streamlining on the buffer beams, individual side vents, and a different rain gutter.
Length over the buffers 103 mm / 4-1/16".

IV NEM

15880 Add-On for the Express Train Passenger Car Set.
Prototype: 3 express train passenger cars as train composition D 1840 Puttgarden – Cologne in Era IV. 1 type BDms 273 car with a baggage compartment, 2nd class, 1 type Bcm 243 car, 2nd class, 1 type WRmh 132 dining car. All of the cars are painted and lettered for the German Federal Railroad (DB).
Model: All of the cars have close coupler mechanisms. Interior lighting can be installed in them. The cars come individually packaged and marked.
Total length over the buffers 495 mm / 19-1/2".

66656 Lighting kit for the day cars.

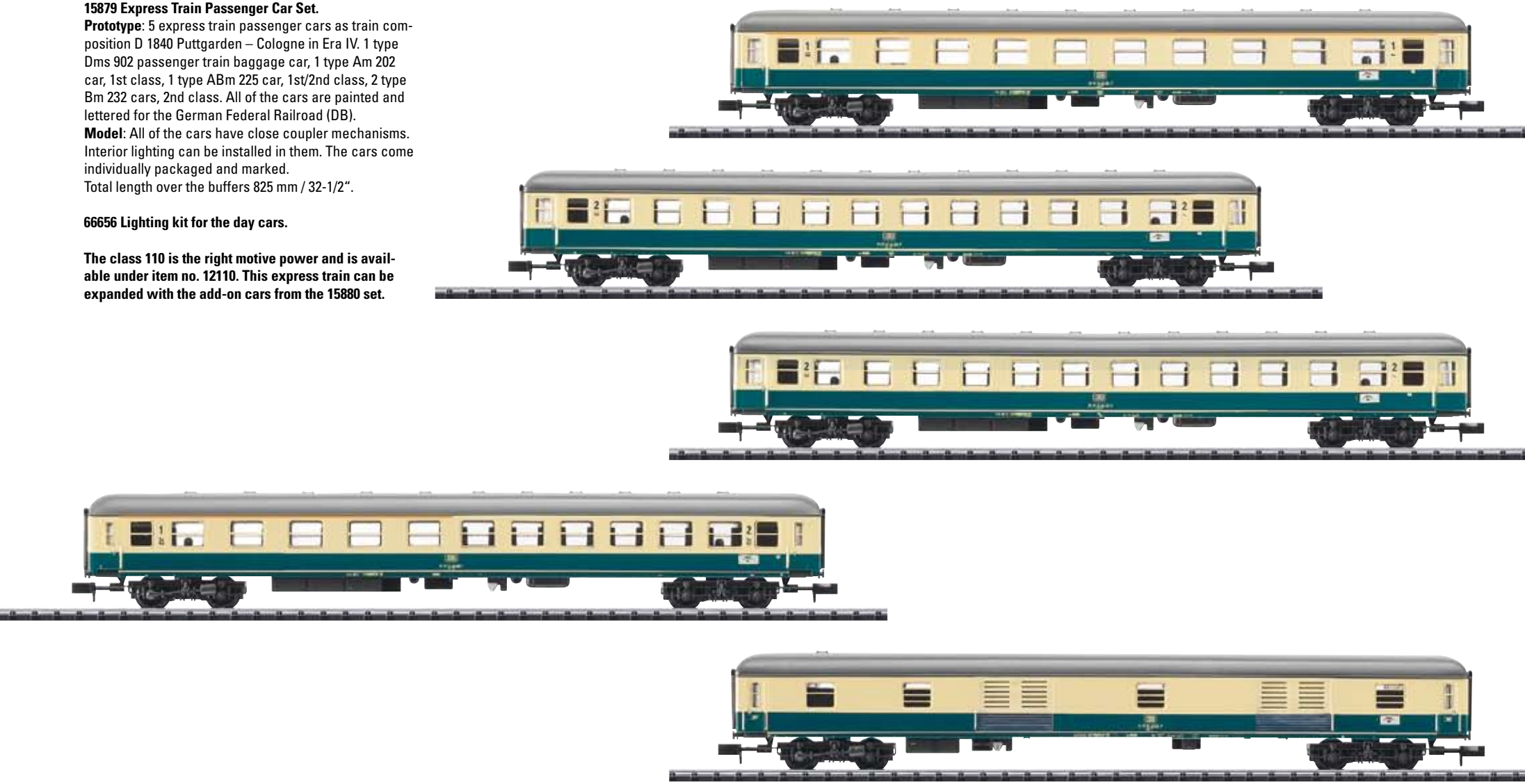
This is an add-on set for the 15879 express train car set. The class 110 is the right motive power and is available under item no. 12110.

IV NEM

15879 Express Train Passenger Car Set.
Prototype: 5 express train passenger cars as train composition D 1840 Puttgarden – Cologne in Era IV. 1 type Dms 902 passenger train baggage car, 1 type Am 202 car, 1st class, 1 type ABm 225 car, 1st/2nd class, 2 type Bm 232 cars, 2nd class. All of the cars are painted and lettered for the German Federal Railroad (DB).
Model: All of the cars have close coupler mechanisms. Interior lighting can be installed in them. The cars come individually packaged and marked.
Total length over the buffers 825 mm / 32-1/2".

66656 Lighting kit for the day cars.

The class 110 is the right motive power and is available under item no. 12110. This express train can be expanded with the add-on cars from the 15880 set.



15880 15879 12110

Class 144 Electric Locomotive

After an interruption due to the great economic crisis, the electrification of the German State Railroad's network was continued starting in 1930. New, powerful locomotives were needed for the new routes. In the meantime the German railroad industry had developed new concepts and prototypes for modern, general-purpose locomotives. The design from Siemens showed clear progress compared to the previous provincial railroad designs that had merely been developed further. This unit was designed as a light weight general-purpose locomotive and was built on a welded frame, mounted on trucks with integrated buffer beams and powered with axle-suspended motors. This gave this compact locomotive a total weight of 78 metric tons without the need for pilot trucks and still below the critical 20 metric ton limit for axle loads.
The modern motors put out 2,200 kilowatts / 2,950 horsepower, which was available directly at the axles without the need for an expensive gear drive. The maximum speed reached on level track was 90 km/h or 56 mph. The first unit was successfully tested and placed into service by the German State Railroad as early as 1930 as the E 44 001. Additional, regular production locomotives with a maximum speed of 80 km/h or 50 mph were ordered immediately, initially for the route from Stuttgart to Augsburg (with the Geislingen Grade). The German State Railroad purchased a total of 174 regular production locomotives, of which 45 remained in East Germany with most of the rest in West Germany. Seven more locomotives were built new for the German Federal Railroad and several were equipped with push/pull controls or resistance brakes. The indestructible E 44 was in regular use well into the 1980s – at the end as the 144 (DB) and 244 (DR).

IV NEM

12353 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 144.
B-B wheel arrangement, built starting in 1932 as the E 44 for the German State Railroad Company.
Use: Passenger and freight trains.
Model: The locomotive comes with a digital connector. 4 axles powered. Traction tires. The pantographs can be raised and lowered and can take power from catenary. Length over the buffers 96 mm / 3-3/4".

© T. Estler

Locomotives for Passenger and Freight Trains

TRIX MINITRIX

In the mid-Sixties, the class V 200 diesel locomotives were built for the first time. These units were built in the USSR for the German State Railroad and were used in medium duty passenger and freight service. Because of their origin and the loud exhaust sound, they were jokingly nicknamed "Taigatrommel" or "Taiga Drum".

IV NEM

12358 Diesel Locomotive.
Prototype: German State Railroad (DR) class 120. C-C wheel arrangement, built starting in 1964.
Use: Freight trains.
Model: The locomotive has a digital connector and a can motor with 2 flywheels. 6 axles powered. Traction tires.
Length over the buffers 110 mm / 4-5/16".

IV NEM

12364 Electric Locomotive.
Prototype: German State Railroad (DR) class 243. B-B wheel arrangement, built starting in 1984.
Use: Passenger and freight trains.
Model: The locomotive has a digital connector. 4 axles powered. Traction tires.
Length over the buffers 104 mm / 4-1/8".

15882 12364

Passenger Train Service

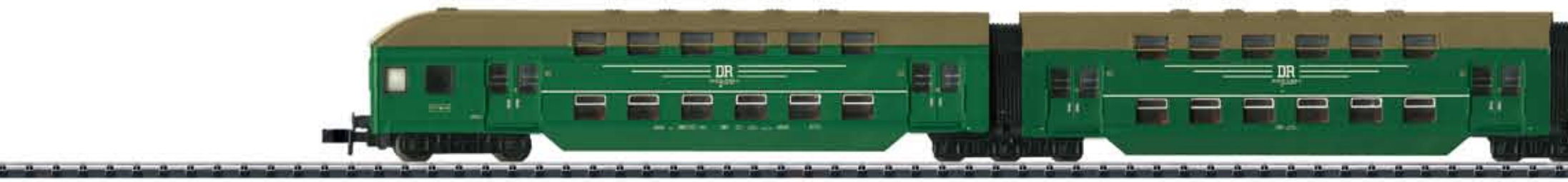
IV

15882 Bi-Level Car Set.
Prototype: 4 German State Railroad (DR) type DBv bi-level cars, 2nd class. Built starting in 1952.
Use: Commuter service.
Model: Total length over the buffers 451 mm / 17-3/4".

Four-Part Bi-Level Unit Train

The first modern railroad bi-level cars ran in Germany starting in May of 1936 on the Lübeck-Büchener Railroad (LBE), which fell victim to the nationalization of the LBE at the beginning of 1938 as well as World War II that followed later.

The bi-level idea did not come back extensively into use in East Germany until shortly after the end of the war and then due to the marginal economic conditions. Building on the old plans, the now Görlitz People's Plant for Car Construction (formerly WUMAG) developed two and four unit bi-level trains for the German State Railroad in 1952. The four-part, 73.4 meter /



IV NEM

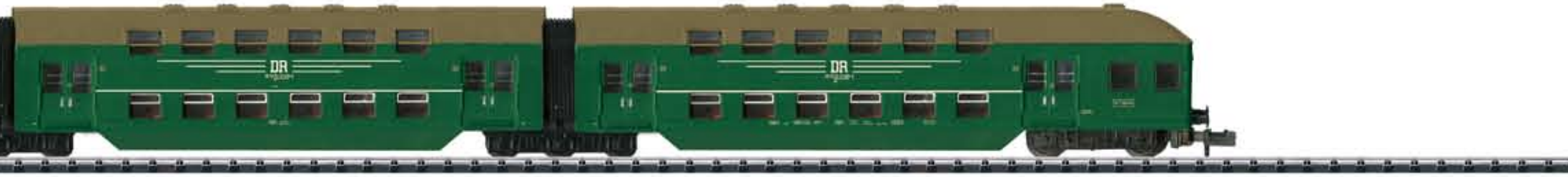
15883 Express Train Passenger Car Set.
Prototype: 5 German State Railroad (DR) type Y passenger cars. Painted and lettered as the City Express until about 1990.
Use: Passenger service between the cities of East Germany.
Model: All of the cars have close coupler mechanisms. They also all have different car numbers. 2 cars for 1st class and 3 cars for 2nd class.
Total train length 775 mm / 30-1/2".

66656 Lighting kit.

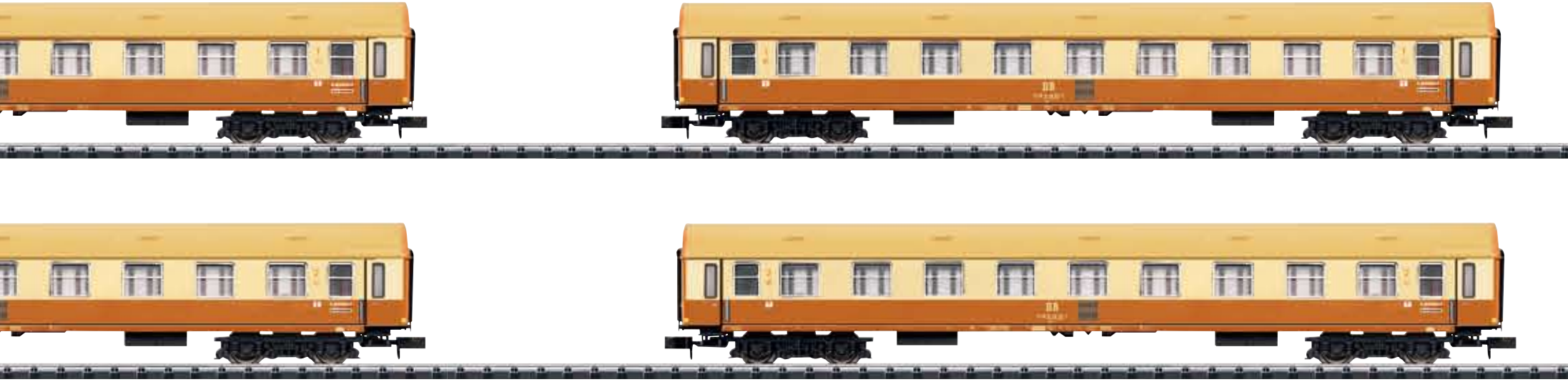
"Städteexpress" / "Cities Express" Express Train Passenger Cars

A curious coincidence helped the German State Railroad (DR) in East Germany to introduce the "Städteexpress" service quickly. In the Seventies an improvement had to be made urgently chiefly to passenger service for business and government functionaries from and to East Berlin as the capital of East Germany. Sufficient rolling stocking was lacking because the export of rolling stock to other socialist countries took priority over covering the domestic needs. So, it turned out well when due to

240 foot 9-3/4 inch long unit trains, designated as the type DBv offered seating for 901 passengers initially. The seats were cushioned with foam rubber and covered with artificial leather. These car sets ran on two-axle end trucks as well as on three-axle Jakobs trucks between the cars. The car bodies were done with lightweight, all-steel, self-supporting construction. Eight generously configured entry areas provided access to the trains, whereby the entry areas for the end cars were done with even roomier dimensions for storing luggage. Diaphragms protected the corridor connections between the cars.
These four-part bi-level trains were built in several series until 1970. These unit trains were used with shuttle train equipment in commuter service and later also in S-Bahn service. The last units ran in Germany until 1995. They were also sold in large numbers to other railroads of the former Socialist Economic Area and were used in part way past the turn of the millennium.



a calculation error in its balance the Czechoslovakian State Railroad could not take delivery in 1976 of 43 1st class cars, 60 2nd class cars, and seven half baggage cars from production in Bautzen.
The DR used the 103 orange-beige painted passenger cars to set up its "Städteexpress" network that linked regional capitals with East Berlin. These trains represented an elevated passenger train offering for East German business, political party, and government functionary travel and thus soon acquired the nickname "Bonzenschleuder" / "Bigwigs' Express". The names of the trains usually had a regional reference that was not immediately obvious to outsiders in the case of "Petermännchen" (from/to Schwerin), "Lipsia" (from/to Leipzig), or "Stoltera" (from/to Rostock). After the reunification of Germany most of the "Städteexpress" trains were run as regular express trains or in some cases completely discontinued.



Freight Service across the Borders

Locomotives from the TRAXX (Transnational Railway Applications with eXtreme fleXibility) family of locomotive types built by Bombardier are in operation everywhere in Europe today. In 1994, the AEG experimental 12X locomotive was brought out, which then underwent testing as road no. 128 001 on the DB. The knowledge gained from this went into the development of the class 145, which was placed into service on the DB starting in 1998 as a freight locomotive with a maximum speed of 140 km/h / 88 mph. Eighty locomotives were built for the DB and additional units for the Swiss Mittelthurgau Railroad, which were used in the end on the SBB as the class Re 481. There are several other class 145 locomotives on privately owned railroads. The class 146.0 is designed for 160 km/h / 100 mph and also has a time-multiplex push/pull train control system. The real success story began in 2000 however. Bombardier introduced the multiple system versions: The class 185 was also designed for the power current systems of neighboring railroads. A total of 400 units of the class 185 are to be purchased. Depending on the country they will be used in, the locomotives are being equipped with the correct train safety systems and with electrical equipment as a "package". So, there are locomotives with two or four pantographs and different contact wiper widths as the most noticeable external difference. There are also many class 185.1 locomotives on private railroads. And, there is a class 146.1 160 km/h / 100 mph fast version of this locomotive for commuter service. The TRAXX family locomotives delivered starting in 2005 formed the next evolutionary step on European railroads: They were equipped with locomotive bodies with improved ability to withstand crashes; the shape of these locomotive bodies looks more powerful and brawnier at the ends. Other changes have to do with the electrical rectifier layout. Railion is presently putting 200 of these locomotives into service as the class 185.2. There is also a commuter service version of this locomotive for 160 km/h / 100 mph, the class 146.2. These locomotives are currently being used as motive power for the latest bi-level trains in the areas of Stuttgart, Freiburg, and Nürnberg. The German Railroad, Inc. is not the only eager buyer of this family of locomotives with an eye for the future. The SBB and many privately owned railroads such as the Swiss Crossrail are placing different models of the various series into service.

VI NEM NEM

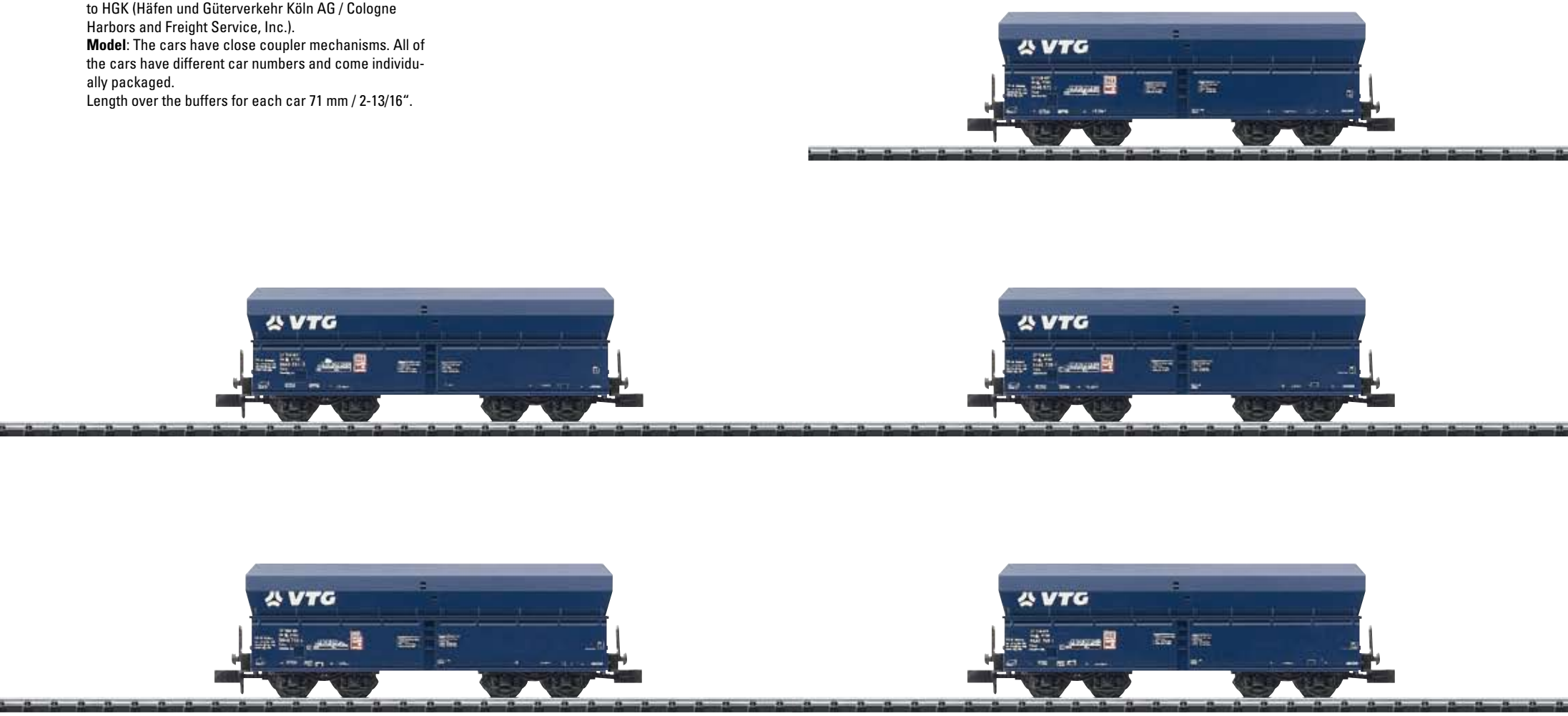
12336 Electric Locomotive.
Prototype: Class 185.2 electric locomotive painted and lettered for the Havelland Railroad Company (HVLE). Built starting in 2005 by Bombardier as the type F 140 AC 2 from the TRAXX program of locomotives.
Use: Freight service.

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

15447 12336

VI NEM

15447 Set with 5 Hopper Cars.
Prototype: VTG AG Hamburg (Germany) type Falns hopper cars, authorized for use in the Netherlands, leased to HGK (Häfen und Güterverkehr Köln AG / Cologne Harbors and Freight Service, Inc.).
Model: The cars have close coupler mechanisms. All of the cars have different car numbers and come individually packaged.
Length over the buffers for each car 71 mm / 2-13/16".



Freight Service across the Borders

12329 Electric Locomotive.
Prototype: Class ES 64 P from the “Dispolok” pool for the firm Siemens. B-B wheel arrangement. Built in 1992.
Use: Passenger and freight trains.
Model: The locomotive has a digital connector, and a motor with 2 flywheels. The locomotive body is constructed of die-cast metal. 4 axles powered. Traction tires.
Length over the buffers 122 mm / 4-13/16“.

View Front Page

View Back Page

15403 12329

VI NEM

15403 "Winner" Deep Well Flat Car Set.
Prototype: 4 German Railroad, Inc. (DB AG) type Sdgmss standard design deep well flat cars. Loaded with semi-rigs and/or 20 foot containers painted and lettered for the freight forwarder Spedition Winner.
Model: 2 cars are loaded with removable semi-rigs, and 2 cars are loaded with removable 20 foot containers. The car frames are constructed of die-cast metal and the cars have close coupler mechanisms. All of the cars have different car numbers. All of the semi-rigs and the containers have different registration numbers. Total length over the buffers 422 mm / 16-5/8".

Switzerland

In 1957, the Swiss Federal Railways and the Dutch State Railways placed identical TEE diesel powered rail car trains into service for the newly created TEE network. Next to the German Federal Railroad's VT 11.5, these 5 train sets were the stars of Europe's railroads where it was a question of comfort and prestige. These four-unit trains consisted of a powered end car with a performance level of 2,000 horsepower, a compartment car, a dining car, and a cab control car with an open seating area. The powered end cars were built by Werkspoor in the Netherlands and the cars were built by SIG in Switzerland. The shape of the ends of the powered cars and cab control cars reminded people of Dutch designs, and the intermediate cars had the features of Swiss passenger cars. With a total length of 97.16 meters / 318 feet 9-3/16 inches, a train set offered space for 114 passengers in first class and 32 in the dining car. With a maximum speed of 140 km/h / 88 mph, these elegant trains were used on the Amsterdam – Zürich route (TEE "Edelweiss") and Amsterdam – Paris route (TEE "Étoile du Nord" / "North Star"), and later also between Brussels and Paris (TEE "Oiseau Bleu" / "Blue Bird"). Later, these trains were also used as a TEE connection between Paris and Zürich. And, finally later they were used as the TEE "Bavaria" between Zürich and Munich. In 1976, four sets were sold to Canada and ran on the Ontario Northland as the "Northlander" on the route between Timmins and Toronto. The powered end cars were gradually replaced by American FP7 diesels and were scrapped. Five cars are now back in Europe and are waiting for an overhaul to turn them back into the RAm TEE I.

12338 TEE Express Powered Rail Car Train.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class RAm TEE I 501 and 502 express powered rail car train. Diesel electric powered end car, compartment car, dining car, and open seating car with an engineer's cab. Same design as the Dutch class DE 1001 through 1003 TEE trains. Built in 1957, original Era III version.
Use: Trans Europe Express in Switzerland, Germany, and the Benelux.

Model: The train has a digital decoder for DCC, Selectrix, and conventional operation, as well as a sound generator. It has a 5-pole motor with a flywheel. 6 axles powered. The cab control car and the two intermediate cars have interior lighting. This along with the headlights and marker lights will work in conventional operation, and the headlights and marker lights in the powered car can be controlled digitally. The train has special couplings with close coupler mechanisms between the cars. There are also imitations of prototype couplers at the ends of the train.
Total train length 615 mm / 24-3/16".

One-time series.

Digital Functions	Sx	DCC
Headlight(s)	x	x
Diesel locomotive op. sounds		x
Horn		x
Conductor's Whistle		x
Doors Closing		x

TRANS EUROP EXPRESS

Switzerland

HIGHLIGHTS

\+ Tooling change with rectangular headlights.

V NEM

12335 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 II electric locomotive in the Swiss Express paint scheme. B-B wheel arrangement, built starting in 1967 for the SBB.
Use: Express passenger trains.
Model: The locomotive has a digital connector. 4 axles powered. Traction tires.
Length over the buffers 93 mm / 3-5/8".

This model is being produced in a one-time series only in 2011.

A car set to go with this locomotive is available under item no. 15872.

IV NEM

15872 Express Train Passenger Car Set.
The contents of this set are based on the following prototypes of the Swiss Federal Railways (SBB/CFF/FFS) in the Swiss Express paint scheme:
1 type AD express train passenger car, 1st class with baggage compartment, Mark III, 1 type A express train passenger car, 1st class, Mark III, 2 type B express train passenger cars, 2nd class, Mark III, 1 type Bt cab control car, 2nd class, Mark III.
Model: The cars have close coupler mechanisms, and the cab control car has automatic white headlight / red marker light changeover at the engineer's end of the car.
Total length over the buffers 784 mm / 30-7/8".

66656 Lighting kit.

15872

12335

Switzerland

HIGHLIGHTS

\+ Tooling change with rectangular headlights.

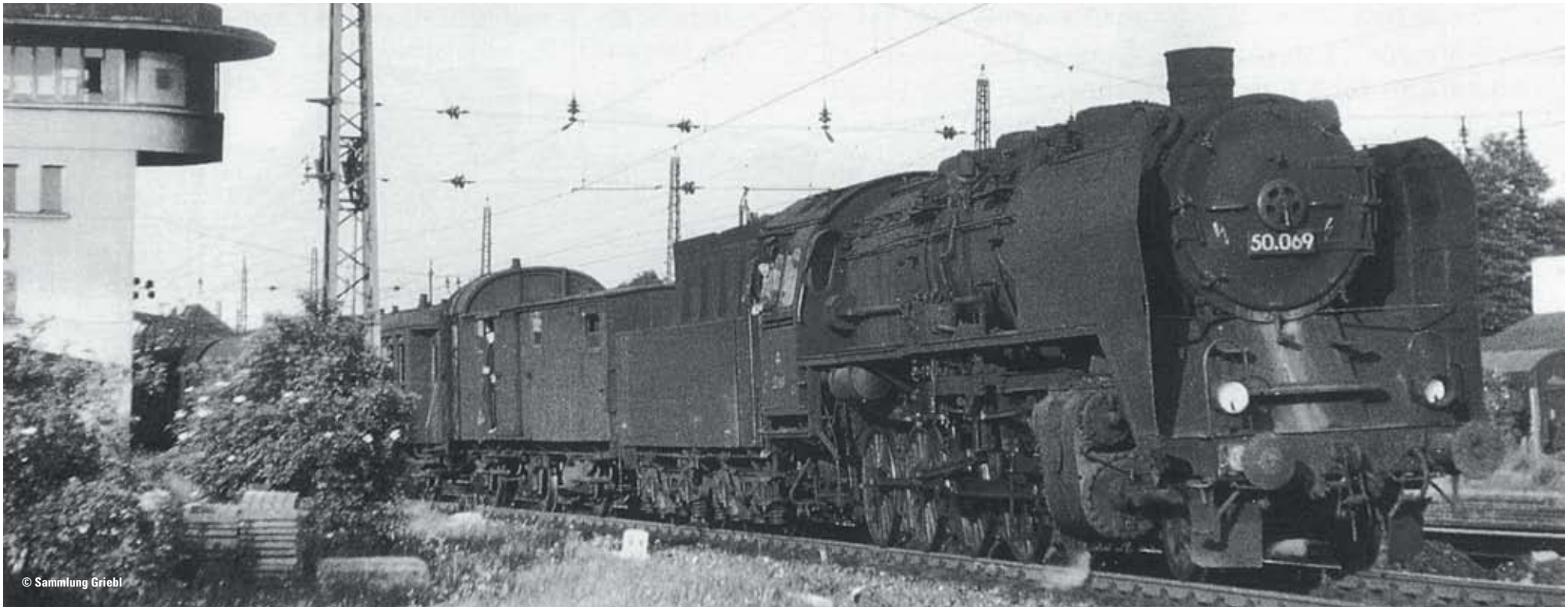
12326 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 II electric locomotive in the Swiss Express paint scheme. B-B wheel arrangement, built starting in 1967 for the SBB.

Use: Express passenger trains.
Model: The locomotive has a digital connector. 4 axles powered. Traction tires.
Length over the buffers 93 mm / 3-5/8".

12387 Electric Locomotive.
Prototype: BLS class Re 465. B-B wheel arrangement, built starting in 1992, Lok 2000.
Use: Fast passenger trains – heavy freight trains on flat terrain and on mountain routes.

Model: The locomotive has a different road number, a digital connector, and a motor with a flywheel. 4 axles powered. Traction tires.
Length over buffers 115 mm / 4-1/2".

Austria



HIGHLIGHTS

+ New tooling.
+ Warm white LED.
+ Metal body.
+ Can motor with a bell-shaped armature, in the boiler.

12381 Freight Train Locomotive with a Coal Tender.
Prototype: Austrian Federal Railways (ÖBB) class 50 freight train locomotive. Version with a box-style tender and Wagner smoke deflectors. The locomotive looks as it did around 1954.
Use: Heavy freight trains.

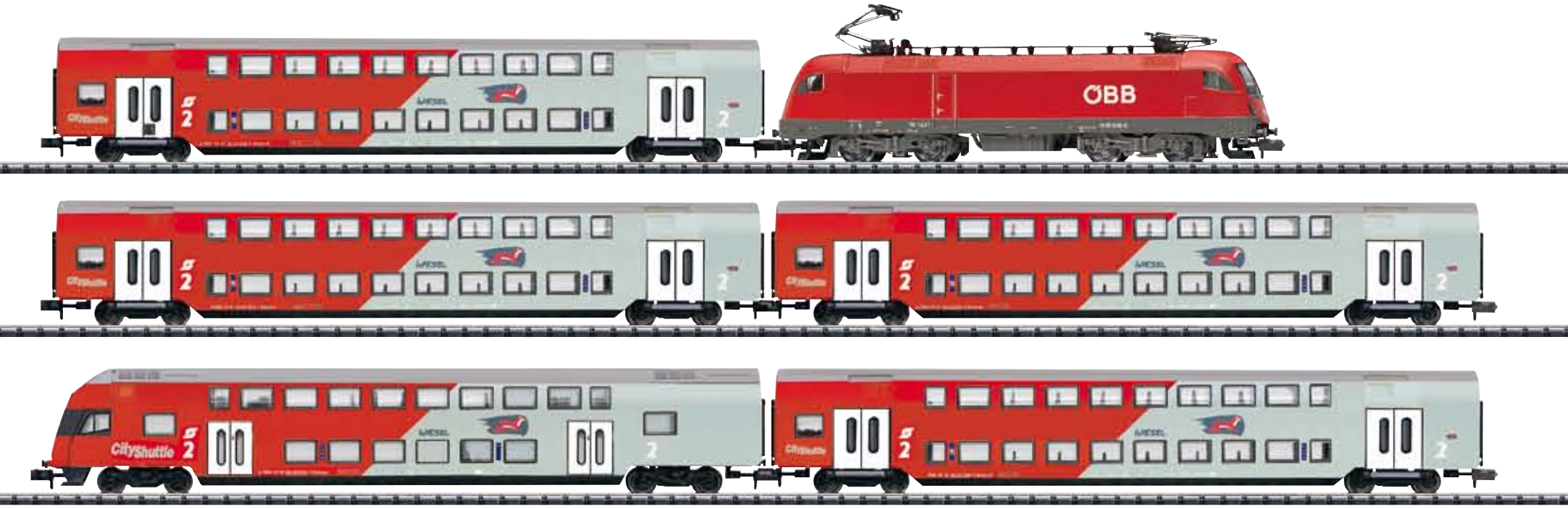
Model: The locomotive and the tender are constructed of die-cast metal. The locomotive has a powerful can motor with a bell-shaped armature and a flywheel. The motor and the gear drive are built into the boiler. The locomotive has a digital connector in the tender. There is a close coupling between the locomotive and tender, and there is a close coupler mechanism on the rear of the tender. 5 axles powered through side rods. Traction tires.
Length over the buffers 144 mm / 5-11/16".

Austria

The "Wiesel" Regional Fast Train

When St. Pölten was made the provincial capital in 1986 of Lower Austria, and the provincial government moved from Vienna to the new government area in the city, the government officials and employees also had to move there, i.e. they had to commute to their jobs. For that reason the provincial government initiated the creation of bus lines to bring government workers quickly from Vienna and its outlying areas to St. Pölten and back. The "Wieselbusse" / "Weasel Busses" (swift like a weasel) were thereby born and had a brand emblem of a brown weasel painted on them. This weasel concept was then transferred to the railroad's fast city connections that guarantee quick connections on hourly schedules between the regions of Lower Austria and Vienna.

The bi-level shuttle trains used for this can run at speeds of 140 km/h / 88 mph and have the latest equipment features such as a handicapped, closed toilet system, the latest fire protection equipment, multi-functional general-purpose compartments for children's cars and for bicycles (in the cab control car), an aid for entry (ramps) for wheelchairs as well as a modern passenger information system. These trains are usually pulled and pushed by a "Taurus" (= bull), the ÖBB class 1116 with its total of 282 units. This is a four-axle dual system locomotive with its striking, rounded end shape with its fiberglass-reinforced hood made of plastic that gives the locomotive such an aerodynamic look.



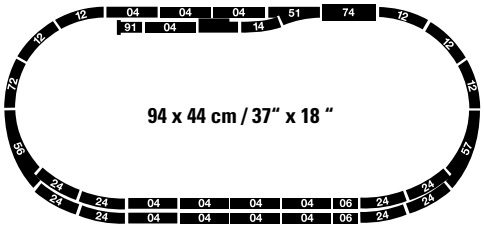
VI NEM NEM

11618 "Wiesel" Regional Fast Train.
Prototype: Austrian Federal Railways (ÖBB) city shuttle. Class 1116 electric locomotive with a B-B wheel arrangement, built starting in 1999. Nicknamed "Taurus". 4 bi-level passenger cars, 2nd class, and 1 bi-level cab control car, 2nd class. The train looks as it currently does for the "Wiesel" for the regional service concept.

Model: The locomotive has a digital connector, and a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The headlights change over with the direction of travel. The pantographs can be raised and lowered and can take power from catenary. The cab control car has white headlights / red marker lights that change over with the direction of travel. The locomotive and the cars have close coupler mechanisms.
Total length over the buffers 969 mm / 38-1/8".

© K. Eckert

France



HIGHLIGHTS

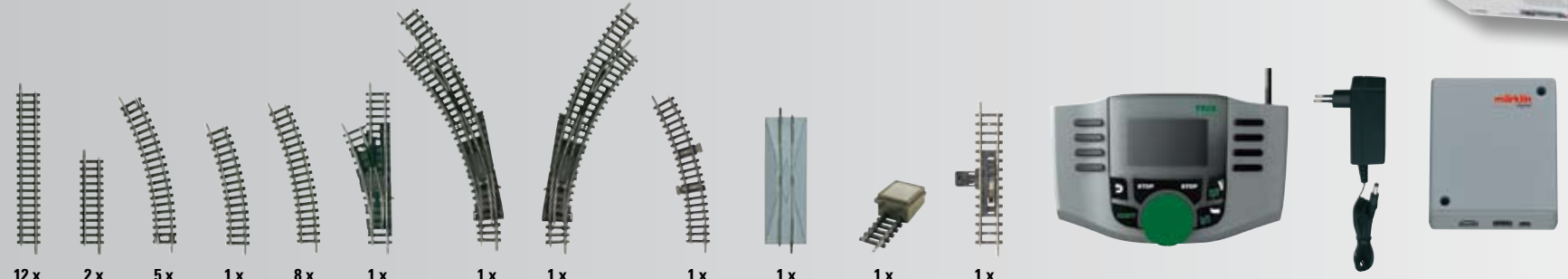
+ Mobile Station.
+ Locomotive is equipped with a DCC/Selectrix decoder.
+ Authentic Era V SNCF freight train.

V DCC SX NEM

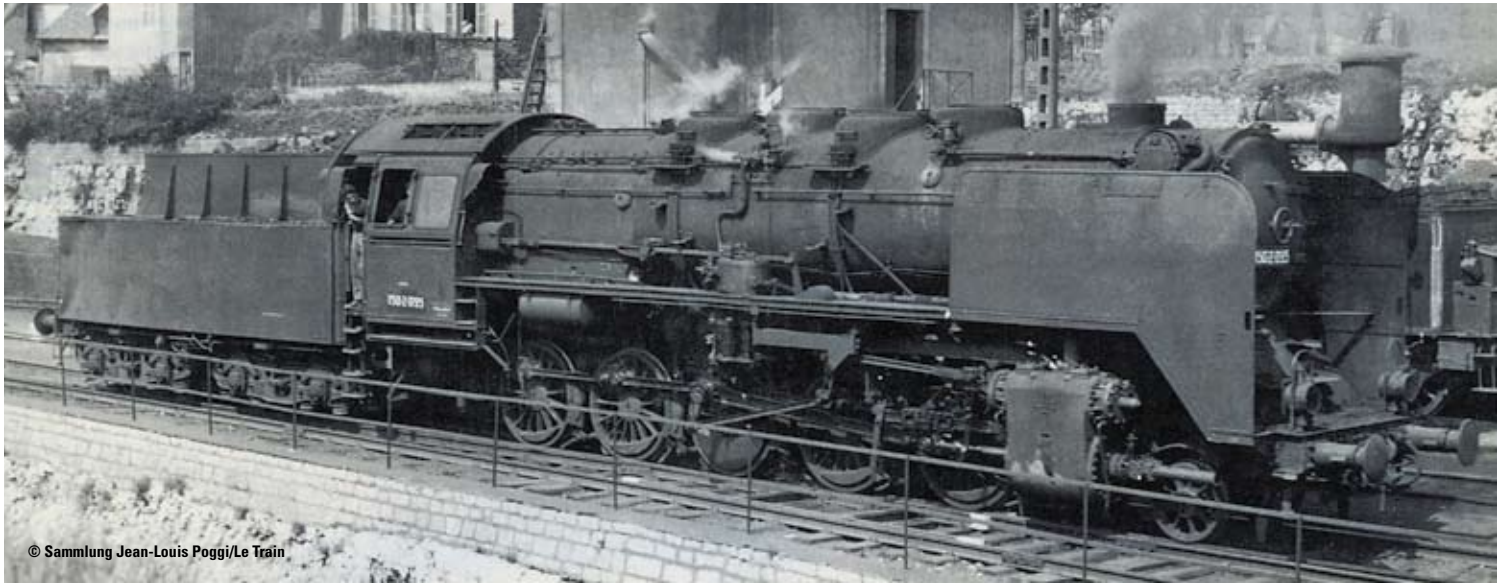
11488 “France” Digital Starter Set.
Prototype: French State Railways (SNCF) freight train. Class BB 67000 diesel locomotive with 4 modern freight cars.
Model: The locomotive has a die-cast metal frame. It also has a DCC/Selectrix decoder. The locomotive has a high performance motor with 2 flywheels. It also has a close coupler mechanism. The white headlights and red marker lights change over with the direction of travel. 4 axles powered. Traction tires. The cars have close coupler mechanisms. The set includes the new Mobile Station, a track connector box, and a 230 volt / 36 VA switched mode power pack, an oval of track 94 x 44 cm / 37“ x 17-5/16“, a station set with two curved turnouts and a passing siding as well as a switching set with an uncoupler track. The set can be expanded easily with the entire Minitrix track program. The 14934/14935 electric turnout mechanism can be installed in all of the turnouts.
Total train length over the buffers approximately 487 mm / 19-3/16“.

This set can be expanded with the 14301 track extension set and with the entire Minitrix track program.

Digital Functions	Sx	DCC
Headlight(s)	x	x



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 | 1 x 14974 | 1 x 14976 | 1 x



HIGHLIGHTS

+ New tooling.
+ Warm white LED.
+ Metal body.
+ Can motor with a bell-shaped armature, in the boiler.

III NEM

12383 Freight Train Locomotive with a Coal Tender.
Prototype: French State Railways (SNCF) class 150 Z freight train locomotive. Version with a box-style tender and Wagner smoke deflectors.
Use: Heavy freight trains.

Model: The locomotive and the tender are constructed of die-cast metal. The locomotive has a powerful can motor with a bell-shaped armature and a flywheel. The motor and the gear drive are built into the boiler. The locomotive has a digital connector in the tender. There is a close coupling between the locomotive and tender, and there is a close coupler mechanism on the rear of the tender. 5 axles powered through side rods. Traction tires.
Length over the buffers 144 mm / 5-11/16“.

VI NEM NEM

12470 Electric Locomotive.
Prototype: French State Railways (SNCF) class BB 7200 fast general-purpose locomotive.
Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. Both trucks are powered. The locomotive has a close coupler mechanism.
Length over the buffers 109 mm / 4-1/4“.

France

VI NEM

15476 Set mit 5 Freight Cars.
Prototype: 2 SNCF car types from current European freight service. Type Ril(n)s sliding tarp car, type Rs stake car.

Model: All of the cars have close coupler mechanisms. The car frames and bodies have details and separately applied parts specific to those cars.
Total length over the buffers 590 mm / 23-1/4".

All of the cars come individually packaged and marked.

VI NEM

15668 Grain Hopper Car Set.
Prototype: 5 special cars for transporting grain, used on the French State Railways (SNCF).
Model: The cars have close coupler mechanisms.
Total length over the buffers 470 mm / 18-1/2".

FRET SNCF

Cooperl
Cooperl

Belgium

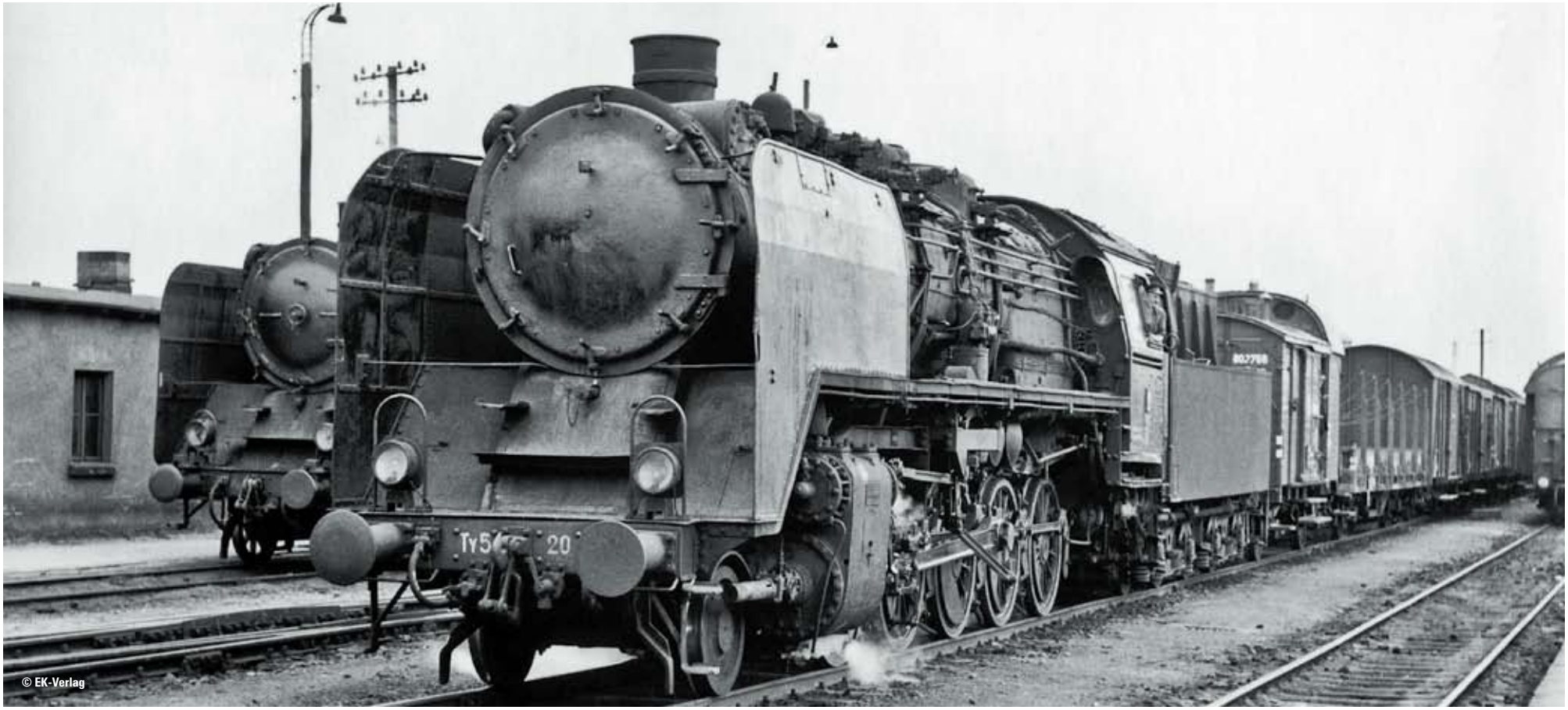
Grain still travels by rail in specially equipped cars. The destination is large grain elevator complexes where the grain is stored and is transported further with other modes of transportation.

V NEM

15667 Grain Hopper Car Display.
Prototype: 10 special cars for transporting grain, used on the Belgian State Railroad (SNCB).
Model: The cars have close coupler mechanisms. They also have different lettering and different car numbers. Length over the buffers for each car 92 mm / 3-5/8".

Poland

TRIX
MINITRIX



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HIGHLIGHTS

+ New tooling.
+ Warm white LED.
+ Metal body.
+ Can motor with a bell-shaped armature, in the boiler.

III NEM

12382 Freight Train Locomotive with a Coal Tender.
Prototype: Polish State Railways (PKP) class Ty 5 freight train locomotive. Version with a box-style tender and Wagner smoke deflectors.
Use: Heavy freight trains.

Model: The locomotive and the tender are constructed of die-cast metal. The locomotive has a powerful can motor with a bell-shaped armature and a flywheel. The motor and the gear drive are built into the boiler. The locomotive has a digital connector in the tender. There is a close coupling between the locomotive and tender, and there is a close coupler mechanism on the rear of the tender. 5 axles powered through side rods. Traction tires.
Length over the buffers 144 mm / 5-11/16".

New Items for H0

For 2011 we have once again prepared a broad assortment of new items for you in H0 Scale with the ratio of 1:87. Before you can enjoy the individual new items page by page, we would first like to introduce a few models to you.

We are presenting the DB class 50.40 freight train locomotive which is highly exclusive for our club members. This Profi Club model comes with a new design, high performance boiler, a Franco-Crosti exhaust gas pre-heater, and Witte smoke deflectors among other things. Two dump car sets are also available to go with this desirable Trix Club model.

The DB class 042 freight train locomotive with a tender, oil firing, and a new design high performance boiler gleams in the paint scheme and lettering from around 1972. This rebuilt version is coming out this year in our assortment in two versions, one with a digital connector and one in a high end version with full sound. The legendary "Lollo" is a must for Era IV of course. This DB class 216 general-purpose diesel locomotive has a crimson locomotive body and a different vent and window arrangement on the sides like the prototype. Look forward to that moment when this model starts running on your model railroad layout!

The Köf III small diesel locomotive is also coming out in a crimson paint scheme as the class Köf 11 with a DB type E-52 Omm gondola and a DB type Gmhs 55 boxcar. This two-axle switch engine will win you over not just due to its paint scheme but also because of features such as the triple headlights that change over with the direction of travel or the Telex coupler front and rear.

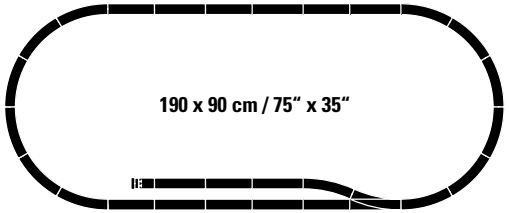
We are introducing the Thalys PBKA this year as a symbol of cross-border passenger service. This high speed train has been designed with the latest paint scheme and used in the Benelux region. It links the metropolitan areas of Paris, Brussels, Cologne, and Amsterdam (PBKA) with each other.

If we take a look at the railroad network of our neighbor Austria, we discover the Austrian Federal Railways (ÖBB) class 1018.0 electric locomotive from Era IV. It's coming out in the striking blood orange "Jaffa" paint scheme as it looked around 1984 after the ÖBB had standardized this class starting in 1966.

Now, it's time for "curtain up" and a lot of fun with the new items in H0.

TRIX
H0

“Branch Line Railroad” Starter Set



III 21 NEM

21518 „Branch Line Railroad“ Starter Set.
Prototype: German Federal Railroad (DB) class 74 tank locomotive. 1 pair of “Umbauwagen” / “Rebuild Car” type AB3yge, 1st/2nd class, and type B3yge, 2nd class, and 1 type B4yge “Umbauwagen” / “Rebuild Car”, 2nd class.

Model: The locomotive has an NEM 21-pin digital connector. It also has a special can motor with a flywheel. 3 axles powered. Traction tires. The locomotive has triple headlights that change over with the direction of travel. All of the cars have interior details. The pair of “Umbauwagen” / “Rebuild Cars” is permanently coupled together.
Train length 65.6 cm / 25-13/16“.

Contents: 12 no. 62130 curved track, 7 no. 62188 straight track, 7 no. 62172 straight track, 1 no. 62612 right turnout, 1 no. 62224 curved track, and 1 no. 62977 track bumper. A Trix locomotive controller and a 36 VA switched mode power pack are included.

This starter set can be expanded with the C Track extension set, item no. 62900, and with the entire Trix C Track program.

12 x 62130

1 x 62224

7 x 62188

7 x 62172

1 x 62612

1 x 62977

1 x

TRIX
H0
74 838

“metronom” Starter Set

“Swinging in Time” –
“metronom” is the brand name for ten new bi-level trains operated by the metronom Railroad Company Ltd. in Uelzen, Germany. These very modern locomotives and cars can be recognized from a distance by their striking, sophisticated design in the colors of yellow, white, and blue. metronom has linked the cities of Hamburg and Bremen as well as Hamburg and Uelzen since December of 2003 as a regional express train railroad. The train name metronom symbolizes together with the logo of a swinging pendulum the schedule concept of departures on an hourly schedule. Musicians are familiar with a metronome as a beat generator. For that reason the slogan for the metronom trains is “Swinging in Time”.

V 21 NEM

21517 “metronom” Starter Set.
Prototype: LNVG Niedersachsen class 146.2 electric locomotive, painted and lettered for metronom Railroad Company, Inc. 3 bi-level passenger cars.

Model: The locomotive has an NEM 21-pin digital connector. It also has a powerful drive system with a 5-pole skewed armature motor. All of the axles are powered. Traction tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel. The train has NEM coupler pockets. Length over the buffers 102.9 cm / 40-1/2“.
Contents: 12 no. 62130 curved track, 6 no. 62188 straight track, 6 no. 62172 straight track. A Trix locomotive controller and a 36 VA switched mode power pack are included.

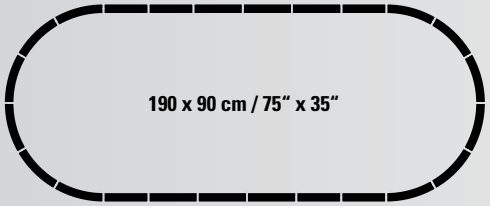
This starter set can be expanded with the C Track extension set, item no. 62900, and with the entire Trix C Track program.

12 x 62130

6 x 62188

6 x 62172

1 x


190 x 90 cm / 75“ x 35“

metronom
ME 146-18

“Glass Train”

At the start of the Thirties, the German State Railroad was feeling the increasing competition from cars and busses. There were therefore different attempts to improve the service to customers and to make traveling more attractive. Two electric powered observation cars were ordered from the car builder Fuchs and from AEG (electrical equipment) in order to give a stimulus to excursion traffic. These cars were intended later as exhibition units for the DRG and were known as the “Glass Trains”. These cars had to satisfy special requirements for excursion traffic in the scenically very attractive Bavarian and Austrian Alps: Passengers had to be able to observe the scenery unhindered in all directions from their seats. This required the smallest possible use of opaque building materials in the window and roof area. In addition, as many parts as possible were supposed to be taken from the standard design ET 25 and ET 31 powered rail cars to keep costs down.
The builders were able to fulfill these conditions: Large windows on the ends and in the diagonal parts of the roof gave a good view all around. The car bodies were constructed completely of shaped parts and sheet metal welded together and had only a single center entry on both sides of cars. The restroom was located almost at the level of the lower edge of the windows in the area of the center entry in order to have a free view from the seating area. The backs on the passenger seats could be folded over. Two traction motors suspended from the axles powered both wheel sets in the powered truck; the second truck was not powered. Also, the rest of the electrical equipment was arranged under the car floor according to standard design principles.
The elT 1998 powered rail car (later road number ET 91 01) was still not completely finished in the electrical area but was presented at the Nürnberg exhibition “100 Years of German Railroading” from July 14 to October 13, 1935. The second powered rail car, elT 1999 (later road number ET 91 02) was delivered in September of 1935 and took part in the great vehicle parade for the 100th anniversary. Both powered rail cars then ran in special service from Munich on the electrified routes of Southern Germany and also soon to Austria. Favorite trips offered then and after World War II were the “Karwendel Excursion” or the “Great Alps Excursion”. A bomb attack on Munich during the night of March 9/10, 1943 ended the short career of road number ET 91 02. It burned up completely as a result. It’s sibling had been moved to Bichl and was walled in at the locomotive shed there; it survived the war undamaged and soon made itself useful again in excursion service; it was designated from 1968 on as road number 491 001-4 in accordance with UIC rules. Its career came to an abrupt end on December 12, 1995 when it collided with a passenger train at the Garmisch-Partenkirchen station. Since then the heavily damaged “Glass Train” stands in the Augsburg yards and waits for better times.

HIGHLIGHTS

+ Scale 1:87 reproduction.
+ Factory-installed interior lights.
+ Warm white LEDs for lighting.
+ Special additional announcement for excursion run.

III DCC LED 1:87

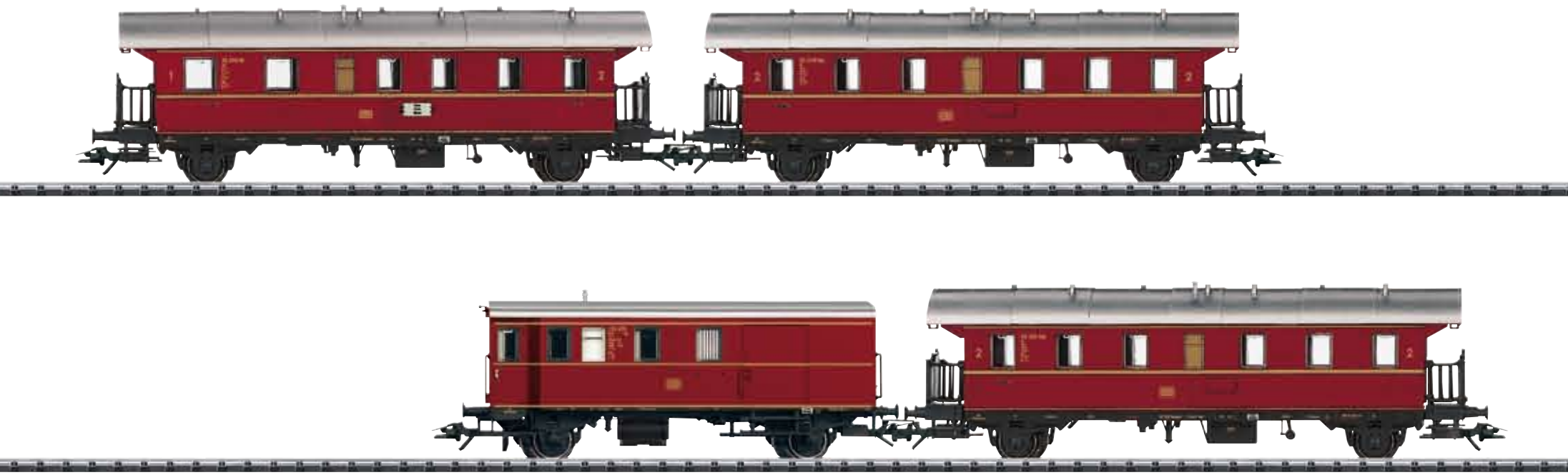
22192 Powered Observation Rail Car.
Prototype: German Federal Railroad (DB) class ET 91 “Glass Train” electric powered observation car. Crimson / beige paint scheme. The car looks as it did around 1965.
Model: The car has a DCC/Selectrix digital decoder and factory-installed, controllable sound functions. It also has controlled high-efficiency propulsion. 2 axles in one truck powered. Traction tires. The car has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free, red LEDs. The interior lighting can be dimmed as a digital auxiliary function. The trucks have different wheelbases like the prototype. The car has built-in interior details. The panorama windows are inset. This car is the version with a double-arm pantograph and a single-arm pantograph with a double wiper. Length over the buffers 23.7 cm / 9-5/16“.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37581.

Digital Functions	Sx	DCC
Headlight(s)	x	x
Interior lights		x
Surrounding sounds		x
Warning Sound		x
Direct control		x
Light Function1		x

“Red Thunder Boxes”

TRIX
H0



HIGHLIGHTS

\+ New tooling for the type Pwif-41/52 passenger train baggage car with an engineer’s cab.

III NEM

23476 “Red Donnerbüchsen“ / “Red Thunder Boxes” Passenger Car Set.
Prototype: German Federal Railroad (DB) commuter service car set consisting of 2 type Bi “Donnerbüchse” / “Thunder Box” standard design cars, 2nd class, 1 type ABi “Donnerbüchse” / “Thunder Box” standard design car, 1st and 2nd class, and a type Pwif-41/52 passenger train baggage car with an engineer‘s cab.

Model: All of these cars have interior details. The cab control car has triple headlights and dual red marker lights that change over with the direction of travel. Warm white and red LEDs are using for the lighting. The cars have couplers in NEM coupler pockets with guide mechanisms.
Total length over the buffers 59.9 cm / 23-9/16“.

One-time series.

These passenger cars are also part of the “Commuter Service” train set that can be found in an AC version in the Märklin H0 assortment under item no. 26577.

Köf with Freight Cars

HIGHLIGHTS

+ The Köf III is completely new tooling.
+ Telex couplers front and rear.
+ Warm white LEDs for the headlights.

III DCC LED

21340 Train Set.
Prototype: Köf III small diesel locomotive as the German Federal Railroad (DB) class Köf 11 in Era III. Crimson paint scheme. One type E-52 Omm gondola and one type Gmhs 55 boxcar, both painted and lettered for the German Federal Railroad (DB).
Model: The locomotive has an mfx digital decoder and controlled high efficiency propulsion. Both axles powered. The headlights are warm white LEDs. The headlights / marker lights can be turned off at both ends.

The Telex couplers at the front and the rear can be controlled separately. There is an open view in the engineer's cab, and the grab irons are separately applied. Length over the buffers for the locomotive 9 cm / 3-1/2". Total length over the buffers 32.4 cm / 12-3/4".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 26340.

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

Trix Club Model for 2011

TRIX
H0

The Class 50.40.

After intensive experiments with the two class 42.90 Franco-Crosti locomotives, the German Federal Railroad decided to convert several class 50 locomotives in the same manner. A Franco Crosti boiler is a conventional locomotive tank with a second boiler connected in the steam lines. It heats feed water with the assistance of smoke exhaust gases passing over the water. This second boiler is therefore called an exhaust gas pre-heater. The Italian designers Franco and Crosti built their first test units with this technology as early as the Thirties. The savings in coal were approximately 20% with the improved efficiency. The flat smokestack for operation projects from one side of the boiler, which results in a rather striking appearance. The standard smokestack no longer serves to discharge smoke exhaust gases during operation, but is only required for firing up the locomotive. Relatively high operating costs resulted despite the increased efficiency, since the pre-heater boiler was easily subject to corrosion.
A total of 31 locomotives were delivered to the German Federal Railroad by Henschel in 1954 and 1958, and were designated as the class 50.40. These two-cylinder, 90.6 metric tons heavy locomotives had a maximum speed of 80 km/h / 50 mph in both directions and an indexed performance of 1,540 pounds per square inch. They were used in the Münsterland area and in the Rhine area in freight train service until they were retired in 1967 and then scrapped.

HIGHLIGHTS

- \+ Completely new tooling.
- \+ Very finely detailed metal construction.
- \+ High efficiency propulsion motor with a bell-shaped armature in the boiler.
- \+ Franco-Crosti pre-heater boiler included under the normal boiler.
- \+ A wide variety of operating and sound functions that can be controlled digitally.
- \+ Rebuilt version of the tender with coal bunker hatches.
- \+ Suitable freight car additions under item nos. 24091, 24094, and 24095.

III DCC LED NEM

22051 Freight Train Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 50.40 freight train steam locomotive. Rebuilt version with a new design high performance boiler and a Franco-Crosti exhaust gas pre-heater, Witte smoke deflectors, DB reflex glass lamps, sand boxes located on the running boards, a smoke stack located on the side of the locomotive, and a rebuilt type 2´2´T 26 tender with coal bunker hatches. Road number 50 4005. The locomotive looks as it did around 1962.
Model: The locomotive has a DCC digital decoder and extensive sound functions. It has a controlled high efficiency propulsion motor with a bell-shaped armature and a flywheel, located in the boiler. 5 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 7226 smoke generator can be installed in the normal smoke stack. When the locomotive is running, the smoke stack can be closed with a hatch. The triple headlights that change over with the direction of travel and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the back of the tender has a close coupler in an NEM pocket with a guide mechanism. The coal bunker hatches can be opened and closed by hand. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors are included.
Length over the buffers 26.4 cm / 10-3/8".

The 22051 freight train steam locomotive is being produced in 2011 in a one-time series only for Trix Club members.

Suitable dump car sets are also being offered exclusively only for Trix Club members under item nos. 24091 and 24094. When and only when you buy both of these freight cars, the 24095 freight train baggage car is also available free.

Digital Functions	Sx	DCC
Headlight(s)		x
Smoke generator		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

This model can be found in an AC version in the Märklin H0 assortment under item no. 37040 exclusively for Insider members.

Trix Club Models for 2011

HIGHLIGHTS

+ Dump cars are completely new tooling.
+ Very finely detailed construction.
+ Separately applied track tongs on the car frame.
+ All of the cars have different car numbers.
+ Ideal cars for the class 50.40 freight train steam locomotive (Trix Club model for 2011).

III NEM

24091 Dump Car Set 1.
Prototype: 6 different German Federal Railroad (DB) freight cars of different types. 2 type F-v-51 (later Ommi 51) dump cars with hand brakes and brakeman's platforms. 2 type F-z-51 (later Ommi 51) dump cars without hand brakes and without brakeman's platforms. 1 type Gms 30 boxcar, welded design (former type Gs "Oppeln"), with a short frame, without hand brakes and without brakeman's platforms. 1 acid transport car with a hand brake and a brakeman's platform. One privately owned car painted and lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH, Hamburg / United Tank Farm and Transport Service, Inc, Hamburg, Germany. The cars look as they did around 1962.

Model: The dump cars are finely detailed with partially open frames, separately applied track tongs, and separately applied dump hoppers. The cars have either a separately applied brakeman's platform or no brakeman's platform. All of the dump cars have different car numbers. The hoppers are loaded with real scale sized ballast. The "Oppeln" design boxcar has a short frame. The acid transport car has finely detailed frame pieces for holding the acid containers in place.
Total length over the buffers 63.5 cm / 25".

AC wheel set 2 x 700150.

The 24091 dump car set is being produced in 2011 in a one-time series only for Trix Club members.

The 24091 dump car set can be lengthened to a prototypical freight train with the 24094 dump car set. If and only if you buy both of these freight car sets, the freight train can be completed with the 24095 freight train baggage car available free for this purpose. The class 50.40 freight train steam locomotive to go with this is also being offered exclusively for Trix Club members only under item no. 22051.

This freight car set can be found in an AC version in the Märklin H0 assortment under item no. 46350 exclusively for Insider members.

22051 24095 24094 24091

HIGHLIGHTS

+ Dump cars are completely new tooling.
+ Very finely detailed construction.
+ Separately applied track tongs on the car frame.
+ All of the cars have different car numbers.
+ Ideal cars for the class 50.40 freight train steam locomotive (Trix Club model for 2011).

24094 Dump Car Set 2.
Prototype: 6 different German Federal Railroad (DB) freight cars of different types. 2 type F-v-51 (later Ommi 51) dump cars with hand brakes and brakeman's platforms. 2 type F-z-51 (later Ommi 51) dump cars without hand brakes and without brakeman's platforms. 1 type G 10 boxcar with a built-on brakeman's cab. 1 tank car with a brakeman's platform. One privately owned car painted and lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH, Hamburg / United Tank Farm and Transport Service, Inc, Hamburg, Germany. The cars look as they did around 1962.
Model: The dump cars are finely detailed with partially open frames, separately applied track tongs, and separately applied dump hoppers. The cars have either a separately applied brakeman's platform or no brakeman's platform. All of the dump cars have different car numbers. The hoppers are loaded with real scale sized ballast. The type G 10 boxcar has sliding doors that can be opened. The tank car has a separately applied brakeman's platform and a ladder going up to the filling platform. It has a reproduction of a partially open car body.
Total length over the buffers 63 cm / 24-13/16".

AC wheel set per dump car 2 x 700150, for the boxcar 2 x 700200, for the tank car 2 x 36667900.

The 24094 dump car set is being produced in 2011 in a one-time series only for Trix Club members.

The 24094 dump car set can be lengthened to a prototypical freight train with the 24091 dump car set. If and only if you buy both of these freight car sets, the freight train can be completed with the 24095 freight train baggage car available free for this purpose. The class 50.40 freight train steam locomotive to go with this is also being offered exclusively for Trix Club members only under item no. 22051.

This freight car set can be found in an AC version in the Märklin H0 assortment under item no. 46351 exclusively for Insider members.

24095 Freight Train Baggage Car.
Prototype: German Federal Railroad (DB) type Pwgs 41. Version without a roof cupola. The car looks as it did around 1962.
Model: The underbody has separately applied brake rigging.
Length over the buffers 11.9 cm / 4-11/16".

AC wheel set 2 x 700150.

The 24095 freight train baggage car is being produced in 2011 in a one-time series only for Trix Club members.

If and only if you buy both the 24091 and 24094 dump car sets, the freight train can be completed with the 24095 freight train baggage car available free for this purpose. The class 50.40 freight train steam locomotive to go with this is also being offered exclusively for Trix Club members only under item no. 22051.

This freight train baggage car can be found in an AC version in the Märklin H0 assortment under item no. 46982 exclusively for Insider members.

Class V 90 Switch Engine

HIGHLIGHTS

\+ Digital uncoupling with Telex couplers.

III DCC LED

22290 Diesel Switch Engine with Telex Couplers.
Prototype: German Federal Railroad (DB) class V 90 heavy switch engine. Era III version in “old red” paint scheme. B-B wheel arrangement.
Use: Switching service, hump yard service, freight service on short routes.

Model: The frame and the main part of the body are constructed of die-cast metal. The locomotive has Telex couplers and a DCC decoder. It also has a powerful can motor with a bell-shaped armature, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights and marker lights are maintenance-free LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The locomotive has engineer‘s cab interior details in relief. It also has separately applied grab irons. Additional steps are included. The locomotive has NEM coupler pockets. Length over the buffers 16.4 cm / 6-1/2“.

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

Class 74.10 Tank Locomotive and District Inspector's Gang Car

TRIX HO

HIGHLIGHTS

+ Detailed, affordable steam locomotive model.

22859 Tank Locomotive.
Prototype: German State Railroad (DR) class 74.10.
Use: Passenger trains.
Model: The locomotive has a 21-pin NEM digital connector. It also has a special can motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel. The locomotive has NEM coupler pockets. It also has many separately applied details.
Length over the buffers 12.7 cm / 5".

One-time series.

HIGHLIGHTS

+ Superstructure constructed of metal. Prototypical paint scheme and lettering.
+ Multi-colored wheels.
+ Numerous separately applied details included.

24575 District Inspector's Class KLV 04 Gang Car.
Prototype: 3-seat class KLV 04 "enclosed" district inspector's gang car. Production of different versions of these vehicles as successors to the class KLV 01 was started in the Forties. The class KLV 04 was available as the type C3 (with a relatively large storage area) with a permanent superstructure and with a hinged roof, i.e. as a convertible, which was later rebuilt in part to a permanent superstructure due to the limited life span of the folding roof. The class KLV 04 was equipped with a 2-cylinder, 2-cycle motor and often had a 10 liter / approximately 2.5 gallon gasoline tank.
Model: This model is the class KLV 04 district inspector's gang car. The superstructure is constructed of metal. The model has many separately applied details. It has a prototypical paint scheme and lettering. The model also has interior details. It is not powered but can be rolled.
Length approximately 2.8 cm / 1-1/8".

This item is being produced in this version in a one-time series in 2011.

Snow Clearing Train with a Steam Powered Rotary Snowplow

HIGHLIGHTS

+ Extensive digitally controlled light and sound functions on the locomotive and on the steam powered rotary snow plow.
+ The rotary snow plow wheel can be rotated.
+ The work lights and the track headlights can be controlled digitally.
+ Prominent warning markings on the side wings.

IV DCC ○ ○○ NEM

21833 Snow Clearing Train with a Steam Powered Rotary Snowplow.
Prototype: German Federal Railroad (DB) class 55 freight train steam locomotive with a tender and a Henschel design steam powered rotary snowplow and a tender. The train looks as it did around 1970.
Model: The steam locomotive has a DCC digital decoder and extensive sound functions. It also has controlled high efficiency propulsion with a bell-shaped armature and a flywheel, in the boiler. 4 driving axles powered. Traction tires. The locomotive and tender are constructed chiefly of metal. The 72270 smoke generator can be installed in the locomotive. The triple headlights and the smoke generator that can be installed will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. The engineer's cab has interior details. There is a permanent close coupling between the locomotive and tender. Protective piston rod sleeves and brake hoses detail parts are included.

The steam powered rotary snow plow has a DCC digital decoder and light and sound functions that can be controlled digitally. The 7226 smoke generator can be installed in the snow plow. The work lights and the snowplow blade wheel as well as the smoke generator that can be installed will work in conventional operation and can be controlled digitally. You can also switch digitally between work lights and track headlights. Maintenance-free warm white LEDs are used for the work lights and track headlights. The snowplow blade wheel can be turned to the right or the left depending on how the direction has been set. The snowplow superstructure is constructed of metal. There is a detailed reproduction of the rotary snowplow's front housing. The side wings and guide blade are movable. There is a separate motor to power the snowplow blade wheel and this motor is on when the power in the track is on. The hatches on the tender can be opened.
Total length 45.4 cm / 17-7/8".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 26833.

DB Class 042 Freight Train Steam Locomotive

The locomotive industry developed the class 41 2-8-2 locomotive for fast freight trains as part of the DRG's standardization program. Schwartzkopff delivered the two sample prototype units in 1936. The running gear was a new development; the boiler was the same for the class 03, but it was rated for 290 pounds per square inch on the class 41. The axle load could be set at 18 or 20 metric tons. In the class 41 the railroad had a general-purpose locomotive for the first time that could be used anywhere. The two sample prototype units were followed by 364 regular production locomotives that were improved slightly and that were delivered by almost all of the German locomotive builders up to 1941. These locomotives could do 90 km/h / 56 mph and had around 1,900 horsepower. They were used in almost all areas of the railroad.
The DB acquired 216 of these locomotives after World War II, and 116 remained with the DR in East Germany. Since neither of the state railroads could do without the class 41, numerous units were equipped with new boilers. Between 1957 and 1961 a total of 102 units of the class 41 were given this new boiler at the maintenance facility in Braunschweig. This new boiler combined with the removal of the front skirting clearly altered the look of these locomotives. Oil firing was also applied to 40 of these rebuilt locomotives.
The units that were not rebuilt were retired in the Sixties for the most part. The coal-fired rebuilt units followed by 1971; they had been newly designated as the class 041 from 1968 on. The oil-fired class 41 units (from 1968 on: 042) were in use until the end of steam locomotive motive power on the DB in 1977 and were based in Rheine.

HIGHLIGHTS

+ Completely new tooling.
+ Especially finely detailed construction.
+ Partially open bar frame and many separately applied details.
+ High efficiency propulsion system with a bell-shaped armature, in the boiler.
+ A different road number from that for 22374.

IV | 21 | LED | NEM | 1:87

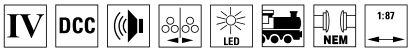
22372 Freight Train Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 042 oil-fired freight train steam locomotive with a tender. Rebuilt version with a new design, high-performance boiler, Witte smoke deflectors, DB reflex glass lamps, inductive magnets on both sides, buffer plate warning strip, and rebuilt tender with an oil bunker. Road number 042 186-7. The locomotive looks as it did around 1972.
Model: The locomotive has a 21-pin digital connector. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender and the front of the locomotive has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included.
Length over the buffers 27.5 cm / 10-13/16".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37926.

HIGHLIGHTS

+ Completely new tooling.
+ Especially finely detailed construction.
+ Partially open bar frame and many separately applied details.
+ High efficiency propulsion system with a bell-shaped armature, in the boiler.
+ A wide variety of operating and sound functions that can be controlled digitally.



22374 Freight Train Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 042 oil-fired freight train steam locomotive with a tender. Rebuilt version with a new design, high-performance boiler, Witte smoke deflectors, DB reflex glass lamps, inductive magnets on both sides, buffer plate warning strip, and rebuilt tender with an oil bunker. Road number 042 096-8. The locomotive looks as it did around 1972.
Model: The locomotive has a DCC decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender and the front of the locomotive has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 27.5 cm / 10-13/16".

This model can be found in an AC version in the Märklin H0 assortment under item no. 37925.

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

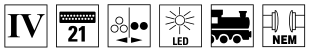
Class 216 “Lollo” Diesel Locomotive

V 160 Pre-Production Series

In 1956 the German Federal Railroad’s central office in Munich contracted with the locomotive builder Krupp in Essen to develop a single-motor, general-purpose diesel locomotive. Originally, the plan was for a unit with a nominal power output of 1,600 horsepower and a class designation of V 160 in keeping with the conventions of that time. The plan for the locomotive was for two engineer’s cabs, two two-axle trucks, a maximum speed of 120 km/h / 75 mph, a maximum length over the buffers of around 16,000 mm / 52 feet 6 inches as well as sufficient train heating for an express train of ten cars. A maximum axle load of 18 metric tons was planned to enable operation on expanded branch lines. Hydraulic fluid transmissions were planned for transmitting power to the wheels. It was planned that the new V 160 would replace the provincial steam locomotives with the class numbers 38.10, 39, 55.25, 56.20, and 57.10 as well as the standard design locomotive with the class numbers 03 and 50. During the development phase of the V 160 it was possible to increase the motor performance to 1,900 horsepower with improved supercharging and forced air cooling. In 1960/61 the firm of Krupp delivered six prototypes as the road numbers V 160 001-006, which were equipped with different 1,900 horsepower motors and gear drives. In 1962/63 four additional units followed (V 160 007-010) from Henschel. The first nine locomotives had fully rounded ends beneath the windshields which quickly gave them the nickname “Lollo” (after the Italian film star Gina Lollobrigida). The tenth locomotive by contrast had the angled look taken from the V 320 001, that was to become the typical characteristic of the entire V 160 family. The frame and the superstructure were of lightweight steel construction, completely welded. Between the two engineer’s cabs insulated against sound was the engine room with its propulsion layout, cooling equipment, and oil-fired forced-flow boiler for train heating. It was accessible by a side corridor. The power transmission was done with a Voith fluid transmission that had to be developed from scratch for motors of the performance class. In addition, road numbers V 160 001-009 also had equipment for shuttle train operation and multiple unit lashups.

HIGHLIGHTS

+ New tooling for the pre-production series “Lollo” V 160 locomotive.
+ Frame and body constructed of metal.
+ 21-pin digital connector



22174 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 216 “Lollo” general-purpose locomotive as a pre-production version. Standard paint scheme with a crimson red locomotive body. Different vent and window arrangements on the sides as with the prototype. The locomotive looks as it did around 1975.

Model: The locomotive has a 21-pin digital connector. It also has controlled high efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free, red LEDs. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams. Brake hoses are included that can be installed on the locomotive.
Length over the buffers 18.4 cm / 7-1/4“.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37740.

Class 218 Diesel Locomotive in “Chinese Red”

TRIX
H0

22237 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Version in “Chinese Red” paint scheme. The locomotive looks as it did around 1990.

Model: The locomotive’s frame and body are constructed of metal. The locomotive has a DCC digital decoder and extensive sound functions. It also has controlled high efficiency propulsion. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free warm white LEDs, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately at Engineer Cab 2 and 1. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams. The locomotive has NEM coupler pockets. Length over the buffers 18.9 cm / 7-5/16“.

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37745.

Digital Functions	Sx	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
Headlight(s): Cab1 End		x

Class 150 Electric Locomotive

HIGHLIGHTS

+ Rebuilt version without rain gutters.
+ Maintenance-free, warm white LEDs for headlights.
+ Lights at the ends of the locomotive can be turned off in digital operation.
+ "Double A" light function present if the headlights at both ends of the locomotive are turned off.
+ Telex couplers for remote controlled uncoupling from cars.

22154 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 150 heavy freight train locomotive. "Traffic Red" basic paint scheme. The largest type of the standard design electric locomotives from the new construction program of the Fifties. Rebuilt version with square corner Klatt vents, double lamps, and without a rain gutter. The locomotive looks as it did around 2000.
Model: The locomotive has a DCC digital decoder and a controllable locomotive whistle sound. It also has controlled high-efficiency propulsion as a can motor with a bell-shaped armature and a flywheel, centrally-mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights on Locomotive End 2 and 1 can be turned off separately in digital operation. If the headlights at both ends of the locomotive are turned off, then the "double A" light function is on at both ends. The headlights are maintenance-free, warm white LEDs, and the marker lights are maintenance-free red LEDs. The locomotive has separately applied metal grab irons on the sides and ends. The engineer's cabs and the engine room have interior details in relief.
Length over the buffers 22.4 cm / 8-13/16".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37851.

Digital Functions	Sx	DCC
Headlight(s)		x
Telex coupler(s)		x
Locomotive whistle		x
Direct control		x
Headlight(s): Cab2 End		x
Headlight(s): Cab1 End		x

Class 218 Diesel Locomotive in “Traffic Red”

TRIX
H0

VI 21 LED

22235 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Version in “Traffic Red” paint scheme.
Use: Passenger trains.

Model: The locomotive’s frame and body are constructed of metal. The locomotive has a 21-pin digital connector. It also has a special can motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free warm white LEDs, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately at Engineer Cab 1 and 2 in digital operation when a 66849 decoder is installed in the locomotive. The locomotive has separately applied metal grab irons. It also has detailed buffer beams. The locomotive has NEM coupler pockets.
Length over the buffers 18.9 cm / 7-5/16“.

One-time series.

Switzerland

HIGHLIGHTS

+ Warm white LEDs for headlights / marker lights.
+ LED headlights / marker lights can be switched over: running “light” or with a train.
+ Heavy metal construction.
+ DCC decoder with electric locomotive sounds.

II DCC LED NEM

22777 “Crocodile” Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 III freight locomotive. Dark brown basic paint scheme. Design with diagonal side rod drive. The locomotive looks as it did around 1930.
Model: The locomotive has a DCC decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles and a jackshaft powered. Traction tires. The headlights and marker lights (Swiss triple headlight / one marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lights are maintenance-free warm white LEDs. The locomotive has articulated running gear to enable to it to negotiate sharp curves. It has a 3-part metal body with end hoods that can swing out on curves. The locomotive has detailed roof equipment.
Length over the buffers 23 cm / 9-1/16“.

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 39565.

Digital Functions	Sx	DCC
Headlight(s)		x
Marker light(s)		x
Electric locomotive op. sounds		x
Locomotive whistle		x
Direct control		x
Sound of squealing brakes off		x
Whistle for switching maneuver		x
Sound of Couplers Engaging		x
Stat. Announce. - Swiss		x
Letting off steam / air		x
Blower motors		x
Brake Compressor		x
Pantograph Sounds		x

The SBB needed a heavy, particularly powerful locomotive for freight service able to master steep grades on the Gotthard route with its many curves. Locomotives were developed in the classes Be 6/8 III and Ce 6/8 III that entered railroad history with the nickname "Crocodile" due to their striking appearance. The striking articulated design of these units fulfilled the long standing requirement for trouble-free transport of freight over the Gotthard.
Since improvements were continuously applied to these locomotives, numerous versions existed, both in a green or brown paint scheme, were unmistakably recognizable as the "Crocodile", and exercised a special fascination.

22776 "Crocodile" Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 III freight locomotive. 2-6-6-2 wheel arrangement. Built starting in 1926 (Ce 6/8 III). The world famous electric locomotive nicknamed the "Crocodile".
Model: The frame and body parts are constructed of die-cast metal. The locomotive has an NEM digital connector. 3 axles powered. Traction tires. The locomotive has NEM coupler pockets. The headlights and marker light change over with the direction of travel in the Swiss light code.
Length over the buffers 23 cm / 9-1/16".

Austria

HIGHLIGHTS

+ ÖBB rebuilt version as partially new tooling.
+ Highly detailed metal body.
+ DCC decoder with a locomotive whistle sound.
+ Lighting with warm white and red LEDs.

IV DCC LED

22683 Electric Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 1018.0 electric locomotive in the so-called blood orange "Jaffa" paint scheme. Rebuilt version corresponding to the ÖBB standardization of this class starting in 1966. The locomotive looks as it did around 1984.
Model: The locomotive has a DCC decoder and a controllable locomotive whistle sound. It also has controlled high efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and 1 red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are the so-called "Stielaugen" or "Telescope Eyes" headlights. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free LEDs. The engineer's cabs and engine room have interior details. The body has numerous separately applied details. The locomotive has prototypical double-arm pantographs. It also has a finely detailed frame with a prototypical reproduction of the quill type driving wheels. The buffers are metal, separately applied, and come in both a convex and a flat version.
Length over the buffers 19.5 cm / 7-11/16".

The class 1018.0 is the right locomotive to go with the 23455 passenger car set that is also coming out in 2011.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37683.

Digital Functions	Sx	DCC
Headlight(s)		x
Locomotive whistle		x
Direct control		x
Headlight(s): Cab2 End		x
Headlight(s): Cab1 End		x

23455 22683

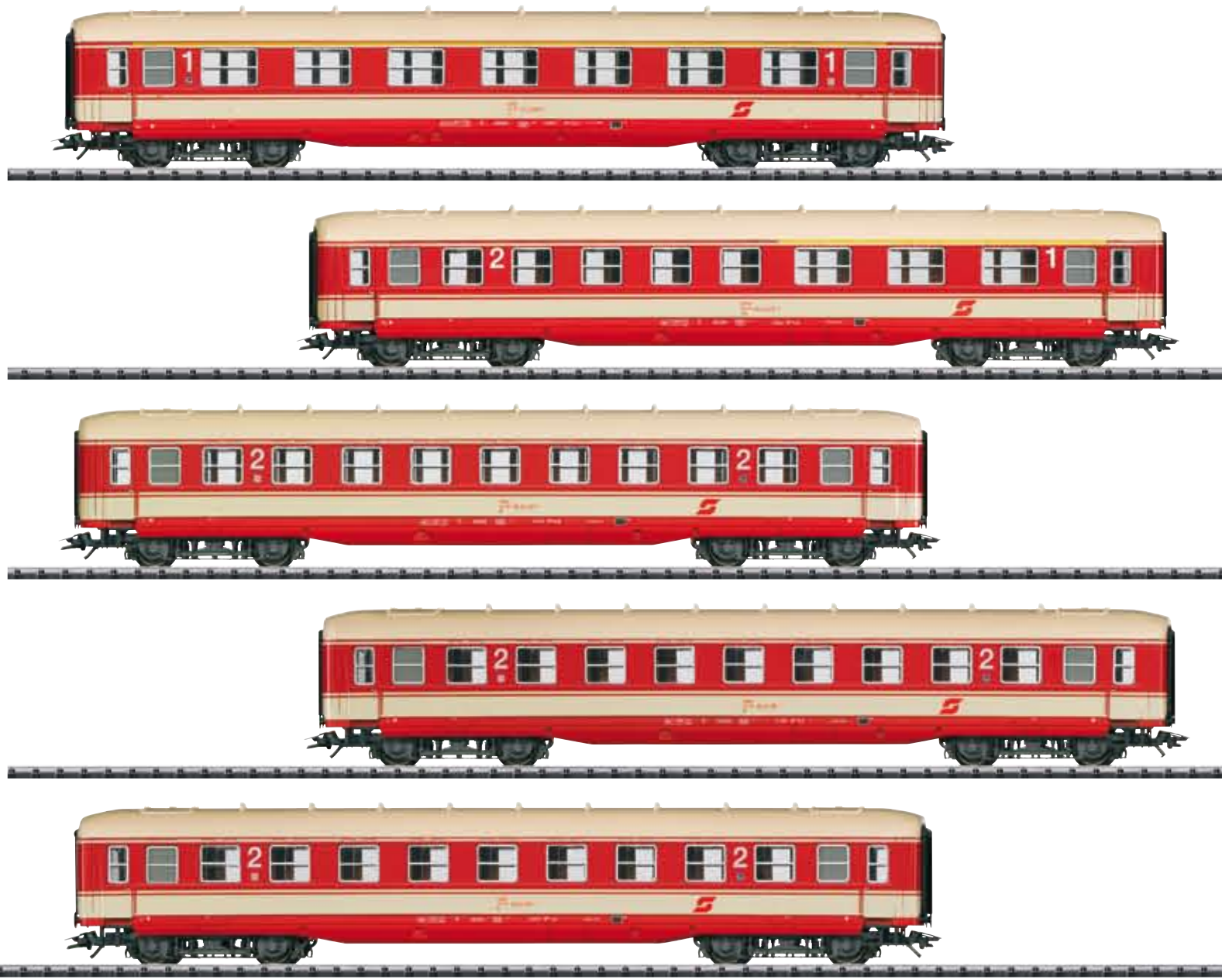
IV LED NEM 1:87

23455 Express Train Passenger Car Set.
Prototype: 5 different design Austrian Federal Railways (ÖBB) express train passenger cars in the so-called blood orange “Jaffa” paint scheme. 1 type A express train passenger car (former type AB4ü-38 skirted passenger car), 1st class. 1 type AB express train passenger car (former type C4ü-38 skirted passenger car), 1st/2nd class. 3 type B express train passenger cars (former types C4ü-38 and C4ü-40 skirted passenger cars), 2nd class. The cars look as they did around 1984.
Model: All of the cars are full scale length, have underbodies specific to the different cars, have different car numbers, rubber diaphragm connections, and have center bars on the side windows. All of the cars are individually packaged and have a master package. The 66700 lighting kit or the 66718/66719 LED lighting kits can be installed on these cars.
Total length over the buffers 123.1 cm / 48-1/2“.

AC wheel set per car 4 x 700150.

The class 1018.0 electric locomotive, item no. 22683, is the right locomotive for the 23455 express train passenger car set.

This model can be found in an AC version in the Märklin H0 assortment under item no. 43205.



Belgium

HIGHLIGHTS

+ Scale 1:87 reproduction.
+ Factory-installed interior lighting.
+ Warm white LEDs for lighting.
+ 21-pin digital connector.
+ The latest paint scheme.
+ Both end cars powered.

22371 High Speed Train.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 2 powered end cars (TK1 and TK2), 1 transition car (R1), 1st/2nd class, 1 transition car (R8), 2nd class. The newest paint scheme. The train looks as it currently does in real life in 2010.
Model: The train is a 4-part set. Both end cars (TK1 and TK2) are powered. The train has a 21-pin digital connector. It has controlled, high-efficiency propulsion in both powered end cars, centrally mounted. 4 axles powered through cardan shafts in each end car. Traction tires.
The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The headlights and interior lighting are maintenance-free, warm white LEDs and the marker lights are maintenance-free red LEDs. The train has separately applied metal grab irons. It also has inset windshield wipers. The engineer's cabs in the powered end cars have interior details. A powered end car and a transition car are permanently coupled together in pairs and have special close couplings with a guide mechanism. There is an additional guide mechanism in the Jakobs truck.
In analog operation only one powered end car picks up current. After a decoder has been installed, the end cars have an electrical pickup changeover feature so that the electrical pickups at the front of the train are the ones picking up power. The interior lighting is powered through a continuous electrical connection through the entire train. Each powered end car has 2 SNCF design single-arm pantographs. The pantographs work mechanically but are not wired to take power. The train is a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides.
Length of the 4-part set 101 cm / 39-3/4".

The 22371 basic set can be expanded with the 23466, 23467, and 23468 extension sets to a prototypical 10-car unit.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37791.

TRIX
H0

Belgium

HIGHLIGHTS

+ Factory-installed interior lighting.
+ Warm white LEDs for lighting.

VI LED 1:87

23466 Add-On Car Set 1 for the THALYS PBKA.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R2), 1st class, and 1 intermediate car (R3), 1st class. The newest paint scheme. The cars look as they currently do in real life in 2010.
Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 22371, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16“, when there is sufficient clearance on both sides.
Length of the pair of cars 43 cm / 16-15/16“.

The 22371 basic set can be expanded with the 23466, 23467, and 23468 extension sets to a prototypical 10-car unit.

This model can be found in an AC version in the Märklin H0 assortment under item no. 43421.

HIGHLIGHTS

+ Factory-installed interior lighting.
+ Warm white LEDs for lighting.

VI LED 1:87

23467 Add-On Car Set 2 for the THALYS PBKA.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R6), 2nd class, and 1 intermediate car (R7), 2nd class. The newest paint scheme. The cars look as they currently do in real life in 2010.
Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 22371, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16“, when there is sufficient clearance on both sides.
Length of the pair of cars 43 cm / 16-15/16“.

The 22371 basic set can be expanded with the 23466, 23467, and 23468 extension sets to a prototypical 10-car unit.

This model can be found in an AC version in the Märklin H0 assortment under item no. 43431.

HIGHLIGHTS

+ Factory-installed interior lighting.
+ Warm white LEDs for lighting.

VI LED 1:87

23468 Add-On Car Set 3 for the THALYS PBKA.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R4), bar car 2nd class, and 1 intermediate car (R5), 2nd class. The newest paint scheme. The cars look as they currently do in real life in 2010.
Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 22371, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16“, when there is sufficient clearance on both sides.
Length of the pair of cars 43 cm / 16-15/16“.

The 22371 basic set can be expanded with the 23466, 23467, and 23468 extension sets to a prototypical 10-car unit.

This model can be found in an AC version in the Märklin H0 assortment under item no. 43441.

22371 23467 23468

23466 22371

Belgium

TRIX
H0

Sweden

VI DCC SX

22807 Electric Locomotive.
Prototype: Swedish State Railways (SJ) class Re 14 electric locomotive, used for the Green Cargo freight service area. Dual system locomotive with 2 pantographs. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.
Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (not wired for catenary operation).
Length over the buffers 21.7 cm / 8-9/16".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 36610.

Digital Functions	Sx	DCC
Headlight(s)	x	x
Direct control		x

Norway

TRIX
H0

VI DCC SX

22808 Electric Locomotive.
Prototype: General-purpose locomotive painted and lettered for the firm Angel Trains Cargo (ATC), used as Litra 119 on the CargoNet Group, Norway. Dual system locomotive with 2 pantographs. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.
Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (not wired for catenary operation).
Length over the buffers 21.7 cm / 8-9/16".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 36611.

Digital Functions	Sx	DCC
Headlight(s)	x	x
Direct control		x

Accessories

HIGHLIGHTS

- \+ Märklin Digital multiple protocol controller for Motorola, mfx, DCC.
- \+ Large color touch screen.
- \+ 2 built-in locomotive controllers.
- \+ Built-in Märklin Digital locomotive database.
- \+ Housing with a central stop button and built-in stylus.
- \+ Up to 16 controllable locomotive functions.
- \+ 2 built-in locomotive card readers.
- \+ Powerful built-in booster.
- \+ 5.0 amp maximum output power.
- \+ 20 (DCC: 128) Keyboards for up to 320 (DCC: 2,048) solenoid accessories.
- \+ Built-in track diagram control board.
- \+ Built-in route control (including shuttle train control).
- \+ Built-in USB host for a mouse, keyboard, USB stick, etc.
- \+ Direct connections for 2 Mobile Stations and 1 Booster.
- \+ Expansions can be connected by means of the Märklin Bus
- \+ Can be used in multiples.
- \+ Network connection.

60215 Central Station.
In addition to the widely used protocols Motorola, mfx, and DCC, the Central Station combines 2 locomotive controllers for easy, convenient control of locomotives, in addition to a large color touch screen. The representation of locomotives can be done with color images. Furthermore, the Central Station has a built-in Märklin Digital locomotive database as well as 2 built-in locomotive card readers (for saving locomotive data on a locomotive card or for quickly calling up a locomotive by inserting its card in the reader). mfx locomotives are automatically recognized and taken into the locomotive list with all of their characteristics. There is also a powerful booster for providing power to the layout for train and accessory current, 20 Keyboards (DCC: 128) for controlling up to 320 (DCC: 2,048) solenoid accessories, a track diagram control board as well as a route controller (including shuttle train control), all of this built into the Central Station. The Central Station can be used in multiples, i.e. with the optional cable (60123) several Central Stations (60213, 60214, and/or 60215) can be operated together on a layout, whereby joint and separated configurations can be maintained in the CS2 for the layout areas to be controlled. The Central Station has a built-in USB host (for a mouse, keyboard, or USB stick) as well as a network connection for communication with a personal computer. Maximum load at the feeder track: 5 amps, maximum load at the programming track: 1.2 amps, total maximum load: 5.0 amps when used with the 60101 switched mode power pack. Dimensions 320 x 190 x 80 mm / 12-5/8" x 7-1/2" x 3-1/8".

60101 100 VA, 230 Volt Switched Mode Power Pack.
This switched mode power pack is for connecting to and for powering the 60214/60215 Central Station and the 60174 Booster. The input is 230 volts / 50 Hertz , and the output is 19 volts / 100 watts DC voltage. Tabletop switched mode power pack in a plastic housing with mounting tabs.
Dimensions 190 x 96 x 65 mm / 7-1/2" x 3-3/4" x 2-9/16".
Connections: 4-pin mini DIN high current plug.
The 60101 switched mode power pack is designed for use in dry areas.

Museum Car

TRIX

HIGHLIGHTS

+ The model truck is being produced in a small series exclusively for this museum car.

III NEM

15364 Minitrix Museum Car for 2011.
Prototype: Type Glmhs Leipzig boxcar. Truck with a panel body.
Model: Privately owned freight car painted and lettered for the leather firm of Bader, Göppingen, Germany with historic advertising, used on the German Federal Railroad (DB).
Length over the buffers 75 mm / 2-15/16".

Model truck painted and lettered as a factory truck for the firm Bader, Göppingen, Germany.

One-time series.

Only available at the Märklin World of Adventure in Göppingen, Germany.

HIGHLIGHTS

+ Exclusive model truck.

III NEM

24089 Trix H0 Museum Car for 2011.
Prototype: Type Gl Dresden boxcar. Büssing truck with a panel body.
Model: Privately owned freight car painted and lettered for the firm Gebr. Bader in Göppingen, Germany, with an historical advertising design.
Length over the buffers 13.9 cm / 5-1/2".

Model truck in an exclusive version with a suitable historical design.

One-time series.

Available only at the Märklin World of Adventure in Göppingen.

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 only Euro 79.95 / CHF 129.90 / US $ 109.00 (as of 2011):

The Trix Club News 6 Times a Year.
Exclusive Insider tips and information about all topics related to the hobby of model railroading as well as with current information about the club and club activities.

All 6 Issues of the Märklin Magazine.
The leading magazine for model railroaders! Existing subscriptions can be carried over. The current subscription price of Euro 30.00 is included in your membership dues.

Exclusive Club Models.
Your membership in the Trix Club entitles you to purchase exclusive club models that have been developed and manufactured only for you as a club member. A certificate underscores the value of these models.

Annual Club Car.
The attractive annual car, either in H0/N Gauge/Trix Express, is only available for you as a Club member. You can look forward to different models every year.

Annual Chronicle.
Experience all of the high points of the past Trix model railroad year at home again with a DVD.

Catalog.
Club members receive free the main catalog that comes out every year. It can be picked up at your authorized dealer by giving him a coupon sent to you.

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.

It's very easy to become a member in the Trix Club:
Just fill out the membership form (for example: at our web site www.maerklin.com) and send it to us.

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

Märklin-Kundenclubs
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 Cars for Anniversaries

NEM

15220 Track Cleaning Car for "10 Years as an N Gauge Club Member".
Prototype: Type 925 track cleaning car. The car looks as it did around 1980.
Model: There is a holder with a Jörger System track cleaning felt pad mounted on the underside of the car. The felt pads can be washed in warm water. 2 replacement felt pads are included.
Length over the buffers 88 mm / 3-1/2".

A special car for N Gauge members celebrating 10 years or more of membership.

This track cleaning car is being offered exclusively for Club members who have attained 10 years of membership.

This preservative cleaning process can be used for brass or nickel silver rails.

NEM

24220 H0 Track Cleaning Car "10 Years as a Club Member".
Prototype: Pair of type KK 15 gondolas with hinged hatches, permanently coupled together, used as a railroad maintenance vehicle. Painted and lettered for Era III.
Model: Both cars have rail cleaning equipment mounted on them. Each car has a vertically movable metal block with cleaning surfaces made of polishing felt installed parallel to one another. The cleaning surfaces can be removed and washed. The hinged hatches on the cars can be opened. The cars have close couplers with a guide mechanism. The two car cars connected by a plug-in coupling.
Length over the buffers 15.3 cm / 6".

AC wheel set 700150.

Special car in H0 Gauge for members celebrating the anniversary.

The track cleaning car is being offered exclusively to club members who have been a member for 10 years.

The protective cleaning process can also used with rails made of nickel silver or brass.

Status as of: January 2011

Exclusive – The Special Trix Club Models for 2011

15365 Trix Club Car for Minitrix for 2011.
Prototype: Privately owned type Omk freight car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a gondola painted and lettered for "Tonwarenfabrik Schwandorf". Era I around 1910.

Model: The car has spoked wheels and a close coupler mechanism.
Length over the buffers 54 mm / 2-1/8".

One-time series in 2011 only for members of the Trix Club.

24092 Trix H0 Club Car for 2011.
Prototype: Privately owned type Omk freight car of the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a gondola painted and lettered for "Tonwarenfabrik Schwandorf". Era I around 1910.
Model: The frame and body are finely detailed. The car has spoked wheels. It also has NEM coupler pockets and a close coupler mechanism.
Length over the buffers 10 cm / 3-15/16".

One-time series in 2011 only for members of the Trix Club.

33963 Trix Express H0 Club Car for 2011.
Prototype: Omk freight car of the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a gondola painted and lettered for "Tonwarenfabrik Schwandorf". Era I around 1910.
Model: The frame and body are finely detailed. The car has spoked wheels. It also has NEM coupler pockets and Trix Express couplers. The car also has Trix Express wheels.
Length over the buffers 10 cm / 3-15/16".

One-time series in 2011 only for members of the Trix Club.

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. Since the amount of labor varies for each model, we recommend that you first contact the Märklin address below. 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 at the Märklin World of Adventure.

Hours of operation at the Service Point
in the Märklin World of Adventure, Reutlinger Straße 2, Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

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

Telephone +49 (0) 7161/608-222
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. Please install additional feeder wires every 2-3 meters / approximately 6-10 feet. 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

Germany

Service Center
Spare parts information, questions about technology and products, questions about repair orders
(Mondays through Fridays 10:00 AM – 6:30 PM)
Telephone: +49 (0) 7161/608-222
Fax: +49 (0) 7161/608-225
E-mail: service@maerklin.de

France

Technical Hotline
Mondays and Wednesdays from 2:00 – 6:00 PM
Contact Person: Mr. Métreau
Telephone: +33 (0) 6 58 05 51 24
E-mail: metreau@maerklin.ch

Netherlands

Technical Hotline
Mondays through Thursdays: 9:00 AM – 1:00 PM
and 1:30 PM – 5:00 PM
Fridays: 9:00 AM – 1:00 PM and 1:30 PM – 4:00 PM
and 6:00 PM – 8:00 PM
Contact Person: G. Keuterman
Telephone: +31 (0) 74 - 2664044
E-mail: techniek@marklin.nl.

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.

Please note the information about age limits and warnings in the index to the item numbers.

Switzerland

Technical Hotline
Tuesdays and Thursdays from 2:00 PM – 6:00 PM
Saturdays from 10:00 AM – 1:00 PM
Contact Person: Alexander Stelzer
Telephone: +41 (0) 56/667 3663
Fax: +41 (0) 56/667 4664
E-mail: alex.stelzer@gmx.ch

Belgium

Technical Hotline
Mondays from 8:00 PM to 10:00 PM
Sundays from 10:00 AM to 12:00 PM
Contact Person: Hans Van Den Berge
Telephone: +32 (0) 9 245 47 56
E-mail: customerservice@marklin.be

USA

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

Repair Service / Warranty
Contact Person: Ken Brzenk
WK Walthers, Inc.
5601 W. Florist Ave.
Milwaukee, WI 53218, USA
Telephone: 414-918-7304
Fax: 414-527-4423
E-mail: KenB@walthers.com
Hours of operation
Mondays through Fridays 7:30 AM – 12:00 Noon and
1:00 PM – 4:00 PM

Explanation of Symbols

DCC decoder.

Selectrix decoder.

DCC/ Selectrix decoder.

Small digital connector
(66836/66838 Selectrix decoders).

Large digital connector
(66837 Selectrix decoder).

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 interna-
tional association of medium size toy
and model railroad specialty dealers
(MHI INTERNATIONAL).

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

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

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

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

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

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

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

■ **For adults only.**

For the first time: Märklin Days jointly with the International Model Railroad Show (IMA) in September 2011 in Göppingen

3 days, September 16-18, 2011

Staufer Park / Hangar

The Staufer Park will be the center of the model railroad days and the International Model Railroad Show (IMA). Famous manufacturers will be displaying their model railroad products in an area of over 6,000 square meters / approximately 60,000 square feet. In addition to lovingly designed and built model railroad layouts, you can see the newest products from all of the Märklin brands and gauges. Our little railroad fans can enjoy themselves in a play area of over 8,000 square meters / 80,000 square feet.

Station

The Göppingen station will become a magnet again for railroad fans from around the world during Märklin Days. Rare steam locomotives, locomotive legends, and current high-performance units will rendezvous there. Different attractions are also planned for visitors during this event. Among other things, there will be the popular cab rides and push-pull runs again.

Leonhard Weiss Grounds

The track laying firm of Leonhard Weiss offers visitors unusual insights: In the pit of the assembly hall you can look at locomotives from below, and you can't get any closer to the locomotive's powerful wheels. In addition, this firm also has several powered units on display, among them track laying machines and construction machines. The rail bus can bring you from the station to the Leonhard Weiss grounds in push/pull service.

World of Adventure / Museum

Experience Märklin's history and admire unique treasures from Märklin's past. In addition to great display layouts, all kinds of play and enjoyment for both big folks and little folks await you. You can also look forward to the special display of stationary steam engines.

Modellbahn
Internationale Ausstellung Modellbahn und -Zubehör, Spielzeug und Hobby

Important Information:

Date: September 16–18, 2011

Hours of operation:
Friday and Saturday 9:00 AM–6:00 PM
Sunday 9:00 AM–5:00 PM

- Everything about railroading in an area of 38,000 square meters / approximately 380,000 square feet
- Free parking at Staufer Park
- Free shuttle bus service
- Something to play with and enjoy at all the event locations
- Different special displays
- Special cars

Current information is available at:
www.maerklin.de

TRIX

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73033 Göppingen
Deutschland

www.trix.de

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The regular production models may vary in details from the models shown.

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