

New Items 2016

Trix. The Fascination of the Original.





Dear Trix Fan,

Welcome to the New Items Year for 2016 from Trix.

In the New Year, Minitrix and Trix H0 will surprise you with exciting themes and special models with new tooling.

Hops and malt – God preserve it

The German Beer Purity Law is turning 500 years old and is a seal of quality known around the world. Celebrations are taking place all over the country and Trix is making this anniversary unforgettable on model railroad layouts. The Zollverein Coal Mine is being expanded this year and it can grow to a real size with two impressive building kits.

We are delighted to be able to take you on an exciting trip through the world of model railroading again this year, and we hope that you will be thrilled with the new models. Regardless of whether you prefer the smaller variations from Minitrix or you have found your passion in Trix H0.

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

We hope you have a lot of fun with our Trix New Items for 2016.

Your Trix Team



TRIX
MINITRIX

New Items for MiniTrix 2016 2–53

TRIX
H0

New Items for Trix H0 2016 54–111

TRIX
EXPRESS

New Items for Trix Express 2016 112–115

TRIX
CLUB

MiniTrix Club Model for 2016	6– 7
H0 Trix Club Model for 2016	56–57
Trix Club	116
Registration Form	121
Trix Club Cars for 2016	117
Trix Club Anniversary Cars	118–120

TRIX

MHI Exclusiv 1/2016	4–11
Museumcars	125
Reparatur-Service	126
General References	126
Important Service Information	126
Explanation of Symbols	127
Index to the Item Numbers	128



New Items for N Gauge

This year there is again reason for Minitrix fans to be excited. For not only can the great theme of the coal and steel industry be expanded to suit your wishes, but an entire new theme world has been created around the brewing of beer. All part of the anniversary for 500 years of the Beer Purity Law.

No less interesting and a real decorative piece for every layout is the new transfer table kit. A deck like you would see in a real maintenance facility and including a motor drive for forward and reverse running.

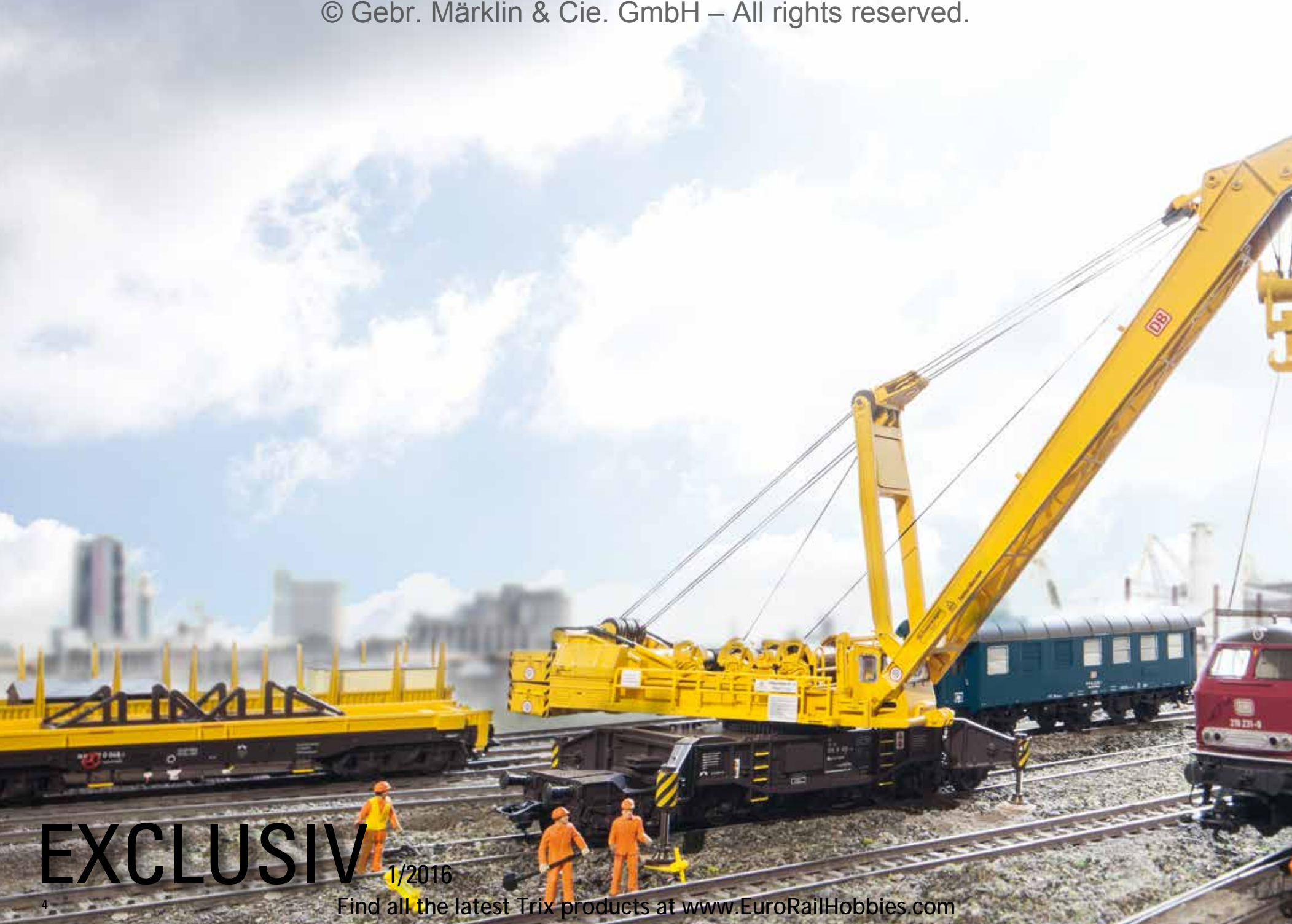
Great possibilities are created by more than just our numerous dioramas, regardless of whether it is entire complexes or only individual buildings. The

large quantities of new tooling in the different eras are equally impressive. Our club model for this year will win you over as absolutely new tooling with red-orange firebox flickering, running gear lights, and 16 digitally controlled sound functions.

Minitrix has something for more than just the collector and fan of many years. We have started a special, new product line especially for new beginners and arm-chair railroaders. You will recognize it in the future by the special logo "Minitrix my HOBBY".

Yet that is not all by far. You will be astounded at what is waiting for you on the following pages!





EXCLUSIV

1/2016

Find all the latest Trix products at www.EuroRailHobbies.com




One-Time Series for 2016

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

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

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

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

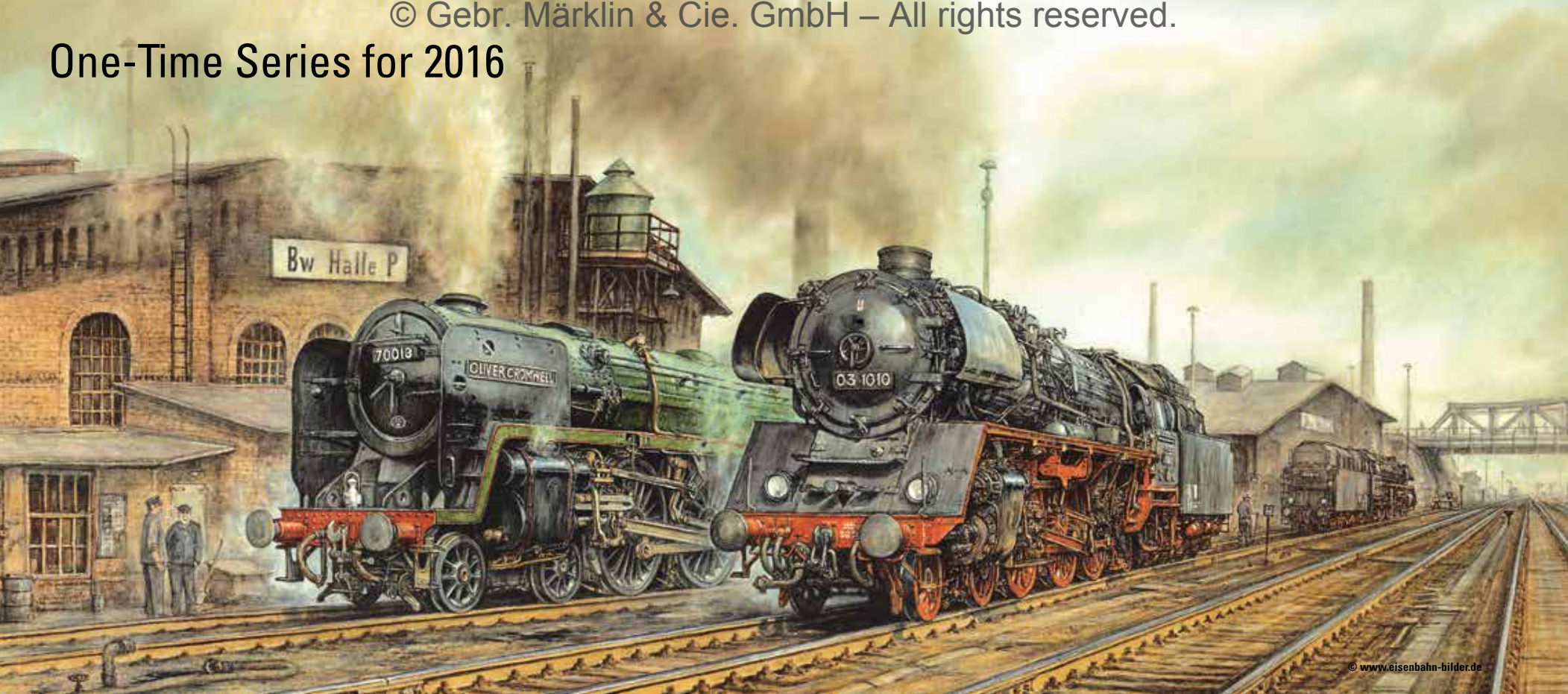
All MHI special productions are identified with the pictogram .

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

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



One-Time Series for 2016



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MiniTriX Club Model for 2016



16042 Class 03.10 Express Locomotive with a Tender
Prototype: German State Railroad (DR), road number 03 1010, 4-6-2 wheel arrangement with a type 2'2 T 34 tender, as it looked around 1965.

Model: The locomotive is new tooling for the "Reko" boiler with a surface pre-heater. The tender is constructed of die-cast metal. The locomotive has a built-in digital decoder and sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. 3 axles in the tender powered. Traction tires. The locomotive has firebox flickering by means of processor-controlled LEDs (red-orange). The dual headlights, running gear lights, and cab lights are warm white LEDs. A DVD about road number 03 1010 is included. Length over the buffers 150 mm / 5-7/8".

- New tooling.
- Running gear lights.
- Processor-controlled firebox flickering.
- Cab lights.
- Digital sound with many functions.

One-time series for the Trix Club.

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

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

Prototypical firebox flickering and running gear lights included



Red-orange firebox flickering
New tooling
DVD included



More than reality!
 Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.



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One-Time Series for 2016

Express locomotives were always the stars among steam locomotives by virtue of their power, elegance, and speed. The class 01 heavy express locomotive was probably for all intents and purposes the personification of the German standard design locomotive. It was reliable motive power for impressive express trains as well as for mundane passenger trains.

By 1938, a total of 231 class 01 locomotives had been produced by different German builders. In addition, there were also 10 class 02 locomotives rebuilt between 1937 and 1942 to the class 01. After World War II, 165 of the class 01 locomotives remained in the western occupation zone and 70 in the Soviet zone, of which several had to be retired due to extensive damage.

Starting in the Fifties, both German railroads rebuilt their locomotives several times and adapted them to new uses by making use of technical progress. In West Germany, the large Wagner smoke deflectors were replaced by the small Witte versions, the compressor and feed water pump wandered on the DB locomotives from the niche on the smoke box to the center of the boiler, and the front skirting

between the buffer beam and the running boards was removed on numerous units. The class 01 was taken out of service on the DB in the middle of the Seventies; on the DR they lasted until the Eighties.



16013 Steam Locomotive with a Tender, Road Number 01 150

Prototype: German Federal Railroad (DB) standard design steam locomotive, road number. 4-6-2 wheel arrangement, built starting in 1925 for the German State Railroad Company (DRG). Version with older design boiler, front skirting removed, and Witte smoke deflectors as it looked in Era III.

Model: The locomotive has a die-cast metal locomotive frame and tender frame and a die-cast metal tender body. The locomotive has a built-in digital decoder and sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. The motor and gear drive are in the tender and the motor has a flywheel. 4 axles powered. 4 traction tires. The locomotive has firebox flickering by means of processor-controlled LEDs (red-orange). The triple headlights, cab lights, and running gear lights are warm white LEDs. The smoke box door can be opened. There is a close coupling between the locomotive and tender. The tender has an NEM coupler pocket on the rear end. Length over the buffers 150 mm / 5-7/8".

- Tooling change with skirting removed.
- Smoke box door can be opened.
- Running gear lights.
- Famous locomotive.

One-time series.

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

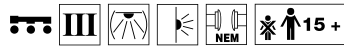
A car set to go with this locomotive is available under item number 15548.

Front skirting removed
Smoke box door can be opened



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

One-Time Series for 2016



15548 Express Train Passenger Car Set

Prototype: 5 German Federal Railroad (DB) express train passenger cars as train composition D 124 Hof – Munich in Era III. One type AB4üm-63 passenger car, 1st/2nd class, one type A4üm-54 passenger car, 1st class, one type B4üm-54 passenger car, 2nd class, one type B4üm-63 passenger car, 2nd class, and one type BD4üm-61 half baggage car. The cars look as they did around 1965.

Model: All of the cars have close coupler mechanisms. Interior lighting can be installed in the cars. The 1st/2nd class passenger car has LED marker lights. The cars are individually packaged and marked. Total length over the buffers 825 mm / 32-1/2".

One-time series.


66616 LED Lighting kit for the day coaches.

A locomotive to go with these cars is the steam locomotive with road number available under item number 16013.



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 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms. See Page 127 for an explanation of the symbols and age information.

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Express train car set for D 124 Hof – Munich







“Modern Freight Service” Starter Set



11133 “Modern Freight Service” Starter Set

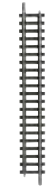
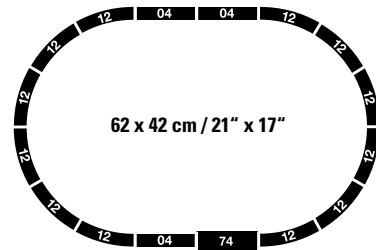
Prototype: Austrian Federal Railroad (ÖBB) class 1016. B-B wheel arrangement, built starting in 1999. Nickname “Taurus”. 2 Austrian Federal Railroad (ÖBB) type Sgnss container transport cars each loaded with 3 WoodTainer XXL containers for the firm InnoFreight, A-8600 Bruck an der Mur, Austria.

Model: The locomotive has a digital interface connector. It also has a motor with a flywheel. Both trucks are powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive and cars have close coupler mechanisms. Total length over the buffers 368 mm / 14-1/2”.

An oval of track 62 x 42 cm / 25” x 17” with a feeder track and a battery controller with 3 speed levels is included. This set can be expanded with the entire Minitrix track program.

One-time series.

A 9 volt transistor battery is required for operation (not included with the set).



3 x 14904



12 x 14912



1 x 14974



2 x 66519



1 x





Welcome to Minitrix "my Hobby"



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

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

The end of steam motive power becoming apparent as well as greater transportation services caused the DB at the end of the Fifties to order a medium performance (1,900 horsepower) general-purpose locomotive within the framework of its expanded type program. The following were specified as design features: a single-motor, four-axle locomotive with trucks with diesel hydraulic power transmission, a maximum speed of at least 120 km/h / 75 mph as well as sufficient train heating for an express train with ten cars. During test runs with the ten prototypes, it was apparent that different components such as the universal shafts had been made too weak in their

dimensions. This was improved with reinforced components during the manufacture of the regular production locomotives delivered starting in 1964. In addition, the ends of road number V 160 010 were simpler to manufacture and were adopted to save costs in the same area. Plans for welded lightweight steel construction of the ends of the locomotive were discarded. Between the two cabs insulated against noise was an engine room with the propulsion layout, cooling group, and oil-fired forced-air boiler for the train heating. The engine room was accessible by means of a side corridor. A Voith fluid transmission was used to transmit the power. It had to be newly developed for motors of this performance class.

Since a heavy 1,900 horsepower motor also had to be installed during regular production of the locomotive, the locomotive's weight increased by about three tons. With a wheel load of 20 tons, the V 160 was no longer a practical candidate for use on branch lines. Since there were now enough of the V 100 available for this purpose, this was no longer a problem. By 1969 a total of 214 regular production class V 160 (from 1968 on: class 216) had been delivered by the firms Krupp, Henschel, Klöckner-Humboldt-Deutz (KHD), Krauss-Maffei, and Maschinenbau AG Kiel (MaK). Half of them were equipped for multiple unit operation. In time, there were improvements to combat the noise with insulation of the cabs, elastic

mounting of the motor and installation of more efficient noise damping insulation. The regular production class 216 locomotives bade farewell in February of 2004 when the last five units were put into storage. Seven units were equipped with Scharfenberg couplers as the class 226 and earned a living as ICE tow locomotives. In addition, the steam generator for the Webasto train heating and the corresponding counterbalance weights had to be removed. The last two of the locomotives modified in this way were taken out of service in July of 2005. Several 216 locomotives began a second career on private railroads or with construction firms (chiefly in Italy).



16233 Class 232 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) diesel locomotive, road number 232 365-7, C-C wheel arrangement, built starting in 1974 in the USSR for the German State Railroad (DR/GDR), nicknamed "Ludmilla". Starting in 1992 re-motored at Cottbus for passenger service at speeds of 140 km/h / 87 mph.

Use: Heavy passenger and freight trains.

Model: The locomotive has a built-in digital decoder and sound generator for operation with the formats DCC, Selectrix, and Selectrix 2. It also has a motor with a fly-wheel. 4 axles powered. Traction tires. Length over the buffers 126 mm / 4-15/16".

- Affordable model with sound from the new Hobby program.



Affordable model with sound from the new Hobby program

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Low Pitch Horn	•	•	•
Diesel locomotive op. sounds	•	•	
High Pitch Horn	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Station Announcements	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	•
Station Announcements	•	•	
Ticket please	•	•	
Sanding	•	•	
Brake Compressor	•	•	
Letting off Air	•	•	





16161 Class 216 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 216 in the "Traffic Red" paint scheme. B-B wheel arrangement, built starting in 1964.

Use: Passenger and freight trains.

Model: The locomotive has a digital interface connector and a 5-pole motor. 4 axles powered. Traction tires. Length over the buffers 100 mm / 3-15/16".

- Affordable model from the new Hobby program.

*Affordable model with sound
from the new Hobby program*



18051 Hobby IC Express Train Passenger Car, 1st Class

Prototype: IC type Apm open seating car, 1st class, painted and lettered for the German Railroad, Inc. (DB AG) around 2000.

Model: This is a passenger car shortened in scale for the new Minitrix Hobby program. Total length 140 mm / 5-1/2".

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



Minitrix Hobby program



18052 Hobby IC Express Train Passenger Car, 1st Class

Prototype: IC type Av compartment car, 1st class, painted and lettered for the German Railroad, Inc. (DB AG) around 2000.

Model: This is a passenger car shortened in scale for the new Minitrix Hobby program.
Total length 140 mm / 5-1/2".

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



18080 Type Taems 892 Gondola with a Sliding Roof

Prototype: German Railroad, Inc. (DB AG) type Taems 892 gondola with a sliding roof. Built starting in 1976.

Model: The car has a close coupler mechanism. This car is for the new Minitrix Hobby program.
Length over the buffers 88 mm / 3-7/16".

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



See Page 127 for an explanation of the symbols and age information.



18080

18052

18051

16233



“Bavarian Freight Transport” Train Set



11632 “Bavarian Freight Transport” Train Set

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class BB II steam locomotive, Mallet design B”B n4v or 0-4-4-0T and a foodstuffs car, a beer refrigerator car with a brakeman’s cab, a type Oq gondola, and a tank car.

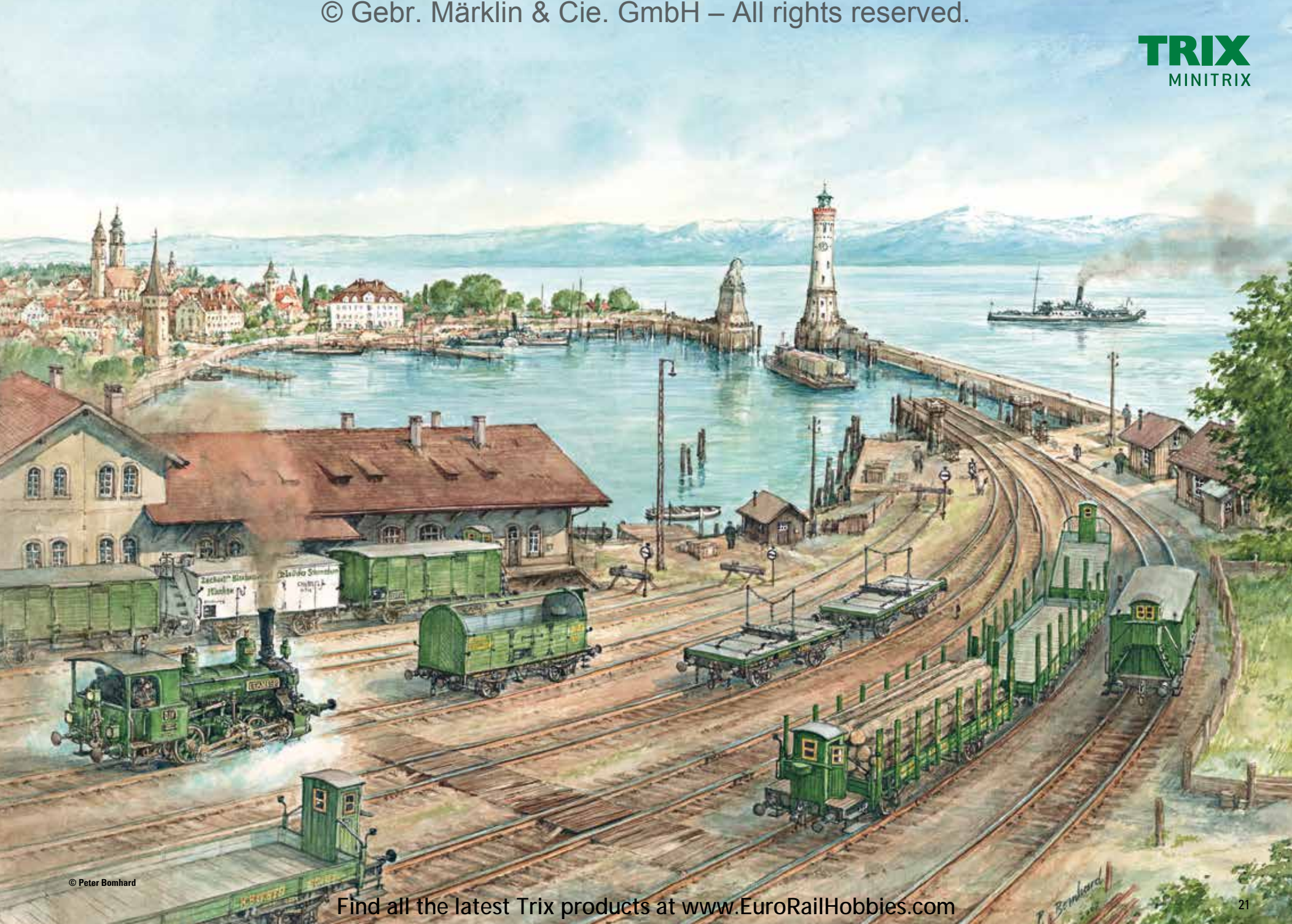
Model: The locomotive has a built-in digital decoder for DCC, Selectrix, and conventional operation. It also has a 5-pole motor with a flywheel. 4 axles powered. The headlights change over with the direction of travel, will work in analog operation, and can be controlled digitally. The locomotive body is constructed of die-cast metal. Also included is a Bavarian foodstuffs car, a beer car painted and lettered for the brewery “Eberl Bräu”, a type Oq gondola with a brakeman’s cab and a load insert, and a 2-axle privately owned tank car. All of the cars were used on the Royal Bavarian State Railways (K.Bay.Sts.B.) and have close coupler mechanisms. Total length over the buffers 269 mm / 10-5/8”.

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

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

Set with a beer refrigerator car as new tooling
Locomotive body constructed of die-cast metal
Type Oq gondola with close coupler mechanism for the first time

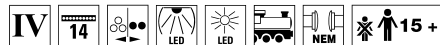




© Peter Bomhard

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“Rheingold Flügelzug” Train Set



11627 “Rheingold Flügelzug” Train Set

Prototype: German Federal Railroad (DB) class 112 488-2 express locomotive with creased ends (“Bügelalte” / “Pants Crease”). B-B wheel arrangement. Built starting in 1963. 3 express train passenger cars consisting of the types Apmz 122, WGM 804, and AvMZ 111.1. The cars are painted and lettered completely in the design of the Rheingold train of 1984.

Use: first class long-distance service, here in the Rheingold feeder train of 1984.

Model: The locomotive has a digital interface connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism. The headlights and marker lights change over with the direction of travel. The express train passenger cars have close coupler mechanisms. Total length over the buffers 598 mm / 23-1/2". The train comes in a special book packaging for a stylish presentation.

• **Special book packaging for collectors.**

One-time series.

66616 LED Lighting kit.





“Night Train to the Homeland” Train Set



11636 “Night Train to the Homeland” Train Set

Prototype: German Railroad, Inc. (DB AG) express locomotive, road number 120 140-9 with the advertising printing “Nett hier.” / “Nice here.” B-B wheel arrangement. Built starting in 1987.

Use: First class long-distance service, here arranged as a Talgo night train.

6 German Railroad, Inc. (DB AG) Talgo design hotel cars. Version for the DB Nachtzug / Night Train. 2 end cars (Machinery Cars I and II), 2 dining cars (Lounge and Bistro), and 2 sleeping cars (1st class). The cars are completely painted and lettered in the design of the DB Nachtzug / Night Train.

Model: The locomotive has a digital interface 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 basic paint scheme is “Orient Red”, and the paint scheme below the coat-of-arms and the advertising lettering is prototypically done in “Traffic Red”.

The sleeping cars have articulated running gear with special snap-in coupling between the cars.

Total length over the buffers 592 mm / 23-5/16”.

The train comes in a special book packaging for a stylish presentation including placeholders for the T15551 add-on car set to go with this train.

- **Special book packaging for collectors.**

One-time series.

This train set can be extended as desired with the 15551 add-on car set.

Special book packaging for collectors



DB Talgo Night Train

In June of 1992, the German Federal Railroad took a daring, unusual step. It ordered a first series of five trains of the TalgoPendular 200 type at a cost of 124 Million German Marks (= 63.3 million Euros) from the Spanish firm Talgo. All of these trains belong to the sixth generation of Talgo design, of which the Talgo prototype from 1942 is the first generation. The Talgo articulated trains are the discovery of the Spanish engineer Alejandro Goicoechea, who wanted to compensate for the disadvantages of heavy passenger cars that were hard on track by coming up with a new car concept. In 1942, Goicoechea founded together with the financier Oriol the firm Patentes Talgo S.A. in Madrid and presented a first prototype in the shape of the Talgo I with articulated, three-point mounted car elements and single

wheels. "Talgo" stands for "Trenarticuladoligero Goicoechea Oriol" (= Lightweight articulated train by Goicoechea and Oriol). With Talgo, each car body has a single wheel truck only at one end, while the other end is supported by an adjoining car. Only the leading end car has two trucks. The short car bodies cause the stub end axles for the wheels to act almost radially on curves so that the wheel flanges rub less against the rails compared to conventional cars and thus cause less rail wear. This design allowed the Talgo trains to roll rather lightly and quietly on curves. The basic concept of the Talgo trains was not changed over the years but was developed further of course. These were radial running gear steering, the passive tilt body ability "TalgoPendular", as well as the "Talgo RD" adjustable running gear for different gauges. The running gear and the tilt body technology on the DB's "TalgoPendular" are

closely tied to one another in terms of design. The radial controlled single wheel running gear has air springs beneath the roof. This high-mounted spring arrangement together with the car body suspension leads to a turning of the car body around a virtual pivot axis that is above the roof. The centrifugal forces that occur when negotiating a curve tilts the car body up to 3.5 degrees to the outside of the curve and thereby reduces considerably the side forces affecting the passengers. The first series delivered comprised 112 cars and regularly scheduled Talgo service was initiated in Germany with the start of the summer schedule on May 29, 1994. These Talgo Night Trains ran in Germany initially as InterCityNight (ICN), later as DB Nachtzug (NZ), and at the end as DB CityNightLine (CNL) between Berlin and Munich, between Munich and Hamburg as well as between Bonn and Berlin, and between Stuttgart and Ham-

burg for a time. Each train consisted of a maximum of 22 cars in the categories Comfort Sleeping Car (with shower and toilet in each compartment), Comfort Seating Car with reclining seats (one of the cars suitable for handicapped passengers), Slumber Coaches, Bistro and Reception Cars, Dining Cars as well as two machinery end cars with baggage compartments, bicycle racks, and ski racks. The Talgo trains replaced conventional, locomotive-hauled overnight trains, and four of them were in operation every night. The fifth set served as a reserve. With the delivery of two additional trains in August of 1996, the DB expanded its Talgo use on September 29, 1996 to a six-day turnaround. In December 2008, operation of the Talgo overnight trains ended after 15 years due to costs and to the upcoming cost-intensive main maintenance deadlines.



Class 110 Electric Locomotive

The DB standard type program for electric locomotives laid down in 1954 foresaw the use of the class E 10 in express and fast train service. These regular production locomotives were capable of 150 km/h / 94 mph and were designed to pull 500 metric ton express trains up 0.5% grades at 140 km/h / 87 mph. In October of 1954, the DB ordered the first units designated as the class E 10.1. Krauss-Maffei was responsible for the mechanical part of the design and SSW did the electrical part. Henschel, Krupp, AEG, and BBC also participated in the building of the locomotives. On December 4, 1956, the DB the first regular production unit as road number E 10 101. By 1963 another 286 units had followed it (E 10 101-264; E 10 271-287).

Starting in October of 1962 the DB placed road numbers E 10 1265-1270 in service as motive power for the flagship train "Rheingold". Thanks to a gear change, they were capable of 160 km/h / 100 mph. The streamlined body with the characteristic "Bügelalte" / "Pants Crease" on the ends used for the first time on these locomotives was applied starting in 1963 to all class E 10 units. Locomotives designed this way formed the sub-class E 10.3. The first regular production unit with the pants crease was road number E 10 288. The six Rheingold E 10.12 units were followed in 1964 by five more locomotives, road numbers E 10 1308-1312. The last series of 160 km/h / 100 mph units were already delivered in 1968 as road numbers 112 485-504. The DB took

delivery of 379 regular production units of the classes E 10.1/E 10.3 as well as 31 units of the class E 10.12. Girder-built underframe and a superstructure framework of steel shapes were a welded design on which the outer "skin" of sheet metal pieces were welded. The outer skin together with a girder-built underframe and roof construction formed a self-supporting unit. The four traction motors provided 3,620 kilowatts / 4,854 horsepower. The SSW rubber ring spring drive was used as a drive system. The pantographs were newly developed and were given the designation DBS 54a. Over time, the appearance of most units changed due to numerous rebuilding projects. All that can be mentioned is the removal of the skirting (E 10.3), the conversion of the vents,-

the removal of roof gutters, and much more. In the course of their service lives, the paint schemes for the locomotives and quite often their class numbers changed. Road numbers 112 485-504 thus became 114 485-504 in 1988 and starting in 1991 road numbers 110 485-504. The rest of the class 112 units ran as the class 113 starting in 1992. Starting in 2005 several class 110 units were transferred from DB Regio to DB Auto Train (dissolved in September of 2013 and transferred to DB Long Distance Service) and run there as the class 115. The last class 110 units were pushed to the side in February of 2014 and only nine class 115 units are still running, among them five "Pants Creases".



16103 Class 110 Electric Locomotive

Prototype: German Federal Railroad (DB) electric locomotive, road number 110 439-7, with creased ends ("Bügelalte" / "Pants Crease"). B-B wheel arrangement. Built starting in 1963.

Use: Long distance service.

Model: The locomotive has a built-in digital decoder and sound generator for operation with the formats 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. Warm white LEDs are used for the lighting. The headlights, marker lights, and engine room lighting can be controlled digitally. The locomotive has a close coupler

mechanism. All of the functions can also be controlled in the digital format SX2. The locomotive is typical for units rebuilt in Era IV with non-streamlined buffer beams, individual vents on the sides, and altered rain gutters. Length over the buffers 103 mm / 4-1/16".

- **Digital sound with many functions.**

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

The locomotive is typical for units rebuilt in Era IV with non-streamlined buffer beams





15639 "D796" Passenger Car Set

Prototype: 3 German Federal Railroad (DB) express train passenger cars consisting of 1 type 1 ABm compartment car, 1st/2nd class, and 2 type Bm compartment cars, 2nd class. The cars look as they did for D796 with the routing Stuttgart – Bremerhaven (through cars to Cuxhaven).

Model: The cars have close coupler mechanisms and lighting kits can be installed in them.
Total length over the buffers 495 mm / 19-1/2".

66616 LED Lighting kit.

The class 110 locomotive goes with these cars and is available under item number 16103.



Class 120 Electric Locomotive, "Christmas" Art Locomotive

Three-phase asynchronous motors with step-less control were used for the first time worldwide on electric standard gauge locomotives with the five pre-production class 120 locomotives delivered in 1979/80. For a long time the advantages of three-phase motors were up against unsolvable difficulties. The three-phase motor could not be made flexible and thereby useful for practical operations until the advent of electronic switching and control technology. Externally the prototypes were impressive with their length of 19,200 mm / 62 feet 11-7/8 inches that made them come close to the classes 103, 150, and 151. Where they differed was in the use of only two-axle trucks that were completely new designs. A BBC hollow shaft universal joint shaft drive was used to transmit power. The main frame and a lightweight locomotive body formed a self-supporting design. Between 1987 and 1989 regular production locomotives with the road numbers 120 101-160 were built by AEG, BBC, Siemens, Krauss-Maffei, Krupp, and Henschel with numerous improvements such as time-multiplex shuttle train and double motive power lash-up control, reinforced line brakes, additional electro-pneumatic brakes as well as automatic running and brake control with wheel slip protection. Insufficient pressure levels for use on the new construction routes as well as difficulties with the

electronics required additional work and delayed placing the units into operation. The pre-production locomotives have been history since 2011 Geschichte, and the regular production locomotives were also cut back. At the beginning of 2005 road numbers 120 153 and 160 went to the DB System Technology as road numbers 120 501 and 502 to serve as test and measurement locomotives. In 2007, five units (120 116, 129, 107, 128, and 121) and in 2010 three other units (120 131, 139, and 117) were equipped with a commuter package (train destination display, train dispatching system, server, etc.). They were designated as road numbers 120 201-208 and were handed over to DB Regio. As early as the mid-Nineties the DB recognized the value of locomotives as advertising mediums, and the class 120 with its smooth locomotive body was particularly suited for this purpose. On November 15, 1996, the DB presented the first advertising locomotive in conjunction with Märklin. Mostly blue-white Christmas motifs were applied to it. Unfortunately, this first "art locomotive" only ran until January 8, 1997, and the overlays were then removed again. However, in the period that followed Märklin provided "art locomotives" with longer lives for a lot of variety in the mostly rather monotone DB railroad world.



16025 Class 120 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 120 general-purpose express locomotive. Paint scheme as the 1st Märklin art locomotive "Christmas" in 1996. B-B wheel arrangement. Built starting in 1987.

Use: Passenger and freight trains.

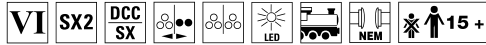
Model: The locomotive has a digital connector. It also has a 5-pole motor with a flywheel. 4 axles powered. The headlights and marker lights are LEDs, and they change over with the direction of travel. The close couplers have a guide mechanism. The locomotive has new roof equipment with individual insulators and wire. New rail clearance devices are cast on to the coupler drawbar. Length over the buffers 120 mm / 4-3/4".

- 1st Märklin art locomotive "Christmas" of 1996.
- New roof equipment.

One-time series.



Electric Locomotives



16873 Class 186 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG), Cargo business area, class 186 electric locomotive. Version with 4 pantographs.

Use: Freight service.

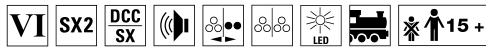
Model: The locomotive has a built-in digital decoder for operation with the formats DCC, Selectrix, and Selectrix 2. It also has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. The locomotive has a close coupler mechanism. The headlights, marker lights, cab lighting, long-distance lights, and many other light functions (example: running on the wrong side in Switzerland) can be controlled digitally. Length over the buffers 118 mm / 4-5/8".

- Warm white LEDs for the lighting.
- Cab lighting.
- Many other light functions.

Version with 4 pantographs



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



16081 Class 101 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) express locomotive, road number 101 113-9. The locomotive looks as it currently does in real life.

Model: The locomotive is new tooling. The locomotive frame and body are constructed of metal. The locomotive has a built-in digital decoder and sound generator for operation with the formats 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. Warm white LEDs are used for the lighting. The headlights, marker lights, and cab lighting can be controlled digitally. The locomotive has NEM coupler pockets. Length over the buffers 119 mm / 4-11/16".

- New tooling.
- Metal body.
- Many sound and control functions.
- Warm white LEDs for lighting.



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

“Berlin – Hamburg Express” Passenger Car Set



15711 “Berlin – Hamburg Express” Passenger Car Set

Prototype: Three German Railroad, Inc. (DB AG) type Bimz 546.8 express train passenger cars, 2nd class, as the train composition “Berlin – Hamburg Express” from the summer of 2015.

Model: All have close coupler mechanisms. Lighting kits can be installed in the cars.

Total length over the buffers 495 mm / 19-1/2”.

- Tooling changes.

66616 LED Lighting kit.

A prototypical train consists of the following items: 16955 and 2 each 15711.





16895 ES 64 F4-206 Electric Locomotive

Prototype: ERS Railways "Vincent van Gogh" EW 64 F4-206 (Class 189) multi-system electric locomotive. Manufacturer designation ES 64 F4. B-B wheel arrangement, built starting in 2002.

Model: The locomotive has a built-in digital decoder with the digital formats DCC, Selectrix, and Selectrix 2. It also has a close coupler mechanism. The locomotive has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over

with the direction of travel. Warm white LEDs are used for the lighting. The cab lighting and the long distance lights can be controlled in digital operation. The outer pantographs are wired to take power from catenary. Length over the buffers 122 mm / 4-13/16".

One-time series for the 125th anniversary of the death of Vincent van Gogh.

In cooperation with Loc & More (<http://www.locandmore.eu>).

- **Headlights can be turned off as an option.**
- **Long distance lights and cab lighting included.**
- **Specially designed packaging.**

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



Express Locomotive with a Tender



16413 Class 41 "Reko" Express Locomotive with a Tender

Prototype: German State Railroad (DR/GDR) steam locomotive, road number 41 1260-3, 2-8-2 wheel arrangement with a type 2'2'T32 tender, as it looked around 1976.

Model: The locomotive is new tooling for the "Reko" boiler with a mixed pre-heater. The tender is constructed of die-cast metal. The locomotive has a built-in digital decoder and sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. 3 axes in the tender powered. Traction tires. The locomotive has firebox flickering by means of processor-controlled LEDs (red-orange). The dual headlights, running gear lights, and cab lights are warm white LEDs. A DVD about road number 41 1260-3 is included. Length over the buffers 150 mm / 5-7/8".

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



Prototypical firebox flickering and running gear lights included

- **New tooling.**
- **Running gear lights.**
- **Processor-controlled firebox flickering.**
- **Cab lights.**
- **Digital sound with many functions.**

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



More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.





Switzerland



15610 Type Hbils-vy Sliding Wall Boxcar Set

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

Model: The cars have close coupler mechanisms. Both cars are imprinted differently on both sides. Total length over the buffers 182 mm / 7-3/16".

One-time series.



FELDSCHLÖSSCHEN

Part of the Carlsberg Group

Car 1: imprinting to the left



Car 1: imprinting to the right



Car 2: imprinting to the left



Car 2: imprinting to the right





Migros rend le
Désolé plus verte.

MIGROS

SBB CFF FFS

Switzerland

BB Class Re 460 "Migros" Electric Locomotive
Starting in the mid-Eighties the Swiss Federal Railways (SBB) was intensively occupied with the creation of a new electric locomotive with three-phase drive, which was planned for the project "Bahn 2000" / "Rail 2000". The SBB therefore contracted with the in-house builders at that time ABB in Oerlikon and SLM in Winterthur (SLM) to develop such a unit, which was quickly designated as Locomotive 2000 – officially as the class Re 460. The result due to the specifications was a general-purpose high-speed locomotive capable of 230 km/h / 144 mph and an output of 6.1 MW / 8,180 horsepower, which was designed for express and freight train service.

A ribbed lightweight locomotive body had to be constructed in order not to exceed the total weight of 84 metric tons. The design studio Pininfarina took on responsibility for the design of the shape. A three-phase asynchronous motor drove each wheel set in the truck. A traction converter with GTO thyristors provided each truck with the necessary traction current. The Re 460 was equipped with radially adjustable wheel sets in order to keep wheel wear as low as possible on the Alpine routes with their many curves. The control technology was new territory because control electronics was installed for both the locomotive and for the drive system. The SBB placed 119 Re 460 units (000-118) in service between

1992 and 1996. They have been the backbone of the SBB long-distance fleet for 20 years and every day as a group they travel the same distance as 2.5 times around the earth. The "Locomotive 2000" has even scored export success: The Norwegian NSB acquired 22 units (El 182241-2262), the Finnish VR bought 46 locomotives in a 1,520 mm / 60 inch wide gauge version (Sr23201-3246), two units found a livelihood with the KCRC in Hong Kong, and 18 lightly modified locomotives went as the class Re 465 to the Swiss BLS (465001-018).

Due their symmetrical side walls the Re 460 locomotives have quickly advanced to advertising mediums for all possible institutions. Road number Re 460 080

has been in operation since July of 2014 with the green environmental paint scheme for Migros. One side is lettered in German and the other side in French. The ends are decorated with the Migros logo and on the side walls two children represent the future generation of human beings.



16763 Class Re 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Advertising locomotive for the Swiss retailer MIGROS. Road number: 460 080-5. The locomotive looks as it did in 2015.

Use: Passenger trains.

Model: The locomotive has a built-in digital decoder and sound generator for operation with the formats 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. Warm white LEDs are used for the lighting. The headlights, marker lights, and cab lighting can be controlled digitally. The locomotive has NEM coupler pockets. Length over the buffers 115 mm / 4-1/2".

- Swiss headlight / marker light changeover.
- Many sound and control functions.
- Warm white LEDs for the headlights.

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Horn	•	•	•
Electric locomotive op. sounds	•	•	
Light Function	•	•	
Direct control	•	•	
Engineer's cab lighting	•	•	
Rear Headlights off	•	•	
Blower motors	•	•	
Front Headlights off	•	•	
Sound of squealing brakes off	•	•	
Station Announcements	•	•	
Conductor's Whistle	•	•	
Door Warning Sound	•	•	
Station Announcements	•	•	
Cab Radio	•	•	



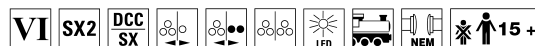
SBB Class Re 482 Electric Locomotive
Bombardier is offering its TRAXX platform that has been reworked several times as a “jack-of-all-trades”. Due to the lower maximum speed of 160 km/h / 100 mph, all of the TRAXX electric locomotives run with the more affordable axle-suspended drive system with built-in three-phase asynchronous motors. The control of the wheel sets in a truck is done or provided in common by means of current converters. The longitudinal forces between the truck and the locomotive body are transmitted by means of low-linked draw and pressure bars. There has been another reworked TRAXX version since 2005 with an altered, crash-improved locomotive

body. The TRAXX locomotives are designed for all power systems and the train safety technology can also be adapted at any time for different railroads. In 2001, Bombardier in Kassel was given a contract from the Swiss Federal Railways (SBB) to deliver ten dual system freight locomotives analog to the DB class 185 to the SBB Cargo business unit. Included was an option for 40 additional units that was also executed at once. Starting in the summer of 2002 the first units went into operation as the class Re 482—beginning with road number 482 000. After the conversion to the TRAXX-2 platform in 2005, SBB Cargo had to be satisfied with the last 15 units (482 035-049) in this TRAXX version. In a departure from the DB

class 185 units, the Re 482 units have four pantographs, two each for the German, and 2 each for the Swiss catenary. The Swiss safety systems Signum and ZUB 262 are installed in addition to the German systems Indusi, LZB 80, and PZB 90. Furthermore, cameras are used in place of rear view mirrors on the locomotive body.

These locomotives are used primarily on the international North-South axis of Germany – Switzerland, but they are also leased sometimes to other transportation firms. In anticipation of the opening of the Gotthard Base Tunnel (57 km / 35.63 miles) on December 11, 2016 SBB Cargo presented the first of nine locomotives in the new “Alpazähler” look on

August 18, 2015. The protected name brand consists of the noun “Alpen” / “Alps” and the verb “zähmen” / “tame”. SBB Cargo is thereby showing as the leading Swiss rail transport firm on the North-South Axis the conquest of the Alps as an obstacle for freight service by using the base tunnel.



16903 Class Re 482 Electric Locomotive

Prototype: Swiss Federal Railways (SBB), Cargo business area, class Re 482 electric locomotive. Version of the first production series with 4 pantographs. Advertising locomotive “Alpazähler” for the new Gotthard Base Tunnel.

Use: Freight service.

Model: The locomotive has a built-in digital decoder for operation with the formats 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 locomotive has a close coupler mechanism. The headlights, marker lights, cab lighting, long-distance lights, and many other light functions (example: running on the wrong side in Switzerland) can be controlled digitally. Length over the buffers 118 mm / 4-5/8”.

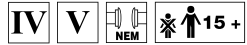
- Warm white LEDs for the lighting.
- Cab lighting.
- Many other light functions.

One-time series.

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



France



15694 Type Rils Sliding Tarp Car

Prototype: French State Railways (SNCF) type Rils.

European standard design with a length of

19.90 meters / 65 feet 3-7/16 inches.

Version with a one-piece tarp and rectangular buffers.

Model: The car has a close coupler mechanism.

It also has type Y 25 trucks.

Length over the buffers 124 mm / 4-7/8".

One-time series.



*In use all over Europe
European standard design with a length
of 19.90 meters / 65 feet 3-7/16 inches.*





66330 Kit for the French Station Gare Auvers sur Oise One-time series.

This is a kit for the French station Gare Auvers sur Oise.
It is a typical standard design station in France.

This kit consists of laser-cut, colored architectural
hard cardstock. It has the finest laser-engraved details.
Extensive instructions for building the kit are included.
Dimensions approximately 222 x 70 x 65 mm / 8-3/4" x
2-3/4" x 2-9/16".



See Page 127 for an explanation of the symbols and age information.

Find all the latest Trix products at www.EuroRailHobbies.com

Hungary

Class ES64U2 Electric Locomotive as Road Number 91 55 0470 010-4 (MAV)

The classes 1016/1116/1216 were derived from the DB class 152 and 382 units were ordered by the ÖBB starting in 1997 with an unmistakable, refreshing look, which quickly gave the units their name "Taurus" (bull). The dual system version (ÖBB 1116, 16 2/3 Hertz / 15 kilovolts and 50 Hertz / 25 kilovolts) was given the Siemens internal designation ES64U2 in 2001 for similar units as part of the Dispolok leasing fleet owned by the ÖBB at that time. Together with the GySEV, the Hungarian State Railroad (MÁV) ordered ten of the ES64U2 locomotives from Siemens

in September of 2001. The class designation 1047 was planned for these locomotives. Since the MÁV 1047 was identical with the ÖBB 1116, road number 1047 001 was presented only eight months after the contract was given for it. The rest of the locomotives followed between March and November of 2002. The locomotive body for the ES64U2 rests on four flexi-coil spring elements on both trucks. The truck is capable of high speeds and it was first used in the Spanish Europrinter. Its core component is the so-called high-efficiency drive with a separate brake shaft (HAB) that in principle corresponds to a hollow shaft drive with rubber universal joints. Each asynchronous traction motor is fed by its own

power inverter and pulse converter. The converter blocks are based on IGBT elements with 6.5 kilovolts. Braking is done mainly with the electro-dynamic recovery brakes.

In October of 2011, the class designation for the MÁV 1047 changed to 470. The Hungarian "Bull" runs mainly in IC and EC service between Vienna and Budapest, but also provides motive power for other trains and can even be seen now and then in Germany. It is equipped with the train safety systems EVM120 (Hungary) and PZB90/Indusi (Germany and Austria). In Austria and Germany its maximum speed is limited to 160 km/h / 100 mph as the lead unit in a train however due to the lack of LZB and ETCS

equipment. Since November of 2011, road number 470.010 has had advertising overlays for "Aranycsapat", the "golden soccer elf". From 1950 to 1956 the Hungarian national soccer team was called this, because between May 14, 1950 and July 4, 1954 the team remained undefeated in 32 league games in a row. This did not end until the final game of the world championship in Bern when the Hungarians lost 2-3 against Germany in a dramatic, completely surprising finale after leading 2-0.



16953 Class Es 64 U2 Electric Locomotive

Prototype: Hungarian State Railways (MAV) multiple system electric locomotive, road number 91 55 0470 010-4), in the version as the "Gold Team Locomotive". This is the Hungarian National Soccer Team, which was an Olympics champion in 1954. Built starting in 2000.

Model: The locomotive has a 14-pin digital interface connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker

lights change over with the direction of travel. They can be turned off by means of a bridge plug. Warm white LEDs are used for the lighting. The locomotive has a close coupler mechanism. 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 locomotive has a close coupler mechanism. Cab lighting can be activated with the 66840 decoder. Length over the buffers 122 mm / 4-13/16".

- **Headlights / marker lights can be turned off as an option.**
- **Specially designed packaging.**
- **Certificate of authenticity.**

Limited, one-time series.

In cooperation with Loc & More
(<http://www.locandmore.eu>).





Rerun edition with a new road number



15367 Tank Car for Aviation Fuel (Kerosene)
Prototype: Tank car for kerosene, privately owned Swedish car, used in the Green Cargo (GC).

Model: The car has close coupler mechanisms. Length over the buffers 106 mm / 4-3/16".



Kit Transfer Table



66540 Transfer Table

The transfer table is made for inset installation. The base plate has 2 entrance tracks and 6 storage tracks. The track connections are for Minitrix track. The deck has a motorized drive in the engine shed for forward and reverse running. The transfer table has a new controller for remote controlled operation.

Dimensions:

External Dimensions:

220 x 300 mm / 8-21/32" x 11-13/16"

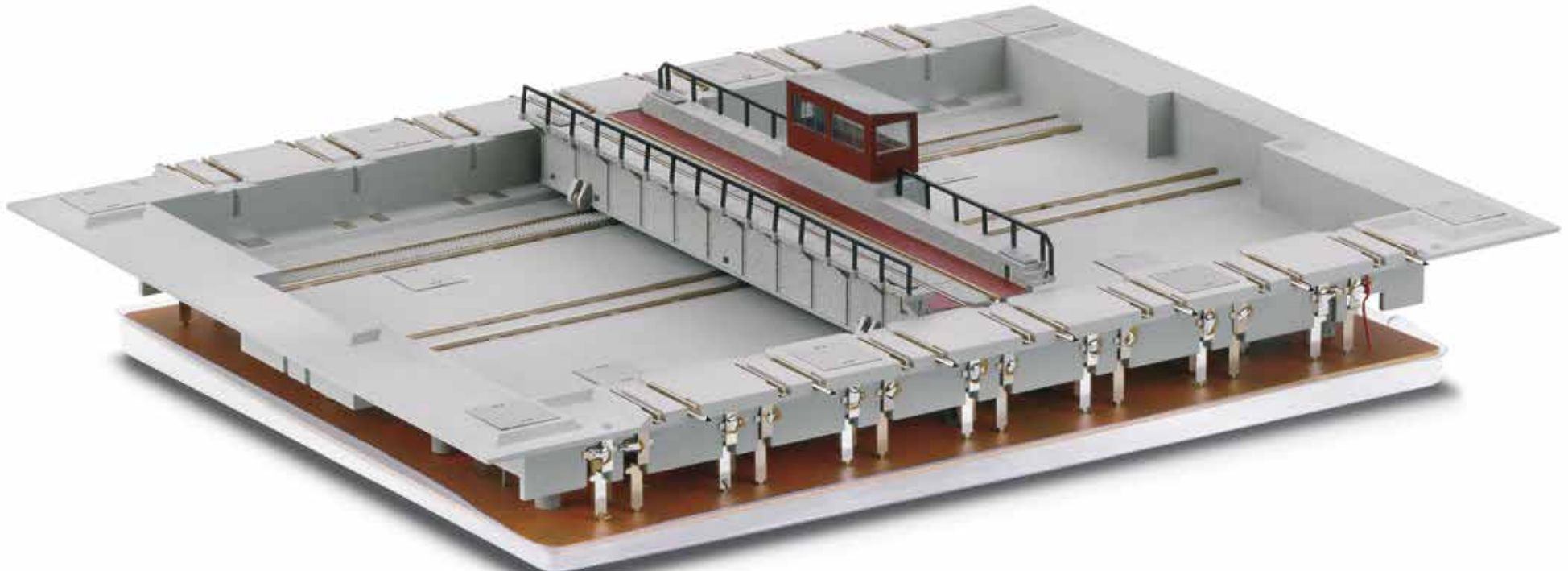
Base Plate Cutout: 205 x 285 mm / 8-1/16"

Maximum Installation Depth: 36 mm / 1-13/32"

- New controller.
- New 5-pole motor.

The transfer table can also be controlled from an m 84 decoder by means of Märklin Digital. The connections for the transfer table are described in the instructions for it.

The transfer table goes with the 66318 locomotive shed.



Kit for the “Mannheim” Electric Locomotive Sheds



66318 Kit for the “Mannheim” Electric Locomotive Sheds

“Mannheim” Electric Locomotive Sheds. This is a 3-stall electric locomotive shed, which can be arranged with the stalls next to one another or behind each other. Three of this kit are required to build the “Mannheim” Electric Locomotive Sheds to scale (2 kits next to each other and 1 kit for the extension). In addition, 2 of the 66319 kit “Workshops Annex” are used for a prototypical structure. Since the “Mannheim” Electric Locomotive Sheds have doors at both ends in the prototype, this kit can be built either with a back wall or with doors at the rear. The kit has doors that can be opened manually as double wing doors. The center-to-center track spacing matches that for the 66540 transfer table.

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

Dimensions for a 3-stall electric locomotive shed:
314 x 102 mm / 12-3/8” x 4”.

- Superstructure arrangement can be altered.
- Modern shelter for electric locomotives.
- Goes with the 66540 transfer table.



Kit for “Mannheim” Workshops Annex



66319 Kit for “Mannheim” Workshops Annex

“Mannheim” Workshops Annex. This is the left and right side wings of the famous Mannheim locomotive shed. They can be built one behind the other. Two of this kit are required to build the “Mannheim” electric locomotive sheds to scale. In addition, three of the 66318 “Mannheim” Electric Locomotive Sheds kits are used for a prototypical structure. This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

Dimensions of the “Nord” / “North” Workshops Annex: 314 x 48 mm / 12-3/8” x 1-7/8”.

Dimensions of the “Süd” / “South” Workshops Annex: 314 x 48 mm / 12-3/8” x 1-7/8”.

- Superstructure arrangement can be altered.



Front view



Rear view



“Weihenstephan” Brewery Kit

Beer lovers have appreciated it for a long time, the full-bodied beers of the Bavarian State Brewery Weihenstephan. It has a long tradition. The founding of a Benedictine cloister in 725 by the holy Korbinian with his twelve followers on the Nährberg near Freising was at the beginning of the art of brewing in Weihenstephan. Since brewing was done in most of the cloisters in the Middle Ages, it is a safe assumption that brewing was done in the Weihenstephan cloister also. Anyway, there were people with hops gardens in the area with tithing obligations owed to the cloister. According to the legend, the monks

of Weihenstephan certainly brewed their beer until 1040 but were in competition with the inhabitants of Freising. In this year, Abbot Arnold is supposed to have succeeded in dispossessing the inhabitants of Freising of the right to brew and to serve beer. This is when the cloister brewery of Weihenstephan is supposed to have originated. Indeed today, it is known that all of this really belongs to the realm of fables, but there is the indisputable fact that beer brewing has been going on for centuries at Weihenstephan. Yet over the course of centuries, the cloister was visited constantly by the vicissitudes of fate. In 955,

the Huns plundered and destroyed the cloister. In 1336, Kaiser Ludwig the Bavarian rampaged in the same manner, as did the Swedes and the French in the Thirty Years War as well as the Austrians and

the Spanish in the War of the Spanish Succession. Furthermore, between 1085 and 1463 the Weihenstephan Cloister was the victim of a conflagration four times. In addition, three plague epidemics



66320 “Weihenstephan” Brewery Kit Part 1

“Weihenstephan” Brewery Kit Part 1 includes the following buildings (basic dimensions in parentheses):

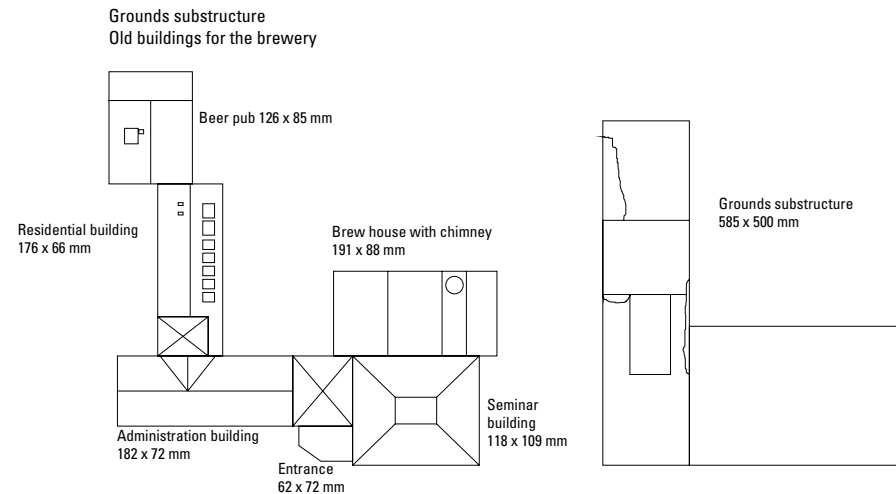
- Administration building with mural (182 x 72 mm / 7-3/16" x 2-7/8").
- Entrance with tower (62 x 72 mm / 2-7/16" x 2-7/8").
- Seminar building (118 x 109 mm / 4-5/8" x 4-1/4").
- Brew house with chimney (191 x 88 mm / 7-1/2" x 3-1/2").
- Residential building with corridor (176 x 66 mm / 6-15/16" x 2-5/8").
- Beer pub (126 x 85 mm / 4-15/16" x 3-3/8").
- Substructure (410 x 410 mm / 16-1/8" x 16-1/8").

- The oldest brewery in Germany for the first time as a model in 1:160 scale.

This kit is being produced in a one-time series as part of the anniversary “500 Years of the German Beer Purity Law”.

Part 2 available under item number 66321 is required to represent the brewery as it currently looks. This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

Like the original:
the handcrafted painting in the main building

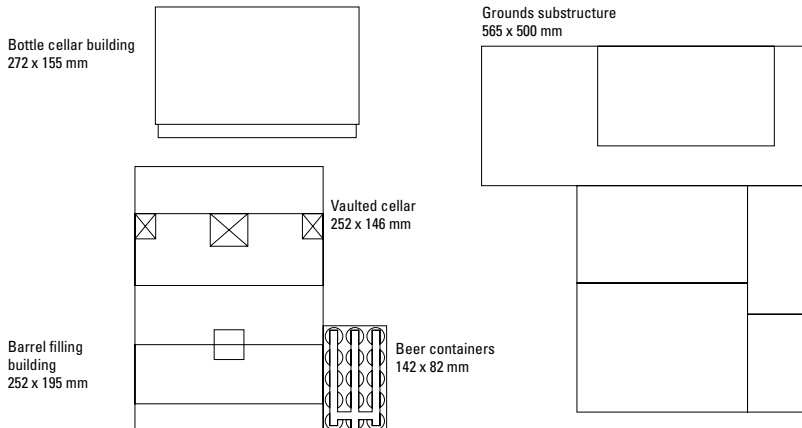


aged, there were different periods of famine, and a large earthquake occurred in 1348, which brought additional destruction or decreases in population. Yet Bavarian persistence kept helping the Benedictines rebuild the cloister and the brewery and even to refine their art of brewing in the process. However, secularization on March 24, 1803 brought the death knell for the cloister. All ownership and rights for the cloister were transferred to the Bavarian State.

The brewery remained intact and it was now managed by the Royal Crown Lands office in Schleissheim. The Agricultural Central School in Schleissheim moved in 1852 to Weihenstephan and with it came Bavarian brewery students. An academy was formed out of the school in 1895. In 1919, came the Technical School for Agriculture and Brewing and around 1930 it was a component part of the Technical University of Munich. The center of German, even worldwide brewing technology, thus came into being in Weihenstephan. After World War II, the quickly increasing beer production was overwhelming the time-honored brewery with its old buildings. Extensive renovation of the brewery building, the fermentation tanks, and the cellar buildings was carried out. Today marvelous beer products are guaranteed with the latest technology.



Grounds substructure
New buildings for the brewery



See Page 127 for an explanation of the symbols and age information.



66321 "Weihenstephan" Brewery Kit Part 2

"Weihenstephan" Brewery Kit Part 2 includes the following buildings (basic dimensions in parentheses):

- Kustermann Hall with a steel framework (252 x 195 mm / 9-15/16" x 7-11/16").
- Vaulted cellar with an annex (252 x 146 mm / 9-15/16" x 5-3/4").
- Beer containers (142 x 82 mm / 5-5/8" x 3-1/4").
- Substructure (350 x 350 mm / 13-3/4" x 13-3/4")

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

- **The oldest brewery in Germany for the first time as a model in 1:160 scale.**

This kit is being produced in a one-time series as part of the anniversary "500 Years of the German Beer Purity Law".

Kit for the Zollverein Mine Coking Plant



Good Luck, Zollverein Coal Mine!

The Zollverein is considered one of the most beautiful mines in the Ruhr area. If that is so, then it is the most beautiful mine in the world. The Zollverein Foundation has therefore made great efforts to have the Zollverein cultural landscape put at the top of the list of suggestions for the UNESCO World Cultural Heritage. The two architects Fritz Schupp and Martin Kremmer were inspired by the Bauhaus movement. They used the principles of symmetry and geometry in a consistent, harmonious fashion to design this industrial complex arranged on two axes. Their design for the Zollverein Shaft XII is a unique model layout.

66313 Kit for the Zollverein Mine Coking Plant, Part 1

Zollverein Mine "Coking Plant". Part 1. Two of these kits are required to realize the prototype as a model.

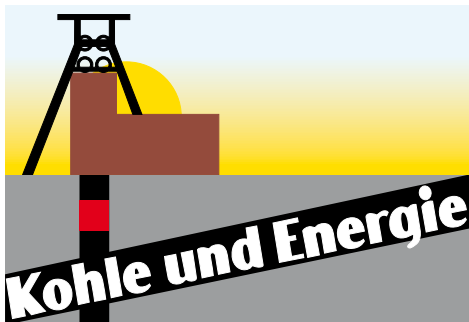
Contents as follows: 4 furnaces, 1 charging tower, 2 charging machines, 2 pusher cars, 2 coke cars, 4 bridges for gas removal, 3 reversal towers, 3 conveyor belts, 3 reversal towers, 1 smoke stack.

- UNESCO world cultural heritage.
- The finest of details.

One-time series.

This kit consists of laser-cut, colored cardstock. It has the finest details partially of resin. Extensive instructions for building the kit are included.

Required space for a complete coking plant (2 x Part 1 and 1 x Part 2) is approximately 250 cm x 100 cm / 99" x 39".





Buildings Kits

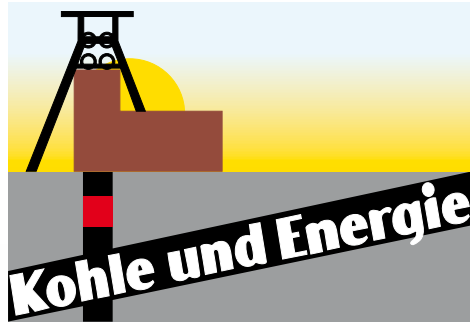


66314 Kit for the Zollverein Mine Coking Plant, Part 2

Zollverein Mine "Coking Plant", Part 2. Contents as follows: 1 coal bunker, 1 quenching tower, 3 reversal towers, 4 conveyor belts.

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

Required space for a complete coking plant (2 x Part 1 and 1 x Part 2) is approximately 250 cm x 100 cm / 99" x 39".



Dimensions:

Coal bunker: 296 x 193 x 251 mm /

11-5/8" x 7-5/8" x 9-7/8"

Quenching tower: 180 x 114 x 226 mm /

7-1/8" x 4-1/2" x 8-7/8"

3 Reversal towers:

1 x 69 x 46 x 116 mm / 2-3/4" x 1-13/16" x 4-9/16"

1 x 69 x 46 x 166 mm / 2-3/4" x 1-13/16" x 6-1/2"

1 x 69 x 46 x 250 mm / 2-3/4" x 1-13/16" x 9-7/8"

1 Rising conveyor belt 407 x 30 x 20 mm /

16" x 1-3/16" x 3/4"

2 Rising conveyor belts 246 x 30 x 20 mm /

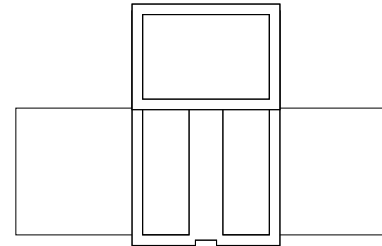
9-11/16" x 1-3/16" x 3/4"

1 Straight conveyor belt 427 x 30 x 20 mm /

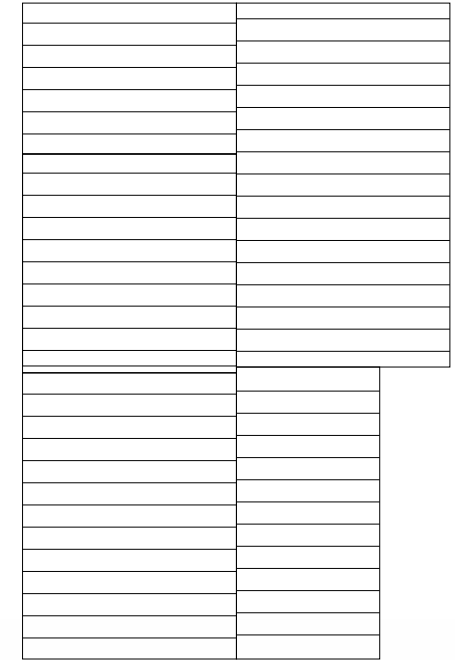
16-13/16" x 1-3/16" x 3/4"

- UNESCO world cultural heritage.
- The finest of details.

One-time series.



180 x 114 x 226 mm



296 x 193 x 251 mm



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I II III IV V VI 

66323 Kit for the "Sulzdorf" Half-Timbered Freight Shed

Kit for the "Sulzdorf" Half-Timbered Freight Shed. This Württemberg standard design freight shed was all along the Hohenlohe Line in half-timbered construction. This freight shed stands and stood in different lengths at many train stations in Württemberg. The prototype is still standing Sulzdorf near Schwäbisch Hall. A shorter version still stands in Eckartshausen.

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included. Dimensions (area): 158 x 67 mm / 6-1/4" x 2-5/8".

- **Württemberg standard design freight shed.**

The train station to go with this freight shed is available under item number 66322.



Front view



Rear view

158 x 67 mm



I II III IV V VI 

66322 Kit for "Eckartshausen-Ilshofen" Station

Kit for "Eckartshausen-Ilshofen" Station. This is the Württemberg standard design station in sandstone construction. This kit can be used to build other almost prototypical stations by following the instructions: Sulzdorf, Bretzfeld, Renningen. The following station signs (also for stations where this kit could serve as a basis) are included: Eckartshausen-Ilshofen, Sulzdorf, Bretzfeld, Renningen, Ditzingen, Fellbach, Willsbach, Neuenstein, Waldenburg, Wasseralfingen, Weinsberg, Lorch, and Rottenburg.

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included. Dimensions for the Eckartshausen-Ilshofen Station (area): 152 x 61 mm / 6" x 2-3/8".

- **Württemberg standard design station.**
- **Different stations can be built from this kit.**

The freight shed to go with this station series is available under item number 66323.



Rear view



Front view

Buildings Kits

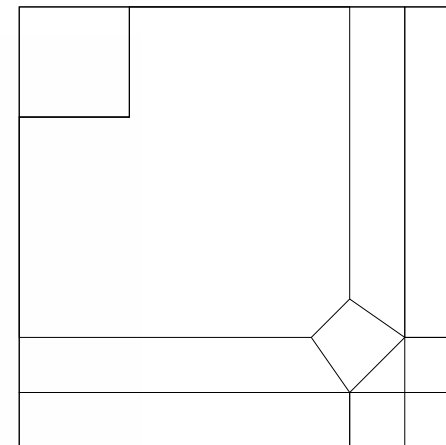
IV V VI 15+

66331 Kit for a City Corner Building

This is a city corner building from the Eighties to represent modern streets lined with residential buildings. The prototype stands in Stuttgart on the Olgaeck. This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

Reproduction of city buildings in a large city.
Dimensions approximately 109 x 109 x 136 mm /
4-5/16" x 4-5/16" x 5-3/8".

- The finest of details.



109 x 109 x 136 mm





66332 Kit for City Business Buildings

These are city residential buildings from the Eighties to represent modern streets lined with buildings. The prototype stands in Stuttgart on the Olgaek. This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

Reproduction of city buildings in a large city.
Dimensions approximately 144 x 109 x 136 mm /
5-11/16" x 4-5/16" x 5-3/8".

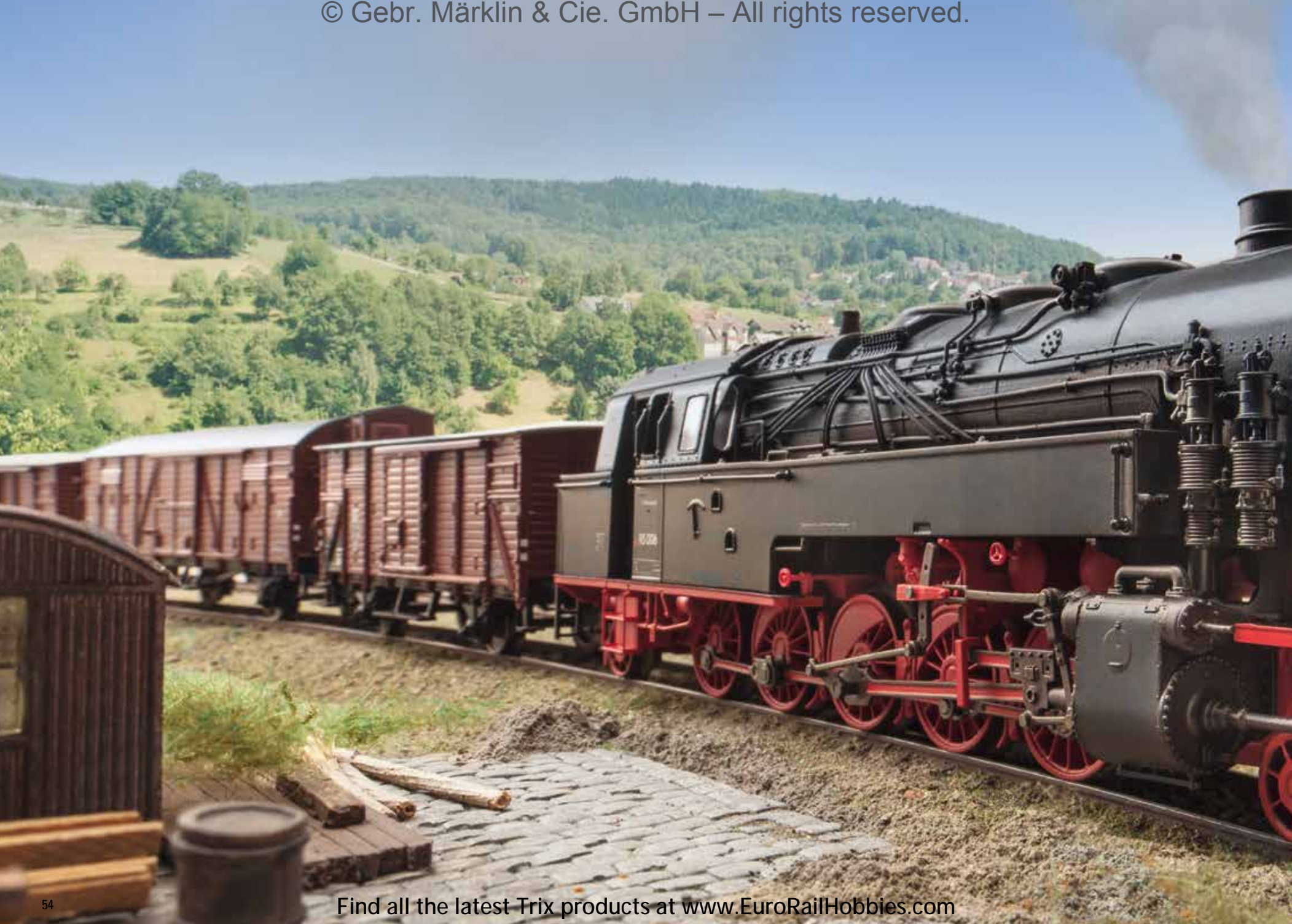
- The finest of details.



Rear view



Front view





New Items for H0 Gauge

More Individuality for Your Model Railroad Adventure!

Last year we used this motto to present our new generation of retrofit decoders. These decoders are now lined up alongside the new CS3 and CS3 plus in terms of innovation. As you can program the new decoders in minutes, you can now call up the different operating elements of your model railroad layout in seconds thanks to the Central Station 3. Simple wiping and zooming on the display is all you have to do.

In the new items for 2016, we have several treats in more than just the digital area. Our Insider model for this year as the class 95 will win you over with its legendary looks.

For anyone who prefers elegant traveling, we are presenting the real classic in passenger service with this year's new items. The VT 11.5 will enthral you with its heavy metal construction with impressive fine looks.

Our models offer many visual and acoustic highlights that we are not at all able to show you in our catalog. We have therefore prepared a lot of information on the Internet in films or 3D animation. You can access this from your PC using the indicated Internet address (www.), from your mobile device using the printed QR codes, and brand new by means of so-called Augmented Reality applications (AR). Everywhere you see the adjacent characters you can experience more about the product being offered with your Smartphone or Tablet by means of image recognition. Try it out now. All need for it is a free Märklin AR APP that you can get in the Apple or Android Stores. Please note that downloading the APP data volume may have a charge attached to it. It is therefore best to do this using WLAN. When operating the APP, no data volume is accumulated. In addition, before you look at the contents of this catalog, you should download a current update for the APP so that all content will appear. Very important: With the Smartphone or Tablet you must aim for the entire page.

Your Trix Team



H0 Trix Club Model for 2016

The Class 95.0 Freight Steam Tank Locomotive

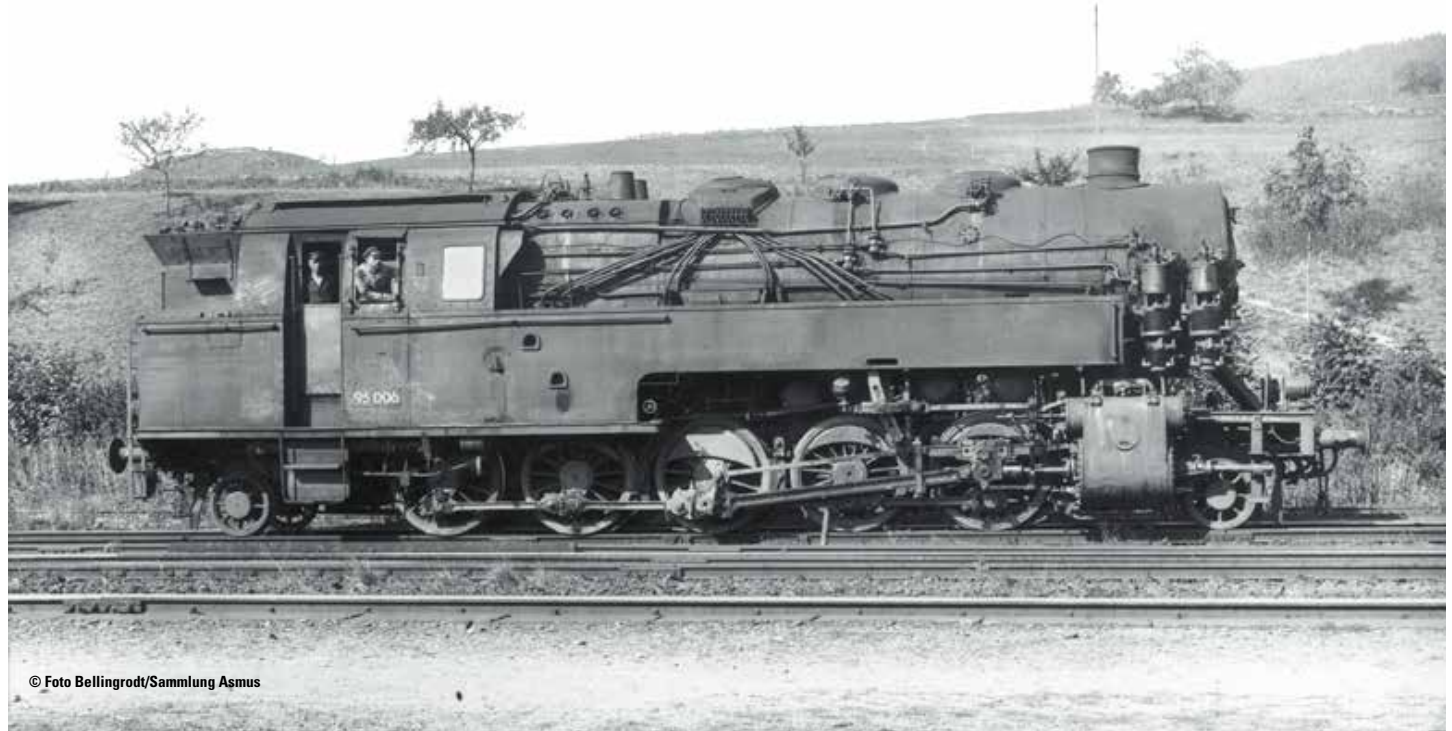
After the successful use of the "Animal Class" (DR 95.66) tank locomotives by the Halberstadt-Blankenburg Railroad (HBE) on its steep route on the Rübeland Line the (Prussian) Railroad Central Office in Berlin decided on a five-driving axle tank locomotive and contracted with Borsig for designs for a 2-10-2T tank locomotive with an 18 metric ton axle load. This design was realized with just a few changes as the "Prussian T 20". The desired high axle load of 18 metric tons already demonstrated that obviously the initial plan was not to replace rack railroad operation with adhesion operation. Because the track and roadbed for all the Prussian rack railroad routes would first have to be renewed, since they were not authorized for such high axle loads. The planning was more for a powerful unit for motive power service and pusher service on steep main line routes. Indeed the DRG already existed at the time of the order with Borsig, yet the T 20 is rightly viewed as the last Prussian steam locomotive design with the typical features of the final development stage of Prussian locomotive construction: a bar frame and a Belpaire firebox.

In years 1923/24, Borsig delivered 18 and Hanomag delivered 27 units. The DRG absorbed all 45 units with the road numbers 95 001-045. They were used chiefly on the steeply graded routes in the Thuringia Forest, the Franken Forest, the Geislingen Grade, and on the Schiefen Ebene line by Neuenmarkt-Wirsberg. After 1945, 14 of these locomotives came to the subsequent DB. Two locomotives were retired due to

war damage and from May of 1952 on Aschaffenburg was the home base for the complete roster of DB class 95 locomotives (95 001, 002, 003, 006, 007, 008, 011, 013, 026, 031, 033 und 034). There they were fully occupied with pusher service on the grade Laufach – Heigenbrücken and with duties in the Aschaffenburg Main harbor. Yet the electrification of the route

Frankfurt/Main – Würzburg then brought the end of the class 95 units relatively quickly. The last units were put into storage with the official opening of electric operation on the section Würzburg – Aschaffenburg on September 26, 1957, and they soon fell victim to scrapping after that. Thirty-one locomotives remained on the DR in the GDR. Twenty-four

of them were converted to oil firing between 1964 and 1973, and the last of them ran until 1980/81. At least five units remained preserved whereby road number 95 027 of the DB Museum has been available in operational condition again since 2010 for use with special trains on the Rübeland Line.




© Foto Bellingrodt/Sammlung Asmus



EXCLUSIV

1/2016

 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms. See Page 127 for an explanation of the symbols and age information.

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22295 Class 95.0 Freight Tank Locomotive

Prototype: German Federal Railroad (DB) class 95.0 (former Prussian T20) freight tank locomotive. Version with 3 domes, welded water tanks without rivets and with openings, and German State Railroad lanterns. Road number 95 006. The locomotive looks as it did around 1953.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed chiefly of metal. A 7226 smoke unit is included. The dual headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. In addition, the cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupler with an NEM pocket and a guide mechanism at both ends of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves, brake hoses, and a smoke unit are included. Length over the buffers 17.4 cm / 6-7/8".

- Completely new tooling.
- Especially finely executed metal construction.
- Partially open bar frame and many separately applied details.
- Cab lighting can also be controlled digitally.
- Smoke unit included from the factory.

The 22295 freight tank locomotive is being produced in 2016 in a one-time series only for Trix Club members.

A freight car set to go with this locomotive is being offered under item number 24540 also exclusively for Trix Club members.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 39095 exclusively for Insider members.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Bell	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Grate Shaken	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Switching maneuver	•	•

An open view worth seeing:
The smoke box rests with its weight on a partially open support

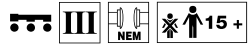


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Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.



Car set for Club Model



24540 Type G 10 Freight Car Set

Prototype: 7 different design German Federal Railroad (DB) boxcars. Of them 5 type G 10 Association Design freight cars, 2 of them with "Economy" brakeman's cabs, 1 of them with a standard brakeman's cab. 1 of them with the brakeman's cab removed, 1 of them without a brakeman's cab and 1 of them without a brakeman's platform. 1 type Glt 23 (Glt Dresden) Interchange Design freight car with a low door on the end wall. 1 type Gr 20 (Gr Kassel) Interchange Design freight car without a hand brake.

The cars look as they did in the mid-Fifties.

Model: All of the cars have different car numbers.

The type G 10 and Gr 20 freight cars have sliding doors that can be opened. The type Glt 23 freight car has truss rods and additional running boards.

Total length over the buffers 80 cm / 31-1/2".

AC wheel set per boxcar 2 x 700150.

- So-called "Economy" brakeman's cab on 2 boxcars as a new feature.
- All of the cars include different car numbers.
- The ideal freight cars to go with the class 95 steam freight tank locomotive.

The 24540 freight car set is being produced in 2016 in a one-time series only for Trix Club members.

The class 95 steam freight tank locomotive to go with these cars is also being offered exclusively for Trix Club members under item number 22295.

An AC version of this freight car set can be found in the Märklin H0 assortment under item number 48827 exclusively for Märklin Insider members.



So-called "Economy" brakeman's cab on 2 boxcars



EXCLUSIV

1/2016

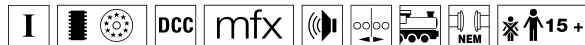
This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms. See Page 127 for an explanation of the symbols and age information.

Find all the latest Trix products at www.EuroRailHobbies.com



24540 | Find all the latest Trix products at www.EuroRailHobbies.com | 22295

Class D XII Tank Locomotive



22840 Class D XII Tank Locomotive

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class D XII steam tank locomotive, later, the class 73. Road number 2237.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 2 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the headlights. The locomotive has many separately applied details. Length over the buffers 13.8 cm / 5-7/16".

• Extensive sound functions included for the first time.

One-time series.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 37139.

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



Especially many applied parts included

Extensive sound functions by means of an mfx+ digital decoder included for the first time





Class 56.2-8 Freight Steam Locomotive



22562 Class 56.2-8 Freight Steam Locomotive

Prototype: German State Railroad Company (DRG) class 56.2-8 freight steam locomotive. Rebuilt Prussian G 8.1 with a pilot truck. German State Railroad lanterns and bell included. Type 3T 16,5 coal tender. Road number 56 569. The locomotive looks as it did around 1938.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The dual headlights change over with the direction of travel. They and the smoke unit

contact will work in conventional operation and can be controlled digitally. Warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a Telex coupler that can be controlled in digital operation. The front of the locomotive has a close coupler with an NEM pocket. The locomotive has many separately applied details such as piping and sand pipes. Protective piston sleeves, brake lines, imitation prototype couplers, and figures of a locomotive engineer and a fireman are included.

Length over the buffers 21.1 cm / 8-5/16".

- **Figures of a locomotive engineer and fireman included.**
- **Telex coupler on the tender.**

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Bell	•	•
Whistle for switching maneuver	•	•
Telex coupler on the rear	•	•
Sound of coal being shoveled	•	•
Grate Shaken	•	•
Letting off Steam	•	•
Air Pump	•	•
Injectors	•	•
"Switcher Double "A" Light"	•	•

*Figures of a locomotive engineer and fireman included
Telex coupler on the tender*



Class 96.0 heavy freight locomotive



22962 Class 96.0 Heavy Freight Tank Locomotive

Prototype: German State Railroad Company (DRG) class 96.0 heavy freight locomotive. Mallet design articulated locomotive with compound drive gear consisting of high and low pressure cylinder groups. The locomotive looks as it did in 1930.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. 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.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 39960.

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



Elegant Oil Steamer

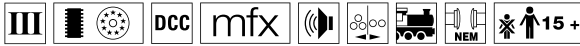
The two class 10 express steam locomotives developed from scratch and placed into service in 1957 at the initiative of the German Federal Railroad were supposed to replace the class 01 and 01.10 locomotives, who were getting on in years, as motive power for modern long distance passenger trains. These DB parade locomotives were built by Krupp and

were equipped with partial streamlining, which was supposed to decrease wind resistance and protect the cylinders from too much dirt. Road number 10 002 was equipped at the time of entering service with an efficient form of oil firing. The high performance boiler of welded construction was used in new locomotive construction and had already proven itself

very well in the DB class 01.10 locomotives rebuilt starting in 1953. This design gave both of these new locomotives tremendous reserves of power with 2,500 horsepower / 1,840 kilowatts. Nevertheless, the era of steam motive power was clearly nearing its end due to the rapid electrification during the 1960s. These two elegant steam race horses thus remained

a single pair despite the instructive results achieved in operation. They are a pair that is still among the legends of that era.





22104 Class 10 Express Steam Locomotive

Prototype: German Federal Railroad (DB) class 10 express steam locomotive. Oil tender and main firing by oil included.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The running gear lights can also be controlled separately in digital operation. The 72270 smoke unit can be installed in the locomotive. The locomotive and tender are constructed mostly of metal. There is a close coupling between the locomotive and the tender that can be adjusted for the radius of the track. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses are included separately.

Length over the buffers 30.5 cm / 12".

- **Newly designed cab with an open view through it.**
- **Improved locomotive and tender spacing.**

One-time series.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 37085.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Running gear lights	•	•
Whistle for switching maneuver	•	•
Conductor's Whistle	•	•
Air Pump	•	•
Letting off Steam	•	•
Injectors	•	•

*New motor in the boiler
 Open view through the cab
 Locomotive tender improved*







The Classic in Passenger Service



22261 VT 11.5 TEE Diesel Powered Rail Car Train

Prototype: German Federal Railroad (DB) class VT 11.5 "Helvetia" TEE diesel powered rail car train. Train route: Zürich – Basle – Mannheim – Frankfurt – Hamburg. 2 type Pw4ü powered end cars, 1 type A4ü compartment car, 1st class, 1 type WR4y intermediate car with galley / dining area. Classic crimson/beige TEE paint scheme. The train looks as it did around 1957.

Model: The train is a 4-part set. It has a digital decoder and extensive sound functions. Each powered end car has controlled high-efficiency propulsion. Each powered end car has a truck with both axles powered. Traction tires. The intermediate cars have factory built-in interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The train has a power pickup feature whereby power is picked up from the electrical pickups in the powered end car at the front of the train. The train has special multiple conductor close couplings and tight closing diaphragms with guide mechanisms between the cars. The ends of the train has a reproduction of the covered Scharfenberg coupler (non-working) at both ends. Train length over the couplers 88 cm / 34-5/8".

- The powered end cars and the intermediate cars constructed chiefly of metal.
- Digital decoder and extensive sound functions included.
- Factory built-in interior lighting with warm white LEDs.

One-time series.

The 22261 basic set can be extended to a prototypical 7-part train with the 23261 add-on car set.

An AC model of this basic set can be found in the Trix H0 assortment under item number 37604.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Sound of squealing brakes off	•	•
Station Announcements	•	•
Conductor's Whistle	•	•
Station Announcements	•	•
Doors Closing	•	•
Direct control	•	•
Operating Sounds 1	•	•
Blower motors	•	•
Brake Compressor	•	•
Operating Sounds 2	•	•
Operating Sounds 3	•	•

Heavy metal construction



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Many European railroads purchased powered rail cars for Trans-Europe-Express-service (TEE) that fulfilled the highest demands for comfort and that offered 1st class seating only. The DB decided on a powered rail car train based on the "Kruckenberg" VT 137 155 and the successful V 200. The basic configuration consisted of two powered end cars as well as five intermediate cars. This train could be expanded to a ten-unit consist by adding additional intermediate cars. The drive gear came from the V 200: Each powered end car was equipped with a 1,100 horsepower motor that transmitted propulsion to the wheel sets in the power truck by means of a

hydraulic transmission and universal joint shafts. A 296 horsepower auxiliary diesel motor with a generator connected directly to it ensured electrical power exclusively for the galley and the air conditioning. The following was delivered in 1957/58: 19 powered end cars (VT 11 5001-5019), 23 compartment cars (VM 11 5101-5123), eight open seating cars (VM 11 5201-5208), eight bar cars (VM 11 5301-5308), and nine dining cars (VM 11 5401-5409). The "Helvetia" linked the North of Germany to Switzerland since the start of the TEE network on June 2, 1957 and was among the "founding members" and thereby the first of the TEE trains. Initially,

the new class VT 11.5 TEE diesel powered rail car trains were available for this routing (Hamburg – Frankfurt – Mannheim – Basle – Zürich). Yet as early as April 12, 1965 the Helvetia advanced to the first locomotive-hauled TEE in Germany, because with increasing electrification more and more TEE trains were converted to locomotive-hauled trains. The last of the TEE trains to be converted was the "Mediolanum" on August 20, 1972. From 1971 on, the TEE sets, designated as the class 601/901 from 1968 on, found new activity in the Intercity network. With the introduction of 2nd class in IC service, the class 601 powered rail car trains were once again without

work for the summer schedule of 1979. A large part of these units was in use again in tourist service starting in the summer of 1980. These units with their elegant form ran as the "Alpen-See-Express" / "Alps-Sea-Express" from Hamburg and Dortmund to different South German and Austrian vacation regions, sometimes even as double units on certain parts of routes. The last use of the former TEE powered rail car trains as the "Alpen-See-Express" took place on April 9, 1988. Shortly after that, all of the trains were retired.



23261 TEE Add-On Car Set for the VT 11.5

Prototype: Intermediate cars for the German Federal Railroad (DB) class VT 11.5 TEE diesel powered rail car train "Helvetia". Train route: Zürich – Basle – Mannheim – Frankfurt – Hamburg. 1 type A4y open seating car, 1st class. 1 type A4ü compartment car, 1st class. 1 type AR4y compartment car with dining/bar area, 1st class. In the classic crimson/beige TEE paint scheme. The cars look as they did around 1957.

Model: This is a 3-part add-on car set for lengthening the 22261 TEE diesel powered rail car train to a prototypical

7-car train. All of the cars have factory-installed interior lighting. Maintenance-free, warm white LEDs are used for the lighting. The dining/bar area also has lighted table lamps. A continuous electrical connection through the entire train supplies the interior lighting and the table lamps with power. There are special multi-conductor current-conducting couplings and tightly fitting diaphragms with guide mechanisms between the cars.

This set lengthens the train by 62.9 cm / 24-3/4".

- Intermediate cars constructed largely of metal.
- Factory-installed interior lighting with warm white LEDs.
- Also, lighted table lamps in the dining/bar area.

One-time series.

The 22261 basic set can be extended to a prototypical 7-part train with the 23261 add-on car set.

An AC model of this add-on car set can be found in the Märklin HO assortment under item number 43114.





Type Otmm 70 Dump Car Set



24123 Type Otmm 70 Dump Car Set

Prototype: 3 German State Railroad (DR/GDR) type Otmm 70 dump cars in Era IV. The cars look as they did around 1983/84.

Model: The dump cars have load inserts and real scale-sized coal. The cars are authentically weathered. All of the cars have different car numbers and are individually packaged.

Length over the buffers per car 11.2 cm / 4-3/8"

- All of the cars include load inserts and real coal.
 - All of the cars include authentic weathering and different car numbers.
- One-time series.

Loaded with real coal
Authentic weathering
Different car numbers



Type Res Low Side Car



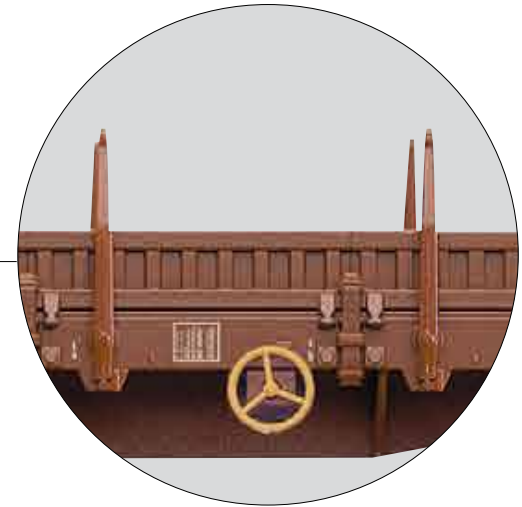
24124 Type Res Low Side Car

Prototype: German State Railroad (DR/GDR) type Res low side car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with fluted side walls, fold-down stakes, and round buffers.

Model: The car has a metal insert for good running characteristics. It has a representation of a wood floor with 8 stakes and inset side walls. The underbody is specific to this car type. The trucks are type Y 25. The car has NEM coupler pockets with a close coupler mechanism. Length over the buffers 22.9 cm / 9".

One-time series.

Version with fluted side walls





The Three-Phase Current Pioneer



The class 120 marked the technological change to three-phase current propulsion. This principle promised compact motors largely free of parts that would wear out, without commutators, commutator rings, brushes, and mechanical contacts. Because a wide torque range and rpm range can be mastered with three-phase current technology, the performance specifications for this new development were broadly formulated. The class 120 was designed to pull 200 km/h or 125 mph fast InterCity trains and 5,400 metric ton freight trains and be equipped with push/pull controls and electric regenerative brakes. In 1977, the DB ordered five experimental units, which were thoroughly tested on test stands, on test runs, and in operational use. Startup, tractive effort, acceleration, running characteristics, braking power, power consumption, and stability were part of these tests. Comparison tests with other makes of locomotives as well as startup tests on the Lötschberg and Semmering grades confirmed the effectiveness of the technology. The speed record was 265 km/h or 165 mph. During the test phase, new developments were introduced, for example: microprocessors for faster monitoring and control. Components were constantly improved until all five units were technically at the same level in 1982 and were ready for regular production. During the several years of development, the purchasing policy changed, however. Instead of all-round locomotives, special locomotives were once again preferred on the basis of common development platforms with many parts in common. Therefore, only the first production run of 60 units of the class 120 were purchased. The five prototypes continue to be used for test purposes, and the regular production locomotives are still proving themselves in daily railroad operations.

22686 Class 120.1 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 120.1 fast general-purpose locomotive. Regular production version. Road number 120 140-9. The locomotive looks as it did around 1995.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. Maintenance-free warm white LEDs are used for the lighting. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cab lighting can be controlled separately in digital operation. The cabs have interior details. The locomotive has close couplers in standard pockets with a guide mechanism. It also has separately applied grab irons. Length over the buffers 22.1 cm / 8-11/16".

- Centrally mounted motor, 4 axles powered.
- Close couplers in standard pockets with a guide mechanism.

One-time series.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 37529.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Electric locomotive op. sounds	•	•
Low Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Station Announcements	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Compressor	•	•
Letting off Air	•	•
Switching maneuver	•	•

Centrally mounted motor for the first time
"Orient Red" paint scheme
Full metal construction for the first time



Märklin 43876

Märklin 43310

Märklin 43309

Märklin 43308

Märklin 43309

22686



Class 120.1 Electric Locomotive



22688 Class 120.1 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 120.1 fast general-purpose locomotive. Regular production version. Road number 120 140-9. The locomotive looks as it did around 1995.

Model: The locomotive has a 21-pin digital interface connector. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. Maintenance-free warm white LEDs are used for the lighting. The triple headlights and dual red marker lights will work in conventional operation. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has close couplers in standard pockets with a guide mechanism. It also has separately applied grab irons. Length over the buffers 22.1 cm / 8-11/16".

- Centrally mounted motor, 4 axles powered.
- Close couplers in standard pockets with a guide mechanism.

One-time series.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 37529.

*With a 21-pin digital interface connector
Centrally mounted motor for the first time
Full metal construction for the first time*



Märklin 43876

Märklin 43310

Märklin 43309

Märklin 43308

Märklin 43309

22686

Type 100 crane car



23540 Car Set with a Type 100 Crane Car and a Type 817 Boom Tender Car

Prototype: German Railroad, Inc. (DB AG) type 100 crane car with a type 817 boom tender car. 160 metric ton capacity. Assigned to Fulda. The cars look as they did in 1997.

Model: The car set has a digital decoder and sound functions. The car set has the Surrounding Sound of hammering, Surrounding Sound 1 of abrasive cutting, Surrounding Sound 2 of a compressor, and Surrounding Sound 3 of a warning horn. The superstructure with the boom on a prototypical crown gear can be rotated. The boom can be raised and lowered by means of a pulley and double block and tackle. The metal main hook can be raised and lowered with pulley and double block and tackle. 4 support arms can be swung out manually and can be fixed with spindles on the bases included with the crane car. The crane car has a metal 8-axle car frame and superstructure. It has metal counter weights that can be mounted on the crane. The maximum length of the superstructure with boom and counterweights is 34 cm / 13-3/8". The radius range of the hook is up to 21 cm / 8-1/4". On curves, the boom can swing to the side prototypically during transport. The crane tender car is for supporting the boom and for storing the hooks and the support bases (stacks of ties). The counterweight car has special equipment for the

transport and assembly of the counterweights. Lifting equipment for lifting objects with a maximum weight of 250 grams / 8.82 ounces is included with the model. This model is being delivered with a numbered certificate of authenticity.

Total length over the buffers 55 cm / 21-5/8".

- **Sound functions included.**

One-time series.

A car set to go with this car set can be found in the Märklin H0 assortment under item number 49955.

An AC model of this car set can be found in the Märklin H0 assortment under item number 49954.

Digital Functions	DCC	mfx
Crane operating sounds	•	•
Raise/Lower Crane Boom	•	•
Rotate Crane Boom	•	•
Raiser/Lower Crane Hook	•	•
Warning Sound	•	•
Surrounding sounds	•	•
Surrounding Sounds 1	•	•
Surrounding Sounds 2	•	•
Surrounding Sounds 3	•	•



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All functions can be controlled digitally



Mechanical block and tackle



Crane hook can be raised and lowered digitally

Numbered certificate of authenticity
Limited to 999 pieces worldwide



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 128 for warranty terms. See Page 127 for an explanation of the symbols and age information.

Find all the latest Trix products at www.EuroRailHobbies.com





Railpool



22190 Class 193 Electric Locomotive

Prototype: Class 193 electric locomotive painted and lettered for Railpool GmbH, Munich, Germany. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: This electric locomotive is constructed of metal and has an mfx/DCC digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights

at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 2 mechanically working pantographs that are not wired to take power. Length over the buffers 21.8 cm / 8-9/16".

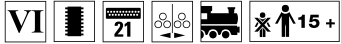
- **Completely new tooling for the modern Siemens Vectron electric locomotive.**
- **Detailed, affordable beginner's model that has extensive features.**

An AC model can be found in the Märklin Start up assortment under item number 36190.

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

With a mfx/DCC digital decoder





22194 Class 193 Electric Locomotive

Prototype: Class 193 electric locomotive painted and lettered for Railpool GmbH, Munich, Germany. Built by Siemens as a regular production locomotive from the Vectron type program.

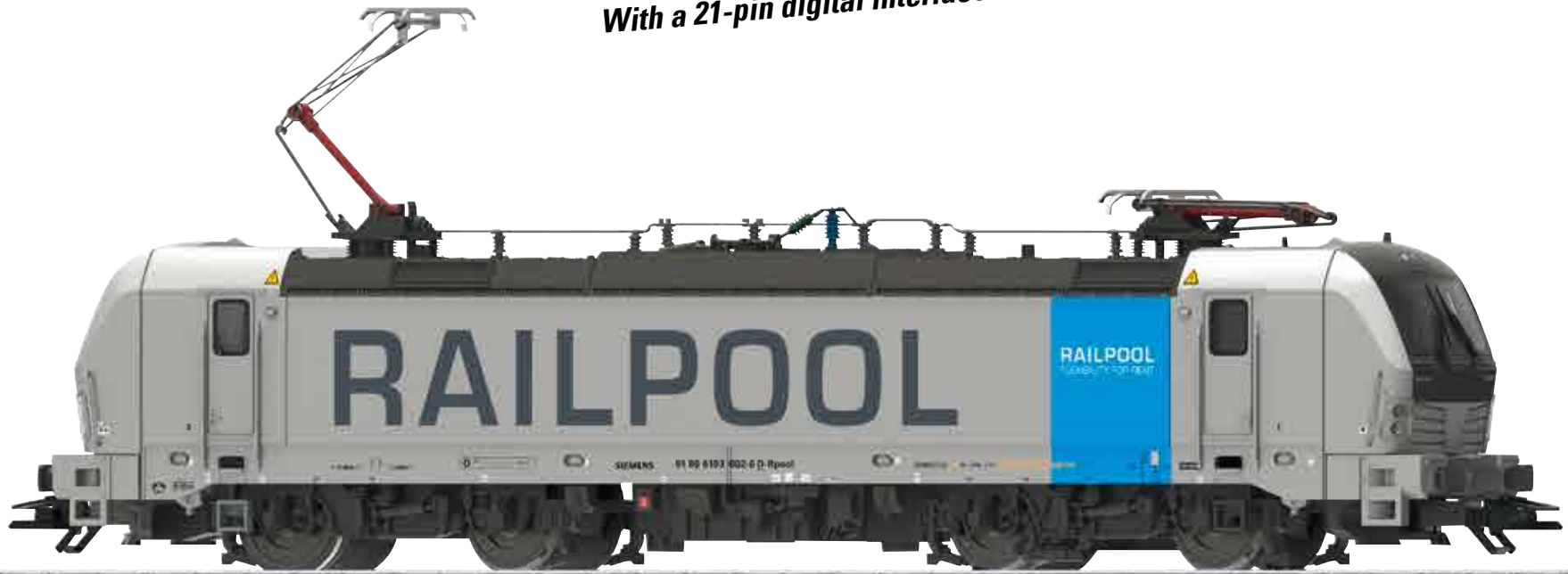
Model: This electric locomotive is constructed of metal and has a 21-pin digital interface connector. It also has a special motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel and will work in conventional operation. Warm white LEDs are used for the lighting. The locomotive has 2 mechanically working pantographs that are not wired to take power. Length over the buffers 21.8 cm / 8-9/16".

- **Completely new tooling for the modern Siemens Vectron electric locomotive.**
- **Detailed, affordable beginner's model.**

One-time series.

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

With a 21-pin digital interface connector



Class 640 Commuter Diesel Powered Rail Car

With the LINT (= Leichter Innovativer Nahverkehrs-Triebwagen / Lightweight Innovative Commuter Service Powered Rail Car) Alstom LHB, Inc. emerged relatively late on the stage of builders of regional powered rail cars. Four variants are currently being marketed internationally under the label "Coradia LINT": The LINT 27 is a one-part, four-axle powered rail car, while LINT 41 six-axle and two-axle versions are coming along. The LINT 54 is being offered with eight axles as a two-part unit but with longer car bodies. It can be expanded to the LINT 81 by inserting another motored center car. The number

behind the name in each case gives the approximate train length in meters. The design of the LINT is set up modular fashion based on the criteria of modern locomotive and car construction so that adjustments can be done at any time to meet customer wishes. On the underbody, welded reinforced steel shapes are used at the ends of the cars. The car bodies are constructed as "warp resistant tubes" mostly of non-rusting types of steel using welded lightweight steel fabrication methods. Fiberglass-reinforced plastic parts bolted and cemented under the end of the car provide a reinforced steel construction

for the required safety. A combination rubber-air suspension ensures the required riding comfort. The heart of the drive system is a 6-cylinder diesel motor from MTU with 315 kilowatts / 422 horsepower output. A hydrodynamic Voith fluid transmission transfers the motor power to the two driving wheel sets in the truck. To date in 2000/2001 the DB has placed 30 units of the LINT 27 into service as the class 640. As the first private railroad in Germany "vectus" ordered another ten units (VT 201-210) at the end of 2004 for use on the Lahntal Line as well as the Unterwesterwald Line and the Oberwesterwald

Line. In 2005, the Veolia subsidiary HEX (Harz-Elbe-Express) put seven LINT 27 as road numbers VT 870-876 into operation for service on the lines Halberstadt – Blankenburg and Könnern – Bernburg (Saale). After winning the bidding for the 3Länder Line (connections in the Three States Corner of Germany between Rhineland-Palatinate, Hesse, and North Rhine-Westphalia) in December of 2014, the Hessian State Railroad (HLB) took over the LINT 27 units from "Vectus", gradually modernized them, and had them painted in the HLB colors.



22271 Class 640 Commuter Diesel Powered Rail Car

Prototype: German Railroad, Inc. (DB AG) class 640 (LINT 27) commuter diesel powered rail car, DB Regio Business Area.

Model: The powered rail car has controlled high-efficiency propulsion and a 21-pin digital interface connector. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel and will work in conventional operation. Maintenance-free, warm white LEDs are used for the lighting. There is a representation of the center buffer coupler at both ends of the train. The train has tinted windows and low-level entries. Total length 28.8 cm / 11-3/8".

- Completely new tooling for the LINT 27.
- Detailed, affordable beginner's model.

One-time series.

Completely new tooling





“Hamburg Design” Express Powered Rail Car Train



22676 Class SVT 137 Express Diesel Powered Rail Car

Prototype: German Railroad, Inc. (DB AG) Class 137 “Hamburg Design” express diesel powered rail car. Visually very similar to the condition of the rail car under the German State Railroad Company (DRG), in the elegant ivory / dark blue basic paint scheme. Two-part unit with a Jakobs truck. Road number 137 225 a/b. The unit looks as it currently does in real life on the museum track at the Leipzig Main Station.

Model: The model has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 2 axles powered in the Jakobs truck by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The model has factory-installed interior lighting and cab lighting, both of which can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The model has separately applied roof details.

It also has continuous side skirting with movable sections over the wheel cutouts. The model has a guide mechanism with a closed diaphragm between the car halves of the train. A reproduction of the Scharfenberg coupler (non-working) is present at the ends of the train. Length over the couplers 48.4 cm / 19-1/16“.

- **Digital decoder with extensive sound and light functions.**
- **Factory-installed interior lighting.**
- **Cab lighting included.**
- **Reproduction of the unit on the museum track at the Leipzig Main Station.**

One-time series.

An AC model of this rail car can be found in the Märklin H0 assortment under item number 37776.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Diesel locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Conductor's Whistle	•	•
Station Announcements	•	•
Doors Closing	•	•
Whistle for switching maneuver	•	•
Brake Compressor	•	•
Letting off Air	•	•
Prelubrication	•	•
Rail Joints	•	•
Engineer's cab lighting	•	•
Engineer's cab lighting	•	•



**22682 Class 185.2 Electric Locomotive**

Prototype: DB Schenker Rail Deutschland AG class 185.2 general-purpose electric locomotive. "Traffic Red" basic paint scheme. Dual-system locomotive from Bombardier as a regular production locomotive from the TRAXX family of locomotives. The locomotive looks as it did in 2012.

Model: The locomotive frame is constructed of die-cast metal. The locomotive has a 21-pin digital interface connector. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, then the locomotive has a double "A" light function at both ends. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2".

One-time series.

Fascination has many faces



HLB



22272 LINT 27 Diesel Powered Commuter Rail Car

Prototype: Hessian State Railroad, Inc. (HLB) LINT 27 diesel powered commuter rail car.

Model: The powered rail car has controlled high-efficiency, an mfx/DCC digital decoder, and extensive sound functions. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white and red LEDs are used for the lighting. There are train destination signs at the ends that are lighted prototypically with yellow LEDs. Both ends of the train have a representation of the center buffer coupler. The train has tinted windows and low-level entries.

Total length 28.8 cm / 11-3/8".

- **Completely new tooling for the LINT 27.**
- **Powered rail car with built-in digital decoder and a wide variety of sound functions.**
- **Detailed, affordable beginner's model with extensive features.**

One-time series.

An AC model of this powered rail car can be found in the Märklin Start up assortment under item number 36641.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Locomotive operating sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Station Announcements	•	•
Headlight(s): Cab1 End	•	•
Doors Closing	•	•
Conductor's Whistle	•	•



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*Completely new tooling
Complete sound features
Red/white light changeover
Lighted train destination sign*



Italy

The G 2000 Diesel Locomotive

The class G 2000 BB diesel hydraulic locomotive is viewed at Vossloh Locomotives GmbH (formerly MaK) in Kiel as the most powerful unit of its kind. It was presented in its original version for the first time in September of 2000 at the Innotrans Exhibition in Berlin, Germany. The first thing to strike the observer was the narrow superstructure with side catwalks and the asymmetrical cabs at the ends. Both ends seen in the direction of travel showed the cab at the front of the locomotive stretching to the left across

the complete width of the locomotive. To the right the cab ended even with the narrow superstructure. Next to, it at both ends was a switching step that was marvelously suited for operations with radio remote control. With it, switching work occurring at the end of a run could be done with no problem and without a second locomotive. Special features of the G 2000 BB are a fully developed building block design principle, the selection of high quality components, as well as a high level of reliability and availability.

In addition to the original version, the G 2000 BB was also built between 2003 and 2010 with a cab across the entire width of the locomotive. This enabled a considerably more spacious cab with two seats and equally good sight down the track. The first units as the G 2000-2 BB went to different private transportation firms in Italy, the G 2000-3 BB variant to France, Belgium, the Netherlands, and Germany. Even the Belgian State Railroad (SNCB) has several units on its roster as leased locomotives. At its introduction

to the market, the G 2000 set new standards for diesel road engines regarding design, functionality, and life cycle costs (LCC). It has an output of up to 2,700 kilowatts / 3,621 horsepower, a maximum speed of 120 km/h / 75 mph, 5,000 liters / 1,321 gallons tank capacity, and a service weight of 87 to 90 metric tons. This unit can be used almost everywhere.



22920 Class G 2000 BB Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs, painted and lettered for Railion Italia Services S.r.l. "Traffic Red" basic paint scheme with a "Basalt Gray" frame. Road number G 2000-03 SF. The locomotive looks as it did around 2006.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the locomotive are included. End covers are included and can be mounted on the buffer beam.

Length over the buffers 20 cm / 7-7/8".

- Frame and parts of the body constructed of metal.
- Cab lighting can be controlled separately in digital operation.
- Digital decoder and extensive operating and sound functions included.

One-time series.

An AC model of this locomotive can be found in the Märklin HO assortment under item number 37200.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Diesel locomotive op. sounds	•	•
Warning Sound	•	•
Engineer's cab lighting	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Direct control	•	•
Sanding	•	•
Sound of Couplers Engaging	•	•
Blower motors	•	•
Letting off Air	•	•
Operating sounds	•	•



The largest Swiss Steam Locomotive

After the Swiss Federal Railways (SBB) took over the Gotthard Line in 1909, it quickly became apparent that locomotives had to be acquired with greater performance in order to make operations on the steep grades on the Gotthard and the approach lines on flat territory more efficient. In addition to serving as motive power for freight locomotives, these locomotives also had to be capable of pulling express trains on the steep grades, which required a maximum speed of 65 km/h / 41 mph in addition to high pulling power.

The two prototypes, road numbers 2901 and 2902, of the class C 5/6 were available for testing as early as 1913. They were equipped with four-cylinder running gear and simple expansion, which did not turn out particularly well. On the regular production locomotives, recourse was therefore made to the good experience with the running gear for the C 4/5 locomotives in the series 2701–32 and four-cylinder compound running gear based on Von-Borries was installed. In this instance, the two inboard high-pressure cylinders drove the second driving wheel set,

and the outboard low-pressure cylinders drove the third driving wheel set. The rear coupled wheel set had 25 mm / 1 inch side play and the treads on the center wheel set were made narrower to ensure good running on curves. Between 1913 and 1917, 28 regular production units were placed into service with the road numbers 2951–2978, whereby road number 2978 was also the last standard gauge steam locomotive delivered to the SBB.

However as early as 1921, these units (immediately designated as "Elephants") became superfluous with the complete electrification of the Gotthard Line, and they were transferred to flat territory as well as to large switchyards. There they survived even with partially forced use on the DRG and after the end of the war on the SNCF well into the Fifties, when the first units were placed in storage. At least the steam era on the SBB ended befitting the status of these locomotives because the last C 5/6 built, road number 2978, took the last official SBB steam train on November 30, 1968 to Winterthur.

Just four "Elephants" remain preserved: The Swiss Transportation Museum in Lucerne houses road number C 5/6 2965. It was displayed until 1982 as a memorial in Erstfeld. Road number 2969 is being overhauled by Eurovapor (locomotive maintenance facility in Sulgen), whereby road number 2958 is functioning as a source of spare parts. Road number 2978 of SBB Historic is still operational and is stored at Delémont.



Especially finely detailed metal construction. Free-standing lanterns and finely detailed, separately applied entry ladders.



|

Märklin 46056

|

22925

|



22925 Class C 5/6 "Elephant" Steam Locomotive with a Tender

Prototype: Swiss Federal Railways (SBB) class C 5/6 "Elephant" Gotthard steam locomotive, with a 3-axle tender, for used in freight and express train service on the Gotthard line. Road number 2965, still currently on display in the Transportation Museum in Lucerne.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed chiefly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights on the locomotive and 2 lights on the tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The front of the locomotive has an NEM pocket and a close coupler. The rear of the tender has an NEM pocket, a close coupler, and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 22.3 cm / 8-3/4".

- **The most powerful SBB steam locomotive, with the nickname "Elephant".**
- **Built as a Gotthard locomotive precisely 100 years ago in 1916.**
- **Locomotive road number 2965 can still be seen now in the Transportation Museum in Lucerne.**
- **Completely new tooling, with partially open bar frame and many separately applied details.**
- **Cab lighting can also be controlled digitally.**
- **Factory-installed smoke unit.**
- **Digital decoder and extensive operation and sound functions included.**

The 22925 legendary Gotthard steam locomotive is being produced in a one-time series in 2016 for the dedication of the new Gotthard base tunnel.

A freight car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46056.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 39250.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Grate Shaken	•	•
Air Pump	•	•
Water Pump	•	•
Injectors	•	•
Switching maneuver	•	•



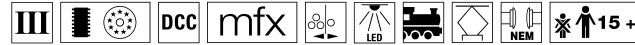
More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.

Completely new tooling
100 Years of the "Elephant" – 2965
The largest Swiss Steam Locomotive



Switzerland



The Red Arrows underwent several rebuilds during their active service life. New technical features were installed, and they were given new class designations several times; the first unit was retired and scrapped in 1966 as the class RBe 2/4. By 1974 there were 2 units left on the SBB's roster, of which one was sold to the ÖBB and was run for several more years in an unusual blue paint scheme. One powered rail car still exists today as an historic unit and harkens back to the time of the Red Arrows in the service of the Swiss Cross.

22868 Class RBe 2/4 Electric Express Powered Rail Car

Prototype: Swiss Federal Railways (SBB) class RBe 2/4, "Roter Pfeil" / "Red Arrow", 2nd class, in the basic red paint scheme. Road number 607. The rail car looks as it did around 1957.

Model: The powered rail car has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The powered rail car has a special motor with a flywheel and a cardan shaft to the powered truck. 2 axles powered. Traction tires. The Swiss light code, 3 headlights in the front and 1 white marker light, changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. In addition, the white marker light can be switched to a red marker light. The powered rail car has factory built-in interior lighting. Maintenance-free warm white and red LEDs are used for the lighting. This powered rail car comes from the factory with a figure of the driver and numerous passengers. In addition, different surrounding sounds can be activated by means of the function buttons. The powered rail car has a double arm pantograph with a narrow contact strip. Length over the buffers 25.7 cm / 10-1/8".

- Factory built-in interior lighting.
- Warm white LEDs for the headlights and interior lighting.
- Can be switched to a red marker light.
- Passengers already seated in the car.
- Digital decoder and extensive sound functions.

One-time series.

An AC model of this powered rail car can be found in the Märklin H0 assortment under item number 37868.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Interior lights	•	•
Locomotive operating sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Marker light(s)	•	•
Stat. Announce. – Swiss	•	•
Conductor's Whistle	•	•
Doors Closing	•	•
Pantograph Sounds	•	•
Brake Compressor	•	•
Rail Joints	•	•
Surrounding Sounds 1	•	•
Surrounding Sounds 2	•	•



Figures correct for the era included for realistic operating scenes





24370 Type Eaos with a Marker Light

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Eaos high side gondola. The car looks as it did after 1985.

Model: The car has a factory-installed blinking red LED

marker light. This is a Swiss type marker light. Current pickup is by means of electrical wheel pickups. The car is loaded with beets.

Length over the buffers 16.1 cm / 6-5/16".

- **Blinking red marker light.**

One-time series.

*Prototypical load
Blinking red marker light*



Belgium



22921 Class G 2000 BB Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by ATC AngelTrainsCargo, Antwerpen, leased as the class 57 to the Belgian State Railways (SNCB). Light gray / green basic paint scheme with an "Umbra Gray" frame. Road number 5707. The locomotive looks as it did around 2011.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both

ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the locomotive are included. End covers are included and can be mounted on the buffer beam.
Length over the buffers 20 cm / 7-7/8".

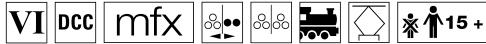
- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **Digital decoder and extensive operating and sound functions included.**

One-time series.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Diesel locomotive op. sounds	•	•
Warning Sound	•	•
Engineer's cab lighting	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Direct control	•	•
Sanding	•	•
Sound of Couplers Engaging	•	•
Blower motors	•	•
Letting off Air	•	•
Operating sounds	•	•



France



22165 Class E 186 Electric Locomotive

Prototype: Akiem S.A.S., Clichy, France, class TRAXX 2 E 186 general-purpose electric locomotive, leased to the French State Railways (SNCF), assigned to the freight service area (FRET). Two-system locomotive with 4 pantographs. The locomotive looks as it did around 2010.

Model: The locomotive has a digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned

off separately in digital operation. When the headlights at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 4 mechanically working pantographs that are not wired to take power.

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

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

One-time series.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 36625.

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



Sweden



24240 Type Mas IV Ore Car Set

Prototype: 6 Swedish State Railways (SJ) type Mas IV three-axle ore cars with brakeman's platforms and hand brake wheels in a brown basic paint scheme, for use on the ore rail line Lulea – Kiruna – Narvik. Authentic weathering. The cars look as they did around 1970.

Model: The ore cars have detailed construction with partially open floors. They have a detailed representation of the axle bearings with springs and brake rigging. The ore car bodies are constructed of metal. All of the cars have brakeman's platforms and brake cranks. All of the ore cars have different car numbers and authentic weathering. The ore cars have load inserts and are loaded with real, scale-sized iron ore. All of the ore cars are individually packaged.

Total length over the buffers approximately 44 cm / 17-5/16"

AC wheel set per ore car 3 x 700150.

- Ore cars individually packaged.
- New car numbers.
- Authentic weathering included.

One-time series.

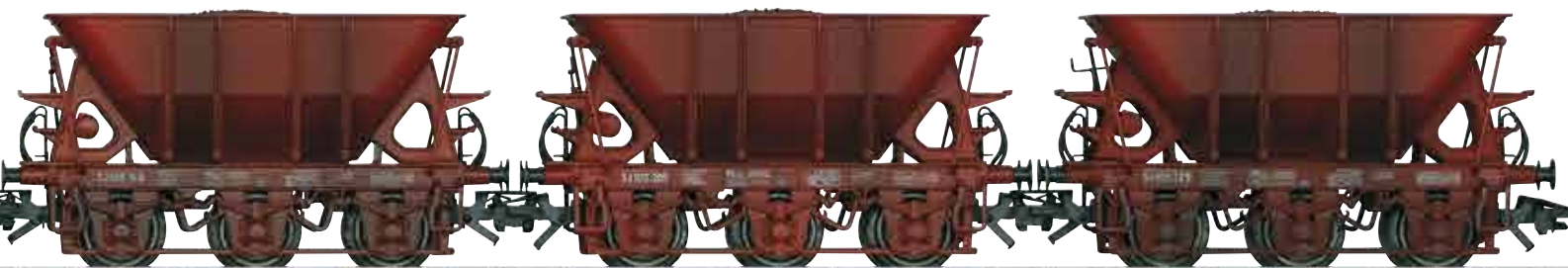
An ore car set with another 12 new car numbers can be found in an AC version in the Märklin H0 assortment under item number 46373.



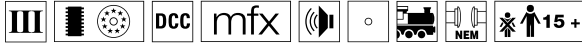
All of the cars have brakeman's platforms and brake cranks

Ore cars individually packaged
New car numbers
Authentic weathering included





USA

**22591 "Mikado" Steam Locomotive with a Tender**

Prototype: Atchison, Topeka & Santa Fe Railway (A.T. & S.F.) "Mikado" 2-8-2 design fast freight locomotive.

Model: The locomotive has a digital decoder and extensive sound functions. It also has a controlled, powerful motor. 4 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The headlight and the smoke generator contact will work in conventional operation and can be controlled digitally. Maintenance-free LEDs are used for the lighting. The locomotive has steam locomotive sounds synchronized with the speed, a whistle sound, bell sound, and acceleration and

braking delay that can be controlled digitally. A non-working knuckle coupler is mounted on the pilot of the locomotive. There is a close coupling between the locomotive and tender. The locomotive has separately applied metal grab irons. It also has many separately applied details. A figure of a locomotive engineer and a fireman are included with the locomotive.

Minimum radius for operation is 360 mm / 14-3/16".
Length over the couplers 29 cm / 11-7/16".

- **Extensive sound functions.**
- **Improved locomotive/tender spacing.**

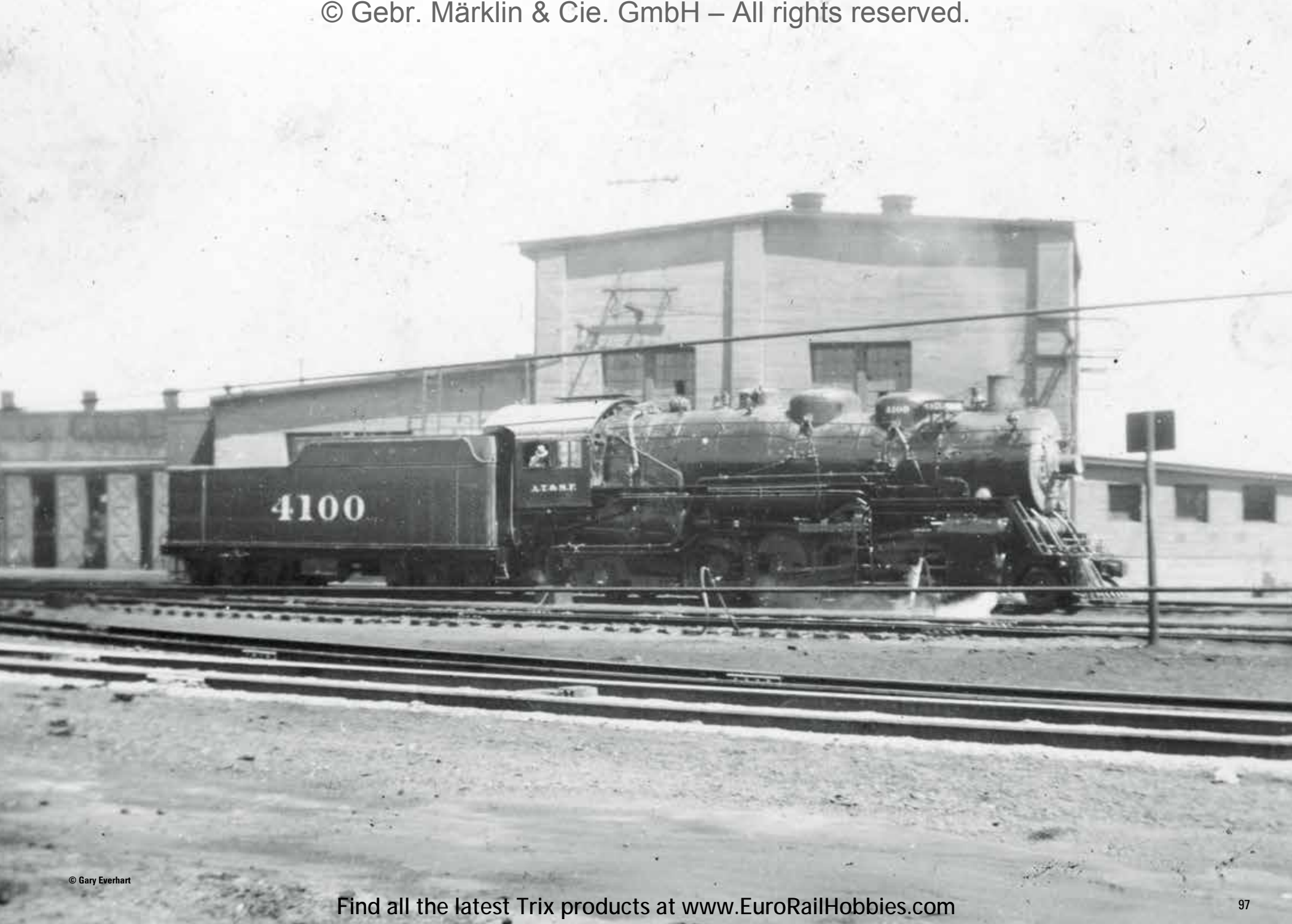
One-time series.

An AC model of this locomotive can be found in the Märklin H0 assortment under item number 37935.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Warning Sound	•	•
Bell	•	•
Air Pump	•	•
Injectors	•	•
Auxiliary Blower	•	•
Sound of Couplers Engaging	•	•
Rail Joints	•	•
Operating Sounds 2	•	•

*Extensive sound functions
Improved locomotive/tender spacing*





4100

AT&T

4100

Kit for the "Sulzdorf" Half-Timbered Freight Shed

Freight shed Sulzdorf 292 x 125 mm / 11-1/2" x 4-15/16"



66383 Kit for the "Sulzdorf" Half-Timbered Freight Shed

Kit for the "Sulzdorf" Half-Timbered Freight Shed.

This Württemberg standard design freight shed was all along the Hohenlohe Line in half-timbered construction. This freight shed stands and stood in different lengths at many train stations in Württemberg. The prototype is still standing Sulzdorf near Schwäbisch Hall. A shorter version still stands in Eckartshausen.

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included. Dimensions (area): 292 x 125 mm / 11-1/2" x 4-15/16".

- Württemberg standard design freight shed.

The train station to go with this freight shed is available under item number 66382.



Kit for “Eckartshausen-Ilshofen” Station



66382 Kit for “Eckartshausen-Ilshofen” Station

Kit for “Eckartshausen-Ilshofen” Station. This is the Württemberg standard design station in sandstone construction. This kit can be used to build other almost prototypical stations by following the instructions: Sulzdorf, Bretzfeld, Renningen. The following station signs (also for stations where this kit could serve as a basis) are included: Eckartshausen-Ilshofen, Sulzdorf, Bretzfeld, Renningen, Ditzingen, Fellbach, Willsbach, Neuenstein, Waldenburg, Wasseralfingen, Weinsberg, Lorch, and Rottenburg

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included. Dimensions for the Eckartshausen-Ilshofen Station (area): 281 x 113 mm / 11-1/16” x 4-7/16”.

- **Württemberg standard design station.**
- **Different stations can be built from this kit.**

The freight shed to go with this station series is available under item number 66383.



Front Side



Rear Side

*Württemberg standard design station
Different stations can be built from
this kit*



Accessories



66508 Trix Locomotive Controller with a 230 Volt Power Supply

This is a locomotive controller with a 230 volt / 18 VA switched mode power pack. It has four-step speed control for slow acceleration and powerful increases in speed up to the maximum speed. The controller has a single-knob operation for setting the track voltage and for setting the direction of travel by turning the control knob from the center setting.

Locomotive controller dimensions:

130 mm / 5-1/8" (L) x 70 mm / 2-3/4" (W) x 50 mm / 2" (H).



Wide Radius Curved Turnouts

A long-standing wish of Trix fans is being fulfilled with the wide radius curved turnouts. Prototypical track plans are now no longer a problem. Trix is thereby setting a new standard in turnout geometry in which the conception of elegant track patterns reaches new dimensions.



62315 Curved Track

R3 = 515 mm / 20-1/4" / 15°. Removable roadbed slopes. This track section is required on both branches of the 62771 and 62772 wide radius curved turnouts.

- **Click and Play:** Reliable, indestructible plug connection.
- **Perfect in form and appearance:** Roadbed, ties, and tie plates.
- **Code 83:** Rail profile 2.1 mm / 83/100" high.
- **Universal:** For locomotives and cars adhering to NEM and RP 25.
- **View:** Air gap between the rail web and the roadbed between the ties.

- **Geometry:** Track combinations without having to make up pieces.
- **Modular:** The roadbed always fits – no processing required.
- **On the underside:** Protected plug contacts instead of damage-prone rail joiners.



Wide radius transition from Radius 3 (R3) to Radius 4 (R4)



62771 Left Curved Turnout

Inner curve: R3 = 515 mm / 20-1/4" / 30°. Outer curve: 30° with a parallel curve spacing of 64 mm / 2-1/16". Hand lever included. Two (2) each 62315 track are required on the inner and outer curve of the turnout. A roadbed piece to fit here is included. The frog is metal and can be polarized. The 74491 electric turnout mechanism, the 74461 digital decoder, and the 74470 turnout lanterns can be installed on this turnout.



62772 Right Curved Turnout

Inner curve: R3 = 515 mm / 20-1/4" / 30°. Outer curve: 30° with a parallel curve spacing of 64 mm / 2-1/16". Hand lever included. Two (2) each 62315 track are required on the inner and outer curve of the turnout. A roadbed piece to fit here is included. The frog is metal and can be polarized. The 74491 electric turnout mechanism, the 74461 digital decoder, and the 74470 turnout lanterns can be installed on this turnout.



Digital



60970 Decoder Tester (without figure)

This device is for fast testing of the new märklin LokDecoder3 and märklin SoundDecoder3 as well as all other decoders that use the following interface connections: NEM 651, NEM 652, MTC14, MTC21, PluX22, and NEXT18. Other decoders such as for 1 Gauge, LGB, or those with individual wires must be connected with set screw terminals.

The other features include:

- LED monitoring for the peak signal, for Aux 1-6, track input, Aux 3, and 4 amplified and not amplified
- Track connections for the digital central controller
- Speaker
- Motor
- Separate terminal clips for another motor
- Direct connections to the märklin Decoder Programmer

Highlights:

- **Easy testing of decoder functions.**



60116 Digital Connector Box

This is for connecting a 66361/66365 switched mode power pack and up to 2 Mobile Stations (60657 and 60653 / Trix 66955 and 66950). Suitable for Märklin H0 Gauge, Trix H0 Gauge, and Minitrix. Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

*Now in the new look of the
Central Station 3*



Digital Control with the System



60226 Central Station 3 60216 Central Station 3plus

As a multi-protocol controller the Central Station 3 with its high resolution, modern color touch screen, 2 locomotive controllers as well as a built-in central track diagram control board offer the possibility of simple, easy control of locomotives and of the entire layout. Up to 32 functions can be controlled on locomotives, and up to 320 Motorola or 2,048 DCC solenoid items can be controlled among accessories.

In addition, the Central Station 3 has 2 built-in locomotive card readers (for saving locomotive data on a locomotive card or for fast call-up of the locomotive by plugging in the locomotive card), an SD card slot for expanded storage as well as a built-in speaker for playing back typical model railroad sounds. A powerful Booster is built in to power the layout with current for trains and for accessories.

The Central Station 3 is multiple device capable, i.e. several Central Station 3 plus (60216) units can be operated together on a layout with the optional cable (60123). Additional locomotive controllers, additional Layouts, and Keyboards expand the operation of the layout whereby joint and separate configurations can be maintained in the Central Station 3 (plus) for the layout areas to be controlled.

More on Page 107

The new CS3 immediately attracts attention with the large, high-resolution display



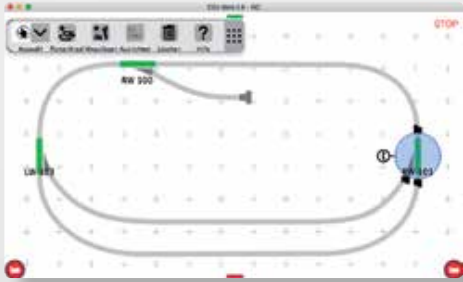
Always on the cutting edge

See the product trailer with the new Märklin AR App



At <http://maerklin.de/en/products/new-items/cs3> you will find additional information about this item

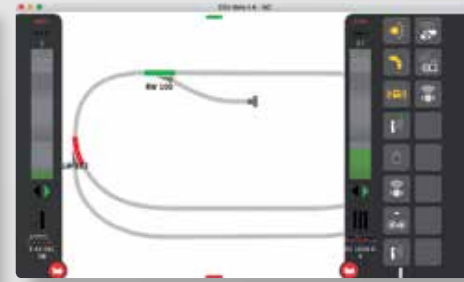
Dimensions 320 x 195 x 80 mm / 12-5/8" x 7-11/16" x 3-1/8"



The attractive, more realistic track diagram is always the centerpiece with this new, easy-to-use operating concept. Operate is thereby even simpler and more manageable.



Different operating elements such as solenoid items, locomotive lists, or the locomotive controllers can be opened and closed by intuitively wiping across the display.



Setting up the track diagram is done easily by directly touching the touch screen. The track diagram is always visible. Up to 32 locomotive functions and many other layout functions are easy to control and they will sort themselves.



The Assistants help with the first setup and with more complex settings or questions.



Central Station 3 – the Most Innovative Controller for Your Märklin World of Operation

Many auxiliary devices such as feedback modules, Booster, other CS2 units, and the CS3plus can be connected with the built-in expansion bus for controlling larger layouts.



Many Possibilities for Networking and Control

Multi-touch for Operating a Layout with Intuitive Movements

Functions can be controlled with a fine touch by using the capacitive touch screen.

The modern multi-touch function supports simple operation by means of intuitive movements.

The Central Station 3 has 2 built-in USB hosts (such as for a mouse, keyboard, USB stick), a USB loading socket, a network connection for communication with a PC, connections for 2 Mobile Stations, a connection for external speakers as well as others for the Märklin Bus system. S88 connections can be done externally by means of the Link s88 (60883).

CS3plus – The Small but Fine Difference:

The CS3plus offers a comprehensive entry into digital model railroading. Equipped with the same performance features as the CS3 the CS3plus also offers an s88 connection for s88 feedback modules and the possibility of using as many CS3plus devices as desired as an add-on. The use of several CS3plus units expands the possibilities for controlling a layout (additional locomotive controllers, additional Keyboards, expanded control possibilities) as well as the Booster performance that is made available. The track connection for the CS3 can be used as a Booster connection.

Tip:

A Central Station 2 (60214 and 60215) can be integrated in the same manner as the CS3plus. Existing control with the new central units can thereby be expanded at any time.

**7 times better performance
with a faster processor
4 GB internal memory**

CS3 and CS3 Plus at a glance:

	CS3 60226	CS3 Plus 60216
High-resolution, modern color screen.	17.78 cm (7") TFT color display with a resolution of 1024 x 600 pixels	
Touch operation	Capacitive touch with recognition of several touch points	
Industrial quality, sturdy housing	Industrial quality central stop button and 2 rotary controllers included	
Locomotive card reader	2	
USB hosts (examples: mouse, keyboard, USB stick, etc.)	2	
USB charging socket	1 (for charging mobile devices or for supplying power to external devices)	
Network connection	1 GB connection	
Built-in speaker	Yes	
External speaker	Line Out connection for active speaker	
Built-in SD card slot for expanding the memory	Yes	
Built-in powerful Booster	Max. 5.0 amps (60101/L51095 switched mode power pack, recommended for 1 Gauge, LGB) Max. 3.0 amps (60061/60065 switched mode power pack, recommended for HO, N Gauge)	
Programming track connection	Yes	
Controllable locomotive functions	Up to 32	
Multi-protocol capable	Yes - mfx, mfx Plus, DCC, MM	
Built-in, central track diagram control board	Scalable and adaptable in size	
Controllable solenoid accessory items	Up to 320 in Motorola and 2,048 in DCC	
Route control (including shuttle train control)	Yes, number limited by the memory size	
Direct Mobile Station connection	2 (front)	
Märklin Bus output (for expansion of other control devices, Booster, feedback units,...)	1	
Märklin Bus input	No	Yes
Märklin Bus connection (for direct connection of Boosters, feedback devices, ...)	2	1
Direct S88 connection	No	Yes, RJ45 connection
External expansion possibility with Link S88 (60883)	Yes	



Industrial quality, sturdy housing with industrial quality central stop button, and 2 rotary controllers



Direct connections for 2 Mobile Stations



Built-in SD card slot



Direct S88 connection

A New Dimension – CS3 plus



More than reality!
Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.

Mobile Station



66955 Mobile Station

This is a DCC digital hand control unit. 11 locomotives can be controlled with direct access. Locomotive selection can be done with the built-in Märklin Digital locomotive database or by means of digital addresses. 16 locomotive functions and 320 solenoid items can be controlled. There is a display of the function status in the built-in background-lighted b/w full graphic display. The Mobile Station has a built-in locomotive card reader. It also has a lighted red Stop button. There is a 1.9 amp output power section in the optionally available track connector box (60116). 2 Mobile Stations (66955 and/or 66950) can be connected independently of each other to the track connector box. When the Mobile Station is operated connected to the (60213-60216 and 60226), there is access to the Central Station settings (Central Station's complete locomotive list, all solenoid items on the Central Station's keyboards and with their designations).

Dimensions 160 x 100 x 39 mm / 6-5/16" x 3-15/16" x 1-1/2".

- **DCC controller for simple, easy operation.**
- **Background-lighted graphic display with self-explanatory pictograms.**
- **16 controllable auxiliary functions.**
- **320 solenoid items can be controlled.**
- **Built-in locomotive card reader.**
- **Simple wiring (Plug & Play) to the track connector box and the Central Station.**

*Now in the new look of the
Central Station 3*



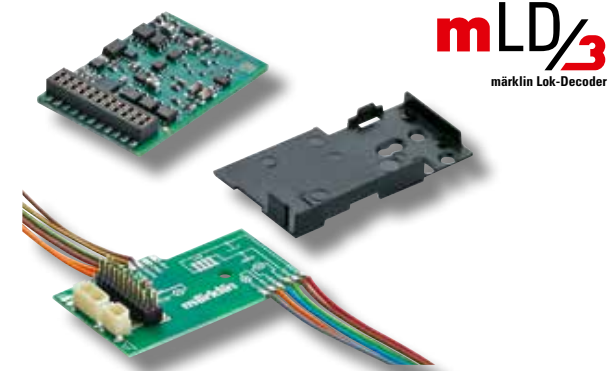
Developed for still more realistic operating enjoyment!



This is the easiest way to describe the new generation of decoders with their programmer and specially developed software from Märklin. In addition to the well-known programming by means of the track and the CS2, model railroaders can now change and adapt the function characteristics of their locomotives within minutes.



The Dashboard – functional and easy to manage



64 Mbit sound memory
Ready for 32 functions
Advanced mapping process control
Easier to use by means of modern tooling
Programming by means of mDP in a few minutes



60971 Decoder-Programmer

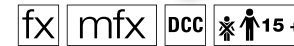
This unit is for fast programming of the new Märklin LokDecoder3 and Märklin Sounddecoder3. You can connect it easily to your PC/laptop by means of a USB port. You will require the Märklin Decoder Tool Software (mDT) that can be downloaded easily on our homepage. The mDT software will help you transfer existing sound or sound you have recorded on your own quickly and easily. You can now also program very easily all other settings such as maximum speed, braking behavior, etc.

- **Fast programming of the new Märklin mLD3 and mSD3 decoders at a PC/laptop.**
- **Equipped with a USB interface connection and a decoder interface connection.**
- **Can be used in conjunction with the Märklin Decoder Tool Software. (www.maerklin.de)**



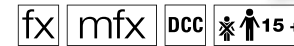
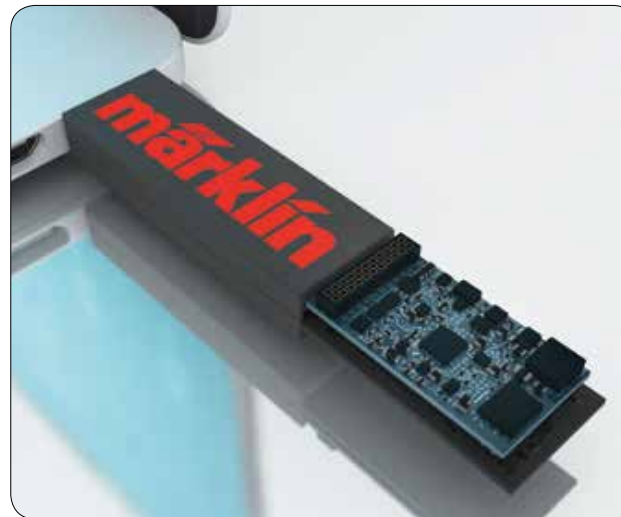
More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.



60972 Märklin mLD3 LokDecoder

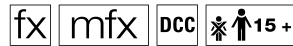
This decoder is for converting Märklin/Trix H0 locomotives with built-in high-efficiency motors or other DC motors. The Märklin LokDecoder3 has a 21-pin interface connector and an accompanying interface connector circuit board for converting analog and digital locomotives. The Märklin LokDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.



60982 Märklin mLD3 LokDecoder

This decoder is for converting Märklin/Trix H0 locomotives with built-in high-efficiency motors or other DC motors. The Märklin SoundDecoder3 has a wiring harness soldered to it with an eight-pin NEM interface connector plug for installation in many locomotives with the appropriate NEM interface connector and locomotives with a lack of space. The Märklin LokDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.

Personalized operating experience – More individuality



This decoder is for converting Märklin/Trix HO locomotives with built-in high-efficiency motors or other DC motors. The märklin SoundDecoder3 has a 21-pin interface connector and an accompanying interface connector circuit board for converting analog and digital locomotives. The märklin SoundDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.

60975 märklin mSD3 SoundDecoder

The decoder has preset sound for a steam locomotive.

60976 märklin mSD3 SoundDecoder

The decoder has preset sound for a diesel locomotive.

60977 märklin mSD3 SoundDecoder

The decoder has preset sound for an electric locomotive.



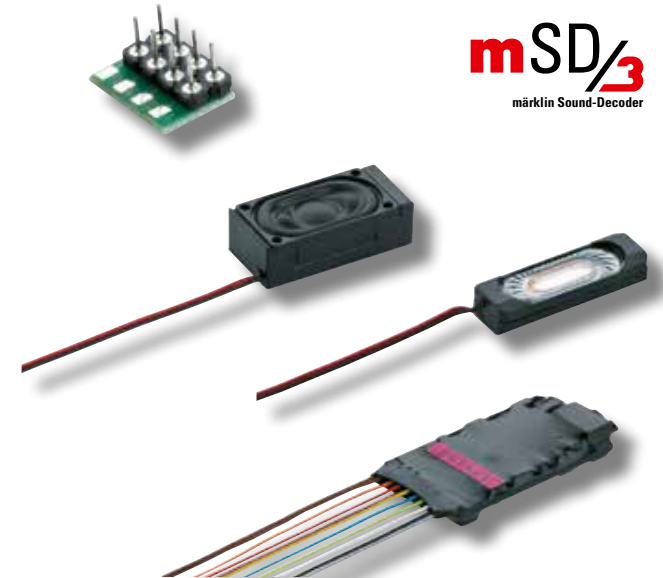
This decoder is for converting Märklin/Trix HO 36000 series Hobby locomotives. The märklin SoundDecoder3 has a 21-pin interface connector and an accompanying interface connector circuit board for converting 36000 series locomotives with trucks. The märklin SoundDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.

60978 märklin mSD3 SoundDecoder

The decoder has preset sound for a diesel locomotive (Hercules).

60979 märklin mSD3 SoundDecoder

The decoder has preset sound for an electric locomotive (TRAXX).



This decoder is for converting Märklin/Trix HO locomotives with built-in high-efficiency motors or other DC motors. The märklin SoundDecoder3 has a wiring harness soldered to it with an eight-pin NEM interface connector plug for installation in many locomotives with the appropriate NEM interface connector and locomotives with a lack of space. The märklin LokDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.

60985 märklin mSD3 SoundDecoder

The decoder has preset sound for a steam locomotive.

60986 märklin mSD3 SoundDecoder

The decoder has preset sound for a diesel locomotive.

60987 märklin mSD3 SoundDecoder

The decoder has preset sound for an electric locomotive.



Trix Express

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



Mimara

The EuroCity (EC) 10/11 "Mimara" between Munich and Salzburg celebrated its premiere on June 2, 1991 with the start of the summer and the annual schedule. It ran for the first time on the route Munich – Zagreb. The Yugoslavian painter, restorer,

and art collector Ante Topić Mimara (1898-1987) served as its namesake. Five financially independent firms were responsible for the Yugoslavian rail system even before the dissolution of Yugoslavia. They were headquartered in Zagreb, Sarajewo,

Beograd, Skopje, and Ljubljana. The "Association of the Yugoslavian Railways" in Belgrade served only as an umbrella organization, which is why the Zagreb Railroad Administration for the Yugoslavian State Railways (Jugoslovenske Železnice – JŽ) pur-

chased new, extremely comfortable cars just for this train. These cars are still used today in the best train connections out of Zagreb: These are 26.4 meter / 86 foot 7 inch long air-conditioned open seating cars for 1st and 2nd class. With a paint scheme in powder



32021 Electric Locomotive

Prototype: German Federal Railroad (DB) class 120.0 fast general-purpose locomotive. Pre-production version in its original paint scheme.

Model: This model is for operation on 3-conductor Trix Express track. The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons on the sides and ends. A bridge plug for direct analog operation is included. Length over the buffers 22.1 cm / 8-11/16".

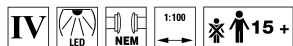
- Central motor, 4 axles powered.
- Close couplers in standard pockets with a guide mechanism.

One-time series.

Cars to go with this locomotive can be found under item numbers 31161, 31162, and 31163.



Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Electric locomotive op. sounds	•	•
Low Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Rear Headlights off	•	•
High Pitch Horn	•	•
Front Headlights off	•	•
Station Announcements	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Brake Compressor	•	•
Letting off steam / air	•	•
Station Announcements	•	•



31161 "MIMARA" Express Train Passenger, 1st Class

Prototype: Croatian Railways (Hrvatske željeznice, HŽ) express train passenger car, 1st class (type Aeelmt) with the train routing "MIMARA" Zagreb – Leipzig.

Model: This car is for operation on 3-conductor Trix Express track. It can also be used on 2-conductor track and Märklin track by means of exchange wheel sets. Trix Express and Märklin couplers are included. The car has adjustable buffers. The 7319 plug-in current-conducting couplings or the 72020/72021 operating current-conducting couplers can be installed on the car. Length over the buffers 26.4 cm / 10-3/8".

- Tooling change.

One-time series.

Your authorized dealer will be happy to exchange the wheel sets free of charge:
E700150 Märklin AC wheel set.
E700580 Trix DC wheel set.

The class 120 locomotive goes with these cars and is available under item number 32021.

Tooling change

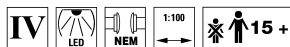


blue / light gray the color scheme was created just for these cars. The Croatian State Railways (HŽ – Hrvatske željeznice) and the Slovenian State Railways (SZ – Slovenske železnice) that came into being with the dissolution of Yugoslavia initially kept

the paint scheme variation as well as the cars for the EC "Mimara". With the start of the summer schedule for 1993, the EC 10/11 "Mimara" was extended to Leipzig and promoted to one of the "star trains" on the so-called Frankenwald rail line. This was surely

if nothing else thanks to its exotic cars and motive power in the form of a class 103 electric locomotive. Starting in 1996 the routing for the "Mimara" was even extended to Berlin. With the introduction of the ICE line Hamburg – Berlin – Munich the routing

of the train from Berlin to Munich was discontinued starting in 2000 and the "Mimara" terminated again in Munich. Unfortunately, the DB did away with almost all train names with the change of schedules in 2006 and there was no longer an EC "Mimara" in Germany anymore.



31162 "MIMARA" Express Train Passenger, 2nd Class

Prototype: Croatian Railways (Hrvatske željeznice, HŽ) express train passenger car, 2nd class (type Beelmt) with the train routing "MIMARA" Zagreb – Leipzig.

Model: This car is for operation on 3-conductor Trix Express track. It can also be used on 2-conductor track and Märklin track by means of exchange wheel sets. Trix Express and Märklin couplers are included. The car has adjustable buffers. The 7319 plug-in current-conducting couplings or the 72020/72021 operating current-conducting couplers can be installed on the car. Length over the buffers 26.4 cm / 10-3/8".

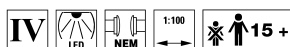
- Tooling change.

One-time series.

Your authorized dealer will be happy to exchange the wheel sets free of charge:
E700150 Märklin AC wheel set.
E700580 Trix DC wheel set.

The class 120 locomotive goes with these cars and is available under item number 32021.

Tooling change



31163 "MIMARA" Express Train Dining Car

Prototype: Based on the Croatian Railways (Hrvatske željeznice, HŽ) express train dining car (type WReelmt) to go with the train routing "MIMARA" Zagreb – Leipzig.

Model: This car is for operation on 3-conductor Trix Express track. It can also be used on 2-conductor track and Märklin track by means of exchange wheel sets. Trix Express and Märklin couplers are included. The car has adjustable buffers. The 7319 plug-in current-conducting couplings or the 72020/72021 operating current-conducting couplers can be installed on the car. Length over the buffers 26.4 cm / 10-3/8".

Your authorized dealer will be happy to exchange the wheel sets free of charge:
E700150 Märklin AC wheel set.
E700580 Trix DC wheel set.

This car goes with the 31161 and 31162 express train passenger cars.



One-time series.



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



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

The Club services* at a glance:

✕ 11 6 Issues of the Märklin Magazine

The leading magazine for model railroaders! You'll find everything about your hobby here: Detailed information on layout construction, product and other technical information straight from the source, exciting reports on models, tips for forthcoming events, and lots more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing subscriptions can be carried over.

✕ The Trix Club News 6 Times a Year

On 24 pages and this six times a year you will find everything about "Your Gauge and Your Club". Behind-the-scene articles and looking over the shoulder of the people in production making your models for an in-depth look at the world of Trix.

✕ Exclusive Club Models

Club models exclusively developed and produced are available only if you are a club member. A personalized and valuable certificate will be sent directly to you at your home address for all locomotive models after they have been delivered.

✕ Club Car of the Year, free of charge

Look forward to the attraction of Car of the Year only available to club members. Choose between HO Gauge, N Gauge or Trix Express.

✕ Annual Chronicle

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

✕ Catalog / New Items Brochures

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

✕ Club Card

Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. As a member you are not only our premium customer, you also receive a broad array of advantages with our almost 100 cooperative partners. Among them are the Miniatur Wunderland in Hamburg, the Hans-Peter Porsche TraumWerk in Anger, or the DB Museum in the Transportation Museum in Nürnberg. In addition, your personal membership card can be used to order all exclusive products offered in the club.

✕ Discounts for attending seminars

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

✕ Favorable shipping terms from the Online Shop

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

✕ Club Trips**

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

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



Club Car of the Year 2016, free of charge



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

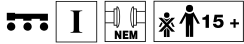
Either on-line under Clubs at maerklin.de or fill out the registration form on Page 121 and send it to us by mail.

Trix Club
Postfach 9 60
73009 Göppingen
Germany

Telephone: +49 (0) 71 61/608 - 213
Telefax: +49 (0) 71 61/608 - 308
E-mail: club@trix.de
Internet: www.trix.de

* The services mentioned here refer to 2016. Subject to change.
** Depending on availability.

Trix Club Cars for 2016



15956 Minitrix Trix Club Car for 2016

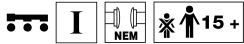
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) short Bavarian freight car with a brakeman's cab. Version as a beer transport car for the "Bayerischen Staatsbrauerei Weihenstephan" / "Bavarian State Brewery Weihenstephan".

Model: The car is new tooling. It is authentically painted and lettered for Era I. It has spoked wheels and a close coupler mechanism.

Length over the buffers 46 mm / 1-13/16".

- **New tooling.**
- **Part of the anniversary of 500 Years of the German Beer Purity Law.**

The 15956 beer transport car is being produced in 2016 in a one-time edition only for Trix Club members.



24816 Trix Club Car for Trix H0 for 2016

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) short Bavarian freight car with a brakeman's cab. Version as a beer transport car for the "Bayerischen Staatsbrauerei Weihenstephan" / "Bavarian State Brewery Weihenstephan".

Model: The car is authentically painted and lettered for Era I. The frame and car body are finely constructed. The car has spoked wheels. It also has NEM coupler pockets and a close coupler mechanism.

Length over the buffers 81 mm / 3-3/16".

- **Part of the anniversary of 500 Years of the German Beer Purity Law.**

The 24816 beer transport car is being produced in 2016 in a one-time edition only for Trix Club members.

- **E34301211 Märklin AC wheel set (oxidized spokes, conductive).**
- **E34382604 Märklin AC wheel set (gray spokes, not conductive).**
- **E36669300 Trix Express wheel set.**



33916 Trix Club Car for Trix Express for 2016

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) short Bavarian freight car with a brakeman's cab. Version as a beer transport car for the "Bayerischen Staatsbrauerei Weihenstephan" / "Bavarian State Brewery Weihenstephan".

Model: The car is authentically painted and lettered for Era I. The frame and car body are finely constructed. The car has spoked wheels. It also has NEM coupler pockets and Trix Express couplers. The car has Trix Express wheel sets.

Length over the buffers 81 mm / 3-3/16".

- **Part of the anniversary of 500 Years of the German Beer Purity Law.**

The 33916 beer transport car is being produced in 2016 in a one-time edition only for Trix Club members.

- **E34301211 Märklin AC wheel set (oxidized spokes, conductive).**
- **E34382604 Märklin AC wheel set (gray spokes, not conductive).**
- **E36669200 Trix DC wheel set.**

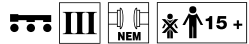


Trix Club Anniversary Cars

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

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

5 Years of Membership



15925 Trix Club Anniversary Car for Minitrix

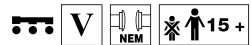
Prototype: 2-axle tank car painted and lettered for "Damman & Lewens", used on the German Federal Railroad (DB).

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

Length over the buffers 55 mm / 2-3/16".

• **Special car for people celebrating anniversaries.**

Only for members with 5 years uninterrupted membership in the Trix Club.



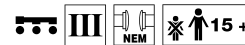
24080 Grade Measurement Car for H0 Gauge

Prototype: Type K1s flat car.

Model: Era V. The bubble balance built into the car has a scale that allows you to read the angle of inclination or grade for ascending or descending routes directly as a percentage. The car has a close coupler mechanism.

Length over the buffers 157 mm / 6-3/16".

The 24080 grade measurement car is being offered exclusively for Trix Club Members, who have reached 5 years of membership.



33965 Tank Car

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

Model: The car has a separately applied platform, running board, and ladder. It also has a detailed, partially open frame with.

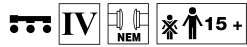
Length over the buffers 10.0 cm / 3-15/16".



The 33965 tank car is being offered exclusively for Trix Club members, who have reached 5 years of membership.

323 760 04 DC wheel set.
366 679 00 AC wheel set.

10 Years of Membership



15220 Track Cleaning Car for N Gauge

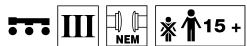
Prototype: Type 925 track cleaning car. The car looks as it did around 1980.

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".

This protective cleaning process is also suitable for nickel silver or brass rails.

The 15220 track cleaning car is being offered exclusively for Trix Club members, who have reached 10 years of membership.



24220 Track Cleaning Car for H0 Gauge

Prototype: Pair of type KK 15 gondolas with hinged hatches, permanently coupled together, used as a railroad maintenance vehicle. Painted and lettered for Era III.

Model: Both cars have rail cleaning equipment mounted on them. Each car has a vertically movable metal block with cleaning surfaces made of polishing felt installed parallel to one another. The cleaning surfaces can be removed and washed. The hinged hatches on the cars can be opened. The cars have close couplers with a guide mechanism. The two car cars connected by a plug-in coupling. Length over the buffers 15.3 cm / 6".

This protective cleaning process is also suitable for nickel silver or brass rails.

AC wheel set 700150.

The 24220 track cleaning car is being offered exclusively for Trix Club members, who have reached 10 years of membership.



33966 Trix Club Anniversary Car for Trix Express

Prototype: Pair of type KK 15 gondolas with hinged hatches, permanently coupled together, used as a railroad maintenance vehicle. Painted and lettered for Era III.

Model: Both cars have rail cleaning equipment mounted on them. Each car has a vertically movable metal block with cleaning surfaces made of polishing felt installed parallel to one another. The cleaning surfaces can be removed and washed. The hinged hatches on the cars can be opened. The cars have close couplers with a guide mechanism. The two car cars connected by a plug-in coupling. Length over the buffers 15.3 cm / 6".

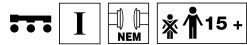
This protective cleaning process can also be used for nickel silver or brass rails.

**E700580 Trix DC wheel set.
E700150 Märklin AC wheel set.**

The 33966 track cleaning car is being produced exclusively for members with 10 years membership in the Trix Club.

Trix Club Anniversary Cars

15 Years of Membership



15555 Minitrix Trix Club Anniversary Car

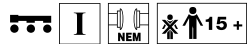
Prototype: Privately owned tank car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a tank car painted and lettered for "Deiglmaier'sche Oelmühlen München-Ost".

Model: The car has spoked wheels and a close coupler mechanism.

Length over the buffers 55 mm / 2-3/16".

Special car for anniversary celebrants.

Only for members with 15 continuous years of membership in the Trix Club.



24221 Trix H0 Trix Club Anniversary Car

Prototype: Privately owned tank car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a tank car painted and lettered for "Deiglmaier'sche Oelmühlen München-Ost".

Model: The car is authentically painted and lettered for Era I. The frame and body are finely constructed. The car has spoked wheels. It also has an NEM coupler pocket and a close coupler mechanism.

Length over the buffers 10.4 cm / 4-1/8".

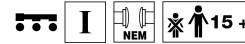
Special car for anniversary celebrants.

Only for members with 15 continuous years of membership in the Trix Club.

34 3012 11 Märklin AC wheel set (oxidized spokes, conductive).

34 3826 04 Märklin AC wheel set (gray spokes, non-conductive).

36 6693 00 Trix Express wheel set.



33967 Trix Express Trix Club Anniversary Car

Prototype: Privately owned tank car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version as a tank car painted and lettered for "Deiglmaier'sche Oelmühlen München-Ost".

Model: The car is authentically painted and lettered for Era I. The frame and body are finely constructed. The car has spoked wheels. It also has an NEM coupler pocket and a close coupler mechanism.

Length over the buffers 10.4 cm / 4-1/8".

Special car for anniversary celebrants.

Only for members with 15 continuous years of membership in the Trix Club.

34 3012 11 Märklin AC wheel set (oxidized spokes, conductive).

34 3826 04 Märklin AC wheel set (gray spokes, non-conductive).

36 6692 00 Trix DC wheel set.

Trix Club - Registration Form

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

Mr. Mrs./Ms.

Title _____

*Last Name, First Name (please print) _____

*Street, Number _____

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

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

*Country _____

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

@ E-mail address _____

Language requested

German English
 French Dutch

Club News requested in

German English

I would like to receive my annual car either in

Minitrix or Trix H0 or Trix Express

(All three are not possible – even for an extra charge)

I am particularly interested in

Minitrix Trix H0 digital analog

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

Yes, my Subscription No. _____ no

Fields marked with * must be completed.

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2016):

D AT BE NL

by means of the following direct debit authorization:

I hereby authorize you, subject to revocation, to debit my checking account to pay for the club membership fee

Account No. _____

Bank Code _____

Bank branch _____

Name and address of the account holder (if different from the address given above)

*Last Name, First Name (please print) _____

*Street, Number _____

*Postal Code/ZIP Code _____ *City/State/Province _____

CH

By payment order that I receive with the invoice.

All Countries

Bank transfer (after receipt of invoice)

By credit card: Mastercard Visa

Name of the cardholder _____

Credit card no.

valid until _____ / _____

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

Membership Conditions

Register now and become a member. Your personal club year begins with the date of your payment. You will receive all future Club services for 12 months. Retroactive services are no longer possible.

Hand the order form in at your Märklin MHI dealer and then pick up the Club car of the year, catalog and Club models here.

Right of Cancellation

The membership is automatically extended by one year if it is not cancelled in writing by the deadline of 6 weeks before the end of your personal Club year. In the USA the commercial law in effect there applies to right of cancellation.

Subject to change.

Right of Withdrawal:

You can cancel your membership in writing within two weeks without giving a reason. To do this, please contact us at the following address.

Trix Club – Postfach 9 60 – 73009 Göppingen, Germany.

The deadline begins with the mailing of this application. Mailing in the cancellation promptly will be sufficient to ensure the deadline. I have taken notice of my right of withdrawal.

Data protection notice:

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

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

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

Date _____ Signature _____

Date _____ Signature _____

Date _____ Signature _____

Your current benefits* at a glance:

✔ **All 6 Issues of the Märklin Magazin.**

The leading magazine for model railroaders! You'll find everything about your hobby here: Detailed information on layout construction, product and other technical information straight from the source, exciting reports on models, tips for forthcoming events, and lots more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing subscriptions can be carried over.

✔ **The Trix Club News 6 Times a Year.**

On 24 pages and this six times a year you will find everything about "Your Gauge and Your Club". Behind-the-scene articles and looking over the shoulder of the people in production making your models for an in-depth look at the world of Trix.

✔ **Exclusive Club Models.**

Club models exclusively developed and produced are available only if you are a club member. A personalized and valuable certificate will be sent directly to you at your home address for all locomotive models after they have been delivered.

✔ **Club Car of the Year, free of charge.**

Look forward to the attraction of Car of the Year only available to club members. Choose between H0 Gauge, N Gauge or Trix Express. Each model a collectible every year.

✔ **Annual Chronicle 2 times a year.**

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

✔ **Catalog / New Items Brochures.**

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

✔ **Club Card.**

Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. As a member you are not only our premium customer, you also receive a broad array of advantages with our almost 100 cooperative partners. Among them are the Miniatur Wunderland in Hamburg, the Museum of Industry and Culture in Osnabrück, or the DB Museum in the Transportation Museum in Nürnberg. In addition, your personal membership card can be used to order all exclusive products offered in the club.

✔ **Discounts for attending seminars.**

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

✔ **Favorable shipping terms from the Online Shop.**

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

✔ **Club Trips**.**

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

See you soon in the Trix Club!

Club Car of the Year 2016, free of charge



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

** Subject to availability

The Club team is available by telephone to members
Monday - Friday from 1:00 PM - 5:00 PM

Mailing Address Trix Club, Postfach 9 60,
73009 Göppingen, Germany

Telephone + 49 / (0) 71 61/608-213

Fax + 49 / (0) 71 61/608-308

E-mail club@trix.de

Internet www.trix.de

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany





Die-casting zinc



Casting processing



Galvanizing



Stamping/pre-assembly



Imprinting/painting



Automatic turning and lathe work



Locomotive assembly

Open House Day

On September 16 and 17, 2016
from 9:00 AM to 5:00 PM

Current program information:
www.maerklin.de



- **Factory tour** Factory tour through current production from 9:00 AM to 5:00 PM
- **Model railroad layouts display**
- **Special cars in H0 and Z** "Galvanizing" department
- **Colorful overall program** for young and old

Werk 1 / Plant 1

Stuttgarter Straße 55-57
73033 Göppingen, Germany
9:00 AM to 5:00 PM

- Large factory tour
- Model railroad layouts
- Moonwalk and play cars
- Locomotive assembly for our visitors
- Food and beverages
- Colorful entertainment program
- Sale of a special car in H0 and Z

Märklin Museum

Reutlinger Straße 2
73037 Göppingen, Germany
9:00 AM to 6:00 PM

- Large program for children
- Attractive offers in the shops
- Sale of accessory items
- Märklin Museum

Worldwide Web TV and Web Radio

Large live entertainment program, organized jointly by Radiofips and Filstalwelle Göppingen.
www.radiofips.de / www.filstalwelle.de



Free parking

Over 2,500 parking places at the EWS Arena (corner of Lorcherstraße/Nördl. Ringstraße). In Göppingen follow the signs.



Free shuttle bus service

EWS-Arena • Werk 1 / Plant 1 • Märklin Museum
Friday and Saturday from 8:30 AM – 5:30 PM

Mark your calendar now!

We reserve the right to make changes.



Märklin Museum



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

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

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

Märklin Museum
Reutlinger Street 2
73037 Göppingen
Germany

Telephone +49 (0) 7161/608-289

Fax +49 (0) 7161/608-151

E-mail museum@maerklin.de

Entry is free.

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



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

Fotos © Hardy Mann

Find all the latest Trix products at www.EuroRailHobbies.com

Museumcar 2016



15566 Minitrix Museum Car for 2016

Prototype: German Federal Railroad (DB) type Sammp 705 flat car. Use: Transport of heavy vehicles and large construction parts. Mercedes delivery truck.

Model: The car has a load frame made of wood and is loaded with a pump for the firm Leistritz in Nürnberg, Germany. The car comes with stakes that can be mounted

on it. The car frame is constructed of die-cast metal, and the car has NEM coupler pockets and close coupler mechanisms.

Length over the buffers 84 mm / 3-5/16".

The model delivery truck is an exclusive version from the firm Wiking.

One-time series.

Available only at the Märklin Museum in Göppingen, Germany.



24716 Trix H0 Museum Car for 2016

Prototype: German Federal Railroad (DB) type Sammp 705 flat car. Use: Transport of heavy vehicles and large construction parts. VW T2 delivery truck.

Model: The car has a load frame made of wood and is loaded with a pump for the firm Leistritz in Nürnberg,

Germany. The car frame is constructed of die-cast metal, and the car has NEM coupler pockets and close coupler mechanisms.

Length over the buffers 152 mm / 6".

The delivery truck is an exclusive version from the firm Wiking.

One-time series.

Available only at the Märklin Museum in Göppingen, Germany.

E700150 Märklin AC wheel set.



Repair Service

Trix Direct Service.

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

Hours of operation at the Service Point

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

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

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

Manufacturer's Warranty.

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

General Notes

General Notes.

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

Some important items of general importance are summarized below:

Connections for Track Layouts.

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

Important Service Information

Deutschland

Service Center

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

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

Nederland

Technische hotline

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

USA

Technical Hotline

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

Schweiz, France, Italia

Technische Hotline

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

Hotline technique

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

Linea diretta tecnica

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

België / Belgique

Technische hotline

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

Hotline technique

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

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

Find all the latest Trix products at www.EuroRailHobbies.com

Explanation of Symbols

DCC	DCC decoder.	Dual headlights front and rear that change over with the direction of travel.	Marker light(s) can be installed.	Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MHI International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5-year warranty on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 128 for warranty terms.
SX	Selectrix decoder.	Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.	Built-in LED interior lighting.	I Era I Privately owned and provincial railroads from the startup phase of railroads to about 1925.
SX2	Selectrix 2 decoder.	One red marker light.	LED interior lighting can be installed.	
DCC SX	DCC/Selectrix decoder.	Dual red marker lights.	Lighting with warm white LED's.	II Era II Formation of the large state railroad networks from 1925 to 1945.
	Digital locomotives or digital device for the Märklin Digital System (Motorola format).	Triple headlights in the front.	Metal locomotive frame and body.	
mfx	Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.	Triple headlights in the front that change over in one direction of travel.	Metal locomotive frame and boiler.	III Era III New organization of the European railroads and modernization of the locomotives and rolling stock from 1945 to 1970.
NEM	Large digital connector (66837 Selectrix decoder).	Triple headlights in the front, one white marker light in the rear that change over with the direction of travel.	Mostly metal locomotive body.	
14	14-pin connector.	Triple headlights in the front, dual white marker lights in the rear.	Metal locomotive frame.	IV Era IV All locomotives and cars lettered according to standard European regulations, the so-called UIC computer lettering, from 1970 to 1990.
21	21-pin connector.	Triple headlights in the front, dual headlights that change over in one direction of travel.	Metal car frame and body.	
	Sound effects circuit.	Triple headlights in the front, dual red marker lights in the rear that change over with the direction of travel.	Mostly metal car body.	V Era V Changes in the color schemes and the origins of the high speed networks since 1990.
	Single headlight in the front.	Triple headlights front and rear.	Metal car frame.	
	Single headlight front and rear that changes over with the direction of travel.	Triple headlights front and rear that change over in one direction of travel.	1:87 Scale for the passenger car length 1:87.	VI Era VI Introduction by the UIC since 2006 of new guidelines for lettering. Locomotives are now given a 12-digit UIC number.
	Dual headlights in the front.	Triple headlights front and rear that change over with the direction of travel.	1:93.5 Scale for the passenger car length 1:93.5.	
	Dual headlights in the front that change over in one direction of travel.	Triple headlights in the front, dual white marker lights in the rear that change over with the direction of travel.	1:100 Scale for the passenger car length 1:100.	Age Information and Warnings. WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed. For adults only.
	Dual headlights front and rear.	Built-in interior lighting.	Power supply can be switched to operate from catenary.	
	Dual headlights front and rear that change over in one direction of travel.	Interior lighting can be installed.	NEM coupler pocket and close coupler mechanism.	
	Built-in marker light(s).			

Index to the Item Numbers

Item no.	Page	Item no.	Page	Item no.	Page	Item no.	Page
11133	14	22190	80	33916	117	66383	98
11627	22	22194	81	33965	118	66508	101
11632	20	22261	68	33966	119	66540	42
11636	24	22271	82	33967	120	66955	109
15220	119	22272	86	60116	103		
15367	41	22295	57	60216	104		
15548	10	22562	62	60226	104		
15555	120	22591	96	60970	103		
15566	125	22676	84	60971	110		
15610	34	22682	85	60972	110		
15639	27	22686	88	60975	111		
15694	38	22688	76	60976	111		
15711	30	22840	60	60977	111		
15925	118	22868	90	60978	111		
15956	117	22920	87	60979	111		
16013	9	22921	92	60982	110		
16025	28	22925	89	60985	111		
16042	7	22962	63	60986	111		
16081	29	23261	69	60987	111		
16103	26	23540	77	62315	102		
16161	17	24080	118	62771	102		
16233	16	24123	71	62772	102		
16286	12	24124	72	66313	48		
16413	32	24220	119	66314	50		
16763	36	24221	120	66318	43		
16873	29	24240	94	66319	44		
16895	31	24370	91	66320	46		
16903	37	24540	58	66321	47		
16953	40	24716	125	66322	51		
18051	17	24816	117	66323	51		
18052	18	31161	114	66330	39		
18080	18	31162	115	66331	52		
22104	65	31163	115	66332	53		
22165	93	32021	114	66382	99		

Märklin MHI Guarantee conditions

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

Warranty Conditions

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

he terms of the warranty do not apply

- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
- Any and all claims arising from the warranty implied or otherwise or replacement for damages are excluded, if other makes of parts not authorized by Märklin have been installed in Märklin products, and have hereby caused malfunctions or damages. The same applies to conversions that were carried out by neither by Märklin nor by repair centers authorized by Märklin. The irrefutable assumption that the aforementioned non-Märklin parts or conversions are the cause for the malfunction or damages works fundamentally in Märklin's favor.
- he warranty period is not extended by repair or replacement of the product covered under warranty. Warranty claims can be submitted directly to the seller or by sending the claimed item/part together with the warranty card or the proof of purchase and a summary of the defects directly to the firm Märklin. In accepting the product for repair, Märklin and the seller assume no liability for data or settings stored on the product by the consumer. Warranty claims sent shipping collect cannot be accepted.

Our address: Gebr. Märklin & Cie. GmbH · Reparatur-Service
Stuttgarter Straße 55-57 · 73033 Göppingen · Germany
E-mail: service@maerklin.de · Internet: www.maerklin.de



The New Item for 2016



60216 Central Station 3plus – Page 104-107



TRIX

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



www.trix.de

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Prices are current as of the print date for this catalog – we reserve the right to change prices between years – prices are in effect until the release of the next price list / next catalog.

Some of the models shown in the photographs are hand samples.

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

The publication of this Trix catalog cancels all previous Trix catalogs.

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

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