

TRIX

New Items 2012

Trix. The Fascination of the Original.





Dear Trix Enthusiasts,

TRIX

Welcome to the new items year of 2012 from Trix! This year we are once again presenting many impressive new items for (N Scale) and Trix H0 in our new items catalog.

We are bringing out a one-time series exclusively for members of the Trix Club in the form of the class 218 217 general-purpose diesel locomotive. This completely new tooling in N Scale will impress you with its TEE paint scheme, engineer's cab lighting, and many sound and digital functions. Fans of Minitrix steam locomotives can look forward to models of the Royal Bavarian State Railways R 4/4 from Era I; fans of electric freight motive power will be thrilled with our new six-axle E 50 from Era III, which is guaranteed to make a perfect picture on any layout. If you like to run modern trains, you'll "swoon" over our new "WoodTainer" container cars and will want to combine many other freight cars with them.

Our new items program for Trix H0 also covers all of the railroad eras. Just to

mention a few: the Royal Bavarian State Railways steam locomotives and cars from Era I available again under the important theme of "Bavaria". This year we are presenting the class 403 electric powered rail car known as "Donald Duck" exclusively for members of the Trix Club. This 4-part train with a stately length of 118 cm / 46" and many digital functions will surely make a perfect picture on your layout at home. Become a member of the Trix Club at www.trix.de (in the USA and Canada, please call 262-522-7080 to become a member) so that you can order this exclusive model. Additional advantages to being a club member can be found on page 92 of this catalog.

Now is the time to give free rein to your personal play and collector joy and discover your favorites on the following pages. Fulfill your wishes – your authorized dealer will be glad to see you! Have fun with our Trix new items for 2012!

Your Trix Team



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TRIX H0

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One-Time Series for 2012

The Märklin-Dealer-Initiative (MHI) is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).

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-portal.eu.



12346 Class VT 54 Rail Bus.

Prototype: Class VT 54 rail bus motor car painted and lettered for the firm Kahlgrund-Verkehrsgesellschaft mbH. Version with advertising for the firm Jägermeister. The rail bus looks as it did around 1970.

Model: The frame is constructed of die-cast metal. The rail bus has a 5-pole motor with a flywheel. Both axles powered. The headlights, marker lights, and interior lighting are maintenance-free LEDs. Length over the buffers 87 mm / 3-7/16".

One-time series.

EXCLUSIV

1/2012

One-Time Series for 2012 

Freight Car Set



15515 "Stückgut-Schnellverkehr" Car Set.
Prototype: 3 German Federal Railroad (DB) type Hrs-z 330 units, built starting in 1949. Light freight train units for less-than-carload-lot service.

Model: The cars have sliding doors that can be opened. They also have close coupler mechanisms. The cars have different car numbers. They are individually packaged and marked.
Total length over the buffers 438 mm / 17-1/4".

One-time series.

Here Comes the Mouse



© Rolf Wiemann

EXCLUSIV 1/2012

One-Time Series for 2012 



11621 "Mouse Show Train" Passenger Train.

Prototype: German Railroad, Inc. (DB AG) class 110.3 electric locomotive with streamlined ends ("Pants Crease"). 3 different design German Railroad, Inc. (DB AG) express train passenger cars, with different advertising themes. 1 type WGMh 824 entertainment car, with the main design theme of "Maus" / "Mouse". 1 type Bm 235 compartment car, 2nd class, with the main design theme of "Elefant" / "Elephant". 1 type

Dms 905.1 baggage car, with the main design theme of "Ente" / "Duck". The train looks as it did in the early part of 1996.

Model: The locomotive has a digital connector, a motor with a flywheel, and all 4 axles powered. It also has a close coupler mechanism. The pantographs work mechanically and electrically. The locomotive is the typical version in Era IV with buffer beams without streamlining, individual side vents, and altered rain gutter.

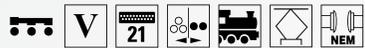
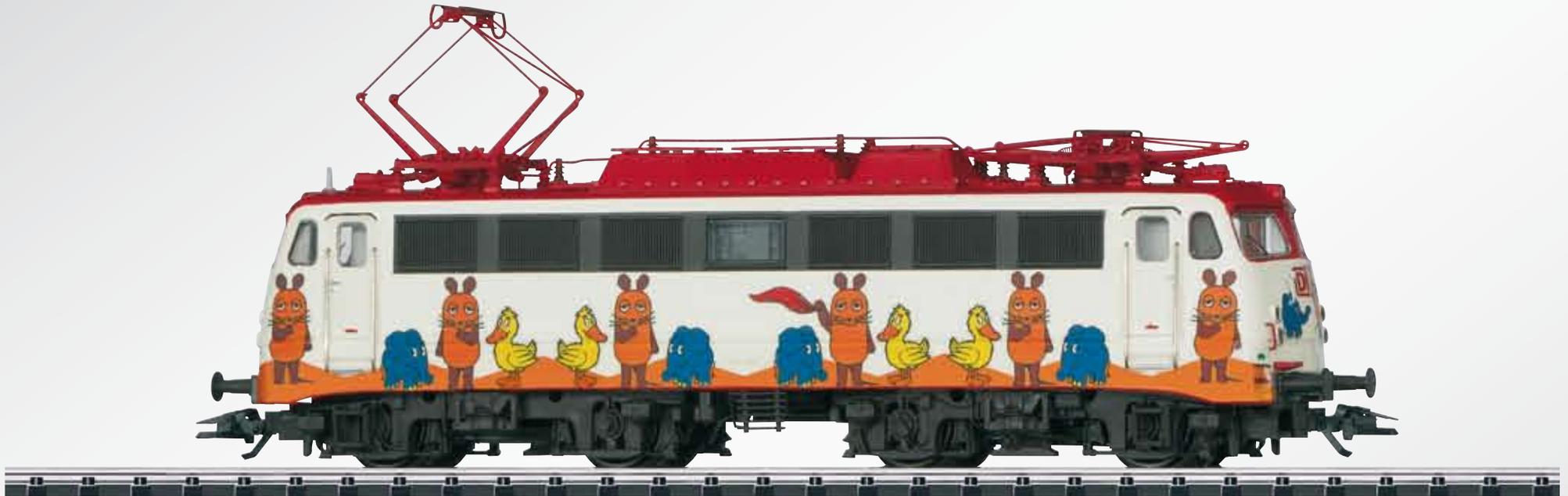
The locomotive and the cars are in a special edition and are not available separately. Length over the buffers 598 mm / 23-1/2".

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

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



Here Comes the Mouse



22667 Electric Locomotive.

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

Model: The locomotive has a 21-pin digital connector. It has controlled high efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights and marker lights are maintenance-

free, warm white and red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details and separately applied control wheels. The roof walks are separately applied. Length over the buffers 18.9 cm / 7-7/16".

One-time series.

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

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

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EXCLUSIV

1/2012

One-Time Series for 2012 



23486 "Mouse Show Train" Passenger Car Set.

Prototype: 3 different design German Railroad, Inc. (DB AG) express train passenger cars, with different advertising themes. 1 type WGMh 824 entertainment car, with the main design theme of "Maus" / "Mouse". 1 type Bm 235 compartment car, 2nd class, with the main design theme of "Elefant" / "Elephant". 1 type Dms 905.1 baggage car, with the main design theme of "Ente" / "Duck". The cars look as they did in the early part of 1996.

Model: The cars have underbodies specific to the different car types. The trucks are Minden-Deutz heavy designs, with disk brakes like the prototype, with and without magnetic rail brakes depending on the car type, and with and without side stabilizers and separately applied generators depending on the car type. All of the cars are ready for installation of the 66718/66719 lighting kits and the 73407 marker light kit.

Total length over the buffers 84.8 cm / 33-3/8".

AC wheel set per car 4 x 700150.

One-time series.

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

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

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23486

22667

Class 01 150 Express Steam Locomotive

TRIX
H0



22250 Express Train Steam Locomotive with a Tender.

Prototype: German Railroad, Inc. (DB AG) road number 01 150 express train steam locomotive. This museum locomotive of the Nürnberg Transportation Museum looks as it does since being restored, with striking Wagner smoke deflectors and brass-colored boiler bands. The locomotive looks as it did in September of 2011.

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, mounted in the boiler. 3 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. They 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 an adjustable close coupling between the locomotive and tender for different curves. There is a close

coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves are included. Length over the buffers 27.5 cm / 10-13/16". The locomotive comes in a wooden case.

- **01 150 – a legend of German and international railroad history.**
- **In the restored condition of September of 2011.**
- **Delivered in an exclusive wooden case.**
- **Documentation included about the restoration of this steam locomotive legend destroyed in the fire of October 17, 2005.**

This model of the restored express train steam locomotive, road number 01 150, is being produced in a one-time series only for the Märklin-Händler-Initiative (MHI) or Märklin Dealer Initiative (Exclusiv program). This locomotive will be delivered in 2012.

Märklin is participating financially to a considerable extent in the restoration of the great steam locomotive legends of German and international railroad history. Together with other partners such as the tireless donation collector Olaf Teubert, a former locomotive engineer for road number 01 150, the German Railroad Foundation, and the German Railroad, Inc. have created the financial basis to have road number 01 150 overhauled at the Meiningen Steam Locomotive Works to keep it in operating condition. The locomotive will be operated by the association "Traditionsgemeinschaft Bw Halle P e.V." which is based at the DB Museum in Halle/Saale. The locomotive will be used in the future in historic railroad service all over Germany.

This model can be found in an AC version in the Märklin H0 assortment under item no. 39017.

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
Flickering Light in Fire Box		x
Whistle for switching maneuver		x
Air Pump		x
Letting off Steam		x
Sound of coal being shoveled		x
Grate Shaken		x

EXCLUSIV 1/2012

One-Time Series for 2012 

New Items for Minitrix

The fascinating world of highly detailed Minitrix model railroading has several fantastic new items ready again for 2012. Minitrix is simply the N railroad in the scale of 1:160 as "Kleenex" is proverbial for facial tissues. The finest technology in die-casting processes and the ultimate in imprinting on N models are realized again so well in the new models.

The designers for Minitrix have once again created a great model with the four axle class R 4/4 tank locomotive for the Royal Bavarian State Railways (K.Bay.Sts.B.) in the version with two sheathed domes. And as if that were not enough, there is also the slightly altered variant as the German Federal Railroad class 92.20 with two separate domes among other things. The K.Bay.Sts.B. bought nine of the prototype for heavy switching service, initially for the Palatinate routes that came under Bavarian management in 1914/15. These R 4/4 units turned out so well that another 33 units of the same class R 4/4 were built with no changes in 1918/19 for the Bavarian rail network. Nine

more slightly altered and somewhat heavier units followed in 1924/25. The DRG incorporated seven of the nine Palatinate R 4/4 units into its motive power roster. The Bavarian R 4/4 units and the units built in 1924/25 were taken over by the DRG. The DB did not retire its last R 4/4 units until 1962.

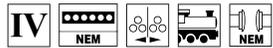
The German Federal Railroad (DB) E 50 heavy freight locomotive is represented as a new item in electric motive power. The six-axle E 50 formed the largest, heaviest, and most powerful locomotive in the DB's type program of 1954. This locomotive took on heavy freight trains, and with its maximum speed of 100 km/h / 60 mph it was also planned for heavy express train service. There were small improvements over the course of the different series. Starting with road number E 50 042 the appearance of the locomotives changed with the installation of double headlights with separate marker lights and the use of vertical vent fins. Our model as it looked in Era III also comes from this series.

The class 218 in three variations is coming out as completely new tooling for fans of diesel operation. First there is a unit in the "old red" DB paint scheme with the exhaust gas shields installed since 1985. A second model is coming in the "traffic red" paint scheme that is normally seen now. A special treat is road number 218 217 that was painted in an experimental scheme of wine red / beige that borrowed from the TEE colors. This model represents the version delivered without exhaust gas shields. The prototype came about as a temporary conclusion to the construction of large diesel locomotives by the German Federal Railroad. Between 1971 and 1979 the locomotive builder industry delivered a total of 398 regular production units. The 218 is presently the only DB diesel locomotive still used in regular service for passenger trains on non-electrified routes.

Fans of modern container service will appreciate our new add-ons for the WoodTainer type container, such as the high capacity WoodTainer XXL. The so-called WoodTainer

are railroad containers optimal in terms of weight for transporting bulk freight. Since the freight load sometimes is not supposed to get wet, the small type XS WoodTainer units are now being equipped with covers at Minitrix. Clear the tracks for modern freight transport!

“Freight Train” Starter Set



11130 Starter Set with a Freight Train, Track Layout, and Locomotive Controller.

Prototype: German Railroad, Inc. (DB AG) freight train: German Federal Railroad class V 160 pre-production diesel locomotive. Nicknamed “Lollo”. B-B wheel arrangement. 1 type Ssym 46 heavy-duty flat car and a load of steel slabs, 1 type Rmrs 31 low side car with stakes and a load of “Mannesmann” pipe, 1 “NITAG” tank car with a brakeman’s cab, 1 type Kds 56 silo container car.

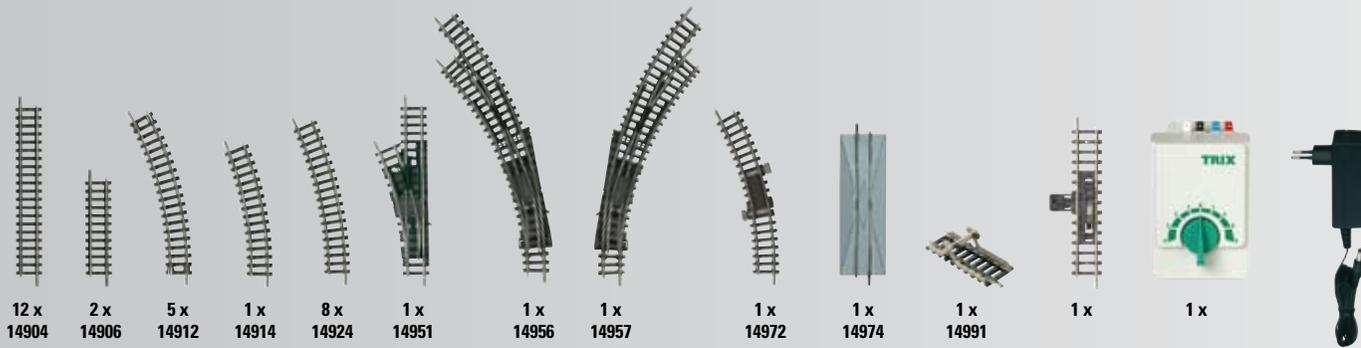
Model: The locomotive has a digital connector, a 5-pole motor. 4 axles powered. Traction tires. The headlights change over with the direction of travel. The cars have close coupler mechanisms. Total train length 394 mm / 15-1/2”.



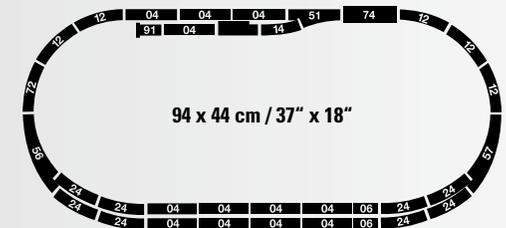
The set has an oval of track 94 x 44 cm / 37” x 18”, a station set with two curved turnouts and a passing siding, and a switching set with an uncoupler track. A locomotive controller, a switched mode power pack, and connecting hardware are included.

This set can be expanded with the large track extension set, item no. 14301, and with the entire Minitrix track program.

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

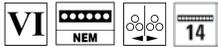


12 x 14904 2 x 14906 5 x 14912 1 x 14914 8 x 14924 1 x 14951 1 x 14956 1 x 14957 1 x 14972 1 x 14974 1 x 14991 1 x





“Modern Commuter Service” Starter Set



11134 Starter Set.

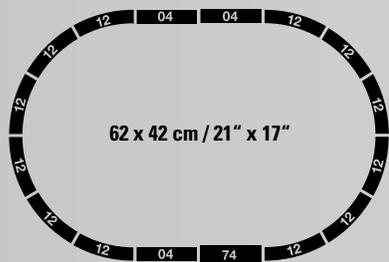
Prototype: German Railroad, Inc. (DB AG) class 648.1 powered commuter rail car. LINT 41 version.

Model: The rail car has a digital connector and a motor with a flywheel. 2 axles powered. Traction tires. Both rail car halves are close coupled with a guide mechanism by means of the Jakobs truck. The headlights are LEDs.

The rail car has multi-part interior details. The set has an oval of track 62 x 42 cm / 25" x 17" and a battery controller. Length over the buffers 262 mm / 10-5/16".

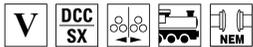
This set can be expanded with the entire Minitrix track program.

Available 2013.





"Freight Train" Digital Starter Set



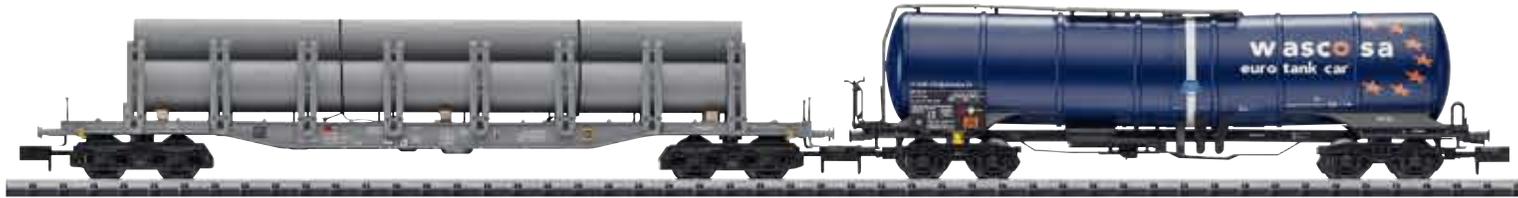
11131 "Freight Train" Digital Starter Set.

Prototype: Swiss Federal Railways (SBB Cargo) freight train. Class Re 482 electric locomotive, 1 type Hbbillns high-capacity sliding wall boxcar, 1 sliding wall boxcar, 1 "Wascosa" tank car, 1 flat car with double stakes and a load of pipe.

Model: The locomotive frame is constructed of die-cast metal. The locomotive has a DCC/Selectrix decoder. It also has a 5-pole motor with 2 flywheels. The locomotive has close coupler mechanisms. It also has headlights that change over with the direction of travel. 4 axels powered. Traction tires. The cars have close coupler mechanisms.

Total train length over the buffers approximately 543 mm / 21-3/8".

- Locomotive equipped with a DCC/Selectrix decoder.
- Authentic Era V SBB freight train.

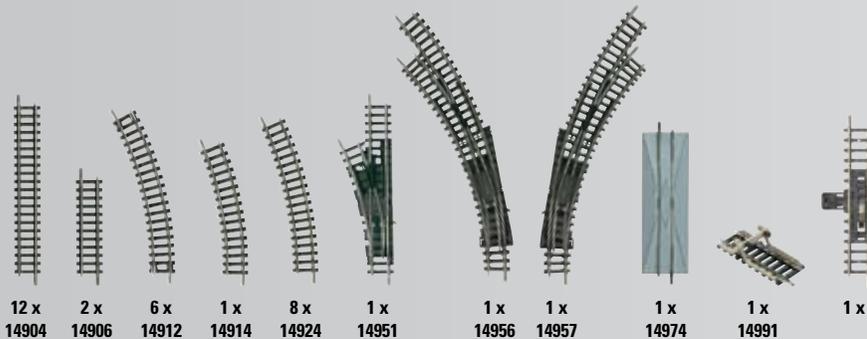
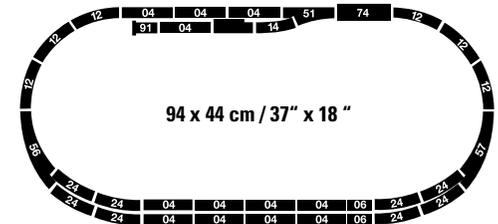


The set has a Mobile Station, track connector box, a 230 volt / 36 VA switched mode power pack, an oval of track 94 x 44 cm / 37" x 18", a station set with two curved turnouts and a passing siding, and a switching set with an uncoupler track.

This set can be expanded with the large track extension set, item no. 14301, and with the entire Minitrix track program.

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

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Class R 4/4 Steam Locomotive



12264 Tank Locomotive.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class R 4/4 steam locomotive, 0-8-0T design.

Use: Freight trains.

Model: The locomotive has a 5-pole motor with a flywheel. 4 axles powered. The headlights change over with the direction of travel.
Length over the buffers 69 mm / 2-3/4".

- **Completely new tooling.**
- **Version with 2 sheathed domes.**



12265 Tank Locomotive.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class R 4/4 steam locomotive, 0-8-0T design.

Use: Freight trains.

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

Length over the buffers 69 mm / 2-3/4".

- **Completely new tooling.**
- **Version with 2 sheathed domes.**

"Bavarian Freight Train" Car Set



15000 Freight Car Set.

Prototype: 5 different Royal Bavarian State Railways (K.Bay.Sts.B.) freight cars. 1 type Omk gondola with a brakeman's cab and a load of ballast, 1 low side car with a brakeman's cab and a load of ties, 1 type SSml flat car with a brakeman's cab and a load of rails, 1 Bavarian crane car.

Model: The cars have detailed frames and superstructures. They are individually packaged and marked. There is also a master carton. Most of the cars have NEM coupler pockets with guide mechanisms (crane car does not have a guide mechanism).
Total length over the buffers 319 mm / 12-9/16".



15000

12264

Express Train Passenger Car



15771 Express Train Passenger Car.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type AB coach, 1st and 2nd class. 3-axle design with closed platforms and gas lighting. Built in 1894.

Model: The car underbody has separately applied gas tanks. The car has a close coupler mechanism. The diaphragms can be replaced.

Length over the buffers 85 mm / 3-3/8".

Reissue!



Reissue!



15772 Express Train Passenger Car.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type C coach, 3rd class. 3-axle design with closed platforms and gas lighting. Built in 1894.

Model: The car underbody has separately applied gas tanks. The car has a close coupler mechanism. The diaphragms can be replaced.

Length over the buffers 85 mm / 3-3/8".



15773 Express Train Passenger Car.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type Pw baggage car. 3-axle design with a conductor's cupola, closed platforms and gas lighting. Built in 1895.

Model: The car underbody has separately applied gas tanks. The car has a close coupler mechanism. The diaphragms can be replaced.

Length over the buffers 85 mm / 3-3/8".

Reissue!





“Airplane Transport” Car Set

80 Years of “Tante Ju”

A total of almost 5,000 Ju 52/3m were built. Different versions made it into a general-purpose airplane. Different engine manufacturers delivered the radial engines. The characteristic Die corrugated sheet metal skin was typical for the Junker airplanes and gave these units

and unusual stability and sturdiness. Development of the single-engine Ju-52/1m began in 1929; out of that came the extremely successful three-engine Ju-52/3m passenger plane. The first of these plans lifted off for the first time in 1932. The Ju-52/3m became a standard

plane for air transport. The “Tante Ju” / “Aunt Ju” was used in 25 countries by 30 airline companies all over the world.



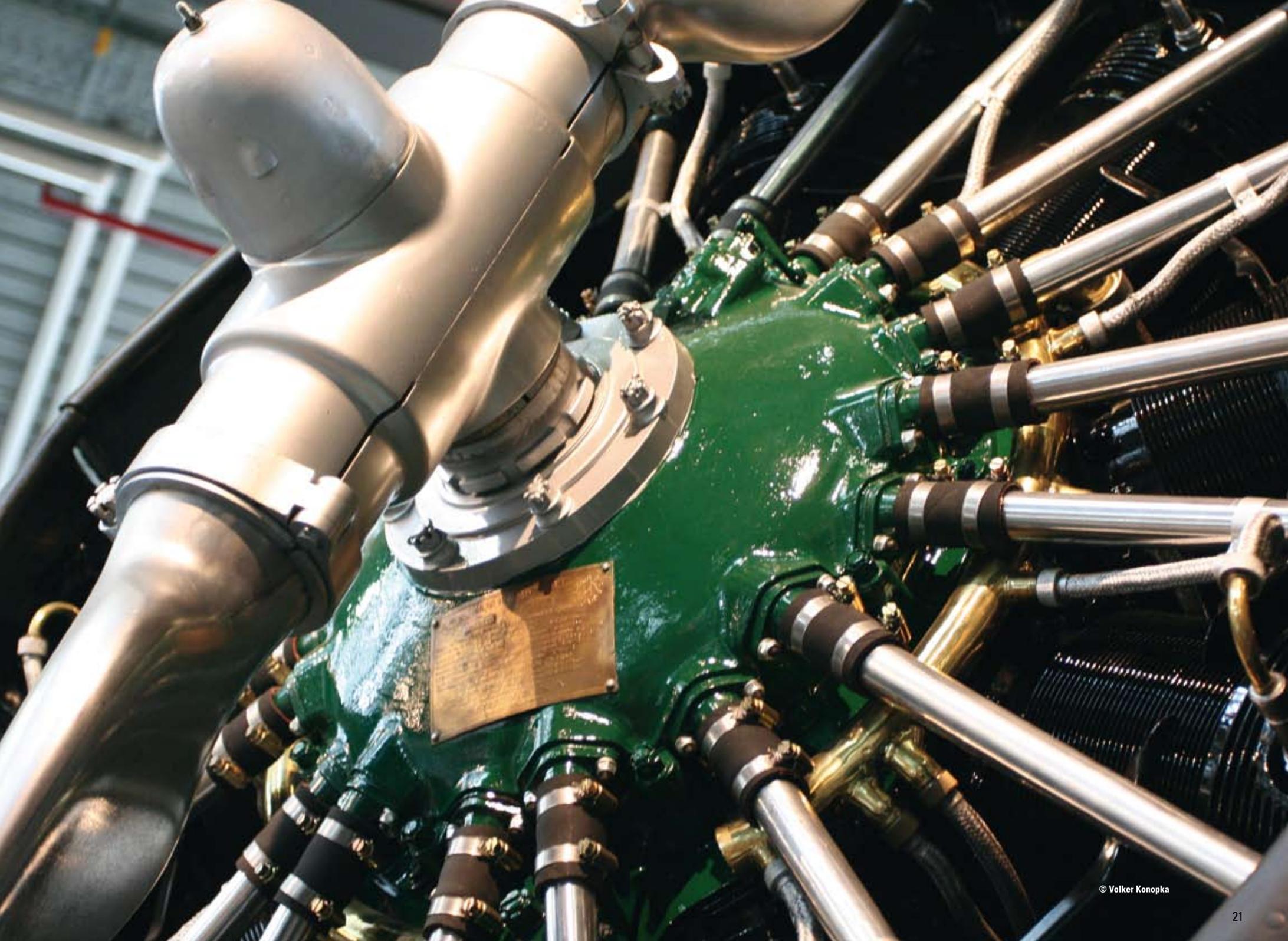
15001 Freight Car Set.

Prototype: German State Railroad (DR) type Köln flat car.

Model: The cars have closed coupler mechanisms. They are loaded with a disassembled Ju 52 airplane. The car floors are constructed of die-cast metal. Total set length 324 mm / 12-3/4".

• Ju 52/3m as a freight load.

One-time series.



Express Train Passenger Cars



15524 Baggage Car.

Prototype: German Federal Railroad (DB) type Pw4ü-36, built starting in 1936 for the German State Railroad Company (DRG).

Use: Express and fast passenger trains.

Model: The car has a close coupler mechanism. Length over the buffers 135 mm / 5-5/16".

66656 Lighting kit.



15525 Express Train Passenger Car, 3rd Class.

Prototype: German Federal Railroad (DB) type C4ü-28, built starting in 1928 for the German State Railroad Company (DRG).

Use: Express and fast passenger trains.

Model: The car has a close coupler mechanism. Length over the buffers 136 mm / 5-3/8".

66656 Lighting kit.



15526 Express Train Passenger Car, 1st/2nd Class.
Prototype: German Federal Railroad (DB) type AB4ü-28, built starting in 1928 for the German State Railroad Company (DRG).

Use: Express and fast passenger trains.
Model: The car has a close coupler mechanism. Length over the buffers 136 mm / 5-3/8".

66656 Lighting kit.



15527 Dining Car.
Prototype: DSG type WR 4ü(e), built starting in 1929 for Mitropa. Type Görlitz II heavy design trucks.

Use: Express passenger trains.
Model: The car has a close coupler mechanism. Length over the buffers 147 mm / 5-3/4".

66656 Lighting kit.

Available 2013.

Class 92.20 Steam Locomotive



12416 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 92.20, 0-8-0T wheel arrangement.

Use: Freight trains.

Model: The locomotive has a 5-pole motor with a flywheel. 4 axles powered. The headlights change over with the direction of travel.

Length over the buffers 69 mm / 2-3/4".

- **Completely new tooling.**
- **Version with separated domes.**



12417 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 92.20, 0-8-0T wheel arrangement.

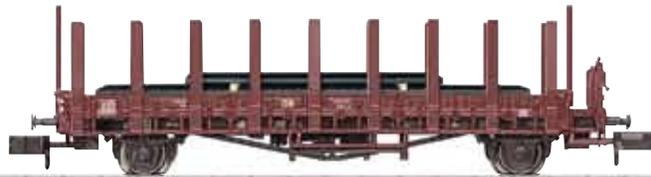
Use: Freight trains.

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

Length over the buffers 69 mm / 2-3/4".

- **Completely new tooling.**
- **Version with separated domes.**

Freight Car Set



The type Rmrs 31 stake cars were built for the most part to transport bulky freight, vehicles, and machinery. They were first delivered in 1933. The cars were built in very large numbers and were in use for a long time on the DB.

15411 Set with 4 Stake Cars.
Prototype: German Federal Railroad (DB) type Rmrs 31 and type Rms 31. Built starting in 1933 for the German State Railroad (DR).
Use: Transport of freight not sensitive to moisture.

Model: All of the cars are loaded with steel plates and have different car numbers. The cars have close coupler mechanisms. 2 cars have stakes and 2 cars do not. Total length over the buffers 320 mm / 12-5/8".



15411

12416

Class E 50 Electric Locomotive

The German Federal Railroad's new construction electric locomotive program at the beginning of the Fifties also envisioned a heavy freight locomotive in the E 50, which was intended as a replacement for the E 94. The E 50 was designed first for heavy freight service on steeply graded routes; hence, it was supposed to provide performance that exceeded all electric locomotives previously built in Germany. Embedded in the total program of development for the new standard design electric locomotives, the lead management for the E 50 was given to the consortium of Krupp/AEG. The nominal power at 80 km/h / 50 mph was 4,500 kilowatts /

6,035 horsepower; the continuous power at 70 km/h / 44 mph was 4,218 kilowatts / 5,656 horsepower. With a view to the future, the E 50 was already designed for a maximum speed of 100 km/h / 63 mph, which could not be used to advantage for a long time in freight service because of older freight cars not suitable for such speeds. The higher performance requirements could only be achieved with appropriately larger designs of the essential components compared to the components for the other standard design electric locomotives. The transformer and the blower motors in particular required more room in the E 50. Three-axle trucks (C-C wheel

arrangement) had to be installed so that the axle load of 21 metric tons was not exceeded. The long trucks meant that the frame for the body had to be longer, so that the E 50 was about 3 meters / approximately 10 feet longer than the E 10/E 40. The first units were placed into service beginning in April of 1957; the last E 50 locomotive was placed into service in July of 1973. A total of 194 locomotives were built. As with the other standard design electric locomotives, the E 50 (designated as the class 150 starting January 1, 1968) underwent numerous structural changes and improvements. The most noticeable changes externally were the removal of the

rain gutters, the handrails on the ends with grate-style footrests, as well as the equipping of the locomotives with the "Klatte" design vent grills. The technical progress on the E 50/150 did not stop at the turn of the century with the class 152 and 185 electric locomotives being placed into service. In 2003, the last of the class 150 was taken out of service. Only two units remain preserved as museum locomotives for future generations.



12490 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 50 heavy freight locomotive. The largest design of the standard design electric locomotives from the new construction program of the Fifties. Original version with double lights and rain gutters.

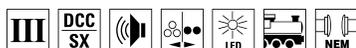
Use: Freight and passenger trains.

Model: The locomotive has a new 14-pin digital connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and can be turned off by means of a new bridge plug. The headlights are warm white LEDs. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 122 mm / 4-13/16".

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Headlights and marker lights can be turned off.**

This model is available as item no. 12490 (analog) and as item no. 12491 (digital), with different road numbers.

Available 2013.



12491 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 50 heavy freight locomotive. The largest design of the standard design electric locomotives from the new construction program of the Fifties. Original version with double lights and rain gutters.

Use: Freight and passenger trains.

Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The headlights are warm white LEDs. The headlights /

marker lights and the cab lighting can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Different light functions can also be controlled in conventional operation by means of a new bridge plug included with the locomotive. All of the functions can also be controlled in the digital format SX2.

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

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Engineer's cab lighting.**
- **Digital sound with many functions.**

This model is available as item no. 12490 (analog) and as item no. 12491 (digital), with different road numbers.

Available 2013.

Digital Functions	Sx	DCC
Headlight(s)	x	x
"Switcher Double "A" Light"	x	x
Electric locomotive op. sounds		x
Locomotive whistle		x
Direct control		x
Engineer's cab lighting		x
Rear Headlights off		x
Conductor's Whistle		x
Front Headlights off		x
Sound of squealing brakes off		x

Minitrix Club Model for 2012



Road No. 218 217-8 in the TEE Paint Scheme. The class 218 in service in its crimson paint scheme was chosen by the German Federal Railroad to be used as the test bed for the new paint scheme at that time. Two locomotives, road nos. 218 217-8 and 218 218-6, were the first units on the German Federal Railroad in 1974 to get the new paint scheme. The latter, road no. 218 218-6, was painted in ocean blue / beige, which then became the rule for most of the locomotive classes. Road no. 218 217-8, another unit, initially still without the striking exhaust hoods, was painted in red / beige in a scheme that was the same as on the sample, road no. 218 218-6: Only this was the TEE paint scheme. This elegant paint scheme was limited to only this one locomotive and it did nothing to gain it TEE status. Road no. 218 217-8 in red / beige performed its normal service far from the TEE routes and was a consistently popular theme for railroad photographers until it was repainted years later in 2002 the same as other locomotives.

12391 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Without exhaust hoods. Ivory / crimson experimental paint scheme from 1974.

Use: Passenger and freight trains.

Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and the headlights are maintenance-free LEDs. They and the cab lighting can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately

applied grab irons. Different controllable light functions will also work in analog operation by means of new bridge plugs included with the locomotive. All of the functions can also be controlled in the digital format SX2.

Length over the buffers 102 mm / 4".

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Engineer's cab lighting.**
- **Digital sound with many functions.**

One-time series for the Trix-Club.

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



Class 218 Diesel Locomotive

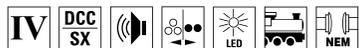
Family Saga.

The fate of steam locomotives in West Germany was sealed as early as the new type plan for the German Federal Railroad in 1955. The electrification of the rail network had long term priority; diesel locomotives were basically planned for traffic on non-electrified routes or routes still not electrified. The V 200 that had already been built was intended to replace the large class 01 or class 44 steam locomotives; a projected V 160 was supposed to replace medium size steam locomotives such as the class 38, 55, 78, and also the class 50. Compared to the dual-motored V 200, a powerful but expensive design, the V 160 was planned to be more economical with a single motor. New motors with 1,900 horsepower were already available as early as the development and decision phase, and they proved suitable in 10 prototypes built in 1960. The regular production locomotives in the well-known V 160 design, which actually stemmed from the V 320 that was never put into production, appeared in 1964. This defined the replacement for steam locomotives: The V 160 ran at 120 km/h / 75 mph and had steam

heating. This made it the right unit for freight service and "old" passenger trains, but not for the new electrically heated passenger trains and for the speeds customary in electric locomotive operation. The V 160 had to become faster and needed electric heating. Several concepts were developed for this, the common feature of all being an extension of the locomotive's length from 16.00 meters / 52 feet 5-15/16 inches to 16.40 meters / 53 feet 9-11/16 inches. The V 162 was equipped with a second motor with 500 horsepower, which powered a heating generator. It was also equipped with a stronger gear drive. The traction motor with 1,900 horsepower was retained. This relatively expensive solution was installed in 3 prototypes and then only in 12 regular production units. The design for the V 169, one of the stars at the Munich Transportation Exhibition in 1965, was spectacular, but no less expensive. The heating generator was powered by a more powerful traction motor with 2,150 horsepower; the performance required for this was supposed to be balanced by a gas turbine with around 900 horsepower. The latter unit served as

a "booster" in the partial and full load range. Another 8 improved locomotives were built 5 years after the prototype. Until 1978 they were the most powerful, fastest, and most expensive DB diesel locomotives: 3,700 horsepower and 160 km/h / 100 mph. The third alternative was the class 164: The heating generator was powered directly from the traction motor, and the latter was correspondingly designed to be more powerful with 2,500 horsepower. A stronger gear drive and a hydrodynamic brake system offered reliability and safety at 140 km/h / 88 mph. A rational design with the latest components available in 1968. The V 168 (initially, the V 160.3) was finally conceived as the V 160 with "retrofitting capabilities": It was initially equipped with standard motors with 1,900 horsepower as well as the latest gear drive and brakes. Steam heating was built into the regular production units, but the installation space was still large enough for a heating generator with its drive system. In 1968, all of the DB locomotives were assigned new class numbers, and the significant "V" for "internal combustion locomotives" was abandoned. Right at the

start of Era IV, the DB took the decision about large scale production of diesel locomotives for the future. While the class 215 continued the procurement program of the class 216, the class 218 was finally ordered as the new standard locomotive. The main production run of a locomotive was delivered starting in 1971, a locomotive that was built in greater numbers than all of the other members of this family of locomotives taken together. The technical progress compared to the first V 160 is unmistakable. The power of 1,840 kilowatts / 2,500 horsepower reaches the values of the class 220 / 221, which was no longer being bought. With a speed of 140 km/h / 88 mph and electric heating, this general-purpose locomotive has become a real universal locomotive. The fuel consumption is on the order of the original V 160: around 300 liters / 26 gallons of diesel fuel oil every 100 kilometers / 63 miles. Noise insulation and electronic controls offer the operating comfort of an electric locomotive for the engineer. The 218 has been the DB and DB AG's most important diesel locomotive for over 35 years, and it has proven itself in all types of service – from heavy freight trains to the TEE. Economy and reliability have been exemplary even compared to the diesel locomotives on other railroads. Many of these locomotives are still in service on the DB AG. A comparable successor class is yet to be defined.



12395 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. With exhaust hoods. Version in a crimson paint scheme.

Use: Passenger and freight trains.

Model: The locomotive has a built-in digital decoder and a sound generator for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and the

headlights are maintenance-free LEDs. They and the cab lighting can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Different controllable light functions will also work in analog operation by means of new bridge plugs included with the locomotive. All of the functions can also be controlled in the digital format SX2.

Length over the buffers 102 mm / 4".

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Engineer's cab lighting.**
- **Digital sound with many functions.**

This model is available as item no. 12395 with sound and as item no. 12394 without sound, with different road numbers.

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



12394 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. With exhaust hoods. Version in a crimson paint scheme.

Use: Passenger and freight trains.

Model: The locomotive has a new 14-pin digital connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and can be shut off by means of new bridge plugs. The headlights are maintenance-free LEDs. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 102 mm / 4".



- Completely new tooling.
- Warm white LEDs for headlights.
- Headlights and marker lights can be shut off as an option.

This model is available as item no. 12395 with sound and as item no. 12394 without sound, with different road numbers.



Coal is still an important raw material in the steel industry and for generating electricity. Domestic ships and boats, and the railroad supply the blast furnaces and power plants with the required quantities over vast distances. Unit trains made up of hopper cars are especially used for this purpose, and they can be loaded and unloaded automatically with special equipment.



15457 Coal Hopper Car Set.

Prototype: 5 German Federal Railroad (DB) type Fals hopper cars.

Model: The cars are weathered and have different car numbers. They are loaded with real coal and have close coupler mechanisms. Total length of the set 367 mm / 14-7/16".



15457

12394





Heavy-Duty Flat Car Set



15452 "Ingot Moulds" Heavy-Duty Flat Car Set.
Prototype: 3 German Federal Railroad (DB) type Sa 705 heavy-duty flat cars.
Use: Transport of heavy freight and vehicles.

Model: Each car is loaded with 3 ingot moulds constructed of metal with a realistic appearance. The cars have different car numbers and close coupler mechanisms.
Total length over the buffers 253 mm / 9-15/16".

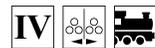
- Ingot moulds constructed of metal.



15452

12343

Diesel Locomotives



12343 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 323 small locomotive. Version with an enclosed engineer's cab.

Use: Switching service and serving track connections.

Model: The frame and superstructure are constructed of die-cast metal. This locomotive is a version for conventional operation. It has a miniature motor. 2 axles powered. The headlights are maintenance-free LEDs. The running boards and grab irons are separately applied.

Length over the buffers 40 mm / 1-9/16".

- **Metal construction.**
- **Lighted headlights.**



12339 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 212. B-B wheel arrangement, built starting in 1962.

Use: Light and medium passenger and freight trains.

Model: The locomotive has a flywheel. 4 axles powered. Traction tires.

Length over the buffers 75 mm / 2-15/16".

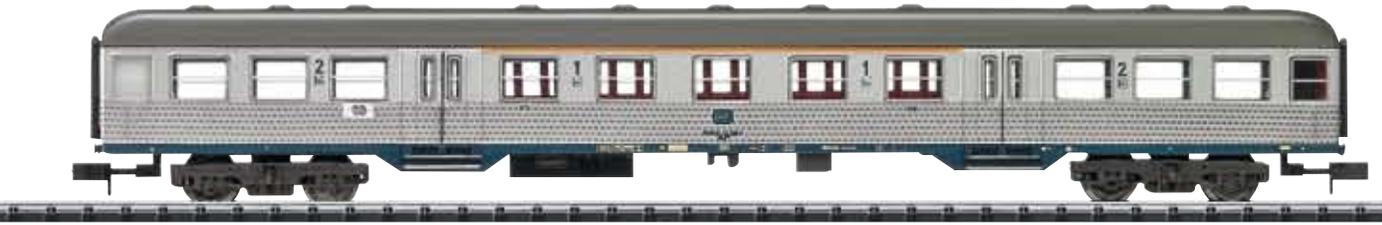


12339

15889

15888

“Müngsten Bridge” Car Set



15888 “Müngsten Bridge” Car Set.

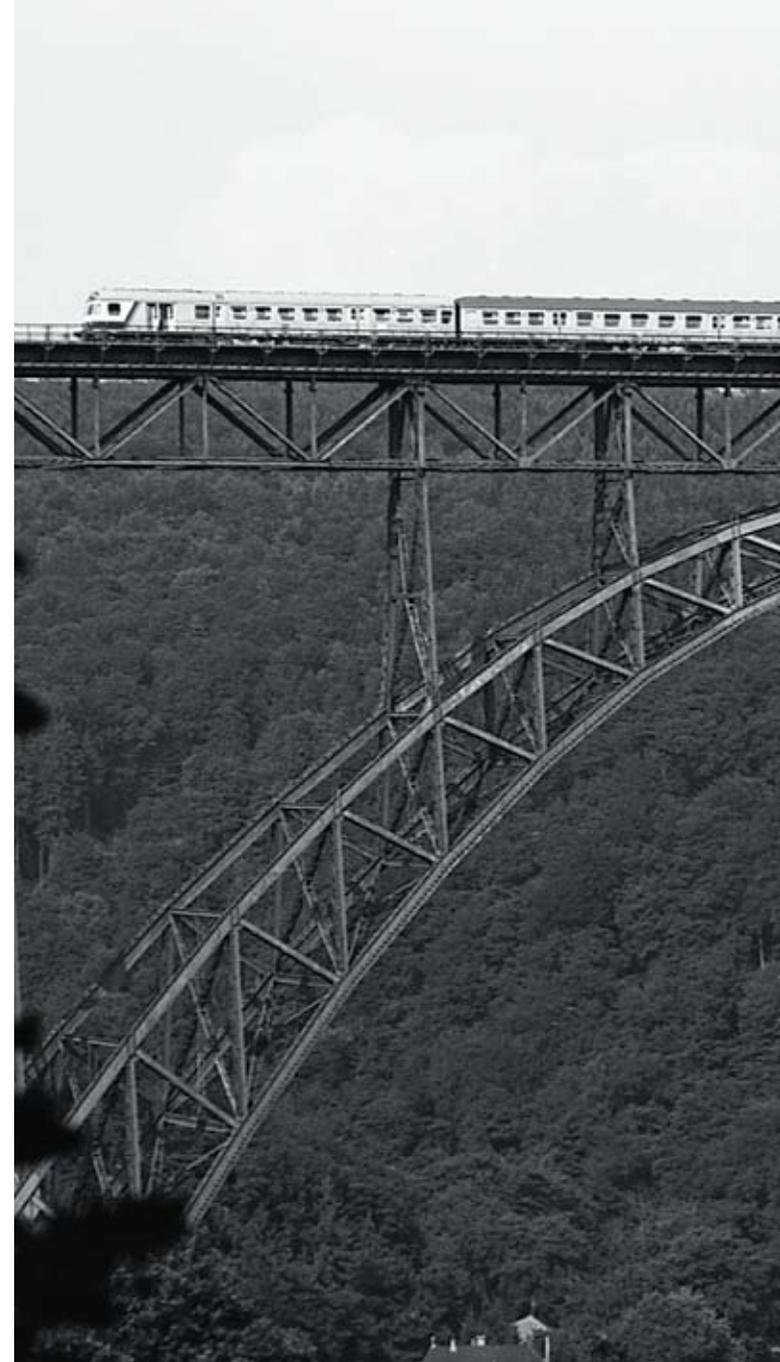
Prototype: Three German Federal Railroad (DB) commuter cars. 1 type BDnf 735 car, cab control car with baggage area. 1 type ABnb 703 car, 1st/2nd class. 1 type Bnb 719 car, 2nd class.

Use: Commuter trains between Solingen-Ohligs and Remscheid-Lennep around 1979 across the highest German railroad bridge, the “Müngsten Bridge”.

Model: All of the cars have close coupler mechanisms. They also have authentic paint schemes and lettering. Total length over the buffers 495 mm / 19-1/2”.

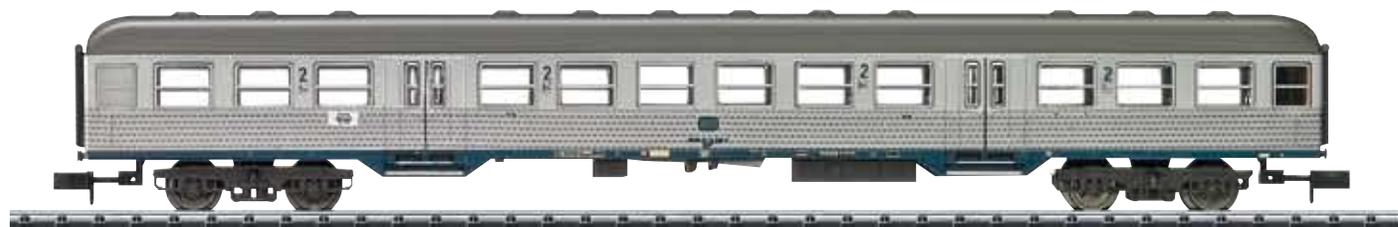
66656 Lighting kit.

This commuter train can be expanded with the add-on cars from the 15889 set.





© Günter Hoppe



15889 Add-On for the "Müngsten Bridge" Car Set.

Prototype: Two German Federal Railroad (DB) commuter cars. 2 type Bnb 719 cars, 2nd class.

Use: Commuter trains between Solingen-Ohligs and Remscheid-Lennep around 1979 across the highest German railroad bridge, the "Müngsten Bridge".

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

66656 Lighting kit.

Available 2013.



12339

15889

15888

Class 01.5 Express Locomotive



Thirty five units of the class 01, the express locomotive in the German State Railroad's standard design program, underwent extensive rebuilding and modernization starting in 1961 on the German State Railroad of East Germany. As the class 01.5 these locomotives represented what was technically doable in steam locomotive construction. Several units remain preserved as museum locomotives.



12119 Express Locomotive with a Tender.

Prototype: German State Railroad (DR – East Germany) road number 01 0505-6 (class 01.5). 4-6-2 wheel arrangement, built starting in 1925 for the German State Railroad Company, rebuilt by the DR starting in 1961. The locomotive looks as it did during its time in Wittenberg around 1975.

Use: Important passenger trains and Inter-Zone service.

Model: The locomotive has a new 14-pin digital connector. The drive is in the tender and the motor has a flywheel. 4 axles powered. Traction tires. There is a close coupling between the locomotive and tender. Length over the buffers 150 mm / 6".

- New 14-pin digital connector.

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

Available 2013.

Class 218 Diesel Locomotive



12392 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. With exhaust hoods. Version in a "traffic red" paint scheme.

Use: Passenger trains.

Model: The locomotive has a new 14-pin digital connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and can be shut off by means of new bridge plugs. The headlights are maintenance-free LEDs. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Length over the buffers 102 mm / 4".

- Completely new tooling.
- Warm white LEDs for headlights.
- Headlights and marker lights can be shut off as an option.

This model is available as item no. 12392 (analog) and as item no. 12393 (digital), with different road numbers.

"Rotlinge" Car Set

TRIX
MINITRIX



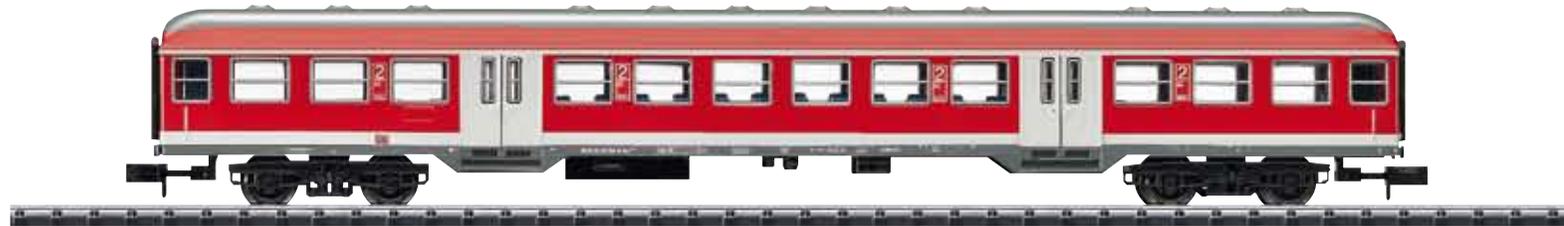
15881 "Rotlinge" Car Set.

Prototype: Four German Railroad, Inc. (DB AG) commuter cars. 1 type BDnrzf cab control car. 1 type ABn car, 1st/2nd class. 2 type Bn cars, 2nd class.

Use: Commuter trains.

Model: All of the cars have close coupler mechanisms. They also have authentic paint schemes and lettering. Total length over the buffers 660 mm / 26".

66656 Lighting kit.



12392

15881

Class 218 Diesel Locomotive



12393 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. With exhaust hoods. Version in a “traffic red” paint scheme.

Use: Passenger trains.

Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel and the headlights are maintenance-free LEDs. They and the cab lighting

can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. Different controllable light functions will also work in analog operation by means of new bridge plugs included with the locomotive. All of the functions can also be controlled in the digital format SX2. Length over the buffers 102 mm / 4”.

This model is available as item no. 12392 (analog) and as item no. 12393 (digital), with different road numbers.

- **Completely new tooling.**
- **Warm white LEDs for headlights.**
- **Engineer’s cab lighting.**

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



15518 Container Flat Car.

Prototype: German Railroad, Inc. (DB AG) type Sgns four-axle container flat car. “Traffic red” basic paint scheme. Loaded with 3 type XXL WoodTainers, containers lettered for the Austrian firm InnoFreight, A-8600 Bruck an der Mur. High-capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. The car looks as it did around 2009.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler mechanism. It is loaded with 3 containers. Length over the buffers 123 mm / 4-7/8”.

- **High-capacity WoodTainer XXL containers are new tooling.**
- **Ideal car for unit trains.**



15519

15518

15531

15530

12393

Container Flat Car



15519 Container Flat Car.

Prototype: German Railroad, Inc. (DB AG) type Sgns four-axle container flat car. "Traffic red" basic paint scheme. Loaded with 3 type XXL WoodTainers, containers lettered for the Austrian firm InnoFreight, A-8600 Bruck an der Mur. High-capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. The car looks as it did around 2009.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler mechanism. It is loaded with 3 containers. The car number and container registration numbers are different from that for 15518.

Length over the buffers 123 mm / 4-7/8".

- High-capacity WoodTainer XXL containers are new tooling.
- Ideal car for unit trains.

One-time series.



15531 Container Flat Car.

Prototype: German Railroad, Inc. (DB AG) type Sgns four-axle container flat car. "Traffic red" basic paint scheme. Loaded with 4 type XS WoodTainer containers with covers, containers lettered for the Austrian firm InnoFreight, A-8600 Bruck an der Mur. Container volume 24 cubic meters / 847.55 cubic feet, for optimal weight when transporting bulk freight. The car looks as it did in 2010.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler

mechanism. It is loaded with 4 type XS WoodTainers with covers. The car number and container registration numbers are different from that for 15530. Length over the buffers 123 mm / 4-7/8".

- WoodTainer XS containers with covers are new tooling.
- Ideal car for unit trains.

One-time series.



15530 Container Flat Car.

Prototype: German Railroad, Inc. (DB AG) type Sgns four-axle container flat car. "Traffic red" basic paint scheme. Loaded with 4 type XS WoodTainer containers with covers, containers lettered for the Austrian firm InnoFreight, A-8600 Bruck an der Mur. Container volume 24 cubic meters / 847.55 cubic feet, for optimal weight when transporting bulk freight. The car looks as it did in 2010.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler

mechanism. It is loaded with 4 type XS WoodTainers with covers. Length over the buffers 123 mm / 4-7/8".

- WoodTainer XS containers with covers are new tooling.
- Ideal car for unit trains.



“Modern Railroading” Freight Cars



15074 “Modern Railroading” Display Set with 10 Freight Cars.

Prototype: Different cars lettered for DB Schenker, SBB Cargo, and privately owned cars used by firms. 2 petroleum tank cars, 2 type Ucs silo container cars, 2 four-axle sliding wall boxcars, 2 deep-well flat cars with containers, and 2 two-axle sliding wall boxcars.

Model: The cars have close coupler mechanisms. All of the cars have different car numbers and come individually packaged and marked.

15074-01 to 15074-02.
Funnel-flow tank car.
ERMEWA and VTG.
Length over the buffers 106 mm / 4-3/16”.

15074-03 to 15074-04.
Ucs der RAR type Ucs silo container car.
Length over the buffers 53 mm / 2-1/8”.

15074-05 to 15074-06.
Sliding wall boxcar.
Transwaggon lettered for “Märklin”.
AAE leased to DB Schenker.
Length over the buffers 145 mm / 5-11/16”.

15074-07, 15074-08.
Deep pocket flat car with containers.
CAPITAL, MOL, and UNIGLORY.
Length over the buffers 102 mm / 4”.

15074-09, 15074-10.
Sliding wall boxcar.
SBB Cargo, DB Schenker.
Length over the buffers 97 mm / 3-13/16”.

Available 2013.



Class 110 Electric Locomotive



12111 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 110. B-B wheel arrangement. Built starting in 1956.

Use: Passenger and freight trains.

Model: The locomotive has a digital connector. It also has a motor with a flywheel. 4 axles powered. 2 traction tires. The locomotive has a close coupler mechanism.

The headlights and marker lights change over with the direction of travel. The pantographs work and can take power from catenary. The locomotive is painted and lettered for the maintenance facility at Dessau. Length over buffers 103 mm / 4-1/16".

Available 2013.



Freight Car Set



15401 Gas Tank Car Set.

Prototype: 5 privately owned cars lettered for the firm Aretz-Logistik, used on the German Railroad, Inc. (DB AG).

Model: The cars have close coupler mechanisms. All of the cars are individually packaged. Total length over the buffers 530 mm / 20-7/8".

Class 648.2 Diesel Powered Rail Car



12472 "LINT" Diesel Powered Rail Car Train.

Prototype: NordWestBahn NWB class 648.2 commuter powered rail car. Current version with low platform entries.

Model: The powered rail car train has a new 14-pin digital connector. It also has a motor with a flywheel. 2 axles

powered. Both halves of the powered rail car train are close coupled by means of a Jakobs truck with a guide mechanism. The headlights, marker lights, interior lighting, and train destination signs are LEDs. The powered rail car train has multi-part interiors. Length over the buffers 262 mm / 10-5/16".

- The headlights / marker lights change over with the direction of travel.
- Factory-installed interior lighting and train destination signs with LEDs.

One-time series.

Version for experienced model railroaders for conventional DC operation. Can be converted to digital with the 66840 decoder.

Available 2013.

Switzerland



12352 Diesel Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Am 842. Diesel electric general-purpose locomotive from the MaK family.
Use: Freight service and switching service.

Model: The locomotive has a digital connector. It also has a 5-pole motor with a flywheel. 4 axles powered. 2 traction tires. The handrails on the sides and ends are made of metal. The headlights and marker lights are maintenance-free LEDs. The locomotive has a close coupler mechanism.
Length over the buffers 90 mm / 3-1/2".

- New road number.



15523

15522

12352



15523 Container Flat Car.

Prototype: Swiss Federal Railways (SBB/CFF/FFS), "SBB Cargo" business area, type Sgnss four-axle container flat car. "Traffic gray" basic paint scheme. Loaded with 3 type XXL WoodTainers with separate covers, con-

tainers lettered for the Austrian firm InnoFreight, A-8600 Bruck an der Mur. High-capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. The car looks as it did in 2010.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler mechanism. It is loaded with 3 removable containers with separately applied covers. The car number and container registration numbers are different from that for 15522.
Length over the buffers 123 mm / 4-7/8".

- High-capacity WoodTainer XXL containers are new tooling.
- Ideal car for unit trains.

One-time series.



15522 Container Flat Car.

Prototype: Swiss Federal Railways (SBB/CFF/FFS), "SBB Cargo" business area, type Sgnss four-axle container flat car. "Traffic gray" basic paint scheme. Loaded with 3 type XXL WoodTainers with separate covers, con-

tainers lettered for the Austrian firm InnoFreight, A-8600 Bruck an der Mur. High-capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. The car looks as it did in 2010.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler mechanism. It is loaded with 3 removable containers with separately applied covers.
Length over the buffers 123 mm / 4-7/8".

- High-capacity WoodTainer XXL containers are new tooling.
- Ideal car for unit trains.

Austria



11622 "City Airport Train" Express Commuter Train.
Prototype: Austrian Federal Railways (ÖBB) transfer train between Vienna and the Schwechat Airport (CAT).

Class 1116 electric locomotive and 3 bi-level cars as a shuttle train. The train looks as it currently does in real life.

Model: The locomotive has a digital connector. It has a motor with a flywheel. 4 axles powered. 2 traction tires. The headlights on the locomotive change with the direction of travel; the cab control car has a white

headlights / red marker lights that change over with the direction of travel. The locomotive and the cars have close coupler mechanisms. Total train length 634 mm / 24-15/16".



15521 Container Flat Car.
Prototype: Austrian Federal Railways (ÖBB) type Sgnss four-axle container flat car. Mahogany brown basic paint scheme. Loaded with 3 type XXL WoodTainers, containers lettered for the Austrian firm Innofreight,

A-8600 Bruck an der Mur. High-capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. One of the WoodTainers lettered for Märklin.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler mechanism. It is loaded with 3 containers. The car number and container registration numbers are different from that for 15520. Length over the buffers 123 mm / 4-7/8".

- High-capacity WoodTainer XXL containers are new tooling.
- Ideal car for unit trains.

One-time series.

Available 2013.



One-time series.

Available 2013.



15520 Container Flat Car.

Prototype: Austrian Federal Railways (ÖBB) type Sgnss four-axle container flat car. Mahogany brown basic paint scheme. Loaded with 3 type XXL WoodTainers, containers lettered for the Austrian firm Inno freight,

A-8600 Bruck an der Mur. High-capacity containers with a volume of 46 cubic meters / 1,624.48 cubic feet. The car looks as it did around 2010.

Model: The car frame is constructed of die-cast metal. The car has type Y 25 trucks and a close coupler mechanism. It is loaded with 3 containers. The car number and container registration numbers are different from that for 15518.
Length over the buffers 123 mm / 4-7/8".

- **High-capacity WoodTainer XXL containers are new tooling.**
- **Ideal car for unit trains.**

France



12471 Diesel Locomotive.

Prototype: French State Railways (SNCF/FRET) class 461 000. B-B wheel arrangement, built starting in 1988.

Use: Freight trains.

Model: The locomotive has a digital connector. 4 axles powered. Traction tires. The locomotive has a motor with a flywheel. The metal handrails on the sides and ends are separately applied. The white headlights / red marker lights are LEDs and change over with the direction of travel. The locomotive has a close coupler mechanism.

Length over the buffers 90 mm / 3-1/2".

One-time series.

Available 2013.





15516 SNCF Freight Car Set.

Prototype: Different French State Railways (SNCF) freight cars and privately owned cars. 1 petroleum tank car, 1 gas tank car, 1 grain transport car, 1 sliding tarp car, and 1 deep well flat car with a container.

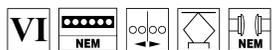
Model: The cars have close coupler mechanisms. All of the cars have different car numbers. They are individually packaged and marked.

Total length over the buffers 530 mm / 20-7/8".

One-time series.

Available 2013.

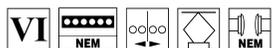
France



12295 Electric Locomotive.

Prototype: French State Railways (SNCF) class BB 22200 fast general-purpose locomotive. A general-purpose locomotive with the technical equipment for a multi-system locomotive. Built starting in 1978 as the class BB 15000. Version in the "En "Fantome" paint scheme and with 2 pantographs.

Model: The locomotive has a 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 109 mm / 4-1/4".



12294 Electric Locomotive.

Prototype: French State Railways (SNCF) class BB 15000 fast general-purpose locomotive. A general-purpose locomotive for the alternating current system in France (25 kilovolts, 50 Hertz). Built starting in 1978 as the class BB 15000. Version in the "En Voyage" paint scheme.

Model: The locomotive has a 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 109 mm / 4-1/4".

Accessories



66840 1,000 Milliamp Locomotive Decoder for a mTc14 Connector.

Receiver for all DC locomotives with a current draw up to 1,000 milliamps (motor 1,000 milliamps, lights 300 milliamps). Suitable for digital locomotives with the 14-pin digital connector (mTc14).

- Can be used universally in the Selectrix/SX2 and DCC format.
- Automatic recognition of digital analog operation.
- Maximum speed can be set.
- Motor impulse variants can be set.
- Automatic load compensation.
- Connections for light functions.
- Connections for an auxiliary function.
- Short circuit protection of the motor outputs.
- Overload protection of the light outputs.
- Overload protection of the auxiliary function.

Programming of additional settings can be done by selecting the address "00", example: finer gradation of the impulse widths (control variants), pole reversal for direction changing.

In Selectrix operation:

- 31 speed levels. (Sx2 127 speed levels).
- 111 addresses. (Sx2 10,000 addresses).
- 1 auxiliary function (Sx2 16 auxiliary functions).
- Block operation with simple diodes (1 or 2 stopping sections).
- Braking operation with braking diode.

In DCC operation:

- Manual speed level selection of 14/28 levels.
- Automatic switchover to 128 speed level.
- Address can be long or short.
- Braking operation with direct current and "broadcast-mode" braking generators.

Dimensions approximately 14 x 9 x 1.8 mm / 1/2" x 3/8" x 1/16".



74041 FCC Interference Suppression Set, 2 Amps.

This set is for preventing interference with radio/television/cell phone reception. The set consists of a circuit board with spade connectors for C Track and red and brown hookup wires. One set is required for each conventional and digital power circuit. The set is designed for a maximum 2 amps user current.

Recommended for the Mobile Station and for analog train controllers.

74044 FCC Interference Suppression Set, 5 Amps.

This set is for preventing interference with radio/television/cell phone reception. The set consists of a circuit board with set-screw clips. One set is required for each conventional and digital power circuit. The set is designed for a maximum 5 amps user current.

Recommended for the Central Station and for analog train controllers with up to 5 amps output current.

The FCC interference suppression set is required only in the USA!

without figure



60065 50 VA Switched Mode Power Pack, 120 Volts.

This switched mode power pack is for connections to and for powering the 60213-60215 Central Station and the 60174 Booster. The input is 120 volts / 60 Hertz and the output is 19 volts / 50 watts DC voltage. This is a tabletop switched mode power pack in a plastic housing and comes with authorization as a toy. The unit has tabs for mounting.

Dimensions 116 x 72 x 65 mm / 4-9/16" x 2-7/8" x 2-9/16".
Connections: 4-pin mini DIN high current plug.

The 60065 switched mode power pack is designed for use indoors.



66365 30 VA Switched Mode Power Pack, 120 Volts.

This switched mode power pack is for connecting to and supplying power to the 60112/60113 Track Box. The input is 120 volts / 60 Hertz / the output 18 volts / 30 watts DC voltage. The switched mode power pack is authorized for use with toys and comes in a plastic housing.

Dimensions 80 x 50 x 75 mm / 3-3/16" x 2" x 3".
Connections: Hollow socket 5.5/2.5 mm, positive conductor inside.

The 66365 switched mode power pack is designed for use in dry areas.

New Items for Trix H0

A little bit of everything – this is the best way to characterize the colorful ranks of the Trix H0 new items for 2012. Great locomotives and powered rail cars will again delight the hearts of big and little model railroaders. We want to present several of our new pieces of tooling on this page:

A very special treat is coming for the club members. As early as the mid-Seventies the streamlined class 403 powered rail cars caught everyone's attention and their characteristic shape quickly caused them to be nicknamed "Donald Duck". Our club members will find great pleasure in the completely die-cast version in the DB look of Era IV.

We are commemorating two reliable everyday work horses among the steam locomotives in the German Federal Railroad period with the class 50 and the class 94.5-16. Both units look as they did in the mid-Sixties, the class 50 with Witte smoke deflectors, and both with the obligatory DB "cookie" sign.

Diesel locomotive fans will appreciate the class 212 as it looked in the Seventies, because the "powerful" V 100 in a metal version with full sound can also play the role of "jack-of-all-trades" with no problem on model railroad layouts.

The DB's class VT 10.5 "Senator" daytime articulated train as it looked starting in 1955 is being planned as a one-time series. This powered rail car train is resplendent in the colors of white aluminum / crimson. The four-part basic set with two powered end cars and two intermediate cars can be lengthened to the prototypical seven-part train by using the add-on car set.

The DB's class VT 75.9 rail bus as completely new tooling is very interesting for all fans of old-timer powered rail cars. The car builder in Bautzen built three series of 30 diesel mechanical lightweight powered rail cars between 1933 and 1935 for the DRG. The German Federal Railroad was able to acquire more than half of them. They were in use

up to the beginning of the Sixties with their sturdy "lightweight construction".

The American "Big Boy" with smoke deflectors is a thoroughly interesting variation of this locomotive. This "monster" articulated steam locomotive was actually in use in this form for a short time on the Union Pacific.

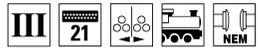
A whole series of steam locomotives and cars for the Royal Bavarian State Railways (K.Bay.Sts.B.) are available again under the focal point "Bavaria": The Bavarian class B VI can show what it has in all sorts of transport jobs. A whole series of cars are available for this. The Bavarian class D XII can pull appropriate local railroad cars as well as freight cars for branch line service.



TRIX
H0



“Freight Train” Starter Set



21520 “Freight Train with a Class 74” Starter Set.

Prototype: German Federal Railroad (DB) class 74 tank locomotive, a type Gmms 40 boxcar, a type X-05 low side car, and a “Shell” tank car.

Model: The locomotive has an NEM 21-pin digital connector and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel. The locomotive has many separately applied details. All of the cars have Relex couplers.
Train length 46.4 cm / 18-1/4”.

Contents: 12 no. 62130 curved track, 2 no. 62188 straight track, 3 no. 62172 straight track, 1 no. 62612 right turnout and 1 no. 62977 track bumper. A Trix locomotive controller and an 18 VA switched mode power pack are included.

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



12 x
62130



2 x
62188



3 x
62172



1 x
62612



1 x
62977



1 x



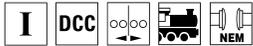
112 x 76 cm
45" x 30"



TRIX
H0



Bavarian Express Train Passenger Cars



22839 Bavarian Express Locomotive.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class D XII tank locomotive, later DRG class 73.

Model: The tank locomotive has a DCC digital decoder. It also has a powerful motor in the boiler. 2 axles powered. The dual headlights change over with the direction of

travel, will work in conventional operation, and can be controlled digitally. The acceleration and braking delay can be controlled digitally. The locomotive has many separately applied details.

Length over the buffers 13.8 cm / 5-7/16".

One-time series.

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



Reissue!



23016 Bavarian 1st/2nd Class Express Train Passenger Car.

Prototype: Royal Bavarian State Railways type AB, built starting in 1894.

Model: The car has gray spoked wheels, NEM coupler pockets and a close coupler mechanism.

Length over the buffers 15.6 cm / 6-1/8".

Lighting kit 66621.

Trix Express wheel set 3 x 36669300.
AC wheel set 3 x 36669400.



Reissue!



23017 Bavarian 3rd Class Express Train Passenger Car.
Prototype: Royal Bavarian State Railways type C, built starting in 1894.

Model: The car has gray spoked wheels, NEM coupler pockets and a close coupler mechanism.
 Length over the buffers 15.6 cm / 6-1/8".

Lighting kit 66621.

Trix Express wheel set 3 x 36669300.
AC wheel set 3 x 36669400.



Reissue!



23018 Bavarian Express Train Baggage Car.
Prototype: Royal Bavarian State Railways type Pw, built starting in 1895.

Model: The car has 2 sliding doors that can be opened, gray spoked wheels, NEM coupler pockets, and a close coupler mechanism.
 Length over the buffers 15.6 cm / 6-1/8".

Lighting kit 66621.

Trix Express wheel set 3 x 36669300.
AC wheel set 3 x 36669400.



23018

23017

23016

22839

Old-Timer Steam Locomotive



22188 Old-Timer Steam Locomotive.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class Reihe B VI old-timer steam locomotive. Version with coal firing. Name on nameplate: "Steinach".

Model: The locomotive has controlled high-efficiency propulsion with a DCC decoder and extensive sound functions. It also has a powerful motor with a bell-shaped armature, mounted in the locomotive's boiler.

2 axles powered. Traction tires. The locomotive has a detailed running gear with an outboard frame and Stephenson valve gear. The headlights will work in conventional operation and can be controlled digitally. There is a close coupling between the locomotive and tender. Prototype couplers are included. Length over the buffers 16.3 cm / 6-1/2".

One-time series.

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

Freight Car Set

TRIX
HO



24116 Bavarian Freight Car Set.

Prototype: A foodstuffs car, a beer car lettered for the brewery Eberlbräu, and a godnola. All three freight cars used on the Royal Bavarian State Railroad (K.Bay.Sts.B.) freight cars.

Model: All cars have NEM close couplers with mechanisms.
Total length over the buffers 28 cm / 11".

One-time series.



24116

22188

Freight Car Set



24114 Freight Car Set.

Prototype: 7 different Royal Bavarian State Railroad (K.Bay.Sts.B.) freight cars. 1 boxcar with a brakeman's cab, 1 beer car used by the "Franziskaner" brewery, 1 gondola, 1 boxcar without a brakeman's cab, 1 tank car lettered "Teerfabrik, Pasing", 1 low side car, 1 crane car.

Model: The car frames and superstructures feature detailed construction. The cars are individually packaged and marked. There is also a master carton. The cars have NEM coupler pockets with close coupler mechanisms.

Total length over the buffers 66.1 cm / 26".

AC wheel set per car 2 x 34301211.

One-time series.

Passenger Cars

TRIX
HO



23226 Passenger Car.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) type CL 11 branch line car, 3rd class.

Model: Era I. The car has gray spoked wheels. It also has a reproduction of the provincial railroad design buffers. The car has a close coupler mechanism. Length over the buffers 14.1 cm / 5-9/16".

AC wheel set 2 x 34382604.

Trix Express wheel set 2 x 36669300.

Reissue!



Reissue!



23227 Passenger Car.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) type BCL 09 branch line car, 2nd/3rd class.

Model: Era I. The car has gray spoked wheels. It also has a reproduction of the provincial railroad design buffers. The car has a close coupler mechanism. Length over the buffers 14.1 cm / 5-9/16".

AC wheel set 2 x 34382604.

Trix Express wheel set 2 x 36669300.

Reissue!



23228 Baggage / Mail Car.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) type PwPost 00 branch line car.

Model: Era I. The car has gray spoked wheels. It also has a reproduction of the provincial railroad design buffers. The car has a close coupler mechanism. Length over the buffers 11.4 cm / 4-1/2".

AC wheel set 2 x 34382604.

Trix Express wheel set 2 x 36669300.

Express Train Passenger Car



Reissue!



23469 Express Train Passenger Car.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train baggage car, type PPü. Built starting in 1908.

Model: The car has 4 sliding doors that can be opened, black spoked wheels, NEM coupler pockets, and a close coupler mechanism.
Length over the buffers 19,9 cm / 7-7/8".

Lighting kit 66678.

Trix Express wheel set 4 x 33340009.

AC wheel set 4 x 34301211.



Reissue!



23470 Express Train Passenger Car.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train passenger car, 1st/2nd class, type ABBü. Built starting in 1905.

Model: The car has black spoked wheels, NEM coupler pockets, and a close coupler mechanism.
Length over the buffers 21,6 cm / 8-1/2".

Lighting kit 66678.

Trix Express wheel set 4 x 33340009.

AC wheel set 4 x 34301211.



23471 Express Train Passenger Car.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train passenger car, 3rd class, type CCü. Built starting in 1908.

Model: The car has black spoked wheels, NEM coupler pockets, and a close coupler mechanism. Length over the buffers 22 cm / 8-5/8".

Lighting kit 66678.

Trix Express wheel set 4 x 33340009.
AC wheel set 4 x 34301211.



23472 Express Train Passenger Car.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train passenger car, 3rd class, type CCü. Built starting in 1908. With a separate compartment for women.

Model: The car has black spoked wheels, NEM coupler pockets, and a close coupler mechanism. Length over the buffers 22 cm / 8-5/8".

Lighting kit 66678.

Trix Express wheel set 4 x 33340009.
AC wheel set 4 x 34301211.

Class 96 Freight Locomotive



22059 Heavy Freight Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 96 heavy freight tank locomotive. Mallet design articulated locomotive with compound drive gear consisting of high and low pressure cylinder groups.

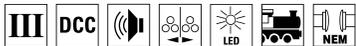
Model: The locomotive has a DCC digital decoder, controlled, high-efficiency propulsion, and extensive sound functions. 4 axles powered. Traction tires. The frame is articulated to enable the unit to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally. The model is finely constructed with numerous, separately applied details. Length over the buffers 20.3 cm / 8".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37968.

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

Class 94.5-18 Freight Locomotive



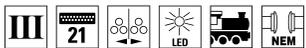
22159 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 94.5-18 freight tank locomotive, with bell and pre-warmer on the top of the boiler, radio antenna for switching, and buffer plate warning stripe. Road number 94 1343. The locomotive looks as it did around 1960.

Model: The locomotive has a DCC digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a bell-shaped armature and a

flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. Protective piston rod sleeves brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- Completely new tooling.
- Locomotive constructed mostly of metal.
- Especially fine design with many separately applied details.
- High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.
- A variety of operating and sound functions that can be controlled.



22160 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 94.5-18 freight tank locomotive, with bell and pre-warmer on the top of the boiler, without radio antenna for switching. Road number 94 713. The locomotive looks as it did around 1961.

Model: The locomotive has a 21-pin digital connector. It has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is

constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact work in conventional operation. The headlights are maintenance-free warm white LEDs. Protective piston rod sleeves brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

One-time series.

- Completely new tooling.
- Locomotive constructed mostly of metal.
- Especially fine design with many separately applied details.
- High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.
- Different road number from that for 22159.

This model can be found in an AC version in the Märklin HO assortment under item no. 37165.

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
Bell		x
Whistle for switching maneuver		x
Letting off Steam		x
Air Pump		x
Sound of coal being shoveled		x
Grate Shaken		x
Injectors		x
Generator Sounds		x
Cab Radio		x
Sound of Couplers Engaging		x

This model can be found in an AC version in the Märklin HO assortment under item no. 37160.



Class 50 Freight Locomotive



22780 Freight Train Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 50 freight train steam locomotive, with a coal tender as a standard design type 2'2'T26 box-style tender in its original design. With Witte smoke deflectors, standard engineer's cab, long walkway that is angled at the front to the smoke box, DB Reflex glass lanterns, and an inductive magnet on one side. Road number 50 1013. The locomotive looks as it did around 1965.

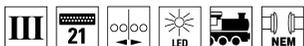
Model: The locomotive has a DCC decoder and extensive sound functions. It has controlled high efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be con-

trolled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender and it can be adjusted for curves. The front of the locomotive and the back of the tender has a close coupler in an NEM pocket with a guide mechanism. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors and brake hoses are included. Length over the buffers 26.4 cm / 10-3/8".

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

This model can be found in an AC version in the Märklin H0 assortment under item no. 37810.

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



22781 Freight Train Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 50 freight train steam locomotive, with a coal tender as a standard design type 2'2'T26 box-style tender in its original design. With Wagner smoke deflectors, standard engineer's cab, long walkway that is angled at the front to the smoke box, DRG lanterns, and without an inductive magnet. Road number 50 1128. The locomotive looks as it did around 1950.

Model: The locomotive has a 21-pin digital connector. It has controlled high efficiency propulsion with a bell-shaped armature and a flywheel, mounted 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 locomotive. The dual headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender and it can be adjusted for curves. The front of the locomotive and the back of the tender has a close coupler in an

NEM pocket with a guide mechanism. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors and brake hoses are included. Length over the buffers 26.4 cm / 10-3/8".

- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.**
- **A different road number from that for 22780.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37811.



24209 Stake Car.

Prototype: German Federal Railroad (DB) type Rr 20 two-axle stake car, interchange design. Version with pressed metal stakes, without a hand brake. The car wheels could be regauged for the Russian wide gauge. The car looks as it did in the Fifties.

Model: The car has truss rods and a wood load. Stakes that can be installed on the cars are included. Length over the buffers 13.9 cm / 5-1/2".

AC wheel set 700150.

One-time series.



Diesel Powered Rail Car with a Trailer Car



22675 Diesel Powered Rail Car with a Trailer Car.

Prototype: German Federal Railroad (DB) 2-unit diesel powered rail car consisting of a class VT 75.9 motor car and a class VB 140 trailer car, 2nd class. Crimson basic paint scheme. The engineer's areas on the motor car have sunshades and a curved warning horn at both ends. Roof version for the motor car with separately applied roof coolers as well as supply and drain pipes and auxiliary control rods. The motor car and trailer car have older design buffers. Road numbers VT 75 902 and VB 140 042. The cars look as they did around 1959.

Model: The powered rail car has a DCC decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the motor car. Both axes on the motor car are powered. Traction tires. The motor car and trailer car have

factory-installed interior lighting. The triple headlights and dual red marker lights on the motor car change over with the direction of travel; they as well as the interior lighting will work in conventional operation and can be controlled digitally. The headlights and interior lighting are maintenance-free warm white LEDs. The red marker lights on the motor car can be turned off on End 2 facing the trailer car. As in the prototype, the trailer car has no headlights. There is a current-conducting drawbar coupling with guide mechanisms between the two cars. The cars have interior details. There is a clear view in the motor car and the trailer car. There are separately applied ladders on the motor car. Length over the buffers for the two-car set 28.1 cm / 11-1/16".

- **DCC decoder with extensive sound functions.**
- **Factory-installed interior lighting with warm white LEDs in the motor car and trailer car.**
- **Bodies constructed mostly of metal.**
- **Many separately applied details.**
- **Road numbers: VT 75 902 and VB 140 042.**

This model can be found in an AC version in the Märklin HO assortment under item no. 37705.

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

“Senator” Articulated Day Train

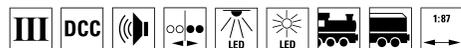
VT 10.5 – “Senator” by Day, “Komet” by Night.

At the start of the Fifties, the German Federal Railroad (DB) developed two articulated powered rail car trains for long distance service. These two articulated powered rail car trains were presented for the first time at the German Transportation Exhibition (DVA) in Munich

in 1953: The VT 10 501, built by Linke-Hofmann-Busch as a daytime train “Senator” for the DB, and the VT 10 551, built by Wegmann as the overnight train “Komet” for the German Sleeping Car and Dining Car Company (DSG). In addition to their use and paint scheme, these two trains also had design differences. While the cars for the “Senator” were equipped with single-axle running

gear, the “Komet” had Jakobs trucks between the cars. The end cars on both trains each had a two-axle power truck. MAN diesel motors with originally a performance of 118 kilowatts / 158 horsepower, later with 154 kilowatts / 206 horsepower, were used in the motor cars. The maximum speed was 120 km/h / 75 mph; a planned increase to 160 km/h / 100 mph was not carried

out. The power transmission was done hydraulically by means of a four-speed transmission. The “Senator” offered its passengers 135 seats in 1st class, 24 of them reclining seats. The trains went into regular service with the beginning of the summer schedule in 1954. The daytime train, road no. VT 10 501 as Ft 41/42 “Senator” on the route Frankfurt/Main – Hamburg, the overnight



22809 Diesel Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class VT 10.5 “Senator” daytime articulated train. 1 powered end car A, with an engine room, baggage area, and compartments. 1 powered end car B, with an engine room and an open seating area. 1 intermediate car e, with a galley. 1 intermediate car g, with an open seating area. The paint scheme is white aluminum / crimson. The train looks as it did around 1955.

Model: The train is a 4-part basic set. It has a DCC decoder and extensive sound functions. The train has controlled high-efficiency propulsion with a flywheel, mounted in powered end car A. 2 axles powered in the truck for powered car A. Traction tires. The train has factory-installed interior lighting. The dual headlights and 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 table lamps can be controlled digitally. The headlights,

interior lighting, and table lamps are maintenance-free warm white LEDs. There is a special multiple conductor current-conducting coupling and close fitting diaphragms between the cars. The train has a pickup shoe changeover feature with the powered end car at the front of the train picking up power. The train has a reproduction of a covered Scharfenberg coupler (non-working) at both ends. Train length over the couplers 69.1 cm / 27-3/16”.

- Powered rail car train constructed of metal.
- Prototypical tooling changes in the area of the engineer’s cabs.
- High-efficiency propulsion and a sound generator in one powered end car.
- Factory-installed interior lighting.
- Table lamps can be controlled digitally.
- Electrical connections through the entire train.
- Pickup shoe changeover with the direction of travel.



24809 Add-On Car Set.

Prototype: 3 intermediate cars for the German Federal Railroad (DB) class VT 10.5 “Senator” daytime articulated train. 2 cars c+f, with open seating area, without entry doors, and 1 car d, with open seating area, with entry doors. The cars look as they did in 1955.

Model: This car set is for lengthening the 22809 train to the prototypical 7-car train. There is a special multiple

conductor current-conducting coupling and close fitting diaphragms between the cars. The cars have factory-installed interior lighting and lighted table lamps powered and controlled from the powered end cars. The lights are maintenance-free warm white LEDs. This car set lengthens the train by 42.0 cm / 16-9/16”.

One-time series.

This car set can only be used in conjunction with the powered rail car train, item no. 22809. It expands the 22809 daytime articulated train to the prototypical 7-car train.

This model can be found in an AC version in the Märklin H0 assortment under item no. 41101.



train as Ft 49/50 “Komet” between Hamburg and Basle (starting in the summer of 1955 to Zürich). The running characteristics of the overnight train received a positive evaluation. Those of the daytime train were the opposite according to DB documents: “All things considered, it is apparent that the freight car characteristics cannot

be removed from this train.” The “Senator” was in use until June of 1956, was rebuilt several times, and tested in experimental runs. In 1959, it was taken out of operation and in 1962 was scrapped. All of the cars from the two trains were scrapped except for the intermediate car VT 10 551i from the overnight train that is used by

Nürnberg railroad enthusiasts as a home for their club. The experiences with the two Kruckenberg designs fed the development of the subsequent DB VT 11.5 TEE powered rail car train.



One-time series.

The 22809 4-part basic set for the daytime powered rail car train can be expanded to the prototypical 7-part unit with the 24809 add-on car set.

This model can be found in an AC version in the Märklin H0 assortment under item no. 39101.

Digital Functions	Sx	DCC	Digital Functions	Sx	DCC
Headlight(s)		x	Sound of squealing brakes off		x
Table Lamps		x	Station Announcements		x
Diesel locomotive op. sounds		x	Doors Closing		x
Horn		x	Conductor's Whistle		x
Direct control		x			



“Blauer Enzian” / “Blue Gentian” Express Train Passenger Car Set



Reissue!



23373 “Blauer Enzian” / “Blue Gentian” Express Train Passenger Car Set.

Prototype: 5 “Blauer Enzian” / “Blue Gentian” streamlined express train passenger cars. Former cars from the Henschel-Wegmann train. 1 end car, 1st class, with an observation area, 3 intermediate cars with compartments, 1st class, and 1 end car with a baggage area, dining area, and galley. Görlitz III lightweight trucks.

Use: Express train service.

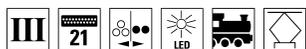
Model: The cars have side skirting and truck covers that move back and forth for small track curves. The cars have factory-installed LED interior lighting with warm white LEDs. The cars have NEM coupler pockets, also on both end cars.

Total length over the buffers 125.4 cm / 49-3/8”.

A good locomotive for this set of cars is the V 200 in the original version, item no. 22373.

Class E 10.12 Electric Locomotive

TRIX
H0



22266 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.12. Express locomotive as a temporary "Rheingold" locomotive with a squared off body, 5 headlights / marker lights, continuous rain gutter, and high-efficiency vents. Cobalt blue / beige basic paint scheme. The locomotive looks as did it in the early part of 1962.

Model: The locomotive has a 21-pin digital connector. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction

of travel, will work in conventional operation, and can be controlled digitally. The lights are maintenance-free warm white or red LEDs. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details including a separately applied speed control wheel. The locomotive has separately applied roof walks.

Length over the buffers 18.9 cm / 7-7/16".

- 50 Years of the modern "Rheingold" train, 1962 – 2012.

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37106.

H0 Trix Club Model for 2012

An electric powered rail car train was planned at the end of the Sixties as an alternative to express trains hauled by locomotives. This was done with future new German Federal Railroad routes in mind. The railroad allocated a considerable sum of money for equipment and features for the class 403 powered rail car train that was supposed to replace the diesel powered class 601 Trans Europe Express units. This was done to link top-of-the-line technology with comfort. Three sleek

racers were placed into service one after the other starting in 1974. The TEE level of comfort was of course obligatory on these trains: The 403 only had first class seating in compartments and open seating areas, air conditioning, folding-sliding doors, a dining area, and a galley. An absolute highlight: a train secretary's compartment as well as a telephone booth. This train had to score with more than just amenities; it also had to be faster and quieter than the class 601. The engineers

were faced with the challenge to design the car bodies with extremely lightweight construction – in contrast to classic car construction with steel, the underbody, the body frame, the roof, side and end walls were mostly made of aluminum alloys. This paid off: With only a 16 metric ton axle load and thanks to all-wheel drive, this express powered rail car train accelerated in 100 seconds from zero to 200 km/h / 125 mph. As a rule the train ran at 160 km/h / 100 mph and consisted of two

powered end cars (class 403), an intermediate car with an open seating area (class 404.0), and an intermediate car with a dining area and a galley (class 404.1). As "all-around-talent" the 403 was also suitable for operation in Austria and Switzerland. The pantographs with narrow contact wipers required for operation in Switzerland could be installed on the roofs of the powered end cars. The braking technology consisted of electric resistance brakes, compressed air disk brakes,



22778 Electric Express Powered Rail Car.

Prototype: German Federal Railroad (DB) class 403 electric express powered rail car, 1st class. 4-part unit. 1 class 403 001-1 powered end car, type Avüm, with compartments. 1 class 404 101-8 intermediate car, type ARüm, with a galley, dining area, and open seating area. 1 class 404 001-0 open seating intermediate car, type Apüm. 1 class 403 002-9 powered end car, type Avüm, with compartments. InterCity paint scheme of

"gravel gray" and black brown. The train looks as it did in 1973.

Model: The model is a 4-part unit. The model has a DCC decoder and extensive sound functions. It also has 2 controlled high-efficiency propulsion drives, each with a flywheel, in the open seating intermediate car. Both axles in both trucks are each powered by a motor. Traction tires. The model has factory-installed interior lighting, cab lighting, and lighted table lamps. The triple

headlights and red marker lights change over with the direction of travel. They, the interior lighting, and the cab lighting will work in conventional operation and can be controlled digitally. The lighted table lamps can be controlled separately in digital operation; they change between on and off by means of a random generator. The lighting is maintenance-free warm white and red LEDs. The model has special multiple-conductor current-conducting couplings with guide mechanisms

between the cars. The model has a power pickup changeover feature with power picked up in the end car at the front of the train. The model has many separately applied details. The roof equipment is finely detailed. The pantographs work mechanically but are not wired to take power. There is a reproduction of a Scharfenberg coupler (non-working) at both ends of the model. Minimum radius for operation is 360 mm / 14-3/16". Train length over the couplers 118 cm / 46".

and magnetic rail brakes, because the ET 403 has to be able to stop in less than 1,700 meters or 5,577 feet from full speed. These trains ran in regular service for three years, but were also used in special service by the German Federal Railroad. The main route was IC Line 4 Munich – Nürnberg – Bremen. These powered rail car trains were presented by the DB with pleasure as prestige showpieces at trade fairs and special shows. They started their second career in regularly scheduled

service from 1982 to 1993 in a special paint scheme as the "Lufthansa Airport Express". The smart combination of the latest technology and a futuristic look restored the image of the Intercity. Moreover the 403 marked the third generation of today's ICE powered rail car trains in trend-setting manner.



- Completely new tooling.
- Heavy metal construction.
- Many separately applied details.
- 2 controlled high-efficiency propulsion drives, each with a flywheel, in the open seating intermediate car.
- DCC decoder with extensive sound and light functions.
- Factory-installed cab lighting with LEDs.
- Factory-installed interior lighting and table lighting with LEDs.

The 22778 electric express powered rail car is being produced in 2012 in a one-time series only for Trix Club members.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37778 exclusively for Insider members.

Digital Functions	Sx	DCC
Headlight(s)		x
Table Lamps		x
Electric locomotive op. sounds		x
Warning Sound		x
Direct control		x
Sound of squealing brakes off		x
Conductor's Whistle		x
Doors Closing		x
Station Announcements		x
Whistle for switching maneuver		x

Class 212 Diesel Locomotive



22820 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. Era IV crimson version. The locomotive looks as it did around 1978.

Model: The locomotive has a DCC digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by cardan shafts. Traction tires. The locomotive has Telex couplers front and rear and they can be controlled separately. Triple headlights and dual red marker lights change over with the direction of

travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers 14.1 cm / 5-9/16".

- **Completely new tooling.**
- **Body and frame constructed of metal.**
- **DCC digital decoder.**
- **Extensive sound functions.**
- **Telex couplers.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37000.

Digital Functions	Sx	DCC
Headlight(s)		x
Telex coupler on the front		x
Diesel locomotive op. sounds		x
Telex coupler on the rear		x
Direct control		x
Rear Headlights off		x
Low Pitch Horn		x
Front Headlights off		x
Sound of squealing brakes off		x



22821 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. Era IV crimson version. The locomotive looks as it did around 1978.

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 by cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel,

will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers 14.1 cm / 5-9/16".

- **Completely new tooling.**
- **Body and frame constructed of metal.**
- **Different road number from that for 22820.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37005.

Available 2013.

Class 218 Diesel Locomotive



22217 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Version in old red paint scheme.

Model: The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector. It also has a special motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts.

Traction tires. The headlights are warm white LEDs. They will work in conventional operation and can be controlled digitally. The headlights at Engineer's Cab 1 and 2 can be shut off in digital operation when the 66849 decoder is used. The locomotive has separately applied metal grab irons on the sides and ends. It also has a detailed buffer beam and NEM coupler pockets. Length over the buffers 18.9 cm / 7-7/16".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37767.

Rail Bus with a Control Car



22987 Rail Bus with a Control Car.

Prototype: German Federal Railroad (DB) class 798 + 998 (motor car and control car). Original paint scheme for the Era IV version at the beginning of the 1970s.

Model: The rail bus has a DCC decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The rail bus has factory installed interior lighting. The rail bus units have a current-conducting drawbar coupling with a guide mechanism between them. The rail bus has inte-

rior details. The engineer's areas in the cars, the control car, and the optional available trailer unit have a clear view through the interiors. The headlights and marker lights as well as the interior lighting all have warm white or red LEDs. The headlights, marker lights, and interior lighting will work in conventional operation and can be controlled digitally. Length of the two-unit set 32.2 cm / 12-11/16".

- **New road number.**

This model can be found in an AC version in the Märklin H0 assortment under item no. 39987.

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

Switzerland

The Re 6/6 – 3 Trucks on the Gotthard.

The beginning of the Seventies marked the end of the legendary class Ae 6/6 on the Gotthard route. The Swiss Federal Railways (SBB) therefore had the firms SLM Winterthur, BBC Baden, and SAAS Genève develop a successor design: the class Re 6/6.

The difficult conditions on the Gotthard required a locomotive with 6 powered axles. In order to keep wear to a minimum, the designers for the project decided against two trucks such as for the Ae 6/6. Instead, they went with three trucks, with the middle one having a great

deal of side play. The trucks are linked with each other with elastic transverse couplings to guarantee optimum operation on curves. Four prototypes of the Re 6/6 were initially built, of which two were equipped with divided locomotive bodies that move vertically thus adapting to conditions in an optimal manner. Test runs showed that this was not necessary for the regular production locomotive and all 85 regular units built from 1975 to 1980 were equipped with a one piece locomotive body. The engineer's cabs on the Re 6/6 borrowed heavily from the design for the Re 4/4 II as did the electrical equipment for the transformers, of which the Re 6/6 has two. These

locomotives are 19,310 mm / 63 feet 4-3/16 inches long, weigh 120 metric tons, and have a maximum speed of 140 km/h / 87 mph; their performance is 7,850 kilowatts / 10,527 horsepower. One particular technical feature is the locomotives' acceleration under optimal conditions: from 0 to 100 km/h / 63 mph in 5.8 seconds.

The Re 6/6 locomotives have had to undergo several paint variations and overhauls. Thirty locomotives were equipped with remote radio control starting in 2000; these units are used with the designation Ref 6/6. The UIC designation for the class Re 6/6 is the class 620, which can be seen with increasing frequency on the

locomotives. The 88 units still in service (one was lost to an accident in 1990) all belong to the SBB Cargo business area and haul heavy freight trains to all corners of Switzerland, also over the Gotthard route with a Re 4/4 II or Re 4/4 III in tandem motive power consists. The class Re 6/6 locomotives were even an alternative to a Re 4/4 II double motive power combination in heavy passenger service. After the modern class 460 was mainly assigned to passenger service, the impressive Re 6/6 with its three trucks once again dominates freight service on the Gotthard.



22944 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 620 electric locomotive. Version in an SBB Cargo fire red / ultramarine blue basic paint scheme, with the city coat-of-arms for "Auvergnier". Rebuilt version with rectangular lower headlights.

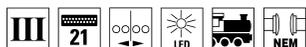
Model: The locomotive has a DCC digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction

tires. The Swiss headlight code (triple headlights / 1 white marker light) changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free warm white LEDs. The locomotive has separately applied metal grab irons. The couplers can be replaced by detailed end skirting. Minimum radius for operation is 360 mm / 14-3/16".

Length over the buffers 22.2 cm / 8-3/4".

One-time series.

Austria



22161 Tank Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 694 freight tank locomotive, without bell and pre-warmer on the top of the boiler. Road number 694 561. The locomotive looks as it did around 1952.

Model: The locomotive has a 21-pin digital connector. It has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the

smoke generator contact work in conventional operation. The headlights are maintenance-free warm white LEDs. Protective piston rod sleeves brake hoses are included.

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

- **Completely new tooling.**
- **Locomotive constructed mostly of metal.**
- **Especially fine design with many separately applied details.**
- **High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.**

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37161.



22819 Steam Locomotive with a Tender.

Prototype: Austrian Federal Railways (BBÖ/ÖBB) class 659 heavy freight locomotive. Former German class 59, before that the Württemberg class K. Version in Era III, around 1955.

Model: The locomotive has a DCC digital decoder and extensive sound functions. It also has a powerful can motor with a bell-shaped armature, mounted in the boiler. The frame has axles with side play and is able to

negotiate sharp curves. 6 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. The smoke generator contact as well as the acceleration and braking delay can be controlled digitally. There is an adjustable close coupling between the locomotive and tender. The tender has raised sides for a higher coal pile. The locomotive has a detailed engineer's cab. Figures of a locomotive engineer and a fireman are included.

Length over the buffers 23.5 cm / 9-1/4".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37053.

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

France



21521 "Freight Train with a Class 130.TB Tank Locomotive".

Prototype: French State Railways (SNCF) class 130.TB tank car, a type K boxcar, type QW low side car, and a "Berre" tank car.

Model: The locomotive has an NEM 21-pin digital connector and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel. The locomotive has many separately applied details. All of the cars have Relex couplers.

Train length 46.4 cm / 18-1/4".

Contents: 12 no. 62130 curved track, 2 no. 62188 straight track, 3 no. 62172 straight track, 1 no. 62612 right turnout and 1 no. 62977 track bumper. A Trix locomotive controller and an 18 VA switched mode power pack are included.

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



12 x
62130



2 x
62188



3 x
62172



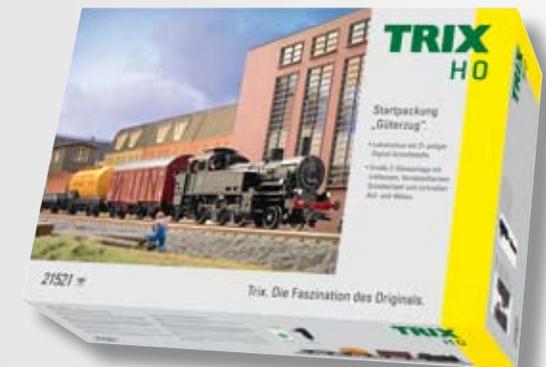
1 x
62612



1 x
62977



112 x 76 cm
45" x 30"





22253 Steam Locomotive with a Tender.

Prototype: Luxembourg State Railways (CFL) class 5600 (former class 52) freight steam locomotive. Version with a tub-style tender, enclosed engineer's cab, and Witte smoke deflectors. The locomotive looks as it did in the Fifties.

Model: The locomotive has a DCC digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. The motor is in the locomotive's boiler. 5 axles powered. Traction tires. The locomotive

has an articulated frame enabling it to negotiate sharp curves. The triple headlights on the front of the locomotive and the dual white marker lights on the tender change over with the direction of travel, will work in conventional operation, and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. Protective piston rod sleeves can be installed on the locomotive.

Length over the buffers 26.7 cm / 10-1/2".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37154.

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 / compressor		x
Whistle for switching maneuver		x
Letting off steam / air		x
Sound of coal being shoveled		x
Grate Shaken		x

Sweden



22387 Switch Engine.

Prototype: Swedish State Railways (SJ) class Ue electric switch engine in a blue-gray basic paint scheme. The locomotive looks as it did in the Nineties.

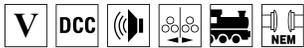
Model: The locomotive has a 21-pin digital connector. It also has a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The locomotive has dual headlights front and rear, as well as a red auxiliary light at the B end of the locomotive. The

lights will work in conventional operation. The lights are maintenance-free warm white and red LEDs. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam. Auxiliary rail clearance devices can also be installed on the locomotive. Length over the buffers 11.2 cm / 4-7/16".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 36338.

Available 2013.



22066 Heavy Diesel Locomotive.

Prototype: PCC Rail Szczakowa S. A., Poland, class 232 "Ludmilla" heavy diesel locomotive.

Model: The locomotive is constructed of metal and has a DCC decoder, a special can motor with a flywheel, and controllable sound functions. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional opera-

tion, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has NEM close coupler pockets. Length over the buffers 23.9 cm / 9-7/16".

- Locomotive constructed of metal.
- DCC decoder with controllable sound functions.
- Version with round buffers.

One-time series.

Freight cars to go with this locomotive are available under item no. 24547.

This model can be found in an AC version in the Märklin HO assortment under item no. 36426.

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



24547 Hopper Car Set.

Prototype: 3 Polish State Railroad (PKP) type Falns hopper cars. Version in a blue/yellow paint scheme. The cars are used mostly in unit trains for transporting coal to Germany.

Model: The 3 cars have different car numbers. They also have metal end platforms and ladders. The car bodies are lightly weathered. The cars are loaded with scale-sized real coal. They have NEM coupler pockets and close coupler mechanisms. The cars come individually packaged. Total length over the buffers 39.9 cm / 15-11/16".

AC wheel set 12 x 700150.

One-time series.

The PCC Rail class 232 diesel locomotive is the right motive power for this car set and can be found in the Trix HO assortment under item no. 22066.

USA

The Union Pacific Railroad (UP) class 4000 known as the "Big Boy" is surely one of the most popular steam giants in America if not worldwide. These articulated locomotives with their 4-8-8-4 wheel arrangement had their origin in 1941 at ALCO from the continuation of the "Challenger" concept, extremely successful UP articulated steam locomotives with a 4-6-6-4 wheel arrangement. The conception of the "Big Boys" resulted from the usual requirements as with all the other American

classes of large locomotives. Fewer locomotives were expected to pull heavier loads with higher speeds. Basically the UP bought the 25 units for only one single route: From Cheyenne, Wyoming 830 kilometers / 519 miles westwards through the foothills of the Rocky Mountains over Sherman Hill to Ogden, Utah. Before the pass named after General William T. Sherman is a long grade of about 50 kilometers / 31 miles from Cheyenne with a maximum climb of 1.5 percent. In the opposite

direction the 105 kilometer / 66 mile long grade of 1.14 % through the Wasatch Range of the Rocky Mountains demands it tribute. The result was a gigantic machine with a service weight of 548 tons (including the tender). An attempt was made to reach an equal distribution of the weight with the 4-8-8-4 wheel arrangement that had not been built up to then. With a grate area of almost 14 square meters / 150.70 square feet and a super-heating surface of 229 square meters / 2,464 square

feet the Big Boys had a continuous power rating of 6,290 horsepower at the couplers. Boiler performance of over 10,000 horsepower or 8,200 electrical horsepower was recorded. The assigned range of duties for the "Big Boys" was fast freight service. They were capable of pulling 4,000 ton trains over the mountain passes without help. The new locomotive had a design speed of 128 km/h or 80 mph that it reached with only 1.7 meter / 66-15/16" diameter driving wheels. This put it in the



22115 Heavy Freight Locomotive.

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy freight locomotive. Version with the road number 4019 as equipped with smoke deflectors. In the winter of 1944/45 this unit had smoke deflectors installed on it as an experiment.

Model: The locomotive has a DCC digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion and a powerful motor. 8 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. The middle driving axles are spring-loaded. The headlight, backup light on the tender,

and the number board lights are maintenance-free, warm white LEDs. 2 smoke generators (Seuthe no. 11) can be installed in the locomotive; the contacts for them are on constantly. The headlight, backup light on the tender, the number board lights, and the engineer's cab lighting will work in conventional operation and can be controlled digitally. There is a powerful speaker in the tender and the volume can be adjusted. Coupler hooks can be inserted in the pilot on the front of the locomotive. There is a close coupling between the locomotive and tender. Steam lines are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately

applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over the couplers 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

- Spectacular version with smoke deflectors.
- Detailed tooling changes to the locomotive and tender.
- DCC digital decoder.
- Numerous light and sound functions that can be controlled digitally.

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37994.

ranks of the fastest articulated steam locomotives. But, these units were not allowed to thunder through this part of the West at this speed in regular service. Locomotive engineers confirmed however that speedometer often showed more than the allowed 112 km/h / 70 mph when they were running late. According to the legend these giants acquired the nickname "Big Boy" from a young worker who scribbled the name on the smoke box shortly before the locomotive was presented. Officials

from ALCO and UP liked this so much that "Big Boy" was even used in the advertising for the locomotive. On average these units consumed 47,200 liters or 12,469 gallons of water and 22 tons of coal per hour. Of course, a fireman would have been overwhelmed if he had had to feed one of these ravenous beasts with a shovel. A stoker moved coal from the tender to the locomotive by means of a screw in a pipe and sprayed it into the fire box with steam pressure. The fireman adjusted

the distribution of the coal in the fire box by controlling the steam pressure. In the fall of 1945 the UP decided to equip a "Big Boy" with smoke deflectors as an experiment in order to keep the smoke out of the engineer's and fireman's eyes. In the beginning of December 1945 the "Big Boy" with road number 4019 had smoke deflectors installed on it at the maintenance center in Green River, Wyoming. The tests were finished on January 20, 1946 and these "large ears" were removed again in

Green River. The tests had shown that at lower speeds in freight service and with recently improved blowers the smoke could be routed ever better over the engineer's cab and without smoke deflectors. The Big Boy era was definitively past in July of 1959 when the fires in all of the units were banked for good. The hope of many railroad fans to see road numbers 4003 and 4019 (stored in operational condition as reserve locomotives in 1960) thundering one more time over Sherman Hill sadly did not come to pass. At least eight of the steam locomotive giants were preserved but not in operational condition.



Digital Functions	Sx	DCC
Headlight(s)		x
Smoke generator contact		x
Steam locomotive op. sounds		x
Locomotive whistle		x
Direct control		x
Engineer's cab lighting		x
Bell		x
Warning Sound		x

Digital Functions	Sx	DCC
Sound of squealing brakes off		x
Air Pump		x
Injectors		x
Auxiliary Blower		x
Sound of Couplers Engaging		x
Rail Joints		x
Operating Sounds 2		x
Cab Radio		x





60200 Connector Adapter for Switched Mode Power Packs.

This connector adapter is for connections from users such as lights to a switched mode power pack with a 4-pin mini DIN high current plug.



66365 30 VA Switched Mode Power Pack, 120 Volts.

This switched mode power pack is for connecting to and supplying power to the 60112/60113 Track Box. The input is 120 volts / 60 Hertz / the output 18 volts / 30 watts DC voltage. The switched mode power pack is authorized for use with toys and comes in a plastic housing. Dimensions 80 x 50 x 75 mm / 3-3/16" x 2" x 3". Connections: Hollow socket 5.5/2.5 mm, positive conductor inside.

The 66365 switched mode power pack is designed for use in dry areas.



60065 50 VA Switched Mode Power Pack, 120 Volts.

This switched mode power pack is for connections to and for powering the 60213-60215 Central Station and the 60174 Booster. The input is 120 volts / 60 Hertz and the output is 19 volts / 50 watts DC voltage. This is a tabletop switched mode power pack in a plastic housing and comes with authorization as a toy. The unit has tabs for mounting. Dimensions 116 x 72 x 65 mm / 4-9/16" x 2-7/8" x 2-9/16". Connections: 4-pin mini DIN high current plug.

The 60065 switched mode power pack is designed for use indoors.



74041 FCC Interference Suppression Set, 2 Amps.

This set is for preventing interference with radio/television/cell phone reception. The set consists of a circuit board with spade connectors for C Track and red and brown hookup wires. One set is required for each conventional and digital power circuit. The set is designed for a maximum 2 amps user current. Recommended for the Mobile Station and for analog train controllers.

74044 FCC Interference Suppression Set, 5 Amps.

This set is for preventing interference with radio/television/cell phone reception. The set consists of a circuit board with set-screw clips. One set is required for each conventional and digital power circuit. The set is designed for a maximum 5 amps user current. Recommended for the Central Station and for analog train controllers with up to 5 amps output current.

The FCC interference suppression set is required only in the USA!

without figure



DCC

74461 Digital Installation Decoder.

This decoder can be installed in all C Track turnouts with electric mechanisms. It can be used with the digital formats Motorola and DCC. Connections are made with plug-in contacts, for Märklin and Trix C Track turnouts. An address can be set with coding switches (Motorola Format 1 to 320 / DCC Format 1 to 511), and can also be set on the programming track. Turnout lanterns can be connected and can be controlled (soldering skills required).



A digital decoder can be installed at the same time as the electric turnout mechanism or can be installed later. The decoder is easily connected with plug-in contacts and can have a custom address set for each turnout. The digital power supply for the decoder can be taken directly from the track current contacts on the turnout. This means you can have a complete digital turnout that can also be used on temporary layouts.

Museum Car



15366 Minitrix Museum Car for 2012.
Prototype: German Federal Railroad (DB) type Kkms 440 (former type Rmrs 31). Built starting in 1933 for the German State Railroad (DR). Loaded with a transport crate for the firm "Mink Bürsten" Göppingen-Jebenhausen.

Model: The car looks as it did around 1966. The transport crate is made of real wood and is lettered "Mink Bürsten". The car has a close coupler mechanism. Length over the buffers 80 mm / 3-1/8".

One-time series.
Available only at the World of Adventure in Göppingen.



24093 Trix H0 Museum Car Set for 2012.
Prototype: German Federal Railroad (DB) type Kklm 430 stake car. Loaded with a transport crate for the firm "Mink Bürsten" Göppingen-Jebenhausen.

Model: The car has removable stakes. The car's frame has truss rods. The transport crate is made of real wood and is lettered "Mink Bürsten"; the model truck is constructed of metal. The car has an NEM coupler pocket and a close coupler mechanism. Length over the buffers 13.8 cm / 5-7/16".

AC wheel set 700150.
One-time series.
Available only at the 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 Euro 79.95 / CHF 129.90 / US \$ 109.00 (as of 2012):

The Trix Club News 6 Times a Year.

You'll experience everything about "your brand and your club" in 24 pages and six times a year. Background articles, a look over our shoulders in the production area, and at the makers of your railroad provide deep insight into the world of Trix.

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.

The annual chronicle 2 times a year.

The high points of the Trix model railroad year are captured on film and preserved on a DVD so that they can be experienced again.

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 quite 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



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.



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 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.

Exclusive – The Special Trix Club Models for 2012

As early as 1826 vintner and cooper Johann Wilhelm Meuschel from Buchbrunn was making his way to north with the horse carriage full of wine barrels from Franconia. It made more sense and was more profitable to sell the wine outside of the wine growing region rather than within Franconia. The idea was successful, the business flourished, and it soon spread to the regions of Thuringia and Saxony.

In 1845, the son of the same name founded the firm Wilh. Meuschel jr. In 1878, they moved to Kitzingen. At that time the firm was spread out over 40 different wine cellars in the old part of Kitzingen.

The name Meuschel became famous beyond the borders of Franconia with his product and quality – so famous that in 1890 the firm was named the court supplier to the Duke of Saxony and in 1903 to the Royal Bavarian court.

This wine business has been located in the current buildings since 1906. Many details worth seeing are witnesses to the history of those times and tell stories about the past.

The wine growing profession has been in the family for over 400 years going back before the wine growing estate Wilh. Meuschel jr. – a tradition of commitment. Source: <http://weingut-meuschel.de>



15517 Minitrix Trix Club Car for 2012.

Prototype: Wine barrel car, used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car lettered for the wine distributor Meuschel in Kitzingen, Germany.

Model: The car has 2 real wooden barrels and a close coupler mechanism.

Length over the buffers 50 mm / 2".

One-time series only for Trix Club members.



24113 Trix H0 Club Car for 2012.

Prototype: Wine barrel car, used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car lettered for the wine distributor Meuschel in Kitzingen, Germany.

Model: The car frame is constructed of metal and the car has 2 real wooden barrels and NEM coupler pockets with a close coupler mechanism.

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

AC wheel set 700150.

One-time series only for Trix Club members.



33964 Trix Express H0 Club Car for 2012.

Prototype: Wine barrel car, used on the Royal Bavarian State Railroad (K.Bay.Sts.B.). Privately owned car lettered for the wine distributor Meuschel in Kitzingen, Germany.

Model: The car frame is constructed of metal and the car has 2 real wooden barrels and NEM coupler pockets with a close coupler mechanism.

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

One-time series only for Trix Club members.

Repair Service

Trix Direct Service.

The authorized dealer is your contact for repairs and conversions from analog to digital. We can do conversions in our repair department in Göppingen for dealers without their own service department as well as for consumers. After the model has been examined, you will receive a cost quotation including details of the work to be done and the cost for reliable shipping. If you would personally like to drop off and pick up models in Göppingen, please see our Service Point 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
Reparaturservice
Stuttgarter Straße 55-57
D-73033 Göppingen

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

Manufacturer's Warranty.

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

General Notes

General Notes.

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

Some important items of general importance are summarized below:

Connections for Track Layouts.

Use only Trix switched mode power packs for operating our model trains (applies only to Europe; normal transformers are still sold in North America). Use only switched mode power packs from the current product program, since these switched mode power packs conform to the current safety standards and approval guidelines. 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

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: info@Keuterman.nl

Switzerland, France, Italy

Technical Hotline

Tuesdays, Thursdays and Saturdays
from 2:00 PM – 6:00 PM
Contact Person: Alexander Stelzer
Telephone: +41 (0) 56/667 3663
Fax: +41 (0) 56/667 4664
E-mail: service@maerklin.ch

Belgium

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.

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 Brzen
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



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

Explanation of Symbols

 DCC decoder.	 Triple headlights in the front.	 Metal locomotive frame and body.
 Selectrix decoder.	 Triple headlights in the front that change over in one direction of travel.	 Metal locomotive frame and boiler.
 DCC/ Selectrix decoder.	 Triple headlights in the front, one white marker light in the rear that change over with the direction of travel.	 Mostly metal locomotive body.
 Small digital connector (66836/66838 Selectrix decoders).	 Triple headlights in the front, dual white marker lights in the rear.	 Metal locomotive frame.
 Large digital connector (66837 Selectrix decoder).	 Triple headlights in the front, dual headlights that change over in one direction of travel.	 Metal car frame and body.
 14-pin connector.	 Triple headlights in the front, dual red marker lights in the rear that change over with the direction of travel.	 Mostly metal car body.
 21-pin connector.	 Triple headlights front and rear.	 Metal car frame.
 Sound effects circuit.	 Triple headlights front and rear that change over in one direction of travel.	 Scale for the passenger car length 1:87.
 Single headlight in the front.	 Triple headlights front and rear that change over with the direction of travel.	 Scale for the passenger car length 1:93.5.
 Single headlight front and rear that changes 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.	 Scale for the passenger car length 1:100.
 Dual headlights in the front.	 Built-in interior lighting.	 Power supply can be switched to operate from catenary.
 Dual headlights in the front that change over in one direction of travel.	 Interior lighting can be installed.	 NEM coupler pocket and close coupler mechanism.
 Dual headlights front and rear.	 Built-in marker light(s).	 Märklin exclusive special model – produced in a one-time series. The Märklin-Händler-Initiative / Märklin Dealer Initiative is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).
 Dual headlights front and rear that change over in one direction of travel.	 Marker light(s) can be installed.	
 Dual headlights front and rear that change over with the direction of travel.	 Built-in LED interior lighting.	
 Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.	 LED interior lighting can be installed.	
	 Lighting with warm white LED's.	

I

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

II

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

III

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

IV

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

V

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

VI

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

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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.



TRIX

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73033 Göppingen
Deutschland**

www.trix.de

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